City of Ramsey
Agenda
Public Works Committee
Tuesday, July 19, 2022
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

Remote Attendance available at www.cityoframsey.com/meetings.
Those joining remotely and requesting to speak are asked to use a webcam when speaking.

1. Call to Order

2. Citizen Input

3. Approve Agenda

4. Approve Minutes

1. Approve the following meeting minutes.
1. Public Works Committee meeting dated June 21, 2022.

5. Committee Business

1. Review Updated Costs to Construct Sedimentation Basin Improvements at Sunfish Lake

2. Consider Recommendation to City Council to Temporarily Increase Funding for Pavement Management Program and Street Maintenance Budget

6. Committee/Staff Input

1. Receive Update on Available Funding Assistance for Basement Waterproofing

2. Receive Updates on Improvement Projects, Studies and Items of Interest

3. Review Future Topics Calendar

7. Adjournment

Public Works Committee **4. 1.**

Meeting Date: 07/19/2022
Submitted For: Bruce Westby, Engineering/Public Works
By: MaryJo Warner, Engineering/Public Works

Title:

Approve the following meeting minutes.
1. Public Works Committee meeting dated June 21, 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 June 21, 2022.

Action:

Motion to approve meeting minutes dated June 21, 2022.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Bruce Westby	MaryJo Warner	07/14/2022 03:45 PM
Brian Hagen	Brian Hagen	07/14/2022 03:52 PM
Form Started By: MaryJo Warner		Started On: 07/12/2022 12:58 PM
Final Approval Date: 07/14/2022		

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, June 21, 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
Civil Engineer II Joe Feriancek
Finance Director Diana Lund
Community Development Director/Deputy City Admin 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

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

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

4. APPROVE MINUTES

4.01: Approve May 17, 2022, Meeting Minutes

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

Regular Meeting Minutes dated May 17, 2022

Further discussion: Councilmember Musgrove noted on page nine, paragraph seven, it should state, "…indicates ~~they~~ we…"

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

5. COMMITTEE BUSINESS

City Engineer Westby suggested first considering case 5.02 as a resident is not yet present for case 5.01.

5.02: Review Bicycle and Pedestrian Facilities as Part of the 161st Avenue Street Reconstruction

Civil Engineer II Feriancek reviewed the staff report and stated that staff recommends alternative one, reconstructing 161st Avenue as a minimum width two lane road with a six-foot boulevard and ten-foot bituminous trail on the north side.

City Engineer Westby referenced an email he received from Councilmember Woestehoff who asked about running a trail between the fields and PACT. He stated that staff did look at that option but that would place the trail within the foul area of the ball field. He commented on the high cost to move fields. He stated that staff could review that option in more detail, but it may interfere with field use and rental. He commented that this is an MSA road, therefore they are limited in the options for design. He stated that the City does have the ability to change its MSA routes, if desired, but noted that it a lengthy process as well and it would still most likely make sense to widen the road.

Councilmember Woestehoff asked if PACT could be asked to have an easement and put the trail on their property as it would provide mutual benefit. He commented that the neighborhood does not want to see loss of mature trees and it would also change the look of Central Park dramatically. He stated that he would not be in favor of the bike lane as he believed people will most likely park in that lane.

Civil Engineer II Feriancek stated that the current plan has a ten-foot gap between the property line and parking lot.

Chairperson Riley stated that is an option he would be interested in finding out more about. He stated that of the options given, option three would seem to be the best fit for safety and to lose the minimum number of trees.

Councilmember Musgrove stated that she agrees that tree removal should be avoided to the extent possible. She agreed that removing a number of trees would impact the character of the park and therefore would like to look at the possibility of another trail placement that could avoid more tree loss. She stated that she does appreciate the staff time and thought in developing these creative ideas for trails.

Civil Engineer II Feriancek confirmed the consensus of the Committee to work with the developer and try to keep the trail north, staying out of the playing fields.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to direct staff to further investigate option three as well as alternative to negotiate with PACT for a ten-foot trail on the western boundary to the fields.

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

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

City Engineer Westby reviewed the staff report and recommendation to recommend City Council authorization to prepare plans and specifications for 2022 Argon Street Drainage Improvements.

Chairperson Riley referenced the replacement of the septic system that was mentioned and asked if there was flooding before that replacement occurred.

Luke Buchholz, 15407 Argon Street, replied that he was not aware of flooding before the previous owner replaced the septic system.

Councilmember Woestehoff asked the pavement rating for Argon and when the road is scheduled for work next.

Public Works Superintendent Riemer replied that he believed the road had a rating of five or six.

Councilmember Woestehoff asked if the improvement could be delayed until work is done on the road. He stated that perhaps if a pavement management project is planned at a future time, the improvement could become part of that project and be budgeted for. He commented that he would have a hard time developing plans and specifications and spending $500,000 for something that only impacts four homes.

Chairperson Riley noted that the next road improvement would be an overlay, not a reconstruction.

City Engineer Westby replied that the resident has had water in their basement at least twice now and the rain events are becoming more intense each year which will lead to further flooding.

Councilmember Woestehoff stated that nothing in the case makes this seem like this was caused by the City. He stated that when he lived in Richfield his basement flooded on multiple occasions and he did not call the City to regrade his yard. He stated that he would not have a problem assisting with plans and specifications but believed there are better ways to spend $500,000.

Mr. Buchholz stated that he did not think going to the south with a pipe would be feasible because of the grade. He commented that all the water already goes to the west. He stated that the City already did a regrading once, but it was not done correctly. He believed a proper swale would have provided a solution and suggested curving the swale around the septic. He commented that the culvert under Argon Street was not properly sized for all the water that it handles. He commented that after the last overlay, the road surface is almost at the same level as the curb, so

half the water is running off the roads into the driveways and ditches. He believed that regrading a better swale and resizing the culvert would provide a solution. He believed the pond to the west was adequately sized.

Chairperson Riley commented that again it seems that the replacement of the septic system was the cause of these issues.

City Engineer Westby replied that typically when a new system is installed it is put in a new location and perhaps that was part of the issue. He stated that staff could look to see what perpetuated the drainage issue, look at potential costs for regrading, and potential impacts.

Chairperson Riley recognized the hesitancy of the Committee to spend $500,000 to fix something that was caused by replacement of a septic system.

Councilmember Musgrove asked if this would be a situation where a rain garden could help.

City Engineer Westby replied that he is unsure of the soil types in that area or level of the water table. He commented that with the wetland complex to the west he would guess the water table could be high. He identified other properties that have reached out to the City with complaints on this topic. He commented that when the original property owner put the septic system in, he did have problems with water coming into his basement.

Mr. Buchholz commented that per the MS4 Permit, the City is not allowed to send water from the right-of-way onto private land. He commented that if there is not drainage and utility easement through Mr. Ridgeway's property, drainage cannot be sent into that area.

City Engineer Westby replied that there is an issue, and Staff's proposed design would prevent that from occurring and prevent the City from having to purchase an easement. He explained that when the City was incorporated, it incorporated the existing drainage systems and issues.

Chairperson Riley commented that he is shocked at the cost.

Councilmember Woestehoff referenced property four in the diagram which he believed does have an easement. He asked if the issue is that the easements are not in the right place and in order to use that easement there would need to be significant tree removal.

City Engineer Westby stated that in order to direct water to that location, water would need to be rerouted which would include regrading.

Councilmember Woestehoff commented that there is an easement between properties seven and four.

City Engineer Westby replied that there is easement but that is not where the drainage wants to go. He stated that if they were going to perpetuate drainage through the yard, an easement would need to be purchased.

Councilmember Woestehoff stated that it is nice that staff has been helpful even though this does not appear to be the fault of the City at any time.

City Engineer Westby confirmed the consensus of the Committee, directing staff to pursue a less costly option.

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

Civil Engineer II Feriancek reviewed the staff report and recommendation to recommend that the City Council approve plans and specifications and authorize advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02. 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 shorter design life.

Councilmember Musgrove asked for clarification on the eight feet of existing driveways mentioned in the report. She also asked whether there is a need for curb and gutter or whether that is just needed on one section.

Civil Engineer II Feriancek replied that 167th west of Armstrong goes uphill and turns left. He stated that the drainage along the hill goes to the ditches as there are no swales. He stated that curb and gutter would be added to that section to manage that drainage and keep soil from spilling into the road. He stated that the eight feet of driveways provides enough space to tie into the new pavement. He stated that over time parts of the road sink or raise and therefore space is needed to recreate the profile, which will cause some driveways to be slightly adjusted as well.

Councilmember Musgrove asked if the curb and gutter is only in that section.

Civil Engineer II Feriancek confirmed that the curb and gutter is only along that portion of 167th.

Councilmember Woestehoff asked how a reclamation and overlay would differ.

Civil Engineer II Feriancek replied that an overlay would mill out the top layer, but reflective cracking still occurs. He stated that there is a lot of alligator cracking on the road, which would cause the overlay to break up. He stated that a reclaim will mill off additional material to create new class five material.

Councilmember Woestehoff asked if they could do that without doing a full depth reclamation, specifically asking for more explanation on the reclamation light option.

Civil Engineer II Feriancek stated that the reclaim light would mill off the top and a little into the gravel.

City Engineer Westby replied that the reclaim is still the same in both the full depth and light options. He explained that in a full depth reclamation they remove some of the reclaim and put two lifts of pavement, whereas the light version removes less reclaim and puts one layer of pavement on top.

Chairperson Riley referenced the cost difference, noting that the light version is less than half the cost.

Civil Engineer II Feriancek stated that the reduced cost does not include the other improvements proposed, noting that the grade would not be adjusted and therefore it may not be as smooth and it would also remove the curb and gutter, culvert replacement, and other proposed improvements for the project.

City Engineer Westby replied that the road would be a touch better than the originally constructed road. He explained that the City currently constructs roads to a seven-ton design load, whereas this would only be rated for perhaps five tons. He stated that 60 years is the typical lifespan for a new road, whereas this would be maybe between 25 and 40 years.

Councilmember Woestehoff stated that doing these types of improvements could help to solve the bubble situation and spread some repairs over time and the lower cost would help to spread needed repairs to more areas.

Councilmember Musgrove asked if this project was on the 2022 CIP.

City Engineer Westby confirmed that this road was planned for 2022.

Councilmember Musgrove stated that she could support the light version if there were a plan for how many roads could be placed into that category. She stated that she also has a desire to see the road project move forward as planned.

Chairperson Riley asked if this neighborhood would be a good candidate for the light option. He asked all residential neighborhoods would be equally available for the light option or whether it would not be recommended for some roads.

City Engineer Westby replied that it would depend upon the subgrade soils. He stated that it sounds like there were some poor subgrade sections in this area where soil corrections were going to be done and if that does not happen the road would fail faster. He stated that he would target the light option on streets that have better subgrade sections.

Public Works Superintendent Riemer commented that the east side of the project basically only sees traffic from the people living there while the west side has a fair amount of cut-through traffic.

Civil Engineer II Feriancek commented that the subgrade soils on the east side are worse and the subgrade on the west side are better, but people do cut through the west side to get to other neighborhoods.

Councilmember Woestehoff stated that because this is rural residential with less density it would seem like a prime candidate for the light reclaim option. He asked if there would be a hybrid option.

Chairperson Riley asked for details on the half cul-de-sac proposed.

Civil Engineer II Feriancek replied that would allow turn around space for emergency vehicles. He did not believe residents would provide additional right-of-way for a full cul-de-sac as it would significantly impact the resident to the north and take most of his driveway.

Chairperson Riley commented that this was planned for last year and is now planned for this year but is just being brought forward now which means it may not be completed. He asked why this did not come forward earlier.

City Engineer Westby replied that this was the last project and staff has had a heavy workload.

Councilmember Musgrove asked staff for details on a potential hybrid option and whether the reclaim light would be proposed for the west or east portion. She also asked the impact of doing a reclaim light on the eastern portion.

Civil Engineer II Feriancek replied that if the subgrade soils on the east are not corrected, that would fail faster. He commented that perhaps 20 years could be gotten, but maybe not.

Chairperson Riley stated that the Committee would be interested in hearing which projects would be feasible for reclaim light and acknowledged that if there are poor soils those roads would not be good for the reclaim light option.

City Engineer Westby commented that staff will need to track where reclaim light is done to ensure the proper maintenance schedule is followed in the future.

Councilmember Woestehoff asked if it would make sense to split the project into two projects, full reclaim on the east side and reclaim light on the west side, for tracking purposes. He believed that the light reclaim will be a viable option going forward for some roads in order to complete more improvements at a lesser cost.

City Engineer Westby stated that staff could figure out how to track this and would prefer to keep the entire project together.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval of plans and specifications and authorizing advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02 with the assumption that the eastern portion will be full-depth reclaim and the western portion will be reclaim light.

Further discussion: Councilmember Musgrove asked where the cul-de-sac is located and whether that would still be constructed. Civil Engineer II Feriancek replied that while the cul-de-sac is on the western portion, that portion could be full-depth in order to complete that improvement.

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

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

City Engineer Westby reviewed the staff report and recommendation to temporarily increase 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 cost, 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 potential professional services. These costs must therefore be considered as well.

Chairperson Riley asked if the reclaim light is done, would that preclude a mill and overlay in the future.

City Engineer Westby confirmed that generally that would be true as there would not be enough pavement for that option. He commented that an overlay could be done to lengthen the lifespan, but a mill and overlay would not be an option.

Civil Engineer II Feriancek explained the differences in the proposed costs of the last case between full-depth reclaim and reclaim light.

City Engineer Westby replied that staff will provide better cost estimates at the next meeting.

Councilmember Woestehoff stated that he likes getting 25 percent more roads done. He stated that as much as he does not love the reclaim light option, it does help to spread the improvements out better over time.

Chairperson Riley confirmed the consensus of the Committee that the available ARPA funds mentioned should be spent on road projects.

Councilmember Woestehoff asked if the police body cams were still funded using ARPA dollars.

Finance Director Lund replied was excluded from the numbers and noted the estimate of the police cameras was about $268,000 in total for the entire system.

Councilmember Musgrove asked if the ARPA funds have to be used within a certain period of time.

Finance Director Lund stated that the first half of funds were received in 2021 and the next half will be received in 2022. She stated that contracts have to be in place by December 2023 and the funds have to be spent one year after that date.

Councilmember Musgrove referenced the road rating which helps to categorize the improvements needed and asked if the subgrade information could also be included to identify the streets that would be available for reclaim light.

City Engineer Westby replied that geotechnical work would need to be done with soil borings to review the soil conditions.

Chairperson Riley asked if the radar would provide that information.

City Engineer Westby replied that only provides details on the bituminous and aggregate section depths but does not identify soil types.

Chairperson Riley asked if engineering would have sufficient time to plan for improvements next year if the additional funding is approved now.

City Engineer Westby commented that if staff can start moving on it right away, that should be possible. He commented that they would have a Civil Engineer working on plans full time after this construction season is done. He commented that Civil Engineer II Feriancek would also be working on plans.

Civil Engineer II Feriancek reviewed the projects currently scheduled for the following year and stated that with the additional staff person assisting, they should be able to complete those plans.

Councilmember Woestehoff asked if the intent would be to use the additional funds for reconstructs, or to focus on the reclaim light projects.

Chairperson Riley commented that is part of the discussion.

Community Development Director/Deputy City Admin Hagen commented that if the additional funding is used on roads, every project for 2023 would use that funding in order to ensure the funds are spent on time.

Councilmember Woestehoff stated that his question was more of whether this is focused on getting the most miles of roads done. He asked if staff has some of the geotechnical data on about half the roads scheduled for reconstruction.

City Engineer Westby did not believe that would be accurate. He noted that there may be data from previous projects or developments in that area. He stated that the next step for the 2023 projects was to award contracts for geotechnical and topographical surveys.

Councilmember Woestehoff asked the cost to have geotechnical work done on all the roads proposed on the CIP for the next set of years.

City Engineer Westby noted that there are some streets that have known issues and perhaps just a boring or two would be adequate to confirm that information.

Civil Engineer II Feriancek provided more details on the estimated cost for that service.

Chairperson Riley commented that there is a known CIP schedule and perhaps it would be a good idea to do the projects planned for 2023 and then attempt to get the most number of miles completed with the additional funding.

City Engineer Westby replied that if City Council approvals could be gained immediately, staff could focus on that task.

Chairperson Riley asked what that would mean.

City Engineer Westby replied that perhaps if a dome project were to come forward, that engineering work would need to be contracted out in order for City staff to stay focused on roads.

Councilmember Woestehoff asked how finance feels about spending those funds on roads.

Finance Director Lund replied that they are going into budget discussions and roads were planned to be on the levy, therefore she would assume they would stay on that tract with the additional funding for roads. She stated that roads would then be $1,800,000 within the proposed budget. She clarified that contracts would need to be in place by December of 2024 for ARPA funds and spent by December 2026.

City Engineer Westby stated that the plan for 2023 is great but they would still need a plan for the next ten years.

Councilmember Musgrove asked some of the options.

Chairperson Riley commented that most of these are residential streets and could not use MSA funding. He confirmed that an additional $2,500,000 is needed each year for the next ten years.

Finance Director Lund provided details on the typical terms of bonding.

Councilmember Woestehoff asked if it would be smarter to do a larger amount to get more work done if they were to use bonding.

Finance Director Lund provided details on bonding and the timeline in which the funds have to be used.

Councilmember Musgrove asked if there would be an opportunity to use the consortium if a larger amount were bonded for.

City Engineer Westby replied that the consortium does sealcoating and crack sealing. He stated that the City could bond a larger amount and that costs could be spread over up to ten years.

Chairperson Riley commented that it seems that roads need to be reconstructed rather than overlaid and asked what is driving that.

City Engineer Westby replied that these are the roads that were inherited and the roads are at or near their life expectancy. He stated that the City does about two times the number of overlays compared to reconstructs. He commented that is due to the age of the roads and lack of maintenance in the past. He explained that if there was additional maintenance done in the past, they could be doing move overlays but now the roads have deteriorated past that point and need to be reconstructed.

Chairperson Riley referenced Ute Street, south of Alpine, and asked why that would not qualify as an overlay.

City Engineer Westby replied it has a rating of three or four.

Public Works Superintendent Riemer commented on the number of potholes and wearing of the road.

City Engineer Westby replied that staff can move forward with the plan for 2023 as discussed, or staff could bring additional information back for the July meeting if desired.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval to temporarily increase Pavement Management Program using the available ARPA funds, directing staff to move forward with the planned 2023 CIP road projects and use the additional funds to provide the most benefit to roads possible.

Further discussion:

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

Chairperson Riley commented that in terms of planning for the years after, it would make sense to hear more information about bonding and the use of outside engineering consultants.

Councilmember Woestehoff stated that it would also be helpful to have information on future impacts to taxpayers as well.

Finance Director Lund noted that she would need to know the amount that would be bonded for in order to provide that information.

Councilmember Woestehoff stated that he is comfortable with the plan for 2023 but would want more information following that because there are other costs, such as the Water Treatment Plant, that will have impacts.

City Engineer Westby stated that if the decision is to add projects, that work needs to be done in the fall, so the discussion cannot be pushed too far down the road as there is not a funding source identified.

Community Development Director/Deputy City Admin Hagen stated that this will need to be part of the budgeting discussions because funding may need to start increasing in 2023 in order to have the needed funding for the roads going forward and spread that cost out.

Finance Director Lund commented that because she does not know what the levy will be this year and with fluctuating costs, it is hard to project. She noted that the CIP costs are based on estimates prior to this market and those may increase as well. She stated that there has to be something locked in for the levy increase and did not believe five percent is accurate for a growing city.

Chairperson Riley recognized that is more of a budget discussion that could be discussed by the full Council. He stated that if staff has a recommendation that may help the Council make that decision, that would be helpful.

Finance Director Lund stated that for the July budget meeting she will be using the current proposal as the starting point.

Chairperson Riley referenced patching methods and costs and stated that he asked for more information on that and asked what else could be done.

Public Works Superintendent Riemer provided details on the different methods of patching and associated costs.

Chairperson Riley recognized that residents continue to demand repairs, and this helps to show the work that is being done. He asked if funds are available or whether funds need to be directed in order to allocate more funds towards patching.

Public Works Superintendent Riemer believed there would be funds in the budget that could absorb the additional cost.

Chairperson Riley commented that it seems to make sense to follow the more efficient path.

Councilmember Musgrove agreed that this would be more efficient and less impact to the public works staff people.

PW Street Supervisor Shane Turner provided additional details on the more efficient patching method. He confirmed that the machinery is trailered, and that the City has the trailers available.

Public Works Superintendent Riemer noted the only piece that would be new equipment.

PW Street Supervisor Shane Turner commented that there would be a secondary bucket that would go with the machine.

Councilmember Musgrove asked how soon the equipment could be obtained if approved.

PW Street Supervisor Shane Turner commented that there is one available right now at Lano Equipment, therefore it could be a quick turnaround.

Public Works Superintendent Riemer commented that even this method would not provide a solution for some roads that need to be reconstructed, but it would be more efficient for others.

Chairperson Riley asked if this information could be shared with residents to reassure them that their concerns are being addressed.

Finance Director Lund noted that the line item was budgeted for and therefore does not need additional approval.

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.

Chairperson Riley recognized that this is the last Public Works Committee meeting for Public Works Superintendent Riemer. He thanked him for the contributions he has made to the City of Ramsey.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:11 p.m.

Respectfully submitted,

_____

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 07/19/2022

By: Bruce Westby, Engineering/Public Works

Title:

Review Updated Costs to Construct Sedimentation Basin Improvements at Sunfish Lake

Purpose/Background:

Purpose:

The purpose of this case is to present updated estimated costs for constructing a stormwater sedimentation basin within the wetland south of Sunfish Lake, filling in a sedimentation swale on the south side of the property at 14520 Sunfish Lake Drive NW, and purchasing wetland credits from a wetland bank to mitigate the resulting wetland impacts at a 2:1 ratio.

Background:

Attached are copies of three AgendaQuick cases discussed with the Public Works Committee on September 15, 2015 (case #5674), May 17, 2016 (case #6299), and June 21, 2016 (case #6377. All background information is included in these cases.

Also attached are copies of the meeting minutes from these meetings.

At the last PWC meeting where this issue was discussed, Staff was directed to bring back updated costs and potential funding mechanisms for the improvements.

Timeframe:

Staff estimates 15 minutes will be needed to present and discuss this case.

Observations/Alternatives:

Observations:

Only one member of the current Public Works Committee was involved in earlier discussions regarding this case so Staff did not contact the property owner of 14520 Sunfish Lake Drive in advance of this meeting. If the Committee would like to discuss anything related to this case with the property owner, Staff will update them and invite them to the next regularly scheduled meeting. Otherwise, Staff will contact the property owner to inform them of the updated cost estimate and will relay any other information as directed by the Committee.

Alternatives:

Based on discussion.

Funding Source:

Staff has updated project cost estimates for the required work. The total estimated project cost is $83,160. Attached is a detailed cost estimate for reference.

This cost estimate includes all costs required to construct the settling basin, to construct required storm sewer modifications, to fill in the drainage swale across the rear of the private property, to remove the storm sewer structure at the end of the swale on the west side of the private property, to restore all disturbed areas (sod is proposed on the private property and a wetland seed mix on all other areas), and to vacate the easement the swale was located in. The estimated costs also include 5% contingency costs for unknowns and miscellaneous pay items not included in the cost estimate, as well as 15% indirect costs for administrative, engineering, finance, and legal fees.

If an improvement project were to be ordered, any City costs would be proposed to be taken from the Stormwater Fund.

Recommendation:

Staff recommends leaving the existing swale as is and not constructing a sedimentation basin. Everything is working well as is and the private property owner has not contacted Staff since the last Public Works Committee meeting when this was discussed. If the private property owner requested this work to be completed, Staff would recommend that the property owner be required to pay for the requested work since it solely benefits the use of their property. However, the City could consider contributing an amount commensurate with the estimated long-term savings associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of a private property within a drainage easement. Based on a 50-year maintenance schedule, this cost is estimated at $2,000 as the City would dredge and restore the turf in the swale every 25 years on average.

Action:

Based on discussion.

Attachments

PWC case 5674
PWC minutes case 5674
PWC case 6299
PWC minutes case 6299
PWC case 6377
PWC minutes case 6377
2022 Estimated Costs

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	07/14/2022 03:53 PM
Form Started By: Bruce Westby		Started On: 07/13/2022 09:48 AM
Final Approval Date: 07/14/2022		

Public Works Committee **5. 1.**

Meeting Date: 09/15/2015

By: Bruce Westby, Engineering/Public Works

Title:

Consideration of Request to Reconstruct Stormwater Treatment Improvements at Sunfish Lake

Purpose/Background:

Purpose:

The property owner at 14520 Sunfish Lake Drive NW is requesting that the City reconstruct specific stormwater treatment improvements impacting a portion of their back yard. The requested work includes constructing a settling basin at the end of the storm sewer outlet from Sunwood Drive where it intersects 145th Lane NW for the purpose of reducing the frequency and volume of stormwater runoff running through the existing drainage swale along their rear lot line, and removing the existing cattails and other types of vegetation commonly found in wetlands from the swale and restoring the swale to a lawn type condition using sod, though seeding could be acceptable if done correctly. Attached ***Figure 1*** shows 2014 aerial photography of the property and the surrounding area including parcel lines, property addresses, and street names, and identifies the locations of the swale and various storm sewer outlets in relation to the property. Attached ***Figure 2*** shows the concept design for the requested improvements.

Background:

The property owner at 14520 Sunfish Lake Drive NW has contacted the City on numerous occasions since the mid-2000's regarding a drainage swale located within a 20-foot wide drainage and utility easement that runs across the back edge of his lot. The lot backs up to Sunfish Lake. The lake border adjacent to the property is predominantly cattails, and the edge of open water is approximately 100 yards northwest of the property.

This property is located in the Sunfish Lake Estates subdivision which was platted in 1996. The plat dedicated the 20-foot drainage and utility easement parallel to the rear lot line to accommodate a drainage swale that connects the storm sewer outlet from Sunwood Drive to an outlet control structure located near the southwest corner of the lot. Attached is a certificate of survey that shows the lot boundaries and locations of the rear lot drainage easement and berm along the back side of the swale.

The drainage swale and outlet control structure are not shown on the final Grading and Utility plans filed for the plat. The structure and the swale are shown on the plans the City prepared for the extension of Sunwood Drive. A copy of this plan is attached.

City files show that the City constructed Sunwood Drive around the time the plat was filed. This provided access to the site. An EAW was required prior to construction of Sunwood Drive. The Minnesota Department of Natural Resources (DNR) provided a response letter noting that the stormwater from the roadway should not be discharged directly to the wetlands adjacent to the roadway. A copy of this letter is attached with this text highlighted in yellow. The as-built plans for Sunwood Drive show that the storm sewer is directed to the swale on the back side of the lot. This swale provides treatment for the stormwater runoff from Sunwood Drive prior to discharging the runoff into Sunfish Lake via the outlet control structure.

According to the property owner, they were able to mow the swale and outer berm for the first several years after moving in around 1999, and standing water first appeared in the swale in the mid to late-2000's with the frequency of standing water increasing over time. The property owner contacted the City about the standing water in the late-2000's, after which Staff visited the site and informed the property owner that the swale was designed for this purpose, and that the drainage and utility easement was sized to accommodate the water.

The property owner contacted the City again in 2014 again noting his concerns that water was constantly standing in the swale, making it difficult to maintain the swale and rendering that part of his yard unusable. Staff met the resident on site and verified that the swale and standing water was being contained within the drainage and utility easement, and that the storm sewer system was functioning properly and was not plugged.

Staff met with the resident again in May of 2015, at which time Staff was asked if the swale could be redirected or removed. The property owner also inquired whether the volume of stormwater runoff being directed through the swale on his lot might have increased due to the new development across the street (Village of Sunfish Lake Subdivision). Staff researched the drainage plans for Village of Sunfish Lake and found that the two stormwater ponds for the Village of Sunfish Lake were constructed as land-locked basins and were sized to contain back to back 100 year storms. One of the ponds is located south of Sunwood Drive and east of 145th Lane, and the second pond is located in the southwest quadrant of Sunwood Drive and Radium Street. Stormwater from the Village of Sunfish Lake will therefore only reach the swale in extreme conditions.

Staff also contacted Anoka County per your property owner's request so see if they might have increased stormwater runoff into Sunfish Lake over the last decade or so due to road construction or maintenance projects along Sunfish Lake Boulevard/CR 57. The County has no records of any such projects that would have resulted in a significant quantity of groundwater or surface water being directed into Sunfish Lake for extended periods of time that may have resulted in increased lake levels.

The Minnesota Department of Natural Resources (DNR) maintains a database of lake levels, including Sunfish Lake. The records cover the period from 1985 to 2015, a span of 30 years. The Ordinary High Water level (OHW) determined by the DNR is 861.5. The record shows that from 1985 – 1988 the water level was up to 1.5 feet above the OHW. The water level dropped to 857.2 in 1989 before rebounding to 861.6 in 1991. The lake level dropped below 860 from 1994 to 2005, reaching a low of 856.7 in 2000. The lake level has generally been above 860 since 2011. The outlet structure for the swale is an inverted siphon, the inlet and outlet pipes are lower that the invert of the manhole connecting the pipes. The outside pipe ends are at 860.0 while the common connection between the pipes is at 861.3. Water must therefore build up to 861.3 in the swale before it is discharged into Sunfish Lake through the outlet control structure. Staff also obtained rainfall records for the same time period. The lake elevation generally corresponds with the annual rainfall totals, with the lake level rising when precipitation is above the 30 year average for several years in a row.

Staff then investigated whether a structural water quality treatment structure could be used in place of the swale. These devices function by circulating the stormwater inside a large diameter manhole. There are baffles inside which direct the stormwater around the edge of the device. The soil particles settle out of the water as it flows around the structure. The rate at which particles settle out is related to the distance the water travels and speed at which the water is flowing. The devices are designed to treat a certain quantity of flow. If the inflow exceeds the designed flow then water flows over a weir and passes out of the structure without treatment (bypass flow). The storm sewer outlet from the street is at elevation 859.6, two (2) feet below the OHW. Staff contacted a supplier of these devices and asked if the device would function properly when the outlet is submerged. The supplier said the device would function in bypass mode and would not provide any treatment. Staff also contacted the St. Anthony Falls Laboratory and asked staff there if there had been research on the effectiveness of structural stormwater treatment devices when the outlet is submerged. They have not done a research project like this; however, they generally agreed with the manufactures representative that the device would function in bypass mode when the outlet is submerged. Bypass mode does not provide any treatment of the storm water passing through the device so this would not be a viable option.

City staff also discussed the option of converting the swale to a raingarden feature to enhance aesthetics but the property owner was not interested in this option as it would not result in more useable space in their back yard.

The only option that the property owner is therefore interested in pursuing is to construct a settling basin at the storm sewer outlet north of Sunwood Drive to treat the roadway runoff before it is discharged into the wetland.

Timeframe:

Approximately 20 minutes for presentation and discussion.

Observations/Alternatives:

Staff believes that the water observed in the bottom of the trench in recent years is most likely not from storm water runoff but rather groundwater rising in conjunction with the lake level rising.

Permits from both the DNR and the Lower Rum River Watershed Management Organization would be required to complete the requested improvements as the settling basin and overflow would be located within wetland 114P (see attached ***Figure 3***) which requires a WMO permit, and the work would be occurring below the Ordinary High Water Level which requires a permit from the DNR. In addition, wetland mitigation credits would need to be purchased at a 2:1 ratio to replace the impacted wetland due to construction of the settling basin.

Staff estimates that construction of the proposed settling basin and restoration of the swale would cost between $15,000 to $45,000, depending on the volume of stormwater to be treated, required dewatering, the cost of wetland mitigation credits, and the method of turf restoration to be used for the swale.

At this time, the property owner is not requesting to fill the swale or vacate the easement so these costs have not been considered.

Funding Source:

Funding for the City's share of any ordered improvements would be taken from the Stormwater Fund.

Recommendation:

Staff recommends that the property owner be required to pay for the requested work since it benefits the use of his property. However, the City could consider contributing an amount commensurate with the estimated long-term savings associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of the private property. Based on a 50 year maintenance schedule this cost would be approximately $500 assuming the City would dredge and restore the turf in the swale twice, once every 25 years.

Action:

Staff is requesting Committee direction on whether this request should be considered for approval, and if so, whether the City should contribute anything towards the project. If the Committee is in agreement with the request, Staff would request that the Committee provide a formal recommendation for the City Council since this item would require Council approval as it is not a budgeted work task.

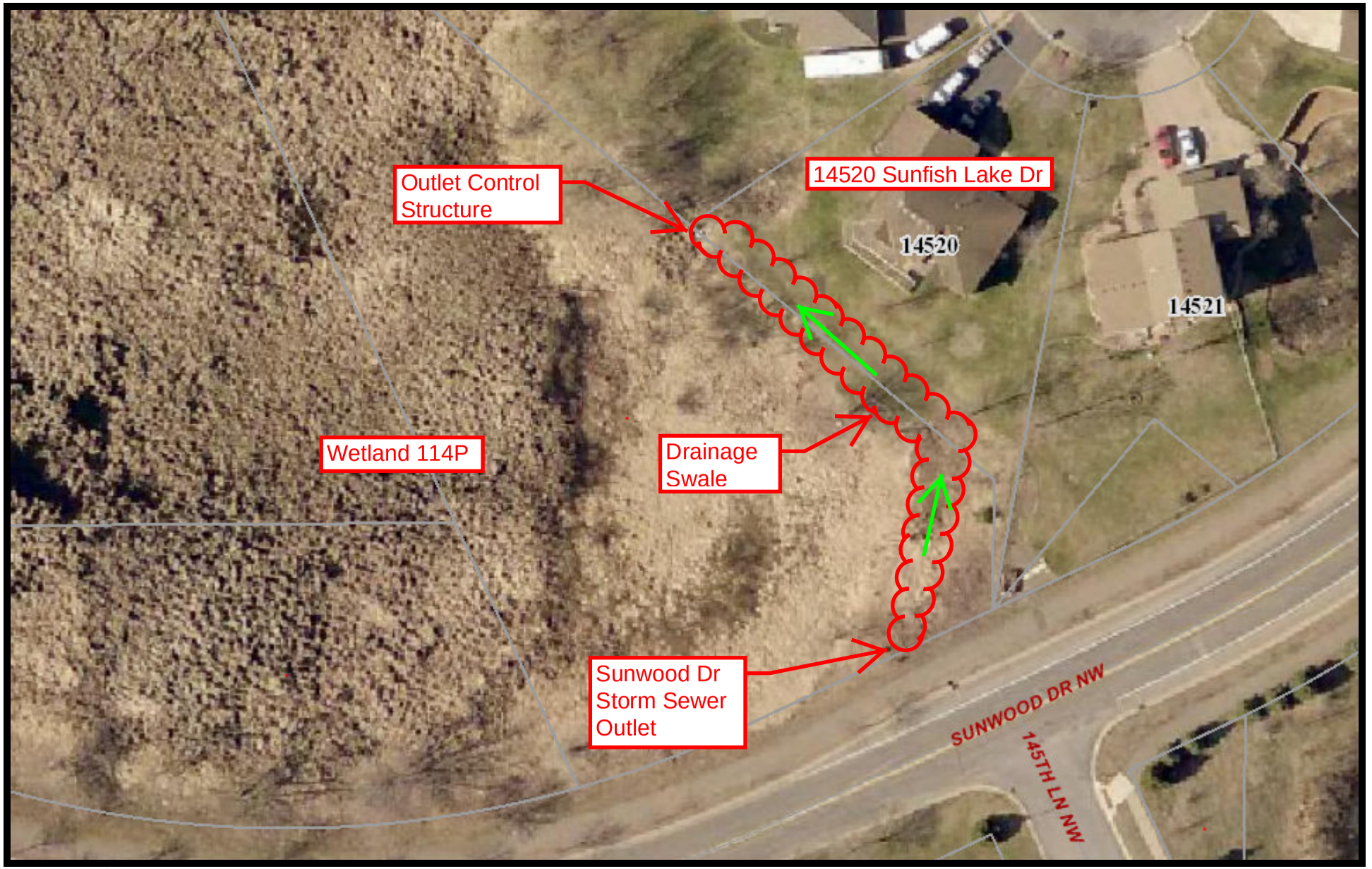
Attachments

Figure 1
Figure 2
Sunwood Dr Plan
DNR EAW Rvw Ltr
Certificate of Survey
Figure 3

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	09/10/2015 12:51 PM
Kurt Ulrich	Kathy Schmitz	09/10/2015 04:12 PM
Kurt Ulrich	Kurt Ulrich	09/10/2015 04:28 PM
Form Started By: Bruce Westby		Started On: 09/09/2015 09:39 AM
Final Approval Date: 09/10/2015		

FIGURE 1

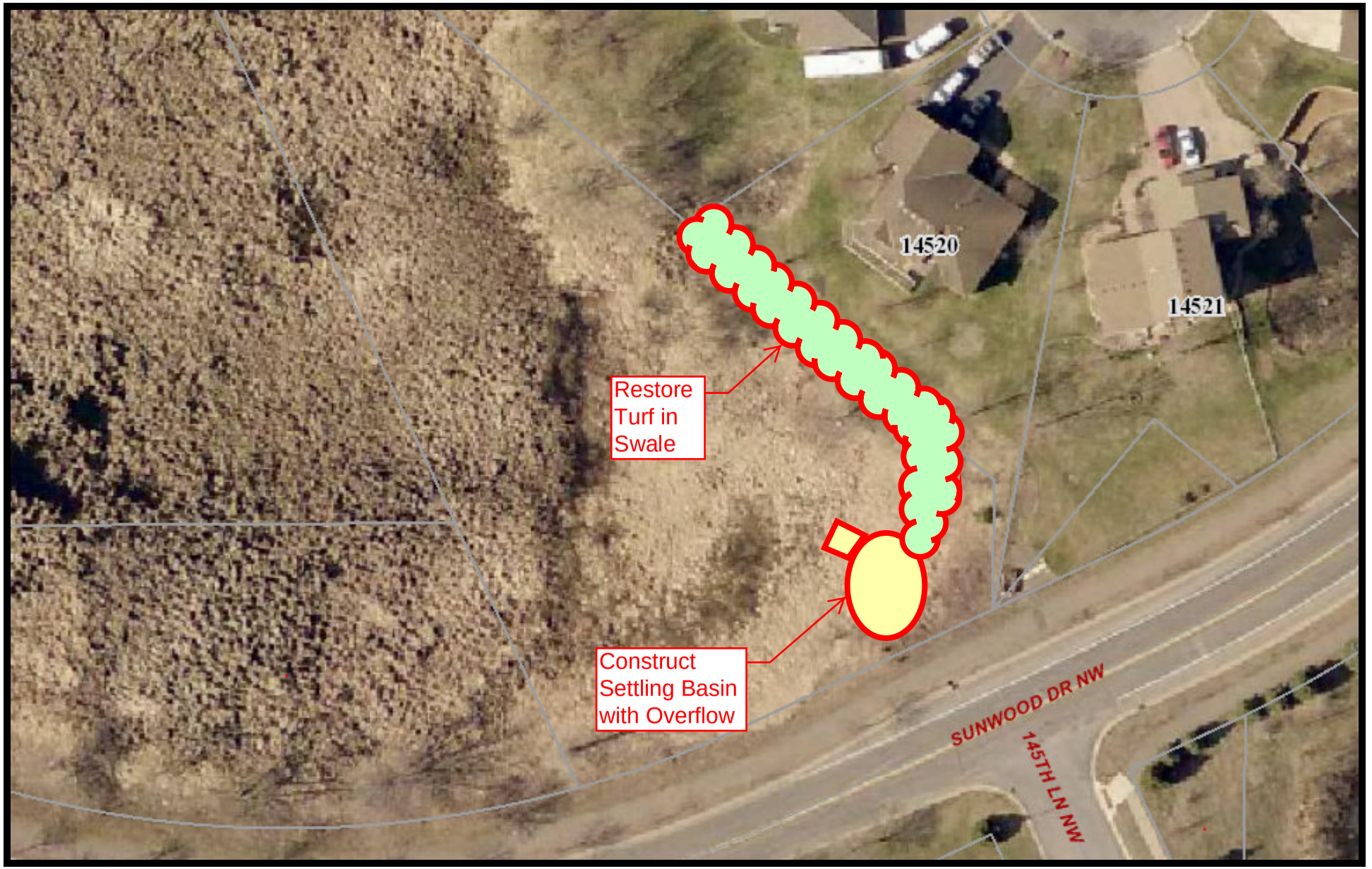


Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 2



Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

STOP

12" PLUG

12" X 12" TEE
INV = 861.37

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

CB 7-8
INLET = 865.5

NO PARKING

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 L
TO
STA: 2+00.00
OFFSET: 15.67 L

SUNFISH LAKE BOULEVARD (CSAH 57)

EXISTING
28" SPAN
CULVERT

80 LF 12"
DIP CL 50

12" PLUG
INV = 861.88

INSTALL 50' ROCK
ENTRANCE SEE
DETAIL SHT 6

40 FT F TO F

30 FT F TO F

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 R
TO
STA: 2+00.00
OFFSET: 15.67 R

CB 7-9
INLET = 865.5

REMOVE EXISTING 24"
CMP AND FURNISH
AND INSTALL 80 LF
24" CMP WITH
SAFETY APRONS

35 MPH

Δ = 15°10'29"
R = 578.06'
L = 153.10'

SAVE 32" OAK

825 LF RETAINING WALL
(SEE CROSS SECTIONS)
(KEYSTONE STANDARD
OR EQUAL)
AT STATION 2+00
INSTALL 4' WIDE ACCESS
STAIRWAY

SAVE 24" OAK

INSTALL 4' CHAIN LINK FENCE
3' BACK OF RETAINING WALL
FROM STATION 1+25 TO
STATION 5+25
AT STATION 3+00 INSTALL
3' PEDESTRIAN GATE

NOTE: ALL DISTURBED AREAS WITHIN
ANOKA CSAH 57 RIGHT OF WAY
SHALL BE RESTORED WITH SEED &
WOOD FIBER BLANKET.

INSTALL SILT FENCE

CBMH 7-3

Δ = 42°51'44"
R = 465.00'
L = 347.85'
e = 0.02
LONGITUDINAL SLOPE = 1:165

CB MH 7-2

CB 7-4
INLET = 864.25

30 LF 15" RCP CL5 @ 0.28%

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

15:1 TAPER
STA: 8+00.00
OFFSET: 15.67 R
TO
STA: 8+64.52
OFFSET: 19.97 R

50 LF 15" RCP
CL 5 @ 0.4%

20 LF 18" RCP
CLASS 3 @ 0.22%
AND (1) 6 LF FES
INV = 859.64
3.6 CY RIPRAP

CB MH 7-1

15:1 TAPER
STA: 8+75.00
OFFSET: 20.67 L
TO
STA: 8+00.00
OFFSET: 15.67 L

12" GATE VALVE / BOX

15:1 TAPER

145TH LANE W

R=20 TYP.

END RAD.
CB 7-5
INLET = 866.71
INV = 863.40

SEE SHEET 6
FOR DETAIL OF
THIS INTERSECTION

Δ = 35°31'25"
R = 465.00'
L = 291.01'
e = 0.02'
LONGITUDINAL SLOPE = 1:165

20 LF 15" RCP
CL 5 @ 0.40% AND
(1) 6 FT FES
INV = 864.35

3.0 CY RIPRAP

INSTALL SILT FENCE

CB 7-6A
INLET = 867.84
INV = 864.43

40 LF 15" RCP CL 5 @ 0.50%

CB MH 7-7
INLET = 867.79
INV = 864.48

CB MH 7-6
INLET = 866.71
INV = 863.40

60 LF 12" RCP CL 5 @ 5.00%

INSTALL 1 1/2" BARE ROOT
GREEN ASH AND LINDENS
ALTERNATE 45 FEET ON
CENTER BOTH SIDES OF
SUNWOOD DRIVE FOR
ENTIRE LENGTH (SEE
DETAIL SHEET 3)

35 MPH

N

SUNWOOD DRIVE

HIGH POINT ELEV = 867.48
HIGH POINT STA = 2+00.04
PVI STA = 2+00
PVI ELEV = 867.60
50.00' VC
BVCS: 1+75
BVCE: 867.35
EVCS: 2+25
EVCE: 867.35

LOW POINT ELEV = 864.21
LOW POINT STA = 5+65.45
PVI STA = 5+50
PVI ELEV = 864.11
50.00' VC
BVCS: 5+25
BVCE: 864.36
EVCS: 5+75
EVCE: 864.27

PVI STA = 12+50
PVI ELEV = 868.59
150.00' VC
BVCS: 11+75
BVCE: 868.11
EVCS: 13+25
EVCE: 871.22

1.00%
1.00%
0.64%
3.50%

CB 7-9
INV = 861.80

CB 7-8
INV = 861.54

1361 LF OF 12" DIP CL 50

7 1/2 MIN COVER

CBMH 7-3
INLET = 863.61

CBMH 7-3
INV = 861.11

CB 7-4
INV = 861.19
SEE PLAN VIEW

139 LF 15" RCP CL 5 @ 0.28%

184 LF 15" RCP CL5 @ 0.28%

CB MH 7-2
INLET = 864.57

CB MH 7-2
INV = 860.72

CB 7-1
INLET = 865.58

PROPOSED SANITARY
SEWER

DIP WATERMAIN
TO PROVIDE 18"
SEPARATION

CB 7-1
INV 15" W = 860.20
INV 15" S = 860.20
INV 12" SE = 860.40
INV 18" N = 860.00

0+20 BEGIN CONSTRUCTION

5+55 CB 7-3 AND 7-4

7+00 CB MH 7-2

8+85 CB MH 7-1

12+00 CB MH 7-7/7-7A
AND 7-6/7-6A

880
875
870
865
860
855
850
845
840

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00

526

SAP 199-104-03

RA3139PP.DWG

DATE	REVISION
4/19/96	ADDED NOTES, MOVE HYD.

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

Date 3/21/96 Reg. No. 11576

DESIGNED BY: RDA
DRAWN BY: DCP
CHECKED BY: PRR
SCALE: HORZ. 1" = 50' VERT. 1" = 5'
BOOK
PAGE

Hakanson Anderson Assoc., Inc.
Engineers, Surveyors & Landscape Architects
222 Monroe Street, Anoka, Minnesota 55303
612-427-5560 FAX 612-427-7401

STREET AND WATERMAIN
SUNWOOD DRIVE
RAMSEY, MN
IMPROVEMENT PROJECT 94-16
FOR
CITY OF RAMSEY, MN

DATE 02/09/96 FILE NO. RA3139

SHEET 7 OF 19 SHEETS

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40

RECEIVED
MAY 31 1994
Ans'd.....

10

DNR INFORMATION
(612) 296-6157

May 23, 1994

Steve
For your files
R

Ryan Schroeder
Ramsey City Administrator
15153 Nowthen Boulevard
Ramsey, MN 55303

RE: Sunwood Drive NW between Krypton Street & County Road 116
Environmental Assessment Worksheet (EAW)

Dear Mr. Schroeder:

The Department of Natural Resources (DNR) has reviewed the EAW for the above-mentioned project. We offer the following comments for your consideration.

We appreciate efforts taken by the City to coordinate with DNR personnel the project's design and potential alignment during the planning process. We are concerned that the project will lead to unnecessary impacts to DNR protected water resources, particularly protected waters 2-673W and 2-114P. The EAW correctly indicates that a DNR protected waters permit is required for the project as proposed. The associated permit process requires demonstration of both public need and that no other practical alternatives to protected waters impacts exist. Although safety, cost, and future development potentials are important components of the roadway planning process, only alignment designs which most limit protected waters impacts would likely be permitted.

The alternatives analysis provided in the EAW minimally considers the environmental costs associated with the various alignments and provides little detail regarding potential mitigation of wetland impacts. The preferred alignments, (1A & 2B), will result in the disruption and partial loss of two protected wetlands. Although the EAW indicates that the proposed roadway will fill approximately 0.8 acres of Type III wetland, uncertainty exists because a formal wetland delineation was not completed at the time of EAW preparation. It is very likely that this 0.8 acre estimate is low. Furthermore, regardless of the amount, the EAW should detail proposed mitigation for all expected project-related wetland impacts.

We also note that the preferred alignment results in the permanent conversion of 11.1 acres of wildlife habitat rather than the 6.3 acres indicated in the EAW.

When reviewing other alignment options, use of roadway alignments 1B & 2C would require less wetland fill. This approach avoids one wetland crossing, requires less clearing and grubbing of wooded areas, and provides a good alignment along with the shortest driving distance. The EAW indicates that the disadvantages of this approach consist of more excavation, a more curved and slower route, the purchase and relocation of one residence, and a short sight-distance at one road crossing. The environmental costs of this approach are less than those associated with the preferred alignment.

Other environmentally sound approaches could significantly reduce wetland impacts by either routing the roadway north of Sunfish Lake or by bridging wetlands along the routes already considered.

It is uncertain from the information provided whether stormwater runoff will be directly discharged into wetlands from the roadways or street storm sewers. The DNR does not support placement of untreated stormwater runoff into wetlands. Although sedimentation basins and skimmers are mentioned as pretreatment measures, Figures 15 & 16 do not show detention basin placement. These measures require further clarification to better assess proposed protection measures for wetlands.

We appreciate recognition in Item 11b that the Blanding's Turtle, *Emydoidea blandingii*, a state-listed threatened species, is known to frequent the general project area. It does not appear that the DNR Natural Heritage Program was contacted to accurately answer this question. This is an important contact and assists with planning efforts. A search of the Heritage database within a one-mile radius of the proposed project produced a 1989 record for one Blanding's Turtle next to a small pond bordering Sunfish Lake (see attachment). The EAW does not indicate if suitable habitat for the Blanding's Turtle exists in the project area, and if it does, what efforts to avoid impacts to this species are offered. It is possible that such a determination could be made as a component of the needed wetland delineation yet to be done. Please contact Jan Shaw Wolff of the Heritage Program at (612) 296-8279 for further information in this regard.

As previously mentioned, efforts to incorporate DNR staff input into the project design process is appreciated. We request that this consultation continue. The DNR recognizes the City of Ramsey's desire to provide a transportation network designed to meet the current and future needs of its citizenry. However, environmental costs, specifically those involving wetlands, require incorporation into the planning process as well. This issue in particular will be examined further as a component of any required DNR permit associated with this development.

Thank you for the opportunity to review this document. We look forward to receiving your record of decision and responses to comments. Minnesota Rules part 4410.1700, subparts 4 & 5, requires you to send us your Record of Decision within five days of deciding this action. Please contact Don Buckhout of my staff, at (612) 296-8212, if you have questions regarding this letter.

Sincerely,

Thomas W. Balcom

Thomas W. Balcom, Supervisor
Natural Resources Environmental Review Section
Office of Planning

:attachment

c: Kathleen Wallace
Steve Colvin
Pete Otterson
Jan Shaw Wolff
Lynn M. Lewis, USFWS
Gregg Downing, EQB

#940170-01
ER13.SUNWOOD.DOC

Established in 1962

LOT SURVEYS COMPANY, INC.

LAND SURVEYORS

REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA

7601 73rd Avenue North
612-560-3093
Fax No. 560-3522
Minneapolis, Minnesota 55428

INVOICE NO. 51870
F.B.NO. Calc. Sheet
SCALE: 1" = 30'

- O Denotes Iron Monument
- □ Denotes Wood Hub Set for excavation only
- x000.0 Denotes Existing Elevation
- (000.0) Denotes Proposed Elevation
- Denotes Surface Drainage

NOTE: Proposed grades are subject to results of soil tests.

Proposed building information must be checked with approved building plan and development or grading plan before excavation and construction.

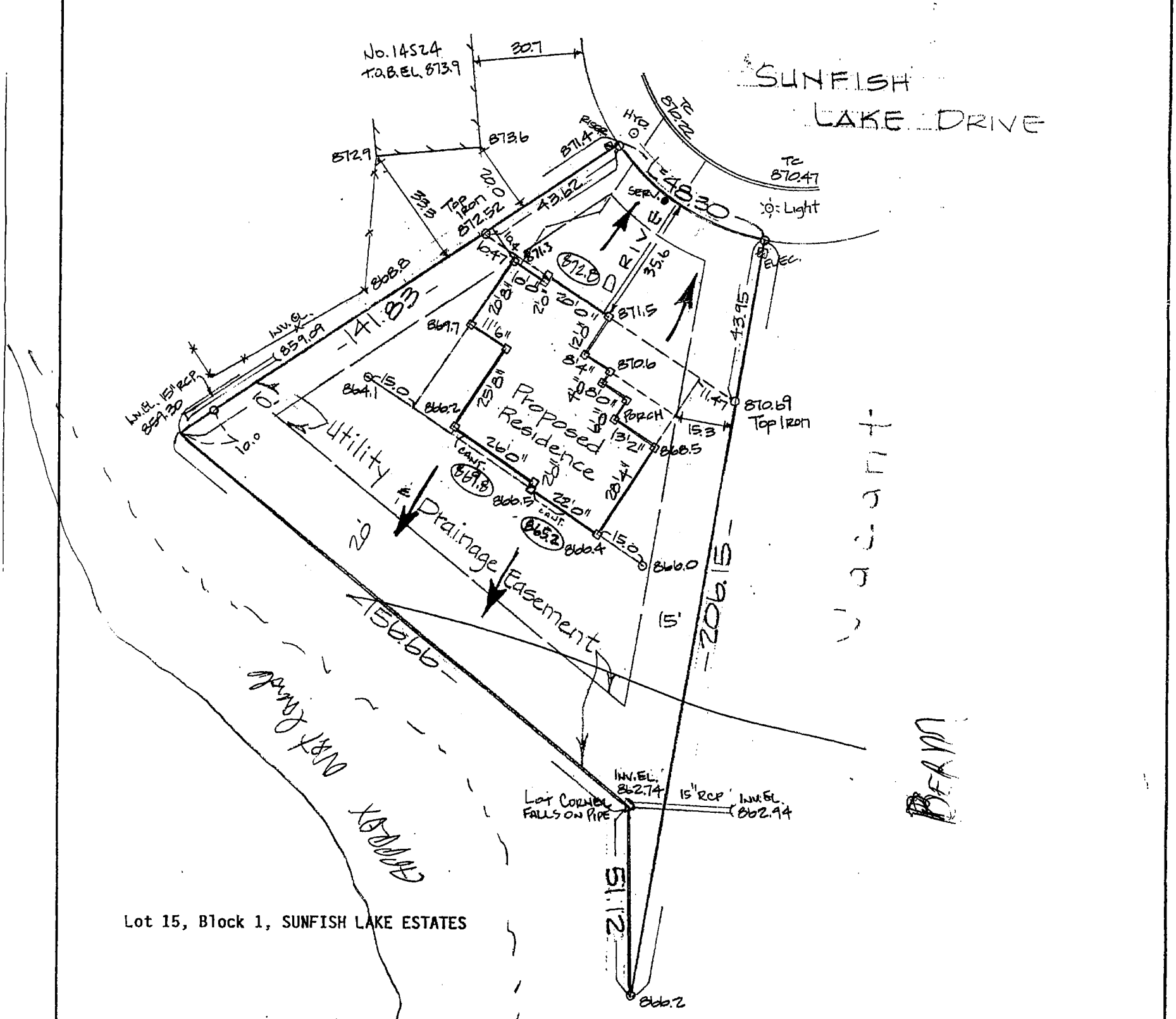
873.5 Proposed Top of Block
873.0 Proposed Garage Floor
865.5 Proposed Lowest Floor

Type of Building
4 LEVEL
3RD LEV. WALKOUT
4TH LEV. WALKOUT

Surveyors Certificate

TRILOGY HOMES

Property located in Section 26, Township 32, Range 25, Anoka County, Minnesota



Lot 15, Block 1, SUNFISH LAKE ESTATES

The only easements shown are from plats of record or information provided by client.

We hereby certify that this is a true and correct representation of a survey of the boundaries of the above described land and the location of all buildings and visible encroachments, if any, from or on said land.

Surveyed by us this 19th day of January 19 99

Signed Charles F. Anderson

Charles F. Anderson, Minn. Reg. No.21753

FIGURE 3

U.S. Fish and Wildlife Service

National Wetlands Inventory

Sunfish Lake Wetland

Jun 29, 2015



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, September 15, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

4. APPROVE MINUTES

4.01: Approve June 16, 2015, Meeting Minutes

Motion by Councilmember Shryock, seconded by Councilmember Johns, to approve the following minutes:

Regular Meeting Minutes dated June 15, 2015

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Request to Reconstruct Stormwater Treatment Improvements at Sunfish Lake

City Engineer Westby reviewed the staff report and noted the property owners are present at the meeting. He explained the original purpose of the swale was to keep the solid waste from entering the wetland. The intent of the easement was to allow the City to maintain the swale as needed over time. He noted the swale has not needed maintenance by the City since it was put in. He explained one of the more cost effective resolutions is to construct a settling basin with overflow that would allow the sediment to settle over time. He said he is not sure that this will be a permanent solution but it would reduce some of the water in the swale for the long term. The cost will be between $15,000 and $45,000. The price difference is dependent on the size of the basin, wetland mitigation credits, and on the turf restoration method. He pointed out this is a system that was constructed and is operating as intended. The property owners have requested the City complete the work of constructing a settling basin, and pay for the construction, since the swale cannot be maintained by the property owner and their property is compromised. He mentioned that the basin may need occasional cleaning over the next 50 years; however, it likely wouldn't need it more than a few times.

Chairperson Riley introduced property owners, Jay and Suzanne Bergevin, 14520 Sunfish Lake Drive.

Mr. Bergevin explained when they purchased the home, it was described as having a drainage ditch. It worked to drain water and functioned as a ditch for many years. He said their biggest concern is that there is a change. The drainage worked well for 9 or 10 years. In the last 5 years or so, they have seen it change from a drainage ditch to a pond that is 2 to 3 feet deep. He explained he cannot get to the other side of it to maintain the area around it. He cannot take care of the area that is under water, as wetland vegetation is now growing. He stated the water has not receded over the last 2 years. It has gotten high enough to reach the berm. He said he could not understand how the stormwater could have been vented through his property, and still reach the top of the berm. He noted it doesn't sound like much sediment has been caught at all. He concluded that he thought they have been patient, asking about this for 3 years, and watching it grow to where about 40% of their yard is now unusable.

Mrs. Bergevin stated the definition of drainage is that it is not supposed to settle. She noted this was called a drainage easement on the papers, originally, and not a swale as it is called now. The ponding water is muddy, allowing mosquitoes to breed, and now there are fish in the pond. She said it is not a healthy environment.

Mr. Bergevin stated this has reduced the quality of life for them. He said they are unable to enjoy backyard events with friends and neighbors. He explained the high water level of the lake in 1983 to 1988 was 858 or 859. He stated it is 864 now. This is impacting beyond the drainage easement. The design of the easement and drainage pond was implemented in the early 1990s. He said they are requesting the City to restore it to what it was.

Mrs. Bergevin stated the drainage ditch is clearly not working as it was intended. She said there was a large black pipe pouring water into the lake at one point, but there is no official record of

what that was. She stated she remembered seeing it and wished she would have taken pictures. She asked if that could have affected all of this.

Chairperson Riley stated he went to observe the situation on the premises. He said it is obvious that the lawn has turned into wetland vegetation. Just the nature of wetland vegetation with large stems makes it difficult to remove. He asked how long the drainage ditch holds water.

Mr. Bergevin responded it holds a few feet of water all summer now.

Councilmember Johns raised the issue of all the other water issues residents have brought up recently. Those issues are mostly with flooding into the homes. This flooding is related to the water table being higher. She said the City cannot control the water table.

Mrs. Bergevin noted her neighbors that are right on the lake are not having issues due to a rising water level. She asked if the issue was the water level, why hasn't it affected others.

City Engineer Westby stated he also saw standing water in the swale when he visited the property. He explained if the weather stays wet, then the swale will continue to have standing water. The levels of that lake are completely dependent on the weather, and it will rise and fall according to the weather. He stated a drainage easement does not necessarily mean there is moving water, and that drainage easements are designed to accommodate runoff from the hundred year storm event.

Mr. Bergevin said the definition of a drainage easement is from the State of Minnesota. The drainage easements are supposed to be for flowing water.

City Engineer Westby responded the City uses drainage easements for static water.

Chairperson Riley asked if permanent standing water is allowed in the drainage easement.

City Engineer Westby replied it is allowed, to the best of his knowledge.

Chairperson Riley clarified that the simple fact that there is an easement would allow permanent standing water in the easement.

City Engineer Westby confirmed.

Councilmember Johns questioned if this is a rainy year, or if there is a lot of snow, whether there will be issues with the house flooding since this drainage easement could be full.

City Engineer Westby explained there was less attention paid to drainage in the 1980s , but then in the 1990s more attention was focused on drainage designs to make sure the drainage design could accommodate runoff from larger storm and snow melt events. However, the drainage easement on this property appears to be performing as it was intended to since it was built so flooding is not anticipated to be an issue.

Chairperson Riley inquired if the purpose of the drainage swale is to make sure the stormwater doesn't drain directly into the wetland.

City Engineer Westby responded that is the purpose. The swale fills up then the water is allowed to flow out to the wetland.

Chairperson Riley stated this has worked the way it should for a long time. What changed seems to be the water level, and whatever the culprit was is affecting their yard. This potential repair as described seems to be a rather easy answer. The difference between this situation and the basements of residents flooding is that this is water that is designed to flow through the residents' yard.

Councilmember Shryock questioned how staff can be ensured that a holding pond would be large enough to be effective. There are other residents living at or below the water level and their basements are leaking. She asked what the possibility is of this house being affected to the point it will deteriorate.

Councilmember Shryock stated if the water level in the area is 860, the hole will fill to 860 and just sit there.

Councilmember Johns commented if the issue is the water table, then we cannot dig it deep enough. It gets back to cause and effect.

Councilmember Johns questioned the wetland credits.

City Engineer Westby explained there is are “wetland banks” where credits can be purchased and sold.

Chairperson Riley asked if the swale outlet pipe has been checked for blockage.

City Engineer Westby responded it has been checked and there is no blockage. He explained there are outlet controls that should help keep the water from flooding nearby homes.

Mrs. Bergevin questioned how drainage easement is defined. She said she sees it defined as not sitting water.

Councilmember Shryock stated when sites were developed in that area, they had to go on existing records of flood plains, water levels, etc. The drainage area was based on the records at the time. She said the fish that are in the swale are likely from the lake, since the lake is high. She pointed out there would naturally be more water being close to the wetland. She said in order to prevent the water from going around the berm, the berm would have to be all inclusive to this property. She commented it seems this is a high water period and it has been going on a while. The lake just hasn't let go of the extra water yet. She suggested the property owners could put some preventive measures into their home to prevent the water from coming up further. She said the City doesn't regulate the water level. Therefore, she said she is having difficulty trying to assign responsibility to the City.

City Engineer Westby explained in this case, the swale would need to be filled in so the bottom is higher than what the lake level could ever reach to prevent wetland type vegetation from growing. The City does not have a vegetative maintenance program where staff would go clear vegetation. He said the City will maintain vegetation as needed when it interferes with operations, such as removing downed trees from drainage ditches. The City does not do work for aesthetic reasons, such as cleaning algae from ponds.

Mr. Bergevin noted there has been a fairly dry period recently, and there is not quite as much water in the drainage ditch as there was in the last 24 months.

Public Works Superintendent Riemer mentioned another resident has issues with standing water in the drainage easement on their property. This water has been in the yard for about two years. Since it was dryer this year, it has finally drained.

Councilmember Johns noted the drainage easement is working as it should. She empathized with the property owners, but stated she was unsure how to share the cost when it is not part of the City's responsibility.

Public Works Superintendent Riemer explained whatever is done to one side of the swale will affect the other side of it.

Chairperson Riley inquired if it is staff's recommendation to look at the feasibility of putting in settling pond before conducting work.

City Engineer Westby responded some calculations would need to be done to estimate costs, but in his opinion the benefit is solely for the property owners; it does not benefit the City. He said staff could go further with this and bring back estimated costs and the definition of a drainage easement if the Committee prefers.

Mr. Bergevin commented it does not necessarily benefit them. It just gives them their property back.

Councilmember Johns asked if the property owner is interested in sharing the cost.

Mr. Bergevin replied he is not interested in sharing the cost. He noted there have been wetter years, such as 2005 and 2006, and there were no problems. He said his point was that something was working and it is no longer. He said the intention of the City was to have water flowing through that area, filtered and then drained into the wetland. The water table levels from 2006 and 2007 to now have changed only minimally.

Councilmember Shryock stated she wanted to be cautious going down this route. She warned against setting a precedent. Some residents have had flooding of their homes, and some people on the river are seeing their property eroding. These are issues the homeowners must deal with because that's the nature of the property. In this case, if everything is still operable, and the water is staying within the 20-foot easement, then there is something causing this to happen that

would be a more natural occurrence. She stated the builder and the City should know what the probability of this happening is when they develop the property.

Mr. Bergevin pointed out if the stormwater is going directly into the wetland without being filtered, and if the lake levels continue to be as high as they are, this is detrimental for the City, and for them.

Councilmember Shryock noted the DNR signed off on the drainage easement when it was built, so this is within their parameters. She said the wetlands overflow all the time. She questioned if the City has the capability to change these parameters, or if the DNR should change them. She stated the rules are not designed to retrofit. The rules were the way they were at the time of building and the drainage easement is still technically performing according to the rules. She said there are too many questions at this point to commit to changing or constructing anything.

City Engineer Westby agreed and added he did not know what storm event the swale was designed to handle but that drainage systems are designed to accommodate specific events such as the 100-year event, not the largest events possible. He equated it to shopping at the holidays when the shopping center parking lot is full because is was not designed to handle that amount of parking for only a short time.

Chairperson Riley stated the City takes this seriously and it is concerned. Though this has a somewhat easy answer, there are still issues. He noted it is a discussion that needed to happen. He suggested moving the item forward for more discussion and details. He asked what would make the projected cost go from $15,000 to $40,000.

City Engineer Westby replied the size of the settling pond would make a difference. The required wetland credits would also play a role in determining the cost, as would other costs due to grading, turf restoration, and storm sewer adjustments.

Consensus was reached to direct staff to calculate the size of pond needed, and the cost of wetland mitigation and bring this item back to this Committee for discussion.

Councilmember Johns asked if this could be brought back this year.

City Engineer Westby responded it will likely not be this year.

5.02: Consider Recommending City Council Approval of Master Partnership Contract with Minnesota Department of Transportation for TH47 Pedestrian Crossing Improvements

City Engineer Westby reviewed the staff report. He noted the City Attorney had no major issues with the Master Partnership Contract. There are some grammatical issues and small issues but the changes would not affect the meaning at all.

Councilmember Shryock asked whether this type of agreement is used in other cities.

City Engineer Westby responded other cities have used it. This is the first time it is used with Ramsey. He said staff is meeting Mn/DOT on Thursday to clarify the costs. Public Works has already indicated there will be enough manpower to complete this project this fall. He said he was looking for this Committee's recommendation to bring this item to the Council.

Councilmember Johns said she noticed the contract went out three years. She asked what that covered.

City Engineer Westby responded the contract applies to work on any trunk highway. Three years is their preferred contract length, though it could likely be modified.

Councilmember Shryock confirmed the City will pay for all the improvements, but is saving money in the preparation and planning stages.

City Engineer Westby answered in the affirmative.

Chairperson Riley asked if there will be anything done to the crossing on the south side.

City Engineer Westby replied not at this time. He said there have been missing trail segments which the City has been piecing together as things develop. Mn/DOT wants to work with the City to come up with solutions for that in the future.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council approve the Mn/DOT Master Partnership Contract as proposed.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

6. COMMITTEE / STAFF INPUT

City Engineer Westby gave an update of the Trail Maintenance Policy. He said staff is in the process of developing the policy. Two Engineering interns and other staff drove all the trails this summer and GPS'd the trail segments including horizontal and vertical controls. All the pedestrian curb ramps were also documented and noted whether they are or are not ADA compliant. Staff is working on processing all this information as time allows. The goal is to have a draft by mid winter.

Public Works Superintendent Riemer noted the trail rating system will have 3 levels. Level 1 requires no work. Level 2 requires filling in cracks. Level 3 is a complete overlay. He said they will start with the best trails and keep them preserved. The trails in the worst shape will be considered last, as they will need more work. This will allow the City to most cost-effectively maintain the trails. He added that all the trucks now have a GPS, and that will aid in ensuring all trails and sidewalks are plowed, and to answer questions from the public during snow plow events.

Councilmember Shryock inquired whether there is a master trail map and if the GPS can help create that.

City Engineer Westby confirmed there is a master trail map, and the GPS will help staff to update it.

City Engineer Westby gave an update on the following items:

Properties flooded in the spring: These cases will be brought to Council, possibly in November. He noted staff has a heavy workload with the assessment hearings coming up. However, the feasibility reports and costs for a possible solution are still being considered. The property owners have been updated with the progress of these cases.

Garnet Street: The project is waiting for the curb contractor to place the curb. The road is passable, even after rain. The hardest part of this project has been completed. This is anticipated to be complete in October.

Jarvis Street: The curb was finished earlier in the day. There have not been any calls on this project, other than irrigation system damages. Staff will work with residents to repair irrigation systems at the end of this project.

Ridgepoint: Old construction materials such as wood, tires and concrete have been found at the site. The project has been shut down, and the contractor is estimating costs to haul and dispose of these materials. The contractor hired a testing firm to test the materials. There is no known hazardous waste; it is only construction material. Staff plans to meet with Village Bank in the morning to learn more about the project status.

Armstrong Interchange: This should be substantially complete at the end of October or possibly the beginning of November.

Chairperson Riley asked about the cataloging of trails that are ADA. He said he understood unless something is changed or reconstructed, the trails can stay as they are.

City Engineer Westby responded this is unclear with Mn/DOT. He said he has conflicting documentation from Mn/DOT on this. He stated this will have to be clarified before the Trail Maintenance Policy is completed.

Chairperson Riley noted he has had many residents ask for the installation of flashing yellow arrows.

City Engineer Westby explained Anoka County owns most of the signal lights in Ramsey. They are developing a priory plan to determine which intersections need flashing yellow arrows. He said Anoka County is installing all new systems to be ready for installation of FYAs, but older systems will need to be retrofitted. He said it is a funding issue for them. He acknowledged there have been a lot of calls and requests for them.

Public Works Superintendent Riemer distributed copies of the policies and procedures manual for staff working on call. The book helps staff know how to work the equipment at different locations in the City, and gives information such as which switches to turn off at a certain park, and how to work lift stations, etc.

7. ADJOURNMENT

Motion by Councilmember Shryock, seconded by Councilmember Johns to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:27 p.m.

Respectfully submitted,



_____
Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 2.**

Meeting Date: 05/17/2016

By: Bruce Westby, Engineering/Public Works

Title:

Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

Purpose/Background:

Purpose:

The property owner at 14520 Sunfish Lake Drive NW is requesting that the City reconstruct specific stormwater treatment improvements impacting a portion of their back yard. The requested work includes constructing a settling basin at the end of the storm sewer outlet from Sunwood Drive where it intersects 145th Lane NW for the purpose of reducing the frequency and volume of stormwater runoff running through the existing drainage swale along their rear lot line, and removing the existing cattails and other types of vegetation commonly found in wetlands from the swale and restoring the swale to a lawn type condition using sod, though seeding could be acceptable if done correctly. Attached ***Figure 1*** shows 2014 aerial photography of the property and the surrounding area including parcel lines, property addresses, and street names, and identifies the locations of the swale and various storm sewer outlets in relation to the property. Attached ***Figure 2*** shows the concept design for the requested improvements.

Background:

The property owner at 14520 Sunfish Lake Drive NW has contacted the City on numerous occasions since the mid-2000's regarding a drainage swale located within a 20-foot wide drainage and utility easement that runs across the back edge of his lot. The lot backs up to Sunfish Lake. The lake border adjacent to the property is predominantly cattails, and the edge of open water is approximately 100 yards northwest of the property.

This property is located in the Sunfish Lake Estates subdivision which was platted in 1996. The plat dedicated the 20-foot drainage and utility easement parallel to the rear lot line to accommodate a drainage swale that connects the storm sewer outlet from Sunwood Drive to an outlet control structure located near the southwest corner of the lot. Attached is a certificate of survey that shows the lot boundaries and locations of the rear lot drainage easement and berm along the back side of the swale.

The drainage swale and outlet control structure are not shown on the final Grading and Utility plans filed for the plat. The structure and the swale are shown on the plans the City prepared for the extension of Sunwood Drive. A copy of this plan is attached.

City files show that the City constructed Sunwood Drive around the time the plat was filed. This provided access to the site. An EAW was required prior to construction of Sunwood Drive. The Minnesota Department of Natural Resources (DNR) provided a response letter noting that the stormwater from the roadway should not be discharged directly to the wetlands adjacent to the roadway. A copy of this letter is attached with this text highlighted in yellow. The as-built plans for Sunwood Drive show that the storm sewer is directed to the swale on the back side of the lot. This swale provides treatment for the stormwater runoff from Sunwood Drive prior to discharging the runoff into Sunfish Lake via the outlet control structure.

According to the property owner, they were able to mow the swale and outer berm for the first several years after moving in around 1999, and standing water first appeared in the swale in the mid to late-2000's with the frequency of standing water increasing over time. The property owner contacted the City about the standing water in the late-2000's, after which Staff visited the site and informed the property owner that the swale was designed for this purpose, and that the drainage and utility easement was sized to accommodate the water.

The property owner contacted the City again in 2014 again noting his concerns that water was constantly standing in the swale, making it difficult to maintain the swale and rendering that part of his yard unusable. Staff met the resident on site and verified that the swale and standing water was being contained within the drainage and utility easement, and that the storm sewer system was functioning properly and was not plugged.

Staff met with the resident again in May of 2015, at which time Staff was asked if the swale could be redirected or removed. The property owner also inquired whether the volume of stormwater runoff being directed through the swale on his lot might have increased due to the new development across the street (Village of Sunfish Lake Subdivision). Staff researched the drainage plans for Village of Sunfish Lake and found that the two stormwater ponds for the Village of Sunfish Lake were constructed as land-locked basins and were sized to contain back to back 100 year storms. One of the ponds is located south of Sunwood Drive and east of 145th Lane, and the second pond is located in the southwest quadrant of Sunwood Drive and Radium Street. Stormwater from the Village of Sunfish Lake will therefore only reach the swale in extreme conditions.

Staff also contacted Anoka County per your property owner's request so see if they might have increased stormwater runoff into Sunfish Lake over the last decade or so due to road construction or maintenance projects along Sunfish Lake Boulevard/CR 57. The County has no records of any such projects that would have resulted in a significant quantity of groundwater or surface water being directed into Sunfish Lake for extended periods of time that may have resulted in increased lake levels.

The Minnesota Department of Natural Resources (DNR) maintains a database of lake levels, including Sunfish Lake. The records cover the period from 1985 to 2015, a span of 30 years. The Ordinary High Water level (OHW) determined by the DNR is 861.5. The record shows that from 1985 – 1988 the water level was up to 1.5 feet above the OHW. The water level dropped to 857.2 in 1989 before rebounding to 861.6 in 1991. The lake level dropped below 860 from 1994 to 2005, reaching a low of 856.7 in 2000. The lake level has generally been above 860 since 2011. The outlet structure for the swale is an inverted siphon, the inlet and outlet pipes are lower that the invert of the manhole connecting the pipes. The outside pipe ends are at 860.0 while the common connection between the pipes is at 861.3. Water must therefore build up to 861.3 in the swale before it is discharged into Sunfish Lake through the outlet control structure. Staff also obtained rainfall records for the same time period. The lake elevation generally corresponds with the annual rainfall totals, with the lake level rising when precipitation is above the 30 year average for several years in a row.

Staff then investigated whether a structural water quality treatment structure could be used in place of the swale. These devices function by circulating the stormwater inside a large diameter manhole. There are baffles inside which direct the stormwater around the edge of the device. The soil particles settle out of the water as it flows around the structure. The rate at which particles settle out is related to the distance the water travels and speed at which the water is flowing. The devices are designed to treat a certain quantity of flow. If the inflow exceeds the designed flow then water flows over a weir and passes out of the structure without treatment (bypass flow). The storm sewer outlet from the street is at elevation 859.6, two (2) feet below the OHW. Staff contacted a supplier of these devices and asked if the device would function properly when the outlet is submerged. The supplier said the device would function in bypass mode and would not provide any treatment. Staff also contacted the St. Anthony Falls Laboratory and asked staff there if there had been research on the effectiveness of structural stormwater treatment devices when the outlet is submerged. They have not done a research project like this; however, they generally agreed with the manufactures representative that the device would function in bypass mode when the outlet is submerged. Bypass mode does not provide any treatment of the storm water passing through the device so this would not be a viable option.

City staff also discussed the option of converting the swale to a raingarden feature to enhance aesthetics but the property owner was not interested in this option as it would not result in more useable space in their back yard.

The only option that the property owner is therefore interested in pursuing is to construct a settling basin at the storm sewer outlet north of Sunwood Drive to treat the roadway runoff before it is discharged into the wetland.

This item was last discussed with the Public Works Committee on September 15, 2015. At that time, staff was directed to develop a more complete cost estimate for the requested improvements, and to present the updated

estimated costs to the Committee for further discussion. Attached is an updated cost estimate which totals $46,782.75. This includes all estimated costs required to construct the settling basin shown in attached ***Figure 4***, to construct required storm sewer modifications, to fill in the drainage swale across the rear of the Bergevin property, to remove the storm sewer structure at the end of the swale on the west side of the Bergevin property, to restore all disturbed areas using sod (Bergevin property only) and a wetland seed mix (all other areas), and to vacate the easement the swale was located in. The estimated costs also include 10% contingency costs for unknowns and miscellaneous pay items not included in the cost estimate, as well as 23% indirect costs for administrative, engineering, finance, and legal fees. Staff previously estimated construction costs for the proposed settling basin and restoration of the swale would cost between $15,000 and $45,000.

A link to this case was sent to the property owner, who indicated they will be present at the meeting Tuesday evening.

Timeframe:

Approximately 20 minutes for presentation and discussion.

Observations/Alternatives:

Staff believes that the water observed in the bottom of the swale in recent years is most likely not from storm water runoff but is rather groundwater rising in conjunction with the lake level rising.

Permits from both the DNR and the Lower Rum River Watershed Management Organization would be required to complete the requested improvements as the settling basin and overflow would be located within wetland 114P (see attached ***Figure 3***) which requires a WMO permit, and the work would be occurring below the Ordinary High Water Level which requires a permit from the DNR. In addition, wetland mitigation credits would need to be purchased at a 2:1 ratio to replace the impacted wetland due to construction of the settling basin. This is reflected in the attached estimated costs.

Funding Source:

Funding for the City's share of any ordered improvements would be paid from the Stormwater Fund.

Recommendation:

Staff recommends that the property owner be required to pay for the requested work since it solely benefits the use of his property. However, the City could consider contributing an amount commensurate with the estimated long-term savings associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of a private property. Based on a 50 year maintenance schedule, this cost would be approximately $500 assuming the City would dredge and restore the turf in the swale twice, once every 25 years.

If the settling basin is constructed Staff also recommends filling in and sodding the swale across the rear yard of the subject property, removing the storm sewer structure on the west end of the swale, and vacating the existing drainage easement that encumbered the swale and drainage structure to prevent the need to maintain this infrastructure since a public purpose is no longer being served. However, the easement over the sanitary sewer line on the east side of the property would still be retained.

Action:

Staff is requesting Committee direction on whether this request should be forwarded to Council for consideration of approval and, if so, whether the Committee has a recommendation on whether the City should contribute anything towards the project. If the Committee is in agreement with the property owner's request, Staff requests that the Committee provide a formal recommendation for the City Council since this item would require Council approval since it is not a budgeted project.

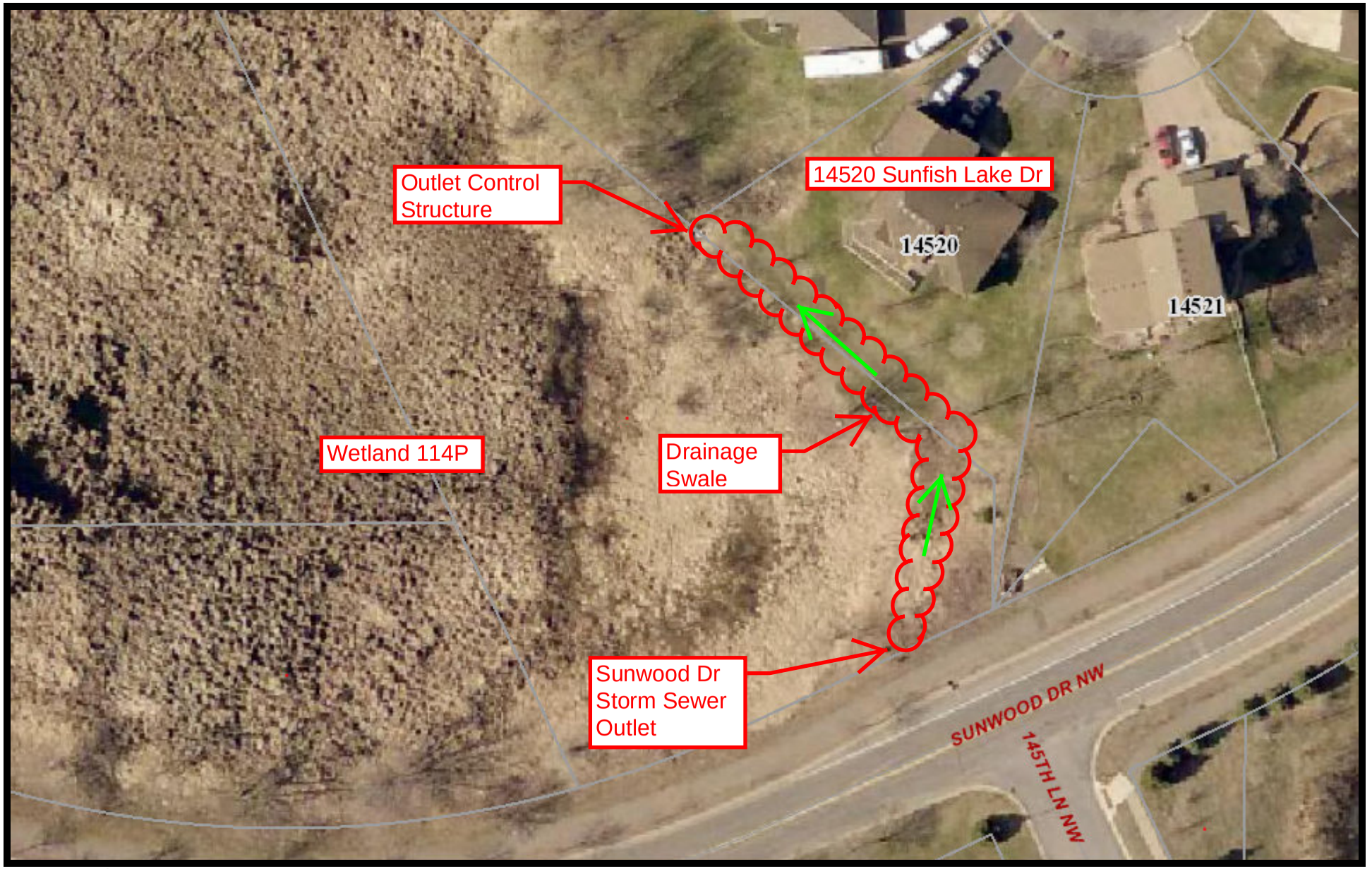
Attachments

Figure 1
Figure 2
Figure 3
Survey Certificate
Plan Sheet 7
DNR Letter
Estimated Costs
Existing Elevations Image
Proposed Elevations Image

Form Review

Inbox	Reviewed By	Date
Len Linton	Len Linton	05/12/2016 11:30 AM
Grant Riemer	Grant Riemer	05/12/2016 11:47 AM
Kurt Ulrich	Kurt Ulrich	05/12/2016 04:02 PM
Form Started By: Bruce Westby		Started On: 05/09/2016 04:23 PM
Final Approval Date: 05/12/2016		

FIGURE 1

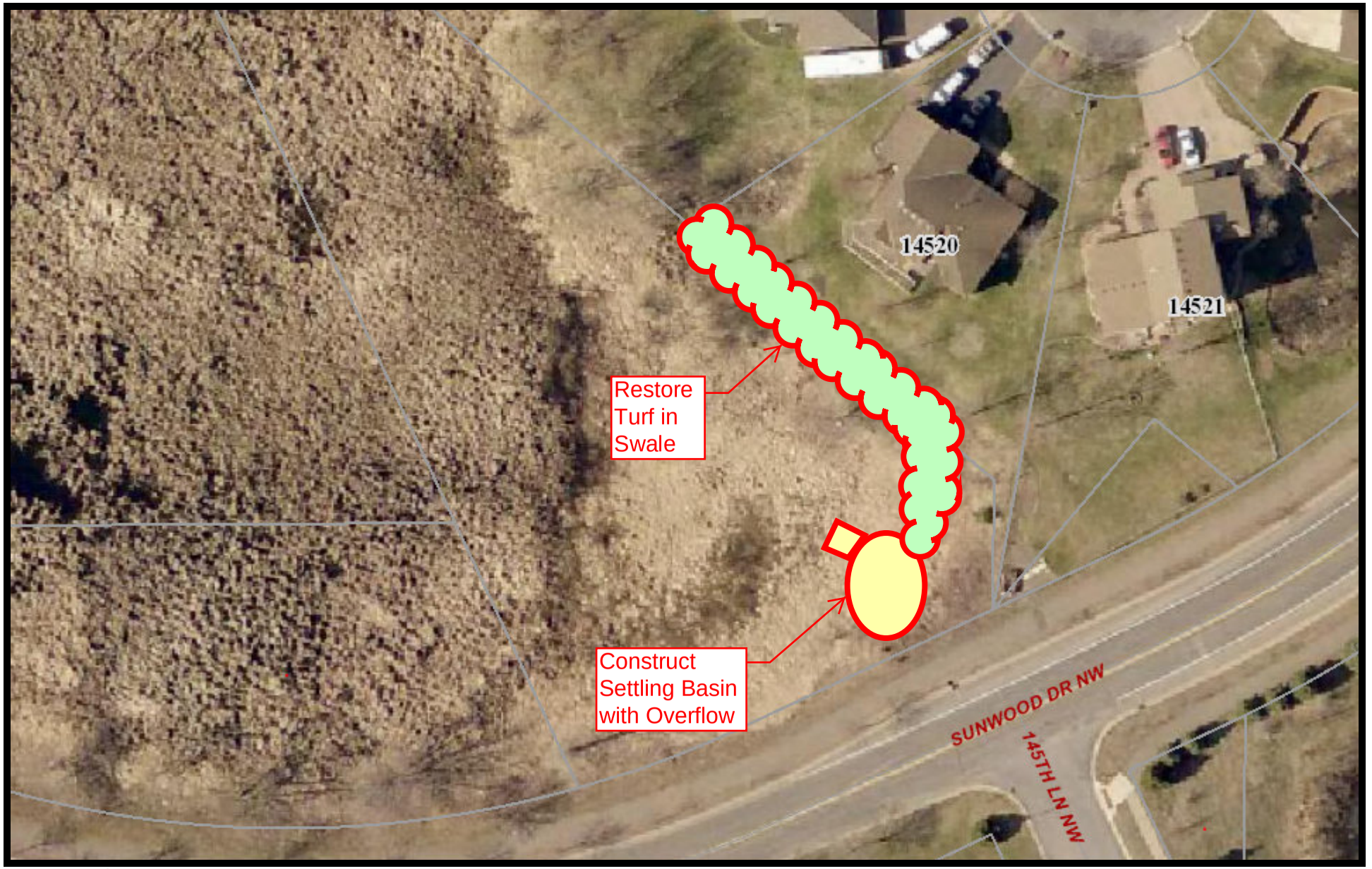


Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 2



Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 3

U.S. Fish and Wildlife Service

National Wetlands Inventory

Sunfish Lake Wetland

Jun 29, 2015



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

Established in 1962

LOT SURVEYS COMPANY, INC.

LAND SURVEYORS

REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA

7601 73rd Avenue North
612-560-3093
Fax No. 560-3522
Minneapolis, Minnesota 55428

INVOICE NO. 51870
F.B.NO. Calc. Sheet
SCALE: 1" = 30'

- O Denotes Iron Monument
- □ Denotes Wood Hub Set for excavation only
- x000.0 Denotes Existing Elevation
- (000.0) Denotes Proposed Elevation
- Denotes Surface Drainage

NOTE: Proposed grades are subject to results of soil tests.

Proposed building information must be checked with approved building plan and development or grading plan before excavation and construction.

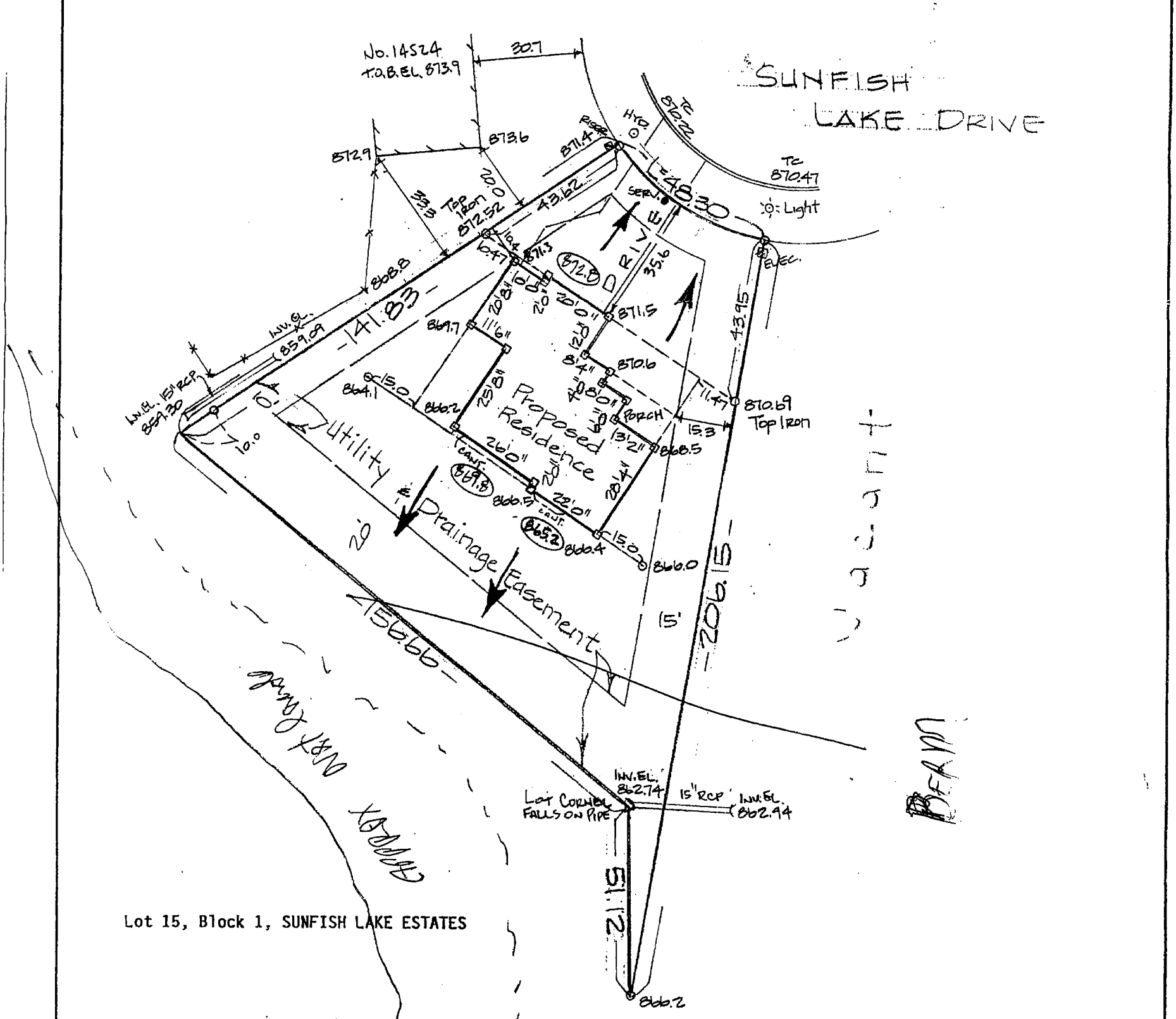
873.5 Proposed Top of Block
873.0 Proposed Garage Floor
865.5 Proposed Lowest Floor

Type of Building
4 LEVEL
3RD LEV. WALKOUT
4TH LEV. WALKOUT

Surveyors Certificate

TRILOGY HOMES

Property located in Section 26, Township 32, Range 25, Anoka County, Minnesota



Lot 15, Block 1, SUNFISH LAKE ESTATES

The only easements shown are from plats of record or information provided by client.

We hereby certify that this is a true and correct representation of a survey of the boundaries of the above described land and the location of all buildings and visible encroachments, if any, from or on said land.

Surveyed by us this 19th day of January 19 99

Signed Charles F. Anderson

Charles F. Anderson, Minn. Reg. No.21753

STOP

12" PLUG

12" X 12" TEE
INV = 861.37

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

CB 7-8
INLET = 865.5

NO PARKING

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 L
TO
STA: 2+00.00
OFFSET: 15.67 L

SUNFISH LAKE BOULEVARD (CSAH 57)

EXISTING
28" SPAN
CULVERT

80 LF 12"
DIP CL 50

12" PLUG
INV = 861.88

INSTALL 50' ROCK
ENTRANCE SEE
DETAIL SHT 6

40 FT F TO F

30 FT F TO F

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 R
TO
STA: 2+00.00
OFFSET: 15.67 R

CB 7-9
INLET = 865.5

REMOVE EXISTING 24"
CMP AND FURNISH
AND INSTALL 80 LF
24" CMP WITH
SAFETY APRONS

35 MPH

Δ = 15°10'29"
R = 578.06'
L = 153.10'

SAVE 32" OAK

825 LF RETAINING WALL
(SEE CROSS SECTIONS)
(KEYSTONE STANDARD
OR EQUAL)
AT STATION 2+00
INSTALL 4' WIDE ACCESS
STAIRWAY

SAVE 24" OAK

INSTALL 4' CHAIN LINK FENCE
3' BACK OF RETAINING WALL
FROM STATION 1+25 TO
STATION 5+25
AT STATION 3+00 INSTALL
3' PEDESTRIAN GATE

NOTE: ALL DISTURBED AREAS WITHIN
ANOKA CSAH 57 RIGHT OF WAY
SHALL BE RESTORED WITH SEED &
WOOD FIBER BLANKET.

INSTALL SILT FENCE

CBMH 7-3

Δ = 42°51'44"
R = 465.00'
L = 347.85'
e = 0.02
LONGITUDINAL SLOPE = 1:165

CB MH 7-2

CB 7-4
INLET = 864.25

30 LF 15" RCP CL5 @ 0.28%

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

15:1 TAPER
STA: 8+00.00
OFFSET: 15.67 R
TO
STA: 8+64.52
OFFSET: 19.97 R

50 LF 15" RCP
CL 5 @ 0.4%

20 LF 18" RCP
CLASS 3 @ 0.22%
AND (1) 6 LF FES
INV = 859.64
3.6 CY RIPRAP

CB MH 7-1

15:1 TAPER
STA: 8+75.00
OFFSET: 20.67 L
TO
STA: 8+00.00
OFFSET: 15.67 L

12" GATE VALVE / BOX

15:1 TAPER

145TH LANE W

R=20 TYP.

END RAD.
CB 7-5
INLET = 866.71
INV = 863.40

SEE SHEET 6
FOR DETAIL OF
THIS INTERSECTION

Δ = 35°31'25"
R = 465.00'
L = 291.01'
e = 0.02'
LONGITUDINAL SLOPE = 1:165

20 LF 15" RCP
CL 5 @ 0.40% AND
(1) 6 FT FES
INV = 864.35

3.0 CY RIPRAP

INSTALL SILT FENCE

CB 7-6A
INLET = 867.84
INV = 864.43

40 LF 15" RCP CL 5 @ 0.50%

CB MH 7-7
INLET = 867.79
INV = 864.48

CB MH 7-6
INLET = 866.71
INV = 863.40

60 LF 12" RCP CL 5 @ 5.00%

INSTALL 1 1/2" BARE ROOT
GREEN ASH AND LINDENS
ALTERNATE 45 FEET ON
CENTER BOTH SIDES OF
SUNWOOD DRIVE FOR
ENTIRE LENGTH (SEE
DETAIL SHEET 3)

35 MPH

N

SUNWOOD DRIVE

HIGH POINT ELEV = 867.48
HIGH POINT STA = 2+00.04
PVI STA = 2+00
PVI ELEV = 867.60
50.00' VC
BVCS: 1+75
BVCE: 867.35
EVCS: 2+25
EVCE: 867.35

LOW POINT ELEV = 864.21
LOW POINT STA = 5+65.45
PVI STA = 5+50
PVI ELEV = 864.11
50.00' VC
BVCS: 5+25
BVCE: 864.36
EVCS: 5+75
EVCE: 864.27

PVI STA = 12+50
PVI ELEV = 868.59
150.00' VC
BVCS: 11+75
BVCE: 868.11
EVCS: 13+25
EVCE: 871.22

1.00%
1.00%
0.64%
3.50%

CB 7-9
INV = 861.80

CB 7-8
INV = 861.54

1361 LF OF 12" DIP CL 50

7 1/2 MIN COVER

CBMH 7-3
INLET = 863.61

CBMH 7-3
INV = 861.11

CB 7-4
INV = 861.19
SEE PLAN VIEW

139 LF 15" RCP CL 5 @ 0.28%

184 LF 15" RCP CL5 @ 0.28%

CB MH 7-2
INLET = 864.57

CB MH 7-2
INV = 860.72

CB 7-1
INLET = 865.58

PROPOSED SANITARY
SEWER

DIP WATERMAIN
TO PROVIDE 18"
SEPARATION

CB 7-1
INV 15" W = 860.20
INV 15" S = 860.20
INV 12" SE = 860.40
INV 18" N = 860.00

0+20 BEGIN CONSTRUCTION

5+55 CB 7-3 AND 7-4

7+00 CB MH 7-2

8+85 CB MH 7-1

12+00 CB MH 7-7/7-7A
AND 7-6/7-6A

880
875
870
865
860
855
850
845
840

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00

526

SAP 199-104-03

RA3139PP.DWG

DATE	REVISION
4/19/96	ADDED NOTES, MOVE HYD.

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

Date 3/21/96 Reg. No. 11576

DESIGNED BY: RDA
DRAWN BY: DCP
CHECKED BY: PRR
SCALE: HORZ. 1" = 50' VERT. 1" = 5'
BOOK
PAGE

Hakanson Anderson Assoc., Inc.
Engineers, Surveyors & Landscape Architects
222 Monroe Street, Anoka, Minnesota 55303
612-427-5560 FAX 612-427-7401

STREET AND WATERMAIN
SUNWOOD DRIVE
RAMSEY, MN
IMPROVEMENT PROJECT 94-16
FOR
CITY OF RAMSEY, MN

DATE 02/09/96 FILE NO. RA3139

SHEET 7 OF 19 SHEETS

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40

RECEIVED
MAY 31 1994
Ans'd.....

10

DNR INFORMATION
(612) 296-6157

May 23, 1994

Steve
For your files
R

Ryan Schroeder
Ramsey City Administrator
15153 Nowthen Boulevard
Ramsey, MN 55303

RE: Sunwood Drive NW between Krypton Street & County Road 116
Environmental Assessment Worksheet (EAW)

Dear Mr. Schroeder:

The Department of Natural Resources (DNR) has reviewed the EAW for the above-mentioned project. We offer the following comments for your consideration.

We appreciate efforts taken by the City to coordinate with DNR personnel the project's design and potential alignment during the planning process. We are concerned that the project will lead to unnecessary impacts to DNR protected water resources, particularly protected waters 2-673W and 2-114P. The EAW correctly indicates that a DNR protected waters permit is required for the project as proposed. The associated permit process requires demonstration of both public need and that no other practical alternatives to protected waters impacts exist. Although safety, cost, and future development potentials are important components of the roadway planning process, only alignment designs which most limit protected waters impacts would likely be permitted.

The alternatives analysis provided in the EAW minimally considers the environmental costs associated with the various alignments and provides little detail regarding potential mitigation of wetland impacts. The preferred alignments, (1A & 2B), will result in the disruption and partial loss of two protected wetlands. Although the EAW indicates that the proposed roadway will fill approximately 0.8 acres of Type III wetland, uncertainty exists because a formal wetland delineation was not completed at the time of EAW preparation. It is very likely that this 0.8 acre estimate is low. Furthermore, regardless of the amount, the EAW should detail proposed mitigation for all expected project-related wetland impacts.

We also note that the preferred alignment results in the permanent conversion of 11.1 acres of wildlife habitat rather than the 6.3 acres indicated in the EAW.

When reviewing other alignment options, use of roadway alignments 1B & 2C would require less wetland fill. This approach avoids one wetland crossing, requires less clearing and grubbing of wooded areas, and provides a good alignment along with the shortest driving distance. The EAW indicates that the disadvantages of this approach consist of more excavation, a more curved and slower route, the purchase and relocation of one residence, and a short sight-distance at one road crossing. The environmental costs of this approach are less than those associated with the preferred alignment.

Other environmentally sound approaches could significantly reduce wetland impacts by either routing the roadway north of Sunfish Lake or by bridging wetlands along the routes already considered.

It is uncertain from the information provided whether stormwater runoff will be directly discharged into wetlands from the roadways or street storm sewers. The DNR does not support placement of untreated stormwater runoff into wetlands. Although sedimentation basins and skimmers are mentioned as pretreatment measures, Figures 15 & 16 do not show detention basin placement. These measures require further clarification to better assess proposed protection measures for wetlands.

We appreciate recognition in Item 11b that the Blanding's Turtle, *Emydoidea blandingii*, a state-listed threatened species, is known to frequent the general project area. It does not appear that the DNR Natural Heritage Program was contacted to accurately answer this question. This is an important contact and assists with planning efforts. A search of the Heritage database within a one-mile radius of the proposed project produced a 1989 record for one Blanding's Turtle next to a small pond bordering Sunfish Lake (see attachment). The EAW does not indicate if suitable habitat for the Blanding's Turtle exists in the project area, and if it does, what efforts to avoid impacts to this species are offered. It is possible that such a determination could be made as a component of the needed wetland delineation yet to be done. Please contact Jan Shaw Wolff of the Heritage Program at (612) 296-8279 for further information in this regard.

As previously mentioned, efforts to incorporate DNR staff input into the project design process is appreciated. We request that this consultation continue. The DNR recognizes the City of Ramsey's desire to provide a transportation network designed to meet the current and future needs of its citizenry. However, environmental costs, specifically those involving wetlands, require incorporation into the planning process as well. This issue in particular will be examined further as a component of any required DNR permit associated with this development.

Thank you for the opportunity to review this document. We look forward to receiving your record of decision and responses to comments. Minnesota Rules part 4410.1700, subparts 4 & 5, requires you to send us your Record of Decision within five days of deciding this action. Please contact Don Buckhout of my staff, at (612) 296-8212, if you have questions regarding this letter.

Sincerely,

Thomas W. Balcom

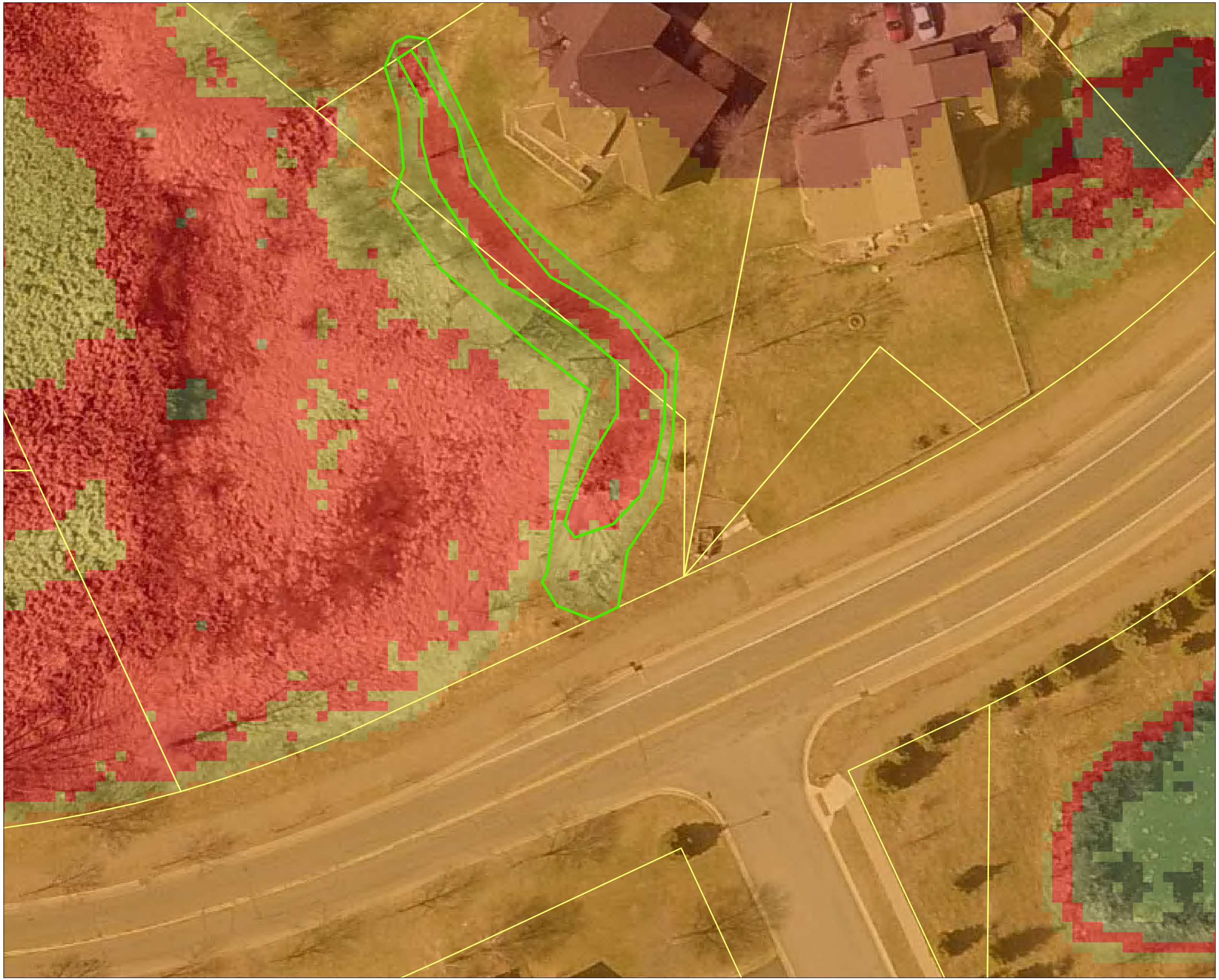
Thomas W. Balcom, Supervisor
Natural Resources Environmental Review Section
Office of Planning

:attachment

c: Kathleen Wallace
Steve Colvin
Pete Otterson
Jan Shaw Wolff
Lynn M. Lewis, USFWS
Gregg Downing, EQB

#940170-01
ER13.SUNWOOD.DOC

Bergevin Swale Removal Request				
Item Description	**Unit**	**Unit Cost**	**Estimated Quantity**	**Estimated Costs**
Mobilization (5%)	Lump Sum	$1,675.00	1	$1,675.00
Clear and Grub	Lump Sum	$500.00	1	$500.00
Dewatering	Lump Sum	$1,500.00	1	$1,500.00
Grading (includes filling swale)	Cu Yd	$50.00	100	$5,000.00
Storm Sewer Modifications	Lump Sum	$4,000.00	1	$4,000.00
Restoration (wetland & swale)	Acre	$30,000.00	0.15	$4,500.00
Wetland Credits (2:1)	Acre	$60,000.00	0.3	$18,000.00
Construction Costs Subtotal				$35,175.00
10% Contingency				$3,517.50
23% Indirect Costs				$8,090.25
Total Project Costs				**$46,782.75**



City of Ramsey

Bergevin Property

Legend

Status

- Existing
- Identified Properties

LIDAR_DEM_ft

<VALUE>

- 832.4400024 - 850.3764304
- 850.3764305 - 858
- 858.0000001 - 859
- 859.0000001 - 860
- 860.0000001 - 861
- 861.0000001 - 862
- 862.0000001 - 870
- 870.0000001 - 880
- 880.0000001 - 916.1433328
- 916.1433329 - 924.1150786
- 924.1150787 - 933.4154486
- 933.4154487 - 946.0373794
- 946.0373795 - 968.6239923
- 968.6239924 - 1,001.8396

Ramsey North 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Ramsey South 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

N

0 15 30 60 Feet

This map has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) data used to develop this map is not warranted by the City as being error-free.

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City of Ramsey

Bergevin Property

Legend

Status

- Proposed
- Identified Properties

LIDAR_DEM_ft

<VALUE>

- 832.4400024 - 850.3764304
- 850.3764305 - 858
- 858.0000001 - 859
- 859.0000001 - 860
- 860.0000001 - 861
- 861.0000001 - 862
- 862.0000001 - 870
- 870.0000001 - 880
- 880.0000001 - 916.1433328
- 916.1433329 - 924.1150786
- 924.1150787 - 933.4154486
- 933.4154487 - 946.0373794
- 946.0373795 - 968.6239923
- 968.6239924 - 1,001.8396

Ramsey North 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Ramsey South 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

N

0 15 30 60 Feet

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PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, May 17, 2016, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Mark Kuzma

Absent: Councilmember Melody Shryock

Also Present: Public Works Superintendent Grant Riemer
Civil Engineer II Leonard Linton

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:39 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve April 19, 2016, Meeting Minutes

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

Regular Meeting Minutes dated April 19, 2016

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Abstain: Councilmember Kuzma. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Provide City Council Recommendations for Gibbon Street and 173rd Avenue Drainage Improvements Feasibility Report

Chairperson Riley explained the homeowners that initially brought this item to the City are not able to attend the meeting tonight. Discussion will take place, though no motions will be made.

City Engineer Westby reviewed the staff report.

Councilmember Kuzma asked if the feasibility study was conducted in-house.

City Engineer Westby confirmed it was.

City Engineer Westby noted this is a feasible project. The project would include a 3,000 foot storm sewer system with aprons on either end. The cost is estimated to be about $325,000. The number of benefitting properties is fairly small. There have been four property owners that have come forward with wet basements. The staff recommendation is to consider whether special assessments can pay for most of it, or determine whether funds can be purchased. He said he looked online for grants or anything similar that would apply. While something may become available in the future, he said there is nothing he could find that would fit the situation. Currently, it is under consideration to assess the cost to the property owners. The City will receive little benefit for completing this project and it would not make sense for the City to absorb the cost. The residents have pointed out they have been paying for the storm water utility fee throughout the years, and have not received benefit from that. Staff did discuss this case with the City Attorney, and learned that the City is under no obligations that it is aware of, to fix this issue. This home was built before the City was incorporated, which tends to be the case with many of these situations.

Councilmember Kuzma questioned whether the homeowner could put in a sump pump and drain tile on their own to fix the issue.

City Engineer Westby responded there are several systems available, and the associated costs are from the mid-thousands of dollars to tens of thousands. He said the resident had called for estimates on different systems, but he has not heard back from the resident with what they learned.

Chairperson Riley asked if using a sump pump would really fix the issue.

Civil Engineer II Linton explained a drain system would capture the water, but there is no place to let it out. The water would find its way back in if it is simply pumped out.

Chairperson Riley inquired whether lowering the ground water would be possible and of benefit.

Civil Engineer II Linton Leonard responded it could be lowered to a point. The pond cannot be lowered more than the lowest level of the wetland. The basement is most likely below the level

of the wetland. The water level will always be higher than the level of the floor. The homeowners experienced it coming up from the floor; not from around the building.

City Engineer Westby stated the City hasn't gone out to the location to conduct soil borings to see where the soil is in proximity to the basement. Given the situation, staff will never be able to say with 100% certainty that lowering the ground water would correct the issue.

Chairperson Riley asked if a solution is found and implemented, if it would create any additional developable land.

City Engineer Westby answered there would be no additional developable land. This issue and possible solution is really only for these four or five properties.

Councilmember Johns asked if there are any properties on the east side of the pond with issues.

Civil Engineer II Linton indicated the City has not had contact with all of the properties, but has learned the ground water is at the level of the garage for a couple of properties on the north side.

Councilmember Johns raised the point that insurance may be able to take part in a cost share.

City Engineer Westby said he is not aware of any programs or insurance that could be of benefit. He said from personal experience, he knows there is no insurance that would cover any costs when the issue is due to ground water. It is not the same as getting flood insurance.

The discussion was postponed in order to include the residents at a future meeting.

5.02: Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

Chairperson Riley explained the homeowner was not able to attend the meeting tonight. Discussion will take place, though no motions will be made.

City Engineer Westby reviewed the staff report. Staff was directed to develop a cost estimate for the requested improvements. The cost estimate totals $46,782.75 to construct the settling basin, modify the storm sewer and fill in the drainage swale. He noted this is in the DNR wetland and when that is impacted, the City must buy double the amount spent in wetland credits.

Chairperson Riley requested clarification on what the City would purchase in credits.

City Engineer Westby explained there are websites listing available wetland bank credits, which is how the City would purchase any necessary credits.

Chairperson Riley inquired if a wetland could be created.

City Engineer Westby replied that has been discussed briefly in the past.

Civil Engineer II Linton Leonard noted it is a long-term process to establish a wetland. It has to be monitored for five years. At the end of that time, if it still looks like a wetland, it can be determined as such, and it could be listed in the wetland credit bank.

Councilmember Kuzma asked how many properties the potential improvements would affect.

City Engineer Westby said it would benefit one.

Councilmember Kuzma clarified the homeowner bought this property with this drainage swale in place and was aware of its presence.

City Engineer Westby stated it was there when the home was purchased, and nothing has changed since the property has been purchased.

Chairperson Riley noted when the homeowner bought the property, it was during the dryer years. The water would flow through it and drain. It functioned differently. Now it is vegetated and has standing water. This is due to the natural water level of the lake.

Civil Engineer II Linton stated it is low now. The lake's water level does go up and down.

Councilmember Kuzma asked about a wet basement.

Chairperson Riley asked about the timing of the roadway and the plat.

Civil Engineer II Linton explained the plans showed the swale and it was part of the roadway before anything was built. The roadway came first, and then the plat.

Chairperson Riley questioned whether the problem would be fixed if the sedimentation basin was put in.

City Engineer Westby replied it would.

Councilmember Kuzma stated it seems to be a cosmetic situation. The City will not benefit from these improvements.

City Engineer Westby noted the benefit to the City would be that the pond could be maintained easier.

Chairperson Riley sought clarification that in the packet, the documentation shows the drainage swale was stable for the first years, and then it just started filling up.

City Engineer Westby noted there are easements there as well. Staff did have discussions at one point of what defines an easement and whether standing water would be allowed in an easement. It was determined that there are a lot of easements with water in them.

Chairperson Riley inquired why the drainage would be designed to run across private property.

Engineer II Linton pointed out the wetland is very close, and the builder didn't want to have to mitigate it at the time.

City Engineer Westby explained the first order of business when working with the DNR is to not impact a wetland. They may have suggested building the drainage swale in this manner in order to leave the wetlands alone.

Chairperson Riley brought up the possibility of a storm scepter.

City Engineer Westby responded staff did consider this at one point, however, it wouldn't operate as needed. He noted that staff did discuss the situation with the DNR and found another approval process will be necessary. The DNR did say the permits could be pulled and the work could be done, however, it is not completely assured that the problem would be corrected.

The discussion was postponed in order to include the resident at a future meeting.

5.03: Provide City Council Recommendation for 2016 Crackseal and Sealcoat Improvements, Improvement Project #16-00 Division A

City Engineer Westby reviewed the staff report, noting the costs listed in the packet are very accurate. Staff is asking for recommendation to the Council based on these costs.

Public Works Superintendent Riemer noted his department has spent $46,000 in patching. If the City did use the fog sealing in the two proposed areas, and there was extra money, it would be used in patching.

Councilmember Kuzma clarified the City's policy is that to not assess for sealcoating.

City Engineer Westby confirmed.

Chairperson Riley noted the City underspent last year by about $100,000. He pointed out the roads are not being maintained to the fullest. He questioned if the spray patching would be paid for within the sealcoating.

Councilmember Johns stated the extra funds were distributed to various funds. There are four funds that generally extra money such as this go into.

Discussion took place on how to allocate the $96,000 overage.

Chairperson Riley asked how the roads to be improved are chosen.

Public Works Superintendent Riemer answered it depends on when the roads were built. Because Ramsey was not built all at once as a planned community, there are some roads that need repair and maintenance sooner than others. Once the roads are all at a workable place, more strategic maintenance schedules can be followed.

Chairperson Riley asked whether the bidding should be for 80% to 120% of what is budgeted.

City Engineer Westby replied that is an option. At this point, he said it may be a better route to request bids. If bids came in a little over, then a smaller area could be removed from the project. It is not expected that bids will hit exactly $500,000, so there are ways to work around that. He noted the City cannot change the contract by more than 25%.

Chairperson Riley stated Ramsey's budgets are consistently lower than the Consortium. He asked if it would be helpful to work with the group.

City Engineer Westby replied one of the issues with the Consortium is that it doesn't allow the City to control the schedule of work. The contractor lets the City know when they will be doing work, and in what areas. There is some flexibility in that staff could ask the contractors to not do a certain street at a certain time, but the majority of the scheduling is taken away from the City.

Discussion took place on the process of sending out for bids and how it would work with the Consortium.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend that the City Council approve plans as prepared by staff for Improvement Project #16-00, Division A.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None. Absent: Councilmember Shryock.

6. COMMITTEE / STAFF INPUT

City Engineer Westby reviewed the list of project as included in the packet.

Chairperson Riley questioned the request of a hole in the pond as listed under Items of Interest.

City Engineer Westby explained the homeowner had suggested scooping out the bottom of the pond on his property in an effort to bring some relief from high water in the spring. Staff will look at the situation when it is dry. He said he is not sure what benefit this would provide, as the pond has not been overflowing that they are aware of.

Councilmember Johns asked if clearing out the nearby wetland area would be of help.

Public Works Superintendent Riemer replied there is a lot of vegetation in the wetland. Clearing it out could speed up the drainage to a point, but likely would not give much relief.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Kuzma to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:58 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 2.**

Meeting Date: 06/21/2016

By: Bruce Westby, Engineering/Public Works

Title:

Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

Purpose/Background:

Purpose:

The property owner at 14520 Sunfish Lake Drive NW is requesting that the City reconstruct specific stormwater treatment improvements impacting a portion of their back yard. The requested work includes constructing a settling basin at the end of the storm sewer outlet from Sunwood Drive where it intersects 145th Lane NW for the purpose of reducing the frequency and volume of stormwater runoff running through the existing drainage swale along their rear lot line, and removing the existing cattails and other types of vegetation commonly found in wetlands from the swale and restoring the swale to a lawn type condition using sod, though seeding could be acceptable if done correctly. Attached Figure 1 shows 2014 aerial photography of the property and the surrounding area including parcel lines, property addresses, and street names, and identifies the locations of the swale and various storm sewer outlets in relation to the property. Attached Figure 2 shows the concept design for the requested improvements.

Background:

The property owner at 14520 Sunfish Lake Drive NW has contacted the City on numerous occasions since the mid-2000's regarding a drainage swale located within a 20-foot wide drainage and utility easement that runs across the back edge of his lot. The lot backs up to Sunfish Lake. The lake border adjacent to the property is predominantly cattails, and the edge of open water is approximately 100 yards northwest of the property.

This property is located in the Sunfish Lake Estates subdivision which was platted in 1996. The plat dedicated the 20-foot drainage and utility easement parallel to the rear lot line to accommodate a drainage swale that connects the storm sewer outlet from Sunwood Drive to an outlet control structure located near the southwest corner of the lot. Attached is a certificate of survey that shows the lot boundaries and locations of the rear lot drainage easement and berm along the back side of the swale.

The drainage swale and outlet control structure are not shown on the final Grading and Utility plans filed for the plat. The structure and the swale are shown on the plans the City prepared for the extension of Sunwood Drive. A copy of this plan is attached.

City files show that the City constructed Sunwood Drive around the time the plat was filed. This provided access to the site. An EAW was required prior to construction of Sunwood Drive. The Minnesota Department of Natural Resources (DNR) provided a response letter noting that the stormwater from the roadway should not be discharged directly to the wetlands adjacent to the roadway. A copy of this letter is attached with this text highlighted in yellow. The as-built plans for Sunwood Drive show that the storm sewer is directed to the swale on the back side of the lot. This swale provides treatment for the stormwater runoff from Sunwood Drive prior to discharging the runoff into Sunfish Lake via the outlet control structure.

According to the property owner, they were able to mow the swale and outer berm for the first several years after moving in around 1999, and standing water first appeared in the swale in the mid to late-2000's with the frequency of standing water increasing over time. The property owner contacted the City about the standing water in the late-2000's, after which Staff visited the site and informed the property owner that the swale was designed for this purpose, and that the drainage and utility easement was sized to accommodate the water.

The property owner contacted the City again in 2014 again noting his concerns that water was constantly standing in the swale, making it difficult to maintain the swale and rendering that part of his yard unusable. Staff met the resident on site and verified that the swale and standing water was being contained within the drainage and utility easement, and that the storm sewer system was functioning properly and was not plugged.

Staff met with the resident again in May of 2015, at which time Staff was asked if the swale could be redirected or removed. The property owner also inquired whether the volume of stormwater runoff being directed through the swale on his lot might have increased due to the new development across the street (Village of Sunfish Lake Subdivision). Staff researched the drainage plans for Village of Sunfish Lake and found that the two stormwater ponds for the Village of Sunfish Lake were constructed as land-locked basins and were sized to contain back to back 100 year storms. One of the ponds is located south of Sunwood Drive and east of 145th Lane, and the second pond is located in the southwest quadrant of Sunwood Drive and Radium Street. Stormwater from the Village of Sunfish Lake will therefore only reach the swale in extreme conditions.

Staff also contacted Anoka County per your property owner's request so see if they might have increased stormwater runoff into Sunfish Lake over the last decade or so due to road construction or maintenance projects along Sunfish Lake Boulevard/CR 57. The County has no records of any such projects that would have resulted in a significant quantity of groundwater or surface water being directed into Sunfish Lake for extended periods of time that may have resulted in increased lake levels.

The Minnesota Department of Natural Resources (DNR) maintains a database of lake levels, including Sunfish Lake. The records cover the period from 1985 to 2015, a span of 30 years. The Ordinary High Water level (OHW) determined by the DNR is 861.5. The record shows that from 1985 – 1988 the water level was up to 1.5 feet above the OHW. The water level dropped to 857.2 in 1989 before rebounding to 861.6 in 1991. The lake level dropped below 860 from 1994 to 2005, reaching a low of 856.7 in 2000. The lake level has generally been above 860 since 2011. The outlet structure for the swale is an inverted siphon, the inlet and outlet pipes are lower that the invert of the manhole connecting the pipes. The outside pipe ends are at 860.0 while the common connection between the pipes is at 861.3. Water must therefore build up to 861.3 in the swale before it is discharged into Sunfish Lake through the outlet control structure. Staff also obtained rainfall records for the same time period. The lake elevation generally corresponds with the annual rainfall totals, with the lake level rising when precipitation is above the 30 year average for several years in a row.

Staff then investigated whether a structural water quality treatment structure could be used in place of the swale. These devices function by circulating the stormwater inside a large diameter manhole. There are baffles inside which direct the stormwater around the edge of the device. The soil particles settle out of the water as it flows around the structure. The rate at which particles settle out is related to the distance the water travels and speed at which the water is flowing. The devices are designed to treat a certain quantity of flow. If the inflow exceeds the designed flow then water flows over a weir and passes out of the structure without treatment (bypass flow). The storm sewer outlet from the street is at elevation 859.6, two (2) feet below the OHW. Staff contacted a supplier of these devices and asked if the device would function properly when the outlet is submerged. The supplier said the device would function in bypass mode and would not provide any treatment. Staff also contacted the St. Anthony Falls Laboratory and asked staff there if there had been research on the effectiveness of structural stormwater treatment devices when the outlet is submerged. They have not done a research project like this; however, they generally agreed with the manufactures representative that the device would function in bypass mode when the outlet is submerged. Bypass mode does not provide any treatment of the storm water passing through the device so this would not be a viable option.

City staff also discussed the option of converting the swale to a raingarden feature to enhance aesthetics but the property owner was not interested in this option as it would not result in more useable space in their back yard.

The only option that the property owner is therefore interested in pursuing is to construct a settling basin at the storm sewer outlet north of Sunwood Drive to treat the roadway runoff before it is discharged into the wetland.

This item was last discussed with the Public Works Committee on September 15, 2015. At that time, staff was directed to develop a more complete cost estimate for the requested improvements, and to present the updated

estimated costs to the Committee for further discussion. Attached is an updated cost estimate which totals $46,782.75. This includes all estimated costs required to construct the settling basin shown in attached Figure 4, to construct required storm sewer modifications, to fill in the drainage swale across the rear of the Bergevin property, to remove the storm sewer structure at the end of the swale on the west side of the Bergevin property, to restore all disturbed areas using sod (Bergevin property only) and a wetland seed mix (all other areas), and to vacate the easement the swale was located in. The estimated costs also include 10% contingency costs for unknowns and miscellaneous pay items not included in the cost estimate, as well as 23% indirect costs for administrative, engineering, finance, and legal fees. Staff previously estimated construction costs for the proposed settling basin and restoration of the swale would cost between $15,000 and $45,000.

A link to this case was sent to the property owner, who indicated they will be present at the meeting Tuesday evening.

Timeframe:

Approximately 25 minutes for presentation and discussion.

Observations/Alternatives:

Staff believes that the water observed in the bottom of the swale in recent years is most likely not from storm water runoff but is rather groundwater rising in conjunction with the lake level rising.

Permits from both the DNR and the Lower Rum River Watershed Management Organization would be required to complete the requested improvements as the settling basin and overflow would be located within wetland 114P (see attached Figure 3) which requires a WMO permit, and the work would be occurring below the Ordinary High Water Level which requires a permit from the DNR. In addition, wetland mitigation credits would need to be purchased at a 2:1 ratio to replace the impacted wetland due to construction of the settling basin. This is reflected in the attached estimated costs.

May 17th Case Update

Attached is a 30-year lake level chart for Sunfish Lake which shows that lake levels have varied by over 6 feet between the mid-1980's and today. As can be seen, lake levels were low at the time the property was developed and purchased by the Bergevin's, whereas lake levels are higher now and are hovering near or above the elevation of the bottom of the swale (see gray line in chart) which tends to support staff's assertion that the swale holds water for long periods of time only when lake levels are up and ground water elevations rise accordingly.

Funding Source:

Funding for the City’s share of any ordered improvements would be paid from the Stormwater Fund.

Recommendation:

Staff recommends that the property owner be required to pay for the requested work since it solely benefits the use of his property. However, the City could consider contributing an amount commensurate with the estimated long-term savings associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of a private property. Based on a 50 year maintenance schedule, this cost would be approximately $500 assuming the City would dredge and restore the turf in the swale twice, once every 25 years.

If the settling basin is constructed Staff also recommends filling in and sodding the swale across the rear yard of the subject property, removing the storm sewer structure on the west end of the swale, and vacating the existing drainage easement that encumbered the swale and drainage structure to prevent the need to maintain this infrastructure since a public purpose is no longer being served. However, the easement over the sanitary sewer line on the east side of the property would still be retained.

Action:

Staff is requesting Committee direction on whether this request should be forwarded to Council for consideration of approval and, if so, whether the Committee has a recommendation on whether the City should contribute anything towards the project. If the Committee is in agreement with the property owner's request, Staff requests that the Committee provide a formal recommendation for the City Council since this item would require Council approval since it is not a budgeted project.

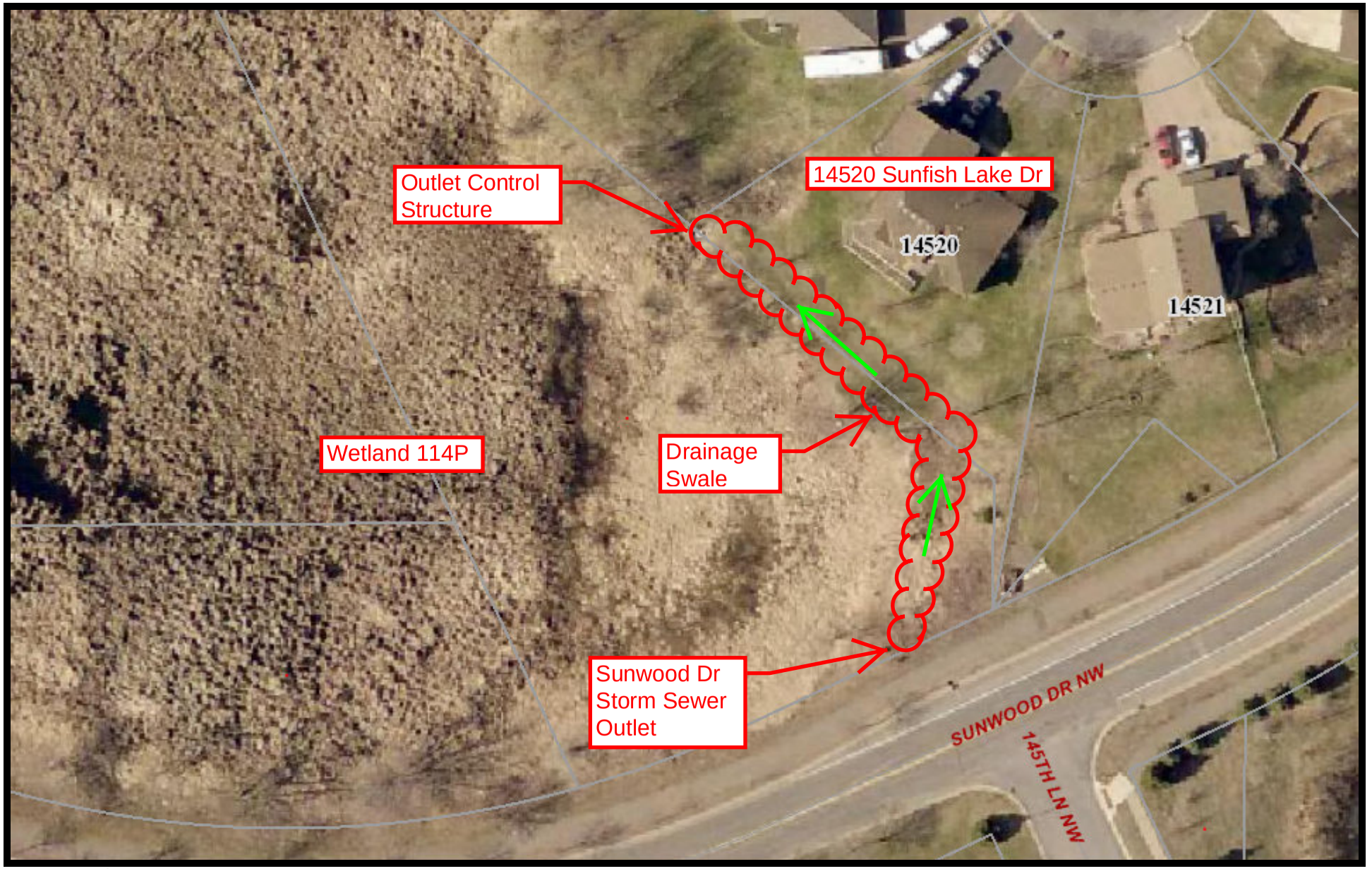
Attachments

Figure 1
Figure 2
Figure 3
Survey Certificate
Plan Sheet 7
DNR Letter
Estimated Costs
Existing Elevations Image
Proposed Elevations Image
30-Year Sunfish Lake Levels

Form Review

Inbox	Reviewed By	Date
Len Linton	Len Linton	06/15/2016 04:34 PM
Grant Riemer	Grant Riemer	06/16/2016 08:05 AM
Kurt Ulrich	Kurt Ulrich	06/16/2016 01:14 PM
Form Started By: Bruce Westby		Started On: 06/06/2016 07:31 AM
Final Approval Date: 06/16/2016		

FIGURE 1

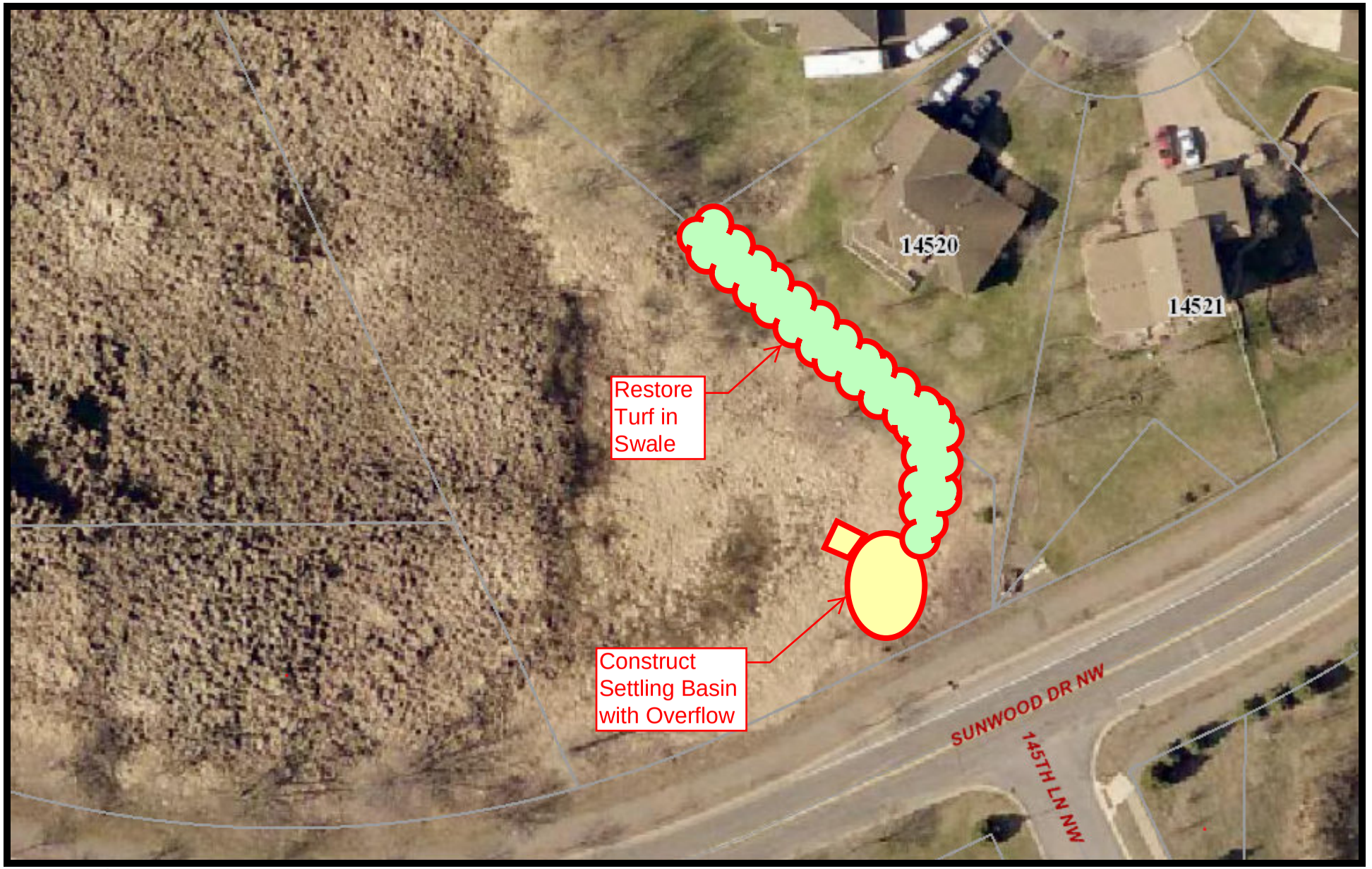


Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 2



Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 3

U.S. Fish and Wildlife Service

National Wetlands Inventory

Sunfish Lake Wetland

Jun 29, 2015



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

Established in 1962

LOT SURVEYS COMPANY, INC.

LAND SURVEYORS

REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA

7601 73rd Avenue North
612-560-3093
Fax No. 560-3522
Minneapolis, Minnesota 55428

INVOICE NO. 51870
F.B.NO. Calc. Sheet
SCALE: 1" = 30'

- O Denotes Iron Monument
- □ Denotes Wood Hub Set for excavation only
- x000.0 Denotes Existing Elevation
- (000.0) Denotes Proposed Elevation
- Denotes Surface Drainage

NOTE: Proposed grades are subject to results of soil tests.

Proposed building information must be checked with approved building plan and development or grading plan before excavation and construction.

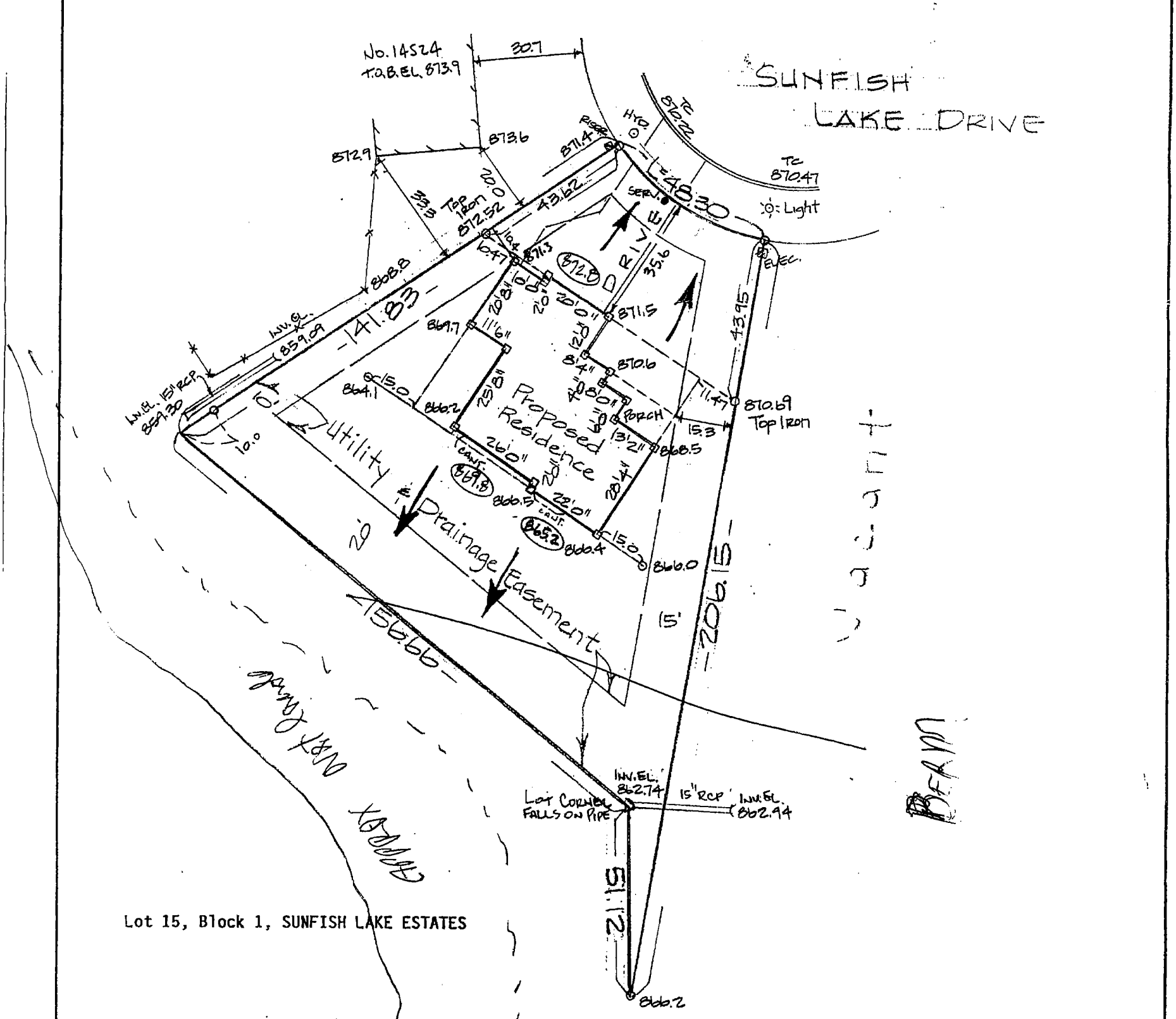
873.5 Proposed Top of Block
873.0 Proposed Garage Floor
865.5 Proposed Lowest Floor

Type of Building
4 LEVEL
3RD LEV. WALKOUT
4TH LEV. WALKOUT

Surveyors Certificate

TRILOGY HOMES

Property located in Section 26, Township 32, Range 25, Anoka County, Minnesota



Lot 15, Block 1, SUNFISH LAKE ESTATES

The only easements shown are from plats of record or information provided by client.

We hereby certify that this is a true and correct representation of a survey of the boundaries of the above described land and the location of all buildings and visible encroachments, if any, from or on said land.

Surveyed by us this 19th day of January 19 99

Signed Charles F. Anderson

Charles F. Anderson, Minn. Reg. No.21753

STOP

12" PLUG

12" X 12" TEE
INV = 861.37

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

CB 7-8
INLET = 865.5

NO PARKING

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 L
TO
STA: 2+00.00
OFFSET: 15.67 L

SUNFISH LAKE BOULEVARD (CSAH 57)

EXISTING
28" SPAN
CULVERT

80 LF 12"
DIP CL 50

12" PLUG
INV = 861.88

INSTALL 50' ROCK
ENTRANCE SEE
DETAIL SHT 6

40 FT F TO F

30 FT F TO F

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 R
TO
STA: 2+00.00
OFFSET: 15.67 R

CB 7-9
INLET = 865.5

REMOVE EXISTING 24"
CMP AND FURNISH
AND INSTALL 80 LF
24" CMP WITH
SAFETY APRONS

35 MPH

Δ = 15°10'29"
R = 578.06'
L = 153.10'

SAVE 32" OAK

825 LF RETAINING WALL
(SEE CROSS SECTIONS)
(KEYSTONE STANDARD
OR EQUAL)
AT STATION 2+00
INSTALL 4' WIDE ACCESS
STAIRWAY

SAVE 24" OAK

INSTALL 4' CHAIN LINK FENCE
3' BACK OF RETAINING WALL
FROM STATION 1+25 TO
STATION 5+25
AT STATION 3+00 INSTALL
3' PEDESTRIAN GATE

NOTE: ALL DISTURBED AREAS WITHIN
ANOKA CSAH 57 RIGHT OF WAY
SHALL BE RESTORED WITH SEED &
WOOD FIBER BLANKET.

INSTALL SILT FENCE

CBMH 7-3

Δ = 42°51'44"
R = 465.00'
L = 347.85'
e = 0.02
LONGITUDINAL SLOPE = 1:165

CB MH 7-2

CB 7-4
INLET = 864.25

30 LF 15" RCP CL5 @ 0.28%

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

15:1 TAPER
STA: 8+00.00
OFFSET: 15.67 R
TO
STA: 8+64.52
OFFSET: 19.97 R

50 LF 15" RCP
CL 5 @ 0.4%

20 LF 18" RCP
CLASS 3 @ 0.22%
AND (1) 6 LF FES
INV = 859.64
3.6 CY RIPRAP

CB MH 7-1

15:1 TAPER
STA: 8+75.00
OFFSET: 20.67 L
TO
STA: 8+00.00
OFFSET: 15.67 L

12" GATE VALVE / BOX

15:1 TAPER

145TH LANE W

R=20 TYP.

END RAD.
CB 7-5
INLET = 866.71
INV = 863.40

SEE SHEET 6
FOR DETAIL OF
THIS INTERSECTION

Δ = 35°31'25"
R = 465.00'
L = 291.01'
e = 0.02'
LONGITUDINAL SLOPE = 1:165

20 LF 15" RCP
CL 5 @ 0.40% AND
(1) 6 FT FES
INV = 864.35

3.0 CY RIPRAP

INSTALL SILT FENCE

CB 7-6A
INLET = 867.84
INV = 864.43

40 LF 15" RCP CL 5 @ 0.50%

CB MH 7-7
INLET = 867.79
INV = 864.48

CB MH 7-6
INLET = 866.71
INV = 863.40

60 LF 12" RCP CL 5 @ 5.00%

INSTALL 1 1/2" BARE ROOT
GREEN ASH AND LINDENS
ALTERNATE 45 FEET ON
CENTER BOTH SIDES OF
SUNWOOD DRIVE FOR
ENTIRE LENGTH (SEE
DETAIL SHEET 3)

35 MPH

N

SUNWOOD DRIVE

HIGH POINT ELEV = 867.48
HIGH POINT STA = 2+00.04
PVI STA = 2+00
PVI ELEV = 867.60
50.00' VC
BVCS: 1+75
BVCE: 867.35
EVCS: 2+25
EVCE: 867.35

LOW POINT ELEV = 864.21
LOW POINT STA = 5+65.45
PVI STA = 5+50
PVI ELEV = 864.11
50.00' VC
BVCS: 5+25
BVCE: 864.36
EVCS: 5+75
EVCE: 864.27

PVI STA = 12+50
PVI ELEV = 868.59
150.00' VC
BVCS: 11+75
BVCE: 868.11
EVCS: 13+25
EVCE: 871.22

1.00%
1.00%
0.64%
3.50%

CB 7-9
INV = 861.80

CB 7-8
INV = 861.54

1361 LF OF 12" DIP CL 50

7 1/2 MIN COVER

CBMH 7-3
INLET = 863.61

CBMH 7-3
INV = 861.11

CB 7-4
INV = 861.19
SEE PLAN VIEW

139 LF 15" RCP CL 5 @ 0.28%

184 LF 15" RCP CL5 @ 0.28%

CB MH 7-2
INLET = 864.57

CB MH 7-2
INV = 860.72

CB 7-1
INLET = 865.58

PROPOSED SANITARY
SEWER

DIP WATERMAIN
TO PROVIDE 18"
SEPARATION

CB 7-1
INV 15" W = 860.20
INV 15" S = 860.20
INV 12" SE = 860.40
INV 18" N = 860.00

0+20 BEGIN CONSTRUCTION

5+55 CB 7-3 AND 7-4

7+00 CB MH 7-2

8+85 CB MH 7-1

12+00 CB MH 7-7/7-7A
AND 7-6/7-6A

880
875
870
865
860
855
850
845
840

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00

526

SAP 199-104-03

RA3139PP.DWG

DATE	REVISION
4/19/96	ADDED NOTES, MOVE HYD.

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

Date 3/21/96 Reg. No. 11576

DESIGNED BY: RDA
DRAWN BY: DCP
CHECKED BY: PRR
SCALE: HORZ. 1" = 50' VERT. 1" = 5'
BOOK
PAGE

Hakanson Anderson Assoc., Inc.
Engineers, Surveyors & Landscape Architects
222 Monroe Street, Anoka, Minnesota 55303
612-427-5560 FAX 612-427-7401

STREET AND WATERMAIN
SUNWOOD DRIVE
RAMSEY, MN
IMPROVEMENT PROJECT 94-16
FOR
CITY OF RAMSEY, MN

DATE 02/09/96 FILE NO. RA3139

SHEET 7 OF 19 SHEETS

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40

RECEIVED
MAY 31 1994
Ans'd.....

10

DNR INFORMATION
(612) 296-6157

May 23, 1994

Steve
For your files
R

Ryan Schroeder
Ramsey City Administrator
15153 Nowthen Boulevard
Ramsey, MN 55303

RE: Sunwood Drive NW between Krypton Street & County Road 116
Environmental Assessment Worksheet (EAW)

Dear Mr. Schroeder:

The Department of Natural Resources (DNR) has reviewed the EAW for the above-mentioned project. We offer the following comments for your consideration.

We appreciate efforts taken by the City to coordinate with DNR personnel the project's design and potential alignment during the planning process. We are concerned that the project will lead to unnecessary impacts to DNR protected water resources, particularly protected waters 2-673W and 2-114P. The EAW correctly indicates that a DNR protected waters permit is required for the project as proposed. The associated permit process requires demonstration of both public need and that no other practical alternatives to protected waters impacts exist. Although safety, cost, and future development potentials are important components of the roadway planning process, only alignment designs which most limit protected waters impacts would likely be permitted.

The alternatives analysis provided in the EAW minimally considers the environmental costs associated with the various alignments and provides little detail regarding potential mitigation of wetland impacts. The preferred alignments, (1A & 2B), will result in the disruption and partial loss of two protected wetlands. Although the EAW indicates that the proposed roadway will fill approximately 0.8 acres of Type III wetland, uncertainty exists because a formal wetland delineation was not completed at the time of EAW preparation. It is very likely that this 0.8 acre estimate is low. Furthermore, regardless of the amount, the EAW should detail proposed mitigation for all expected project-related wetland impacts.

We also note that the preferred alignment results in the permanent conversion of 11.1 acres of wildlife habitat rather than the 6.3 acres indicated in the EAW.

When reviewing other alignment options, use of roadway alignments 1B & 2C would require less wetland fill. This approach avoids one wetland crossing, requires less clearing and grubbing of wooded areas, and provides a good alignment along with the shortest driving distance. The EAW indicates that the disadvantages of this approach consist of more excavation, a more curved and slower route, the purchase and relocation of one residence, and a short sight-distance at one road crossing. The environmental costs of this approach are less than those associated with the preferred alignment.

Other environmentally sound approaches could significantly reduce wetland impacts by either routing the roadway north of Sunfish Lake or by bridging wetlands along the routes already considered.

It is uncertain from the information provided whether stormwater runoff will be directly discharged into wetlands from the roadways or street storm sewers. The DNR does not support placement of untreated stormwater runoff into wetlands. Although sedimentation basins and skimmers are mentioned as pretreatment measures, Figures 15 & 16 do not show detention basin placement. These measures require further clarification to better assess proposed protection measures for wetlands.

We appreciate recognition in Item 11b that the Blanding's Turtle, *Emydoidea blandingii*, a state-listed threatened species, is known to frequent the general project area. It does not appear that the DNR Natural Heritage Program was contacted to accurately answer this question. This is an important contact and assists with planning efforts. A search of the Heritage database within a one-mile radius of the proposed project produced a 1989 record for one Blanding's Turtle next to a small pond bordering Sunfish Lake (see attachment). The EAW does not indicate if suitable habitat for the Blanding's Turtle exists in the project area, and if it does, what efforts to avoid impacts to this species are offered. It is possible that such a determination could be made as a component of the needed wetland delineation yet to be done. Please contact Jan Shaw Wolff of the Heritage Program at (612) 296-8279 for further information in this regard.

As previously mentioned, efforts to incorporate DNR staff input into the project design process is appreciated. We request that this consultation continue. The DNR recognizes the City of Ramsey's desire to provide a transportation network designed to meet the current and future needs of its citizenry. However, environmental costs, specifically those involving wetlands, require incorporation into the planning process as well. This issue in particular will be examined further as a component of any required DNR permit associated with this development.

Thank you for the opportunity to review this document. We look forward to receiving your record of decision and responses to comments. Minnesota Rules part 4410.1700, subparts 4 & 5, requires you to send us your Record of Decision within five days of deciding this action. Please contact Don Buckhout of my staff, at (612) 296-8212, if you have questions regarding this letter.

Sincerely,

Thomas W. Balcom

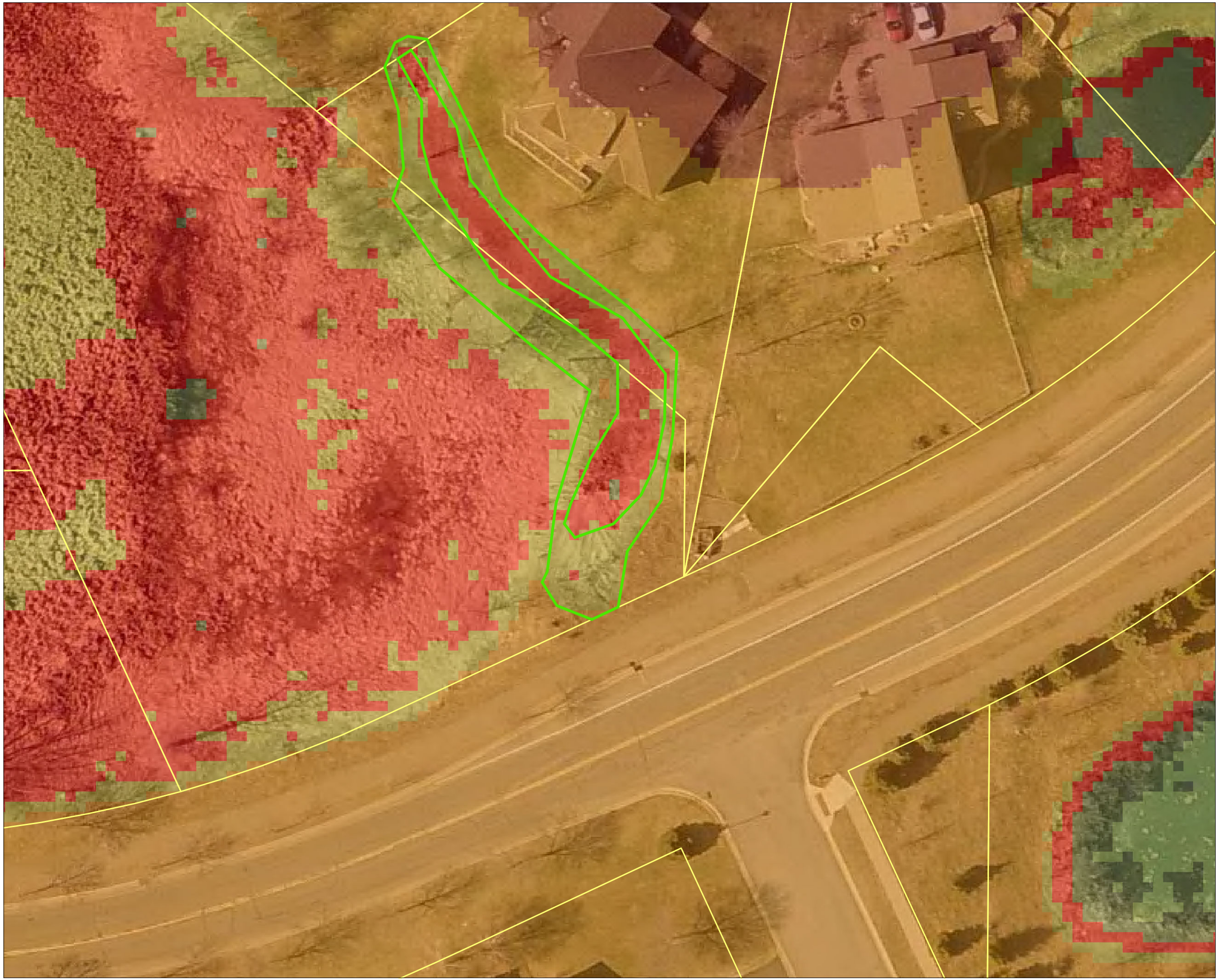
Thomas W. Balcom, Supervisor
Natural Resources Environmental Review Section
Office of Planning

:attachment

c: Kathleen Wallace
Steve Colvin
Pete Otterson
Jan Shaw Wolff
Lynn M. Lewis, USFWS
Gregg Downing, EQB

#940170-01
ER13.SUNWOOD.DOC

Bergevin Swale Removal Request				
Item Description	**Unit**	**Unit Cost**	**Estimated Quantity**	**Estimated Costs**
Mobilization (5%)	Lump Sum	$1,675.00	1	$1,675.00
Clear and Grub	Lump Sum	$500.00	1	$500.00
Dewatering	Lump Sum	$1,500.00	1	$1,500.00
Grading (includes filling swale)	Cu Yd	$50.00	100	$5,000.00
Storm Sewer Modifications	Lump Sum	$4,000.00	1	$4,000.00
Restoration (wetland & swale)	Acre	$30,000.00	0.15	$4,500.00
Wetland Credits (2:1)	Acre	$60,000.00	0.3	$18,000.00
Construction Costs Subtotal				$35,175.00
10% Contingency				$3,517.50
23% Indirect Costs				$8,090.25
Total Project Costs				**$46,782.75**



City of Ramsey

Bergevin Property

Legend

Status

- Existing
- Identified Properties

LIDAR_DEM_ft

<VALUE>

- 832.4400024 - 850.3764304
- 850.3764305 - 858
- 858.0000001 - 859
- 859.0000001 - 860
- 860.0000001 - 861
- 861.0000001 - 862
- 862.0000001 - 870
- 870.0000001 - 880
- 880.0000001 - 916.1433328
- 916.1433329 - 924.1150786
- 924.1150787 - 933.4154486
- 933.4154487 - 946.0373794
- 946.0373795 - 968.6239923
- 968.6239924 - 1,001.8396

Ramsey North 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Ramsey South 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

N

0 15 30 60 Feet

This map has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) data used to develop this map is not warranted by the City as being error-free.

The City does not represent that the GIS data can be used for exact measurement of distance or direction or predsion in the depiction of geographic features. If errors or discrepancies are found, please contact (763) 427-1410.

The City of Ramsey disclaims any responsibility for or liability for the accuracy of the information at any point of initial contact with a GIS to which the public has general access. The preceding disclaimer is provided pursuant to Minnesota Statute 466.03, Subd. 21 (2000), and the user of this map acknowledges that the City of Ramsey is immune from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access of the data.

City of Ramsey

Bergevin Property

Legend

Status

- Proposed
- Identified Properties

LIDAR_DEM_ft

<VALUE>

- 832.4400024 - 850.3764304
- 850.3764305 - 858
- 858.0000001 - 859
- 859.0000001 - 860
- 860.0000001 - 861
- 861.0000001 - 862
- 862.0000001 - 870
- 870.0000001 - 880
- 880.0000001 - 916.1433328
- 916.1433329 - 924.1150786
- 924.1150787 - 933.4154486
- 933.4154487 - 946.0373794
- 946.0373795 - 968.6239923
- 968.6239924 - 1,001.8396

Ramsey North 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Ramsey South 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

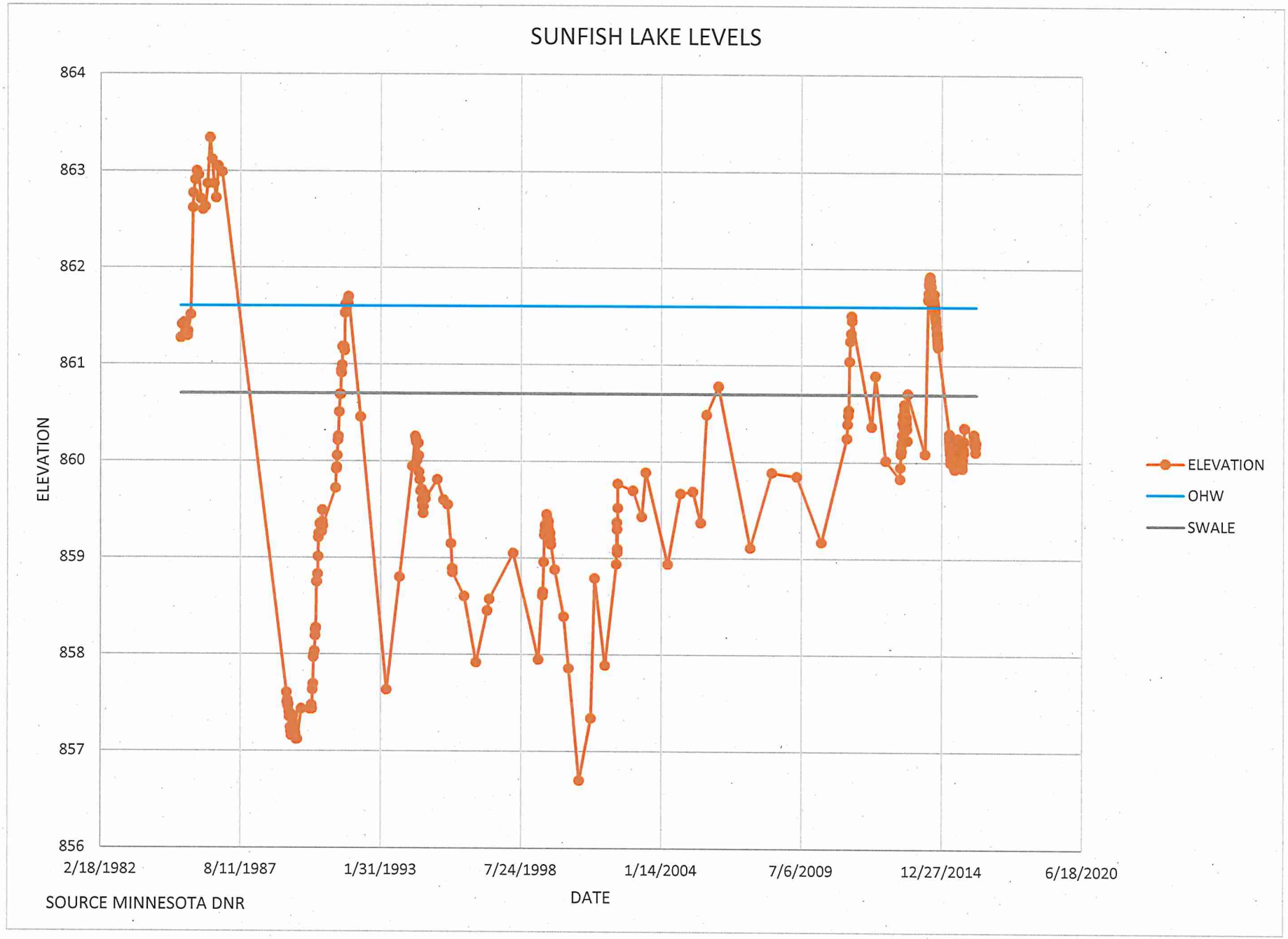
N

0 15 30 60 Feet

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SUNFISH LAKE LEVELS
ELEVATION
864
863
862
861
860
859
858
857
856
2/18/1982
8/11/1987
1/31/1993
7/24/1998
1/14/2004
7/6/2009
12/27/2014
6/18/2020
DATE
ELEVATION
OHW
SWALE
SOURCE MINNESOTA DNR

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, June 21, 2016, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock (arrived at 5:45 p.m.)

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Civil Engineer IV Leonard Linton

1. CALL TO ORDER

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

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve May 17, 2016, Meeting Minutes

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

Regular Meeting Minutes dated May 17, 2016

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Provide City Council Recommendation for Gibbon Street and 173rd Avenue Drainage Improvements Feasibility Report

City Engineer Westby reviewed the staff report and the Gibbon Street and 173rd Avenue drainage improvement project. He explained this plat is the Deerwood Plat, which is surrounded by wetlands/floodways. It was recorded in 1974. Several properties have experienced wet basements due to groundwater intrusion.

City Engineer Westby explained that while the drainage improvement project is feasible and can be constructed in 2017, given the estimated cost of $325,000 and small number of benefiting properties, the project is not cost effective. It should only be constructed if benefiting properties are specially assessed for all or a significant portion of the improvements, or if external funding is available to fund all or a significant portion of the improvements. He stated staff recommends the Public Works Committee recommend the City Council accept the feasibility report but deny approval of a drainage improvement project pending development of a cost effective, equitable funding program.

Mr. Frank Miske, 17421 Gibbon Street, noted he first brought this to the Committee's attention in 2013.

City Engineer Westby explained there are properties on either side of the Miskes on Gibbon Street. For this project, staff would try to provide a positive outlet for the water. For the most part, basements are dry until there is a lot of precipitation or spring snow melt. Then there is nowhere for the water to go and it fills the basins and raises groundwater elevations. Providing a positive outlet should therefore reduce ground water elevations during these times.

Councilmember Shryock arrived at 5:45 p.m.

Mr. Miske stated he felt this would be the best alternative. He asked what the cost to the homeowners would be with option number 4. He stated he now has to take out flood insurance in addition to homeowner's insurance. Now that the house has flooded and that is on record, he wondered how he would be able to sell his house. His property value will go down. He stated if this project will not be going forward, he would still be assessed a tax that is supposed to maintain the city's ditches. He felt he was not getting his money's worth. If there is a lot of precipitation, it will drain into his basement. He said he is paying for a service he is not benefitting from.

City Engineer Westby explained the Stormwater Utility Fee goes to the City to maintain the infrastructure throughout the City for stormwater. He said Mr. Miske's point is well taken and that staff could potentially look at a cost-share approach based on his Stormwater Utility Fund contributions to date. It could set a precedent, but it could be looked into. Staff has been looking for external funding sources to minimize the share of both the homeowner and the City. He asked if the flood insurance was a new issue for Mr. Miske.

Mr. Miske said it is not new. He just paid $20,000 out of pocket to fix his basement, and he can see that could happen again. He said he would like to see something be done so he doesn't have to do this again.

City Engineer Westby noted the County ditch has the capacity to accept water from this low lying area based on constructing option #4. This shouldn't be an issue with the County ditch.

Chairperson Riley questioned whether this project would really lower the water table.

City Engineer Westby explained water tables do not stay the same. The fact that this is a low-lying area means it will naturally collect more water. It is impossible to know whether this project would lower the water table. However, knowing that 99% of the time, the basement is dry, it means there is a good chance this would be of help.

Civil Engineer IV Linton explained as the water gets above normal, it would drain. He noticed at a site visit that the water was almost up to the street. He thought the sump pump was running constantly, and it was pumping into the backyard. The wetland is right there, so the water was just cycling. An outlet would help to carry the water away. If there is ground water getting into a system, and into a basement, the outlet would provide a way for it to not be cycled back in.

Councilmember Johns noticed that reducing frequency and severity was mentioned in the feasibility report. She asked if this will more or less cap the water so it doesn't go over the level that would begin flooding.

City Engineer Westby said there has been more rain in a shorter period of time in recent years. This increases the chance of flooding. However, with this project, it would reduce the frequency and severity because the low-lying area would have an outlet so groundwater elevations should remain lower.

Councilmember Johns asked whether Mr. Miske has drain pipe around his house and has waterproofed the basement.

Mr. Miske responded he has not waterproofed. He cannot get under the house to water proof, and the water is coming up from the ground. He said he has three sump pumps.

Councilmember Johns questioned where the outlet would be.

Civil Engineer IV Linton replied it would stop at the edge of the wetland.

Councilmember Johns confirmed there are four or five homes involved. She asked if a special assessment would include those homes.

City Engineer Westby answered the benefit to the properties would have to be proven.

Councilmember Johns noted the special assessments have to have criteria like the road assessments do. If the properties were assessed $90,000 each, the Miske's could be a total loss.

City Engineer Westby pointed out the assessments cannot exceed the benefit to the properties.

Councilmember Johns questioned what the procedure is if one of the affected homeowners do not want the improvements.

City Engineer Westby responded the City Charter states 60% or more of the homeowners need to petition against the improvement.

Councilmember Johns asked if Mr. Miske would be obligated to carry the flood insurance if the project went through.

Mr. Miske responded he believed he would still have to. The cost of that is about $400. However, he wouldn't have to pay the $20,000 for repair if this project went through.

Chairperson Riley indicated he was under the impression that it wasn't clear that this would fix the problem nor lower the ground water.

City Engineer Westby responded it would help reduce the odds of area basements getting wet. It may not completely negate the chance, but it would prevent groundwater from rising as high during larger rain and snow melt events.

Chairperson Riley commented one of his concerns is that the City didn't do anything to make this happen. The City is being asked to do something that changes the land; not something the City did that needs to be corrected.

Mr. Miske stated he is charged a tax for the drainage, and that is why he believes there is a part of responsibility that lies with the City

Councilmember Shryock summarized if the pipe is put in, it will be above the basement level. She asked where the water will overflow to if it overflows before it hits the pipe.

Civil Engineer IV Linton explained when there is a raise in elevation in the nearby wetlands, it pulls the water up and it translates to more water in the basement. The pipe is not designed for the ultimate storm or even large, frequent rains. For normal storms, the wetland will stay at its normal level. When the larger quantities of rain happen, the pipe needs to be big enough to carry the overflow out.

Mr. Miske commented it would function like the overflow hole in a sink.

Chairperson Riley said the pipe would carry the overflow to a County ditch that has capacity.

Civil Engineer IV Linton stated the ditch leads to Trott Brook and there are no homes there. It would route the water away from properties.

Councilmember Johns questioned if snow melt was ever an issue.

Mr. Miske replied it was in 2014 but that was the only time.

City Engineer Westby suggested discussing the project further and talking to the residents to get an idea of how open they would be to work with the City. Staff will verify which properties would benefit, and then get an idea of how these preliminary numbers would work.

Mr. Miske said he understands he will have to pay something, and also understands there is no value to the city. He inquired how much he will need to pay. He stated he is concerned with the value of the house and whether it will be sellable.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council accept the feasibility report but deny approval of a drainage improvement project pending development of a cost effective, equitable funding program.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.02: Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

City Engineer Westby reviewed the staff report and request of the 14520 Sunfish Lake Drive NW property owner, Mr. Bergevin, that the City reconstruct specific stormwater treatment improvements impacting a portion of their back yard. The requested work includes constructing a settling basin at the end of the storm sewer outlet from Sunwood Drive where it intersects 145th Lane NW to reduce the frequency and volume of stormwater runoff running through the drainage swale along the rear of their lot. They are also requesting removal of existing cattails and other vegetation commonly found in wetlands from the swale and restoring the swale to a lawn condition.

City Engineer Westby reviewed past consideration and discussion of this ongoing situation and noted the swale is working as it was intended to work. Staff believes the water in the bottom of the swale in recent years is due to groundwater rising in conjunction with the lake level rising.

City Engineer Westby stated staff recommends the property owner be required to pay for the requested work since it solely benefits the use of his private property. However, the City could consider contributing an amount commensurate with the estimated long-term saving associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of a private property. Based on a 50-year maintenance schedule, this cost would be approximately $500 assuming the City would dredge and restore the turf in the swale twice, once every 25 years.

Chairperson Riley noted the largest number in the costs is the wetland mitigation. He questioned what is being replaced and where the basin is going.

City Engineer Westby replied the settling basin will be constructed at the end of the storm sewer outlet, and that some work will also occur around it. When the swale was first constructed, there would have been wetland impacts at that time. Where settling basin improvements fall within designated wetlands, the wetlands will need to be mitigated using a 2:1 ratio.

Councilmember Johns sought clarification on why the City would need to pay to mitigate a second time.

Civil Engineer IV Linton explained that to stop the water from going into the swale, a settling basin needs to be constructed which will impact the wetland. A berm will need to be built, which is part of the swale now. This work will be disturbing the wetland, and any time a wetland is disturbed, it needs to be mitigated at a 2:1 ratio. He noted if one foot of wetland is disturbed, two feet of land needs to be added to offset that.

Chairperson Riley asked if there is any ability to give up part of the unusable land that the Bergevins have, to become part of the wetland. He said he would like to avoid having to buy wetland credits.

City Engineer Westby replied there is a way, but he wasn't sure how it would work for the 2 to 1 rule.

Civil Engineer IV Linton explained this swale was put in to provide treatment. If the bank between the swale and lake is taken out, the water isn't being contained to provide treatment.

Mr. Bergevin commented there is a berm running along the swale that keeps the lake out. It has been under water the past two years. He wasn't sure of the height of that berm. He asked how the water would be treated.

Councilmember Shryock explained the treatment is the water coming off the road. That's why there is a berm. The majority of the time the berm is not breached.

Mr. Bergevin stated he tried to pump the extra water out the first couple of years. He said it is important to realize that now, it is sitting about 1.5 feet higher than what the water was measuring in 1986. Normally, the berm works, though there are times the water becomes part of the lake. It was breached only the last 2 years. He said the water level is 863 currently. He asked why the water isn't filtering and where the water goes if it is not filtering. This has overtaken his property because it is not working. He said he questioned many groups, including the DNR, the Watershed District and many people working in the governmental sector. There has been talk about water being pumped into the lake and the lake levels rose. Neighbors saw that happen while there was work being done on Bunker Lake Boulevard. However, there is no record of that happening anywhere.

City Engineer Westby asked if the water being pumped into the lake was about the time the double-barreled culvert under Sunfish Lake was being added. He said he would guess that groundwater needed to be pumped to install the culverts/bridge.

Civil Engineer IV Linton noted that bridge was constructed two years after the subdivision was built, in the late 1990s. The Bunker Lake Boulevard reconstruction was in 2011, and if there was dewatering going on, it would have been routed south to the river. He said he has made inquiries and has not found information on pumping into Sunfish Lake. He explained there may have been information that was redacted from the reports, which would be standard information to redact. The state agencies have input at that level. They have detailed information of removing the water down to a certain species of plants and this information is only for biologists. They want to stop people from trying to go find this certain species and thereby upsetting the vegetation. There is no outlet for Sunfish Lake at this elevation range. It is a landlocked basin. He commented if the lake rose 20 feet above where it is now, it would start flooding homes.

Mr. Bergevin raised the possibility of a rain garden. He noted the fact is that right now, he has a wetland in the back yard that he didn't have before. He questioned whether a rain garden could be an option worth looking in to.

Chairperson Riley stated the Council recently approved a rain garden in the area of 170th Avenue and Nowthen Boulevard.

Mr. Bergevin said he would like to look at that.

Councilmember Johns asked if the City has an obligation to clean out the swale from time to time.

City Engineer Westby replied the policy for cleaning is similar to cleaning ponds; it is done for functionality and not for aesthetics. As long as the water can flow through the vegetation and get from Point A to Point B, that is all that is done, unless it is threatening homes.

Mr. Bergevin asked if the berm could be extended, since the lake levels are low now.

Civil Engineer IV Linton stated he thought the swale would need to be built bigger on the other side to make the water flow right. He thought the water would go over the top before going over the swale. This could be something to look at, however.

Chairperson Riley stated he would like to think outside the box to find a way to fix this for the resident, and avoid mitigation costs.

Civil Engineer IV Linton pointed out the DNR was emphatic that whatever is done would need to keep water from going directly into the wetlands without being treated first.

City Engineer Westby suggested discussing the item further while conducting research into what it would take to share costs.

5.03: Use of Excess Material for Dirt Road Improvements

Public Works Superintendent Riemer reviewed the staff report and requested direction on the use of excess pavement millings (combination of asphalt and Class V) for road surface

improvements on Xenolith Street and 178th Lane. He said the only piece of equipment he would need to borrow is one that spreads the gravel out.

Chairperson Riley asked if there would be any environmental concerns with this material.

Civil Engineer IV Linton explained the road would not be widened. A silt fence would most likely be adequate.

Councilmember Johns asked what type of material this is.

Public Works Superintendent Riemer answered it is a pea sized mixture.

Chairperson Riley asked if there is any reason this shouldn't be done.

Public Works Superintendent Riemer explained there will be a neighborhood meeting to see what the residents think. He said he expected them to approve. At the request of a resident to use blacktop, staff conducted a cost study. This material is much more affordable.

Councilmember Johns noted it is a public road and it will need to be plowed, etc.

Public Works Superintendent Riemer confirmed.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend that the City Council approve using the excess recycled asphalt material stored at the Public Works Campus to upgrade the road surface on Xenolith Street and 178thh Lane in the Caroline Acres subdivision.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby reviewed the staff report that contained updates of on-going projects.

Chairperson Riley asked about striping Sunwood Drive. He asked if there will be additional costs incurred for this, every time something is built.

City Engineer Westby stated the construction is planned from City Hall to Peridot Street. Staff will look at the center turn lane and discuss the striping for that section.

Civil Engineer IV Linton stated he attended the open house at the Education Center regarding the Ferry Street railroad crossing. He explained there are two options under study. One option, to build the road over the tracks at Ferry Street, would be $20 million. Another option is to go under the tracks which would be about $40 million. It would take about a year to build the road

over the tracks and about two years to build under them. He noted there will be additional meetings in July and September.

Chairperson Riley asked what the benefit would be to go under the tracks.

Civil Engineer IV Linton explained one factor would be cost. To build over the tracks, there is more impact to other tracks and areas. The school district building would lose access. In either scenario, the appliance recycling business would be moved.

Councilmember Shryock stated she understood they couldn't dig much to go under because of the water table.

Civil Engineer IV Linton confirmed and added that is a factor in that cost.

Public Works Superintendent Riemer noted there will be costs associated with it being close to the river as well.

6.02: Review Future Topics Calendar

Noted.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:24 p.m.

Respectfully submitted,



_____

Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Sunfish Lake Sedimentation Basin Improvements & Swale Removal				
Item Description	**Unit**	**Unit Cost**	**Estimated Quantity**	**Estimated Costs**
Mobilization (10%)	Lump Sum	$6,300.00	1	$6,300.00
Erosion Control	Lump Sum	$1,500.00	1	$1,500.00
Clear and Grub	Lump Sum	$2,000.00	1	$2,000.00
Dewatering	Lump Sum	$2,000.00	1	$2,000.00
Grading (includes filling swale)	Cu Yd	$60.00	350	$21,000.00
Storm Sewer Modifications	Lump Sum	$8,000.00	1	$8,000.00
Restoration (wetland & swale)	Sq Ft	$1.25	6,000	$7,500.00
Wetland Credits (2:1)	Sq Ft	$3.00	7,000	$21,000.00
Construction Costs Subtotal				$69,300.00
5% Contingency				$3,465.00
15% Indirect Costs				$10,395.00
Total Project Costs				**$83,160.00**

Swale Area = 2,500 sq ft

Wetland Area = 3,500 sq ft

Public Works Committee **5. 2.**

Meeting Date: 07/19/2022

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommendation to City Council to Temporarily Increase Funding for Pavement Management Program and Street Maintenance Budget

Purpose/Background:

Purpose:

The purpose of this case is to consider making a recommendation to City Council to temporarily increase Pavement Management Program funding and the street maintenance budget to address unmet needs due to the street reconstruction "bubble".

Background:

Temporarily Increase Pavement Management Program Funding

Attached is AgendaQuick case #13332 with all attachments from the June 21st Public Works Committee meeting, which includes all relevant background information for the Pavement Management Program (PMP), the street reconstruction "bubble" facing the City due to 40-percent of City streets being constructed between 1975 and 1985 and now hitting the end of their useful lives, and a high-level overview of the funding needs associated with this street reconstruction bubble. Also attached are unapproved minutes from this meeting.

Updated Costs for 2022-2031 Capital Improvement Program PMP Projects

Staff updated estimated costs for street reconstruction projects included within the 2022-2031 CIP. All estimated project costs were increased by 25-percent to account for project cost increases observed between 2021 and 2022. Staff anticipates oil and bituminous prices will remain level through 2022 and into the 2023 bidding season. After that, oil and bituminous prices will likely slowly recede, though concrete and utility costs may not recede as quickly over time.

Estimated costs for street reconstruction projects in the 2022-2031 CIP total $16,079,940.

Estimated costs for overlay projects in the 2022-2031 CIP total $5,775,750.

Updated Costs for Unmet PMP Project Needs (Not in CIP)

Staff estimated costs for street reconstruction projects needed to meet the unmet needs of the 2022-2031 CIP due to the street reconstruction bubble, which includes all streets with PASER values of 4 or less not in the 2022-2031 CIP. These estimated project costs include the same 25-percent increase to account for project cost increases observed between 2021 and 2022 as the CIP projects have.

Estimated costs for street reconstruction projects needed to meet the unmet needs of the 2022-2031 CIP due to the street reconstruction bubble total 12,739,625.

NOTE: Staff did not explore unmet pavement overlay needs. If the Committee would like Staff to explore this as well, please provide direction as such.

Updated Costs for "Light" versus Standard Street Reconstruction Projects

As previously discussed, the Committee may wish to recommend that the City Council consider temporarily completing more PMP projects as "light" street reconstruction projects versus standard street reconstruction projects. Such "light" street reconstruction projects 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 material on site as a thicker aggregate base section, then paving a single 2-inch lift of bituminous pavement over the compacted reclaim material, which would generally provide a pavement section similar or slightly better than pavement sections constructed up to the early 2000's that generally met a 5-ton pavement design strength. Whereas today's standard street reconstruction projects involve reclaiming the existing bituminous pavement plus an inch or two of underlying aggregate base, leaving 1½-inch less reclaim material on site as aggregate base, then placing 3½-inches of bituminous pavement on top to meet a 7-ton design strength.

Staff completed a deeper dive on costs associated with completing such "light" street reconstruction projects, which Staff now calls "reclamation rehabilitation" projects. Based on our latest calculations Staff estimates these projects will cost between 50 and 85-percent of a standard street reconstruction project. Therefore, utilizing reclamation rehabilitation projects would allow the City to reconstruct between 15 and 50-percent more streets than if standard street reconstruction projects are utilized. However, it is critical to remember that the anticipated useable life of streets constructed as reclamation rehabilitation projects would be between 25 and 40 years and would not allow an overlay of the pavement, while streets constructed as standard street reconstruction projects have an anticipated useable life of 60 years, which allows for 2 overlays. In addition, pavement design strength would be reduced which could cause issues during spring load restrictions requiring increased enforcement actions by Ramsey PD and other Staff.

Staff can support this option if the Committee feels the benefits received from completing 15 to 50-percent more street reconstruction projects having useful lives between 20 and 35 years less, and generally having a 2-ton reduction in pavement design strength, outweighs the increased costs associated with completing standard street reconstruction projects.

If reclamation rehabilitation projects are utilized, Staff will need to inventory these streets separately from all others to ensure they receive proper maintenance on a regular basis.

Advancing Street Reconstructions to Overlay Improvements

Staff further explored whether streets identified as street reconstruction projects in later years of the CIP having PASER values higher than 4 may be suitable for pavement overlay improvements in earlier years to extend the life of the pavement enough to allow the street to be reconstructed after the street reconstruction bubble passes to help prevent a similar street reconstruction bubble in the future.

Attached to case #13332 are four figures showing streets with PASER ratings between 5 and 8, any of which could potentially be identified in a 10-year CIP as street reconstruction projects closer to the end of the 10-year period based on projected pavement decay curves, underlying soils, etc.

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 provided enough benefit to outweigh the additional cost due to overlaying a pavement section past the point of achieving 15 or more years of pavement life following an overlay. Staff therefore continues to assert that there is enough value associated with this option to pursue it any further at this time. However, Staff will continue to monitor this in future years and will pursue this option if and when it makes sense to do so.

Temporarily Increase Street Maintenance Budget

Staff estimates there are 19 miles of streets across the City that are experiencing significant surface stripping but are not identified for overlay or reconstruction improvements in the 2022-2031 CIP. Pavement on these streets will be prone to accelerated deterioration due to water pooling in the surface depressions, which is then forced between the pavement base and the wear courses as vehicle tires drop into the depressions and push the water into pavement voids. The rideability on these streets will also continue to decline while other streets are receiving overlay and reconstruction improvements. Staff therefore recommends spray patching these streets while PMP projects in the 2022-2031 CIP are completed, and as streets constructed between 1975 and 1985 having PASER ratings of 4 or less that are not included in the 2022-2031 CIP can be reconstructed.

Based on 2022 bid prices, estimated costs for contracted spray patching on 19 miles of City streets having an

average need of 100 tons per mile totals $750,000.

Impacts to staff would generally be minimal, though Staff would need to coordinate this work with contractors, inspect the contractor's work, issue payments to contractors, and respond to public questions, concerns and/or complaints.

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

Observations/Alternatives:
Alternative #1 – Motion recommending City Council approval to temporarily increase Pavement Management Program funding at an annual amount of $_____, and to temporarily increase the street maintenance budget at an annual amount of $_____.

Alternative #2 – Motion of other.

Funding Source:
To be discussed as part of the 2023 budget discussions.

Available funding sources include bonding, franchise fees, levy, and special assessments.

Recommendation:
Staff recommends temporarily increasing annual PMP funding to mitigate unmet street reconstruction bubble needs and to minimize annual maintenance cost, and to minimize the term of the increased funding as much as practical to reduce impacts to the street maintenance budget including equipment and material costs, professional services, and staffing. However, as annual PMP funding amounts increase, so will impacts to engineering costs, including engineering staff and professional services.

Staff recommends increasing the street maintenance budget by $750,000 to allow an estimated 19 miles of streets to be spray patched while PMP projects in the 2022-2031 CIP are completed, and as streets constructed between 1975 and 1985 having PASER ratings of 4 or less that are not included in the 2022-2031 CIP can be reconstructed.

Action:
Motion recommending City Council approval to temporarily increase Pavement Management Program funding at an annual amount of $_____, and to temporarily increase the street maintenance budget at an annual amount of $_____.

Attachments

PWC case 13332
PWC minutes 062122
Spray Patching Needs Exhibit

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	07/14/2022 04:08 PM
Brian Hagen	Kathy Schmitz	07/15/2022 10:56 AM
Bruce Westby (Originator)	Bruce Westby	07/15/2022 11:05 AM
Bruce Westby (Originator)	Bruce Westby	07/15/2022 11:05 AM
Brian Hagen	Brian Hagen	07/15/2022 12:16 PM
Form Started By: Bruce Westby		Started On: 07/13/2022 09:47 AM
Final Approval Date: 07/15/2022		

Public Works Committee **5. 4.**

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 recommend 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

Inbox	Reviewed By	Date
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 OF RAMSEY
2021 PASER RATINGS

City of RAMSEY

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%
Total	184.03 mi.	

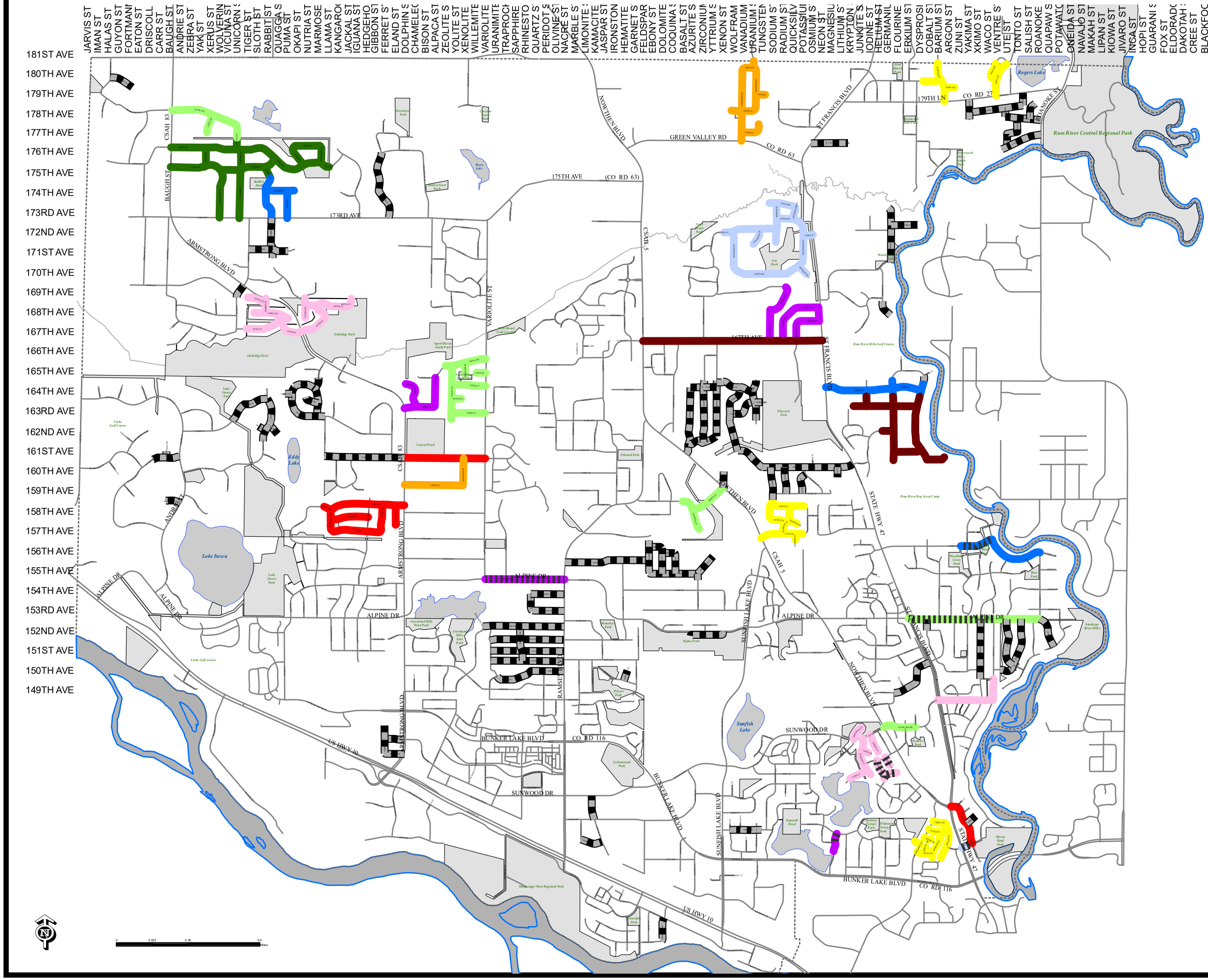
Legend

- subdivisions_pts
- Paser 9 - 10
- Paser 7 - 8
- Paser 5 - 6
- Paser 3 - 4
- Paser 0 - 2
- Dirt Streets
- MRCC_Centerlines
- MuniBndry

January 2019

CITY OF RAMSEY

Pavement Management Program
Street Reconstruction Needs



LEGEND

2021 PASER 4 OR LESS

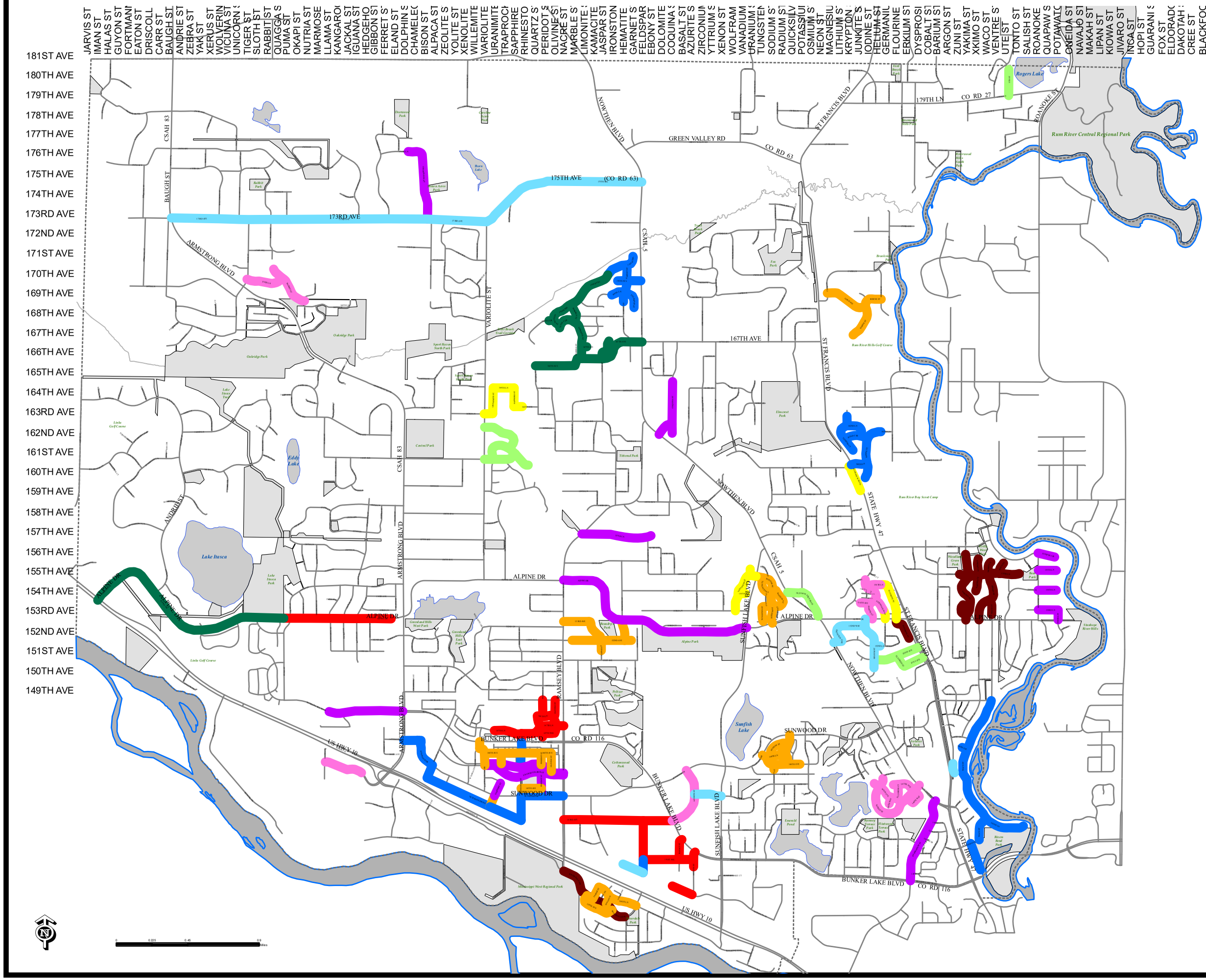
- CURRENT RECON NEED

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

CITY OF RAMSEY

Pavement Management Program
Overlay Improvements



LEGEND

2022 - 31 CIP, PROJECT YEAR

<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

CITY OF RAMSEY
2021 PASER RATINGS
STREETS RATED 5

January 2019

City of RAMSEY

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%
Total	184.03 mi.	

Legend

- Paser 5 — 18.46 mi.
- subdivisions_pts
- MRCC_Centerlines
- subdivisions
- MuniBndry

CITY OF RAMSEY
2021 PASER RATINGS
STREETS RATED 6

January 2019

City of RAMSEY

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%
Total	184.03 mi.	

Legend

- Paser 6 — 15.11 mi.
- subdivisions_pts
- MRCC_Centerlines
- MuniBndry

CITY OF RAMSEY
2021 PASER RATINGS
STREETS RATED 7

January 2019

City of RAMSEY

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%
Total	184.03 mi.	

Legend

- Paser 7 — 25.79 mi.
- subdivisions_pts
- MRCC_Centerlines
- MuniBndry

CITY OF RAMSEY
2021 PASER RATINGS
STREETS RATED 8

January 2019

City of RAMSEY

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%
Total	184.03 mi.	

Legend

- Paser 8 — 32.97 mi.
- subdivisions_pts
- MRCC_Centerlines
- MuniBndry

Temporary Patching (Pothole Filling)			**Location**	**161st Ave**	
Equipment Used			**Cost/Hour**		**Cost / 8 hrs**
1-Ton Truck			$20.57		$164.56
Asphalt Tamper			$10.37		$82.96
Trailer			$12.81		$102.48
Labor	Full Time	2.00	$124.20		$993.60
	Seasonal	1.00	$15.00		$120.00
Asphalt	Per Ton	**4 Tons@68.85/Ton**			$275.40
		Total/hr	**$187.90**	**Total/8 hrs**	**$1739.00 or $434.75/ton**
Permanent Patching (Mill/Overlay)			**Location**	**Xkimo St N. of Alpine**	
Equipment Used in Removal			**Cost/Hour**		**Cost/8hrs**
Tandem Axle Truck			$65.75		$524.00
24 Ton Trailer			$16.99		$135.92
Skid Steers		2.00	$62.32		$498.56
Edge Mill			$15.48		$123.84
Broom			$7.37		$58.96
Labor	Full Time	2.00	$124.20		$993.60
	Seasonal	1.00	$15.00		$120.00
Asphalt	Per Ton	$68.85		**Total Equipment Cost**	**$2,454.88**
Equipment Used in Repair			**Cost/Hour**		**Cost / 24 hrs**
1-Ton Truck			$20.57		$493.68
Asphalt Roller			$15.32		$367.68
Trailer			$12.81		$307.44
Labor	Full Time	2.00	$124.20		$2,980.80
	Seasonal	1.00	$15.00		$360.00
Asphalt	Per Ton	**28 Tons@$68.85/Ton**			$1,927.80
		Total/hr	**$187.90**	**Total/24 hrs**	**$6,437.40**
				Total Project Cost	**$8892.28 or $317.58/ton**
Spray patching-Contractor				**Various Locations**	**$403.88/ Ton**

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, June 21, 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
Civil Engineer II Joe Feriancek
Finance Director Diana Lund
Community Development Director/Deputy City Admin 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

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

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

4. APPROVE MINUTES

4.01: Approve May 17, 2022, Meeting Minutes

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

Regular Meeting Minutes dated May 17, 2022

Further discussion: Councilmember Musgrove noted on page nine, paragraph seven, it should state, "…indicates ~~they~~ we…"

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

5. COMMITTEE BUSINESS

City Engineer Westby suggested first considering case 5.02 as a resident is not yet present for case 5.01.

5.02: Review Bicycle and Pedestrian Facilities as Part of the 161st Avenue Street Reconstruction

Civil Engineer II Feriancek reviewed the staff report and stated that staff recommends alternative one, reconstructing 161st Avenue as a minimum width two lane road with a six-foot boulevard and ten-foot bituminous trail on the north side.

City Engineer Westby referenced an email he received from Councilmember Woestehoff who asked about running a trail between the fields and PACT. He stated that staff did look at that option but that would place the trail within the foul area of the ball field. He commented on the high cost to move fields. He stated that staff could review that option in more detail, but it may interfere with field use and rental. He commented that this is an MSA road, therefore they are limited in the options for design. He stated that the City does have the ability to change its MSA routes, if desired, but noted that it a lengthy process as well and it would still most likely make sense to widen the road.

Councilmember Woestehoff asked if PACT could be asked to have an easement and put the trail on their property as it would provide mutual benefit. He commented that the neighborhood does not want to see loss of mature trees and it would also change the look of Central Park dramatically. He stated that he would not be in favor of the bike lane as he believed people will most likely park in that lane.

Civil Engineer II Feriancek stated that the current plan has a ten-foot gap between the property line and parking lot.

Chairperson Riley stated that is an option he would be interested in finding out more about. He stated that of the options given, option three would seem to be the best fit for safety and to lose the minimum number of trees.

Councilmember Musgrove stated that she agrees that tree removal should be avoided to the extent possible. She agreed that removing a number of trees would impact the character of the park and therefore would like to look at the possibility of another trail placement that could avoid more tree loss. She stated that she does appreciate the staff time and thought in developing these creative ideas for trails.

Civil Engineer II Feriancek confirmed the consensus of the Committee to work with the developer and try to keep the trail north, staying out of the playing fields.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to direct staff to further investigate option three as well as alternative to negotiate with PACT for a ten-foot trail on the western boundary to the fields.

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

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

City Engineer Westby reviewed the staff report and recommendation to recommend City Council authorization to prepare plans and specifications for 2022 Argon Street Drainage Improvements.

Chairperson Riley referenced the replacement of the septic system that was mentioned and asked if there was flooding before that replacement occurred.

Luke Buchholz, 15407 Argon Street, replied that he was not aware of flooding before the previous owner replaced the septic system.

Councilmember Woestehoff asked the pavement rating for Argon and when the road is scheduled for work next.

Public Works Superintendent Riemer replied that he believed the road had a rating of five or six.

Councilmember Woestehoff asked if the improvement could be delayed until work is done on the road. He stated that perhaps if a pavement management project is planned at a future time, the improvement could become part of that project and be budgeted for. He commented that he would have a hard time developing plans and specifications and spending $500,000 for something that only impacts four homes.

Chairperson Riley noted that the next road improvement would be an overlay, not a reconstruction.

City Engineer Westby replied that the resident has had water in their basement at least twice now and the rain events are becoming more intense each year which will lead to further flooding.

Councilmember Woestehoff stated that nothing in the case makes this seem like this was caused by the City. He stated that when he lived in Richfield his basement flooded on multiple occasions and he did not call the City to regrade his yard. He stated that he would not have a problem assisting with plans and specifications but believed there are better ways to spend $500,000.

Mr. Buchholz stated that he did not think going to the south with a pipe would be feasible because of the grade. He commented that all the water already goes to the west. He stated that the City already did a regrading once, but it was not done correctly. He believed a proper swale would have provided a solution and suggested curving the swale around the septic. He commented that the culvert under Argon Street was not properly sized for all the water that it handles. He commented that after the last overlay, the road surface is almost at the same level as the curb, so

half the water is running off the roads into the driveways and ditches. He believed that regrading a better swale and resizing the culvert would provide a solution. He believed the pond to the west was adequately sized.

Chairperson Riley commented that again it seems that the replacement of the septic system was the cause of these issues.

City Engineer Westby replied that typically when a new system is installed it is put in a new location and perhaps that was part of the issue. He stated that staff could look to see what perpetuated the drainage issue, look at potential costs for regrading, and potential impacts.

Chairperson Riley recognized the hesitancy of the Committee to spend $500,000 to fix something that was caused by replacement of a septic system.

Councilmember Musgrove asked if this would be a situation where a rain garden could help.

City Engineer Westby replied that he is unsure of the soil types in that area or level of the water table. He commented that with the wetland complex to the west he would guess the water table could be high. He identified other properties that have reached out to the City with complaints on this topic. He commented that when the original property owner put the septic system in, he did have problems with water coming into his basement.

Mr. Buchholz commented that per the MS4 Permit, the City is not allowed to send water from the right-of-way onto private land. He commented that if there is not drainage and utility easement through Mr. Ridgeway's property, drainage cannot be sent into that area.

City Engineer Westby replied that there is an issue, and Staff's proposed design would prevent that from occurring and prevent the City from having to purchase an easement. He explained that when the City was incorporated, it incorporated the existing drainage systems and issues.

Chairperson Riley commented that he is shocked at the cost.

Councilmember Woestehoff referenced property four in the diagram which he believed does have an easement. He asked if the issue is that the easements are not in the right place and in order to use that easement there would need to be significant tree removal.

City Engineer Westby stated that in order to direct water to that location, water would need to be rerouted which would include regrading.

Councilmember Woestehoff commented that there is an easement between properties seven and four.

City Engineer Westby replied that there is easement but that is not where the drainage wants to go. He stated that if they were going to perpetuate drainage through the yard, an easement would need to be purchased.

Councilmember Woestehoff stated that it is nice that staff has been helpful even though this does not appear to be the fault of the City at any time.

City Engineer Westby confirmed the consensus of the Committee, directing staff to pursue a less costly option.

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

Civil Engineer II Feriancek reviewed the staff report and recommendation to recommend that the City Council approve plans and specifications and authorize advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02. 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 shorter design life.

Councilmember Musgrove asked for clarification on the eight feet of existing driveways mentioned in the report. She also asked whether there is a need for curb and gutter or whether that is just needed on one section.

Civil Engineer II Feriancek replied that 167th west of Armstrong goes uphill and turns left. He stated that the drainage along the hill goes to the ditches as there are no swales. He stated that curb and gutter would be added to that section to manage that drainage and keep soil from spilling into the road. He stated that the eight feet of driveways provides enough space to tie into the new pavement. He stated that over time parts of the road sink or raise and therefore space is needed to recreate the profile, which will cause some driveways to be slightly adjusted as well.

Councilmember Musgrove asked if the curb and gutter is only in that section.

Civil Engineer II Feriancek confirmed that the curb and gutter is only along that portion of 167th.

Councilmember Woestehoff asked how a reclamation and overlay would differ.

Civil Engineer II Feriancek replied that an overlay would mill out the top layer, but reflective cracking still occurs. He stated that there is a lot of alligator cracking on the road, which would cause the overlay to break up. He stated that a reclaim will mill off additional material to create new class five material.

Councilmember Woestehoff asked if they could do that without doing a full depth reclamation, specifically asking for more explanation on the reclamation light option.

Civil Engineer II Feriancek stated that the reclaim light would mill off the top and a little into the gravel.

City Engineer Westby replied that the reclaim is still the same in both the full depth and light options. He explained that in a full depth reclamation they remove some of the reclaim and put two lifts of pavement, whereas the light version removes less reclaim and puts one layer of pavement on top.

Chairperson Riley referenced the cost difference, noting that the light version is less than half the cost.

Civil Engineer II Feriancek stated that the reduced cost does not include the other improvements proposed, noting that the grade would not be adjusted and therefore it may not be as smooth and it would also remove the curb and gutter, culvert replacement, and other proposed improvements for the project.

City Engineer Westby replied that the road would be a touch better than the originally constructed road. He explained that the City currently constructs roads to a seven-ton design load, whereas this would only be rated for perhaps five tons. He stated that 60 years is the typical lifespan for a new road, whereas this would be maybe between 25 and 40 years.

Councilmember Woestehoff stated that doing these types of improvements could help to solve the bubble situation and spread some repairs over time and the lower cost would help to spread needed repairs to more areas.

Councilmember Musgrove asked if this project was on the 2022 CIP.

City Engineer Westby confirmed that this road was planned for 2022.

Councilmember Musgrove stated that she could support the light version if there were a plan for how many roads could be placed into that category. She stated that she also has a desire to see the road project move forward as planned.

Chairperson Riley asked if this neighborhood would be a good candidate for the light option. He asked all residential neighborhoods would be equally available for the light option or whether it would not be recommended for some roads.

City Engineer Westby replied that it would depend upon the subgrade soils. He stated that it sounds like there were some poor subgrade sections in this area where soil corrections were going to be done and if that does not happen the road would fail faster. He stated that he would target the light option on streets that have better subgrade sections.

Public Works Superintendent Riemer commented that the east side of the project basically only sees traffic from the people living there while the west side has a fair amount of cut-through traffic.

Civil Engineer II Feriancek commented that the subgrade soils on the east side are worse and the subgrade on the west side are better, but people do cut through the west side to get to other neighborhoods.

Councilmember Woestehoff stated that because this is rural residential with less density it would seem like a prime candidate for the light reclaim option. He asked if there would be a hybrid option.

Chairperson Riley asked for details on the half cul-de-sac proposed.

Civil Engineer II Feriancek replied that would allow turn around space for emergency vehicles. He did not believe residents would provide additional right-of-way for a full cul-de-sac as it would significantly impact the resident to the north and take most of his driveway.

Chairperson Riley commented that this was planned for last year and is now planned for this year but is just being brought forward now which means it may not be completed. He asked why this did not come forward earlier.

City Engineer Westby replied that this was the last project and staff has had a heavy workload.

Councilmember Musgrove asked staff for details on a potential hybrid option and whether the reclaim light would be proposed for the west or east portion. She also asked the impact of doing a reclaim light on the eastern portion.

Civil Engineer II Feriancek replied that if the subgrade soils on the east are not corrected, that would fail faster. He commented that perhaps 20 years could be gotten, but maybe not.

Chairperson Riley stated that the Committee would be interested in hearing which projects would be feasible for reclaim light and acknowledged that if there are poor soils those roads would not be good for the reclaim light option.

City Engineer Westby commented that staff will need to track where reclaim light is done to ensure the proper maintenance schedule is followed in the future.

Councilmember Woestehoff asked if it would make sense to split the project into two projects, full reclaim on the east side and reclaim light on the west side, for tracking purposes. He believed that the light reclaim will be a viable option going forward for some roads in order to complete more improvements at a lesser cost.

City Engineer Westby stated that staff could figure out how to track this and would prefer to keep the entire project together.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval of plans and specifications and authorizing advertisement for bids for Autumn Heights Street Reconstructions, Improvement Project #22-02 with the assumption that the eastern portion will be full-depth reclaim and the western portion will be reclaim light.

Further discussion: Councilmember Musgrove asked where the cul-de-sac is located and whether that would still be constructed. Civil Engineer II Feriancek replied that while the cul-de-sac is on the western portion, that portion could be full-depth in order to complete that improvement.

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

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

City Engineer Westby reviewed the staff report and recommendation to temporarily increase 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 cost, 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 potential professional services. These costs must therefore be considered as well.

Chairperson Riley asked if the reclaim light is done, would that preclude a mill and overlay in the future.

City Engineer Westby confirmed that generally that would be true as there would not be enough pavement for that option. He commented that an overlay could be done to lengthen the lifespan, but a mill and overlay would not be an option.

Civil Engineer II Feriancek explained the differences in the proposed costs of the last case between full-depth reclaim and reclaim light.

City Engineer Westby replied that staff will provide better cost estimates at the next meeting.

Councilmember Woestehoff stated that he likes getting 25 percent more roads done. He stated that as much as he does not love the reclaim light option, it does help to spread the improvements out better over time.

Chairperson Riley confirmed the consensus of the Committee that the available ARPA funds mentioned should be spent on road projects.

Councilmember Woestehoff asked if the police body cams were still funded using ARPA dollars.

Finance Director Lund replied was excluded from the numbers and noted the estimate of the police cameras was about $268,000 in total for the entire system.

Councilmember Musgrove asked if the ARPA funds have to be used within a certain period of time.

Finance Director Lund stated that the first half of funds were received in 2021 and the next half will be received in 2022. She stated that contracts have to be in place by December 2023 and the funds have to be spent one year after that date.

Councilmember Musgrove referenced the road rating which helps to categorize the improvements needed and asked if the subgrade information could also be included to identify the streets that would be available for reclaim light.

City Engineer Westby replied that geotechnical work would need to be done with soil borings to review the soil conditions.

Chairperson Riley asked if the radar would provide that information.

City Engineer Westby replied that only provides details on the bituminous and aggregate section depths but does not identify soil types.

Chairperson Riley asked if engineering would have sufficient time to plan for improvements next year if the additional funding is approved now.

City Engineer Westby commented that if staff can start moving on it right away, that should be possible. He commented that they would have a Civil Engineer working on plans full time after this construction season is done. He commented that Civil Engineer II Feriancek would also be working on plans.

Civil Engineer II Feriancek reviewed the projects currently scheduled for the following year and stated that with the additional staff person assisting, they should be able to complete those plans.

Councilmember Woestehoff asked if the intent would be to use the additional funds for reconstructs, or to focus on the reclaim light projects.

Chairperson Riley commented that is part of the discussion.

Community Development Director/Deputy City Admin Hagen commented that if the additional funding is used on roads, every project for 2023 would use that funding in order to ensure the funds are spent on time.

Councilmember Woestehoff stated that his question was more of whether this is focused on getting the most miles of roads done. He asked if staff has some of the geotechnical data on about half the roads scheduled for reconstruction.

City Engineer Westby did not believe that would be accurate. He noted that there may be data from previous projects or developments in that area. He stated that the next step for the 2023 projects was to award contracts for geotechnical and topographical surveys.

Councilmember Woestehoff asked the cost to have geotechnical work done on all the roads proposed on the CIP for the next set of years.

City Engineer Westby noted that there are some streets that have known issues and perhaps just a boring or two would be adequate to confirm that information.

Civil Engineer II Feriancek provided more details on the estimated cost for that service.

Chairperson Riley commented that there is a known CIP schedule and perhaps it would be a good idea to do the projects planned for 2023 and then attempt to get the most number of miles completed with the additional funding.

City Engineer Westby replied that if City Council approvals could be gained immediately, staff could focus on that task.

Chairperson Riley asked what that would mean.

City Engineer Westby replied that perhaps if a dome project were to come forward, that engineering work would need to be contracted out in order for City staff to stay focused on roads.

Councilmember Woestehoff asked how finance feels about spending those funds on roads.

Finance Director Lund replied that they are going into budget discussions and roads were planned to be on the levy, therefore she would assume they would stay on that tract with the additional funding for roads. She stated that roads would then be $1,800,000 within the proposed budget. She clarified that contracts would need to be in place by December of 2024 for ARPA funds and spent by December 2026.

City Engineer Westby stated that the plan for 2023 is great but they would still need a plan for the next ten years.

Councilmember Musgrove asked some of the options.

Chairperson Riley commented that most of these are residential streets and could not use MSA funding. He confirmed that an additional $2,500,000 is needed each year for the next ten years.

Finance Director Lund provided details on the typical terms of bonding.

Councilmember Woestehoff asked if it would be smarter to do a larger amount to get more work done if they were to use bonding.

Finance Director Lund provided details on bonding and the timeline in which the funds have to be used.

Councilmember Musgrove asked if there would be an opportunity to use the consortium if a larger amount were bonded for.

City Engineer Westby replied that the consortium does sealcoating and crack sealing. He stated that the City could bond a larger amount and that costs could be spread over up to ten years.

Chairperson Riley commented that it seems that roads need to be reconstructed rather than overlaid and asked what is driving that.

City Engineer Westby replied that these are the roads that were inherited and the roads are at or near their life expectancy. He stated that the City does about two times the number of overlays compared to reconstructs. He commented that is due to the age of the roads and lack of maintenance in the past. He explained that if there was additional maintenance done in the past, they could be doing move overlays but now the roads have deteriorated past that point and need to be reconstructed.

Chairperson Riley referenced Ute Street, south of Alpine, and asked why that would not qualify as an overlay.

City Engineer Westby replied it has a rating of three or four.

Public Works Superintendent Riemer commented on the number of potholes and wearing of the road.

City Engineer Westby replied that staff can move forward with the plan for 2023 as discussed, or staff could bring additional information back for the July meeting if desired.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval to temporarily increase Pavement Management Program using the available ARPA funds, directing staff to move forward with the planned 2023 CIP road projects and use the additional funds to provide the most benefit to roads possible.

Further discussion:

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

Chairperson Riley commented that in terms of planning for the years after, it would make sense to hear more information about bonding and the use of outside engineering consultants.

Councilmember Woestehoff stated that it would also be helpful to have information on future impacts to taxpayers as well.

Finance Director Lund noted that she would need to know the amount that would be bonded for in order to provide that information.

Councilmember Woestehoff stated that he is comfortable with the plan for 2023 but would want more information following that because there are other costs, such as the Water Treatment Plant, that will have impacts.

City Engineer Westby stated that if the decision is to add projects, that work needs to be done in the fall, so the discussion cannot be pushed too far down the road as there is not a funding source identified.

Community Development Director/Deputy City Admin Hagen stated that this will need to be part of the budgeting discussions because funding may need to start increasing in 2023 in order to have the needed funding for the roads going forward and spread that cost out.

Finance Director Lund commented that because she does not know what the levy will be this year and with fluctuating costs, it is hard to project. She noted that the CIP costs are based on estimates prior to this market and those may increase as well. She stated that there has to be something locked in for the levy increase and did not believe five percent is accurate for a growing city.

Chairperson Riley recognized that is more of a budget discussion that could be discussed by the full Council. He stated that if staff has a recommendation that may help the Council make that decision, that would be helpful.

Finance Director Lund stated that for the July budget meeting she will be using the current proposal as the starting point.

Chairperson Riley referenced patching methods and costs and stated that he asked for more information on that and asked what else could be done.

Public Works Superintendent Riemer provided details on the different methods of patching and associated costs.

Chairperson Riley recognized that residents continue to demand repairs, and this helps to show the work that is being done. He asked if funds are available or whether funds need to be directed in order to allocate more funds towards patching.

Public Works Superintendent Riemer believed there would be funds in the budget that could absorb the additional cost.

Chairperson Riley commented that it seems to make sense to follow the more efficient path.

Councilmember Musgrove agreed that this would be more efficient and less impact to the public works staff people.

PW Street Supervisor Shane Turner provided additional details on the more efficient patching method. He confirmed that the machinery is trailered, and that the City has the trailers available.

Public Works Superintendent Riemer noted the only piece that would be new equipment.

PW Street Supervisor Shane Turner commented that there would be a secondary bucket that would go with the machine.

Councilmember Musgrove asked how soon the equipment could be obtained if approved.

PW Street Supervisor Shane Turner commented that there is one available right now at Lano Equipment, therefore it could be a quick turnaround.

Public Works Superintendent Riemer commented that even this method would not provide a solution for some roads that need to be reconstructed, but it would be more efficient for others.

Chairperson Riley asked if this information could be shared with residents to reassure them that their concerns are being addressed.

Finance Director Lund noted that the line item was budgeted for and therefore does not need additional approval.

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.

Chairperson Riley recognized that this is the last Public Works Committee meeting for Public Works Superintendent Riemer. He thanked him for the contributions he has made to the City of Ramsey.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:11 p.m.

Respectfully submitted,

_____

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

2022
Spray Patching Needs

Legend

Spray Patch Need

- Spray Patch
- Road_Centerlines
- Municipal Boundary
- ScoutCamp
- Golf_Courses
- Parks
- Rivers
- Lakes_Ponds
- Creeks

Public Works Committee **6. 1.**

Meeting Date: 07/19/2022

By: Bruce Westby, Engineering/Public Works

Title:

Receive Update on Available Funding Assistance for Basement Waterproofing

Purpose/Background:

Purpose:

The purpose of this case is to inform the Public Works Committee on available funding sources to assist property owners with wet basements to fund waterproofing projects. Staff is also seeking direction on whether a webpage should be added to the City's website to make this and other associated information available to the public.

Background:

Attached are several AgendaQuick cases from numerous Public Works Committee (PWC) meetings over the years addressing issues across the City related to high water levels and flooding.

Also attached are minutes from the same PWC meetings.

During discussions at these meetings, Staff was directed to research external funding sources available to property owners to assist with funding of basement waterproofing projects.

Attached is a spreadsheet showing numerous external funding sources researched by Staff, along with Staff's findings.

Timeframe:

Staff estimates 10 minutes will be needed to present and discuss this case.

Observations/Alternatives:

This information would benefit the public if it was made available on the City's website.

Funding Source:

Based on discussion.

Recommendation:

Based on discussion.

Action:

Based on discussion.

Attachments

Basement Waterproofing Funding Sources List

PWC case 1899

PWC minutes case 1899

PWC case 5033

PWC minutes case 5033
PWC case 5233
PWC minutes case 5233
PWC case 5446
PWC minutes case 5446
PWC case 6298
PWC minutes case 6298
PWC case 6377
PWC minutes case 6377

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	07/14/2022 03:51 PM
Form Started By: Bruce Westby		Started On: 07/13/2022 09:51 AM
Final Approval Date: 07/14/2022		

Basement Flood Prevention and Waterproofing Grant Opportunities

Grant Program / Loan Name	Description	Grant Typical Goals	Grant Range	Match Percentage	City Contribution?	Additional Terms	Submittals	Likelyhood	Info Sheet
Mn DNR Flood Hazard Mitigation Grant Assistance	The Flood Hazard Mitigation Grant Assistance Program was established by the 1987 Minnesota Legislature to provide technical and financial assistance to local government units for reducing the risk and extent of flood damages. Under this program, the state makes cost-share grants for up to 50 percent of the cost of flood mitigation projects.	The Minnesota Department of Natural Resources (DNR) commissioner may also make grants to local units of government to conduct studies. These studies determine the most feasible, practical, and effective methods and programs for reducing the risk of damage due to flooding. The Division of Ecological and Water Resources coordinates this program for the DNR.	A maximum of 50% of total eligible project costs up to $150,000. Grant requests for more than $150,000 must be approved by the Legislature. Costs must be incurred and paid before reimbursement can be made. Applicants are eligible to receive more than one grant.	Up to 50%	This would have to be a City Project	The Department prioritizes grant requests based on several considerations, including need, feasibility, and financial situation, with an emphasis placed on activities that reduce flood damages and enhance environmental benefits.	Grants -> submit to Area Hydrologist by June 1st on the year you wish to apply. Costs must be incurred and paid before reimbursement can be made. Applicants are eligible to receive more than one grant.	No - Information updated links are still current	Flood Hazard Mitigation Grant Assistance | Minnesota DNR (state.mn.us)
Mn DNR Flood Damage Reduction Grant	The Flood Damage Reduction Grant Assistance Program (FDR) was created to provide technical and financial assistance to local government units for reducing the damaging effects of floods. The FDR Grant Assistance Program places a high priority on removing structures and protecting lives from the path of naturally occurring waters.	Efforts have shifted to finding nonstructural flood mitigation solutions if possible. Nonstructural mitigation approaches increase in effectiveness when they are part of a broader watershed plan. This approach is better than attempting to control our rivers and their natural forces with structures like dikes, levees, and diversion ditches	Small grants -> Total Project <$300,000 (state share greater than $150,000) Large grants -> Total Project >$300,000 (state share greater than $150,000)	Up to 50%	This would have to be a City Project	The FDR grant assistance program is designed to mitigate damages due to flooding within rural and urban floodplain areas. Eligible projects have been grouped as receiving High, Medium, or Low priority.	If you have incurred flood damage, contact your local unit of government for assistance. The local unit of government will contact the FDR Program Coordinator in St. Paul or your Area Hydrologist in your region to discuss project needs and eligibility for assistance.	Low - This would be a low priority project on their scale. Typical project like this would call for moving the structures.	Flood Damage Reduction Grant Assistance Program (state.mn.us) (PDF)
FEMA Home and Property Disaster Loans	The U.S. Small Business Administration (SBA) offers affordable financial help to homeowners and renters in declared disaster areas. You don't need to own a business. We provide help in the form of low-interest, long-term loans for losses not fully covered by insurance or other means.	You may borrow up to $200,000 to repair or replace your primary home to its pre-disaster condition. But unless required by building code, you *cannot* use the loan to upgrade or add on to the home.	Up to $200,000 typically lower interest rate. You could use the loan increase to improve your home to help protect it from future disasters. This could include improvements like retaining walls, seawalls, sump pumps, safe rooms, and storm shelters.		No		Apply Online: https://www.disasterassistance.gov/	If you are in a declared disaster area or have experienced damage to your home/property, you maybe eligible for assistance.	Disaster Assistance Fact Sheet Dec 2019
FEMA Flood Mitigation Assistance Grant Program and Hazard Mitagation Assistance Guidance	FEMA's Hazard Mitigation Assistance (HMA) grant programs provide funding for eligible mitigation activities that reduce disaster losses and protect life and property from future disaster damages including the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA) and Building Resilient Infrastructure and Communities (BRIC).	Goal of reducing or eliminating claims under the National Flood Insurance Program.	Max $25,000	Max 75% of eligible activity costs	Must develop and adopt hazard mitigation plans	36 months to complete from the date FEMA announces selected sub-applications	City applies to the State on behalf of the Homeowner. Application Period in the Fall (Sept - Jan 28) Important Dates for Notices of Funding Opportunity. Must now apply to FEMA GO, https://go.fema.gov/login?redirect=%2F	No - FEMA chooses recipients based on the applicant's ranking of the project and the eligibility, cost-effectiveness of the project.	Flood Mitigation Assistance (FMA) Grant | FEMA.gov
HUD - FHA Section 203(k) Rehabilitation Mortgage Insurance	FHA Limited 203(k) Mortgage permits homebuyers and homeowners to finance up to $35,000 into their mortgage to repair, improve, or upgrade their home.	Quickly and easily tap into cash to pay for property repairs or improvements	Mortgage up to $35,000	n/a	No	Single, long term, fixed or adjustable rate loan that can cover acquisition and rehabilitation of a property	https://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/sfh/203k/203k--df	Good	HUD 203(k) Rehab Mortgage Insurance (PFD)
HUD - FHA Title I Property Improvement Loan	May be used for any improvements that will make your home more livable and useful.	Improvements can be handled by you or a contractor. Loan can pay for the contractor's material and labor. Loan can only pay for materials if you do it yourself.	Loan Max Amount $20,000; Max Terms 20 Years	n/a	No	Interest rates are negotiated between the borrower and the lender. HUD-approved lender required	https://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/sfh/title/sfixhs	Good	
HUD - HOME Program	HOME funds may be used to assist existing homeowners with the repair, rehabilitation or reconstruction of owner-occupied units.	Weatherization programs; Emergency repair programs; Handicapped accessibility programs. These types of programs may be undertaken, if the property meets or will be brought up to the applicable HOME property standards	Up to 100% Costs	Grants; Deferred-payment loans; Non-interest-bearing loans; and Interest-bearing loans	County - Dakota County Consortium, Anoka County Rep. Rene Sandy 763-324-4613 Comm. Dev. Dir.	To be eligible; Occupied by an income-eligible homeowner (low income, annual income < 80% median for the area), Occupy the property as principal residence. Property Value must not exceed 95% of the area median purchase price.	karen.skepper@co.anoka.mn.us Karen Skepper 763-323-5709	No - Talked with County, they use the funds for low-income housing..i.e.. apartments.	The HOME Program: HOME Investment Partnerships | HUD.gov / U.S. Department of Housing and Urban Development (HUD)

Basement Flood Prevention and Waterproofing Grant Opportunities

Grant Program / Loan Name	Description	Grant Typical Goals	Grant Range	Match Percentage	City Contribution?	Additional Terms	Submittals	Likelyhood	Info Sheet
Anoka County - Community Development Block Grant	The CDBG program project funds are made available for physical improvements, economic development, and housing activities in Anoka County.	Support construction and acquisition of housing to create decent and safe housing for lower income persons. Preserve and improve housing through rehabilitation of existing structures. Promote equal housing opportunities. Fund activities that eliminate slum and blight for the creation of new development. Develop and upgrade public facilities and infrastructure to help lower income persons and those with special needs.	n/a - over 15,500 persons were assisted through public service CDBG funded activities. - The County's Single-Family Rehab Loan Program provided five (5) single family rehab loans to low/moderate income households	Loan - 0% interest loan, MATCH - HOME Funded Projects ONLY - All recipients of HOME funding must contribute a 25% match of total HOME funds spent on affordable housing. As funding recipients draw funds from the HOME fund, they incur a MATCH liability, which must be satisfied by the end of each federal fiscal year.	No - The county would give a 0% interest, forgivable after 5 years loan.	Must be 80% or lower median income	Due Jan. 7, 2022 for 2022 projects. Typical application due in Jan, awarded in April. If you have questions that cannot be answered in this Application Guide, contact Renee Sande at 763-324-4613 or email Renee.Sande@co.anoka.mn.us; or Alice Strand at 763-324-4616, Alice.Strand@co.anoka.mn.us.	Depends greatly on income amount	www.anokacounty.us/cd
BWSR Drainage Management Grants	The purpose of this program is to facilitate multipurpose drainage management practices to reduce erosion and sedimentation, reduce peak flows and flooding, and improve water quality, while protecting drainage system efficiency and reducing drainage system maintenance for priority Chapter 103E drainage systems	Proposed activities/practices must be conducted adjacent to, on, or within the watershed of a Priority Chapter 103E Drainage System(s). Ranking System criteria include points for projects proposing a combination of eligible activities; NRCS FOTG Std. 410 Side Inlet to Ditch, Std. 657 Wetland Restoration or Impoundment, Std. 638 Water and Sediment Control Basin, Std. 412 Grassed Waterway, 604 Saturated Buffer, 587 and Std. 554 Controlled Subsurface Drainage		Grant Match up to 25%	This would be a City Project / with help of Anoka Conservation District or LLRWMO	103E.011 Sub. 5 *Use of External sources of funding.* Notwithstanding other provisions of this chapter, a drainage authority may accept and use funds from sources other than, or in addition to, those derived from assessments based on the benefits of the drainage system for the purposes of wetland preservation or restoration or creation of water quality improvements or flood control. The sources of funding authorized under this subdivision may also be used outside the benefited area but must be within the watershed of the drainage system.	Partner with County or Watershed District; partnership is eligible to apply on behalf all partners, all partners must verify they are committed to the project. Drainage authority involved must have submitted its current Annual Ditch Buffer Strip Report, in accordance with Section 103E.067. Grant Applications April 2 thru July 2, funds awarded August		

Basement Flood Prevention and Waterproofing Grant Opportunities		
Grant Program	**Applicable (Yes / No)**	**Actions Required**
Mn DNR Flood Hazard Mitigation Grant Assistance	No - The Minnesota State Legislature established this program in 1987 to provide state technical and financial assistance to local governments for flood hazard mitigation projects.	This would have to be a City Project
MN DNR Flood Damage Reduction Grant	No - This would be low priority on their list. Typically project like this would call for moving the structures	This would have to be a City Project - Submit to the Area Hydrologist
FEMA Low Interest Disaster Loans	No - A Presidential Disaster Declaration would be required	Homeowner Applies Online
FEMA Flood Mitigation Assistance Grant Program	No - This program is geared towards loss of life prevention under a comprehensive plan.	City applies to the State on behalf of the homeowner. City must develop and adopt hazard mitigation plans.
HUD - FHA Section 203(k) Rehabilitation Mortgage Insurance	**Yes** - Mortgage up to $35K to cover acquisition and rehabilitation of a property	Homeowner Applies Online or In-Person with Mortgage Provider
HUD - FHA Title I Property Improvement Loan	**Yes** - Loan up to $20K, max 20 year term, to cover improvement to make home more livable and useful	Homeowner Applies Online or In-Person with Loan Provider. HUD-approved lender required.
HUD - HOME Program	No - County allocates funds for low-income housing..i.e.. apartments.	Homeowner / City work with County
Anoka County - Community Development Block Grant	**Possibly** - Depends greatly on income amount - must be 80% or lower than median income for area	Homeowner would work with County - Due date for 2022 is past. Runs yearly.
Met Council Green Infrastructure Pilot Grant	No - This is a competitive grant, projects must provide multiple benefits, maximize the extent of positive impacts.	This would be a City Project, typically the projects are ready to go before submitting to Met Council.
BWSR - Drainage Management Grants	No - Program is geared towards multi-purpose drainage management projects. Projects which reduce erosion and sedimentation, reduce peak flows and flooding, improve water quality, and reduce drainage system maintenance.	City project with help of Anoka Conservation District or LRRWMO.
BWSR - Minnesota Clean Water Fund	No - Programs (BWSR Projects and Practices, BWSR Multipurpose Drainage Management, MDA AgBMP Loans) are geared towards protecting, enhancing and restoring water quality and protecting ground water from degeneration.	City or WMO would be heavily involved.

Public Works Committee **5. 3.**

Meeting Date: 05/15/2012

By: Len Linton, Engineering/Public Works

Title:

Consider Stormwater Improvements at 148 th Lane - A Continuation of Discussion Related to 2011 Flooding Concerns

Background:

Last summer the City experienced several significant rainfall events that lead to many localized flooding concerns, and resident complaints. The large volumes of precipitation that occurred over a short period of time appears to have elevated the groundwater within areas of the City, and prohibited the generous rate of infiltration that typically takes place in the Anoka sandplain. Throughout the summer and fall staff worked hard at registering and responding to the calls, and evaluating the situations on an individual basis to determine whether quick fixes could be implemented (culvert obstructions, re-ditching, etc.) to alleviate the immediate concerns.

This item was discussed at the Public Works Committee on August 15, 2011, and at that time staff summarized the areas of concern that were being investigated based upon citizen complaints received. The attached summary was presented at the meeting; which outlines the concern identified, actions steps to evaluate the concern, additional investigations that would be necessary to fully understand the situation, and recommendations for specific projects that could be implemented rather quickly and inexpensively. At that time we classified the issues into 3 categories:

1. Those that required no further action. They were evaluated and corrected, or did not need correcting because the water was fully contained within a dedicated drainage & utility easement (functioning as designed).
2. Those that required additional investigation and evaluation before deciding on a long term solution, and implementing corrective actions.
3. Those that had an identified recommendation for immediate action.

At that meeting the Committee briefly discussed the areas of concern, and directed staff to prepare plans and specifications for the items identified in category 3. Once this direction was ratified by the City Council on September 13, 2011, and the plans completed, it was too late in the season to secure bids and complete the improvements in 2011. It was then decided to delay construction until 2012, where some of the improvements could be completed by inclusion in a larger stormwater improvement plan set. Staff has finalized plans for these items, incorporated additional items that were approved at the Public Works Committee meeting in March, and now has these items out for bid. Depending on direction received tonight, for potential improvements to alleviate some of the outstanding concerns, additional plans will need to be prepared.

Notification:

The homeowners adjacent to his ponding area have been notified of the meeting, and have received a copy of the agenda.

Observations:

Staff prepared a brief RFP in the fall of 2011, to investigate the areas of concern, and distributed it to members of the City's consultant pool in the fall of 2011. The goal of this project was to have an independent third party evaluate the areas, provide options for corrective actions, and associated estimates to implement the work. Hakanson Anderson was awarded the project to undertake these investigations, and they have since completed their analysis and compiled a report that references potential solutions for each area identified. Attached to this case is the final report.

This item was introduced in general terms at the February Public Works Committee meeting, with the direction

being that staff would come back before the committee over the next several months to discuss the merits of each potential improvement in more detail. This case will focus on section one of the report - 148th Lane

The site is east of Nowthen Boulevard (CSAH 5), southeast of Ramsey Elementary School. There is a low area across three (3) lots south of 148th Lane, that was created as a stormwater pond for the area and wetland mitigation for the development. There is a storm sewer inlet to this area along the west edge, which drains the subdivision to the north. There is also an outlet from this area on the east end that connects to a pipe that runs easterly and parallel to 148th Lane. The invert of this outlet pipe is approximately 2.5 feet above the low point in the basin. The outlet pipe also connects to a structure in the boulevard of 148th Lane that takes storm water runoff from the roadway and directs it easterly as described above. The inverts on both these pipes are at approximately the same elevation, and therefore water may be entering this basin that is not intended to flow there from the stormwater system. It was also observed that the basin has several undulations in the ground surface that do not allow the water to evenly spread out across the entire drainage and utility easement; basically there appears to be three separate, somewhat isolated basins.

Hakanson Anderson explored several options for installing another outlet and determined that each option would not significantly affect the high water elevation in the basin, and would justify the costs associated with performing them. Additional easements would need to be acquired, and disruption of neighboring properties would occur. Staff is currently researching check valves that could be placed in the outlet pipe at the manhole to block drainage from the street and only allow water to exit the basin through this structure, thereby eliminating additional flow to the area.

Funding Source:

The funding source for these improvements is the storm water utility fund. It is estimated that regrading the basin and installing a backflow valve on the outlet pipe would cost approximately $7,500 to $12,500.

Staff Recommendation:

Staff recommends regrading the backyards of the three properties to better distribute water in the basin, and re-establish the original pond contours. It is further recommended to install a backflow valve on the outlet pipe to direct storm water runoff from 148th Lane to the intended downstream receiving body.

Committee Action:

Motion to recommend to the City Council that staff seek quotes to regrade the backyards of the three properties to better distribute water in the basin and re-establish the original pond contours, and to install a backflow valve on the outlet pipe to direct storm water runoff from 148th Lane to the intended downstream receiving body.

Attachments

Project Location Map

Section 1 of Hakanson Anderson Report

Form Review

Inbox	Reviewed By	Date
Len Linton (Originator)	Len Linton	05/11/2012 09:51 AM
Len Linton (Originator)	Len Linton	05/11/2012 11:08 AM
Kurt Ulrich	Kurt Ulrich	05/11/2012 11:54 AM
Form Started By: Len Linton		Started On: 05/09/2012 02:41 PM
Final Approval Date: 05/11/2012		

970

148TH LANE

15" RCP

15" RCP

15" RCP

5

3

2

1

4

Landscaping

INV=862.3

HEATER

BLOCK WALL

WOOD WALL

FENCE

860

862

864

866

868

2

18" RCP

18" RCP

3

PROPOSED PERMANENT DRAINAGE EASEMENT

PROPOSED STORM SEWER LOCATION FES INV=861.4

NOWTHEN BOULEVARD

GERMANIUM STREET

4

5

DNR WETLAND 658W

860

N

30 0 30 60

SCALE IN FEET

EXHIBIT 4
148TH LANE ALTERNATIVE 2 STORM SEWER

CITY OF RAMSEY, MINNESOTA

Feb 13, 2012 - 2:41pm
K:\cad_surv\Land Desktop 2008\RA432\dwg\RA432-EXHIBITS.dwg

Section 1
148th Lane

148th Lane

Description

As shown on Exhibit 1, a low area exists south of 148th Lane. A 15" outlet pipe drains the low area north and then east to DNR Wetland 658W. The invert of the outlet pipe is at elevation 862.3 and the bottom of the low area is at elevation 859.8. Water in the low area has to rise 2.5 feet prior to discharging. The water below the outlet infiltrates into the soil, which may take days depending on the condition of the soil.

The existing 100-year high water level (HWL) for the low area is 865.5. As shown on Exhibit 2, a drainage easement exists in the rear of Lots 2 through 5, Block 2 of Ramsey Commons 2nd Addition.

Alternatives

The following alternatives address the water elevation in the existing low area.

Alternative 1
In this alternative, a new outlet pipe would be installed between Lot 1 of Ramsey Commons 2nd Addition and Lot 2 of Sunny Ponds, as shown on Exhibit 3. It was assumed that the existing outlet pipe to the north would be removed. By installing an outlet pipe in this location, the invert of the outlet pipe can be lowered from 862.3 to 861.6. The following table summarizes the 100-year HWL's and estimated costs for each outlet pipe:

Outlet Pipe Size	100-Year HWL	Estimated Cost
Existing	865.5	N/A
15"	865.4	$16,264
18"	865.1	$31,566 *
24"	864.3	$45,381 *

* The existing pipe being connected to in Germanium Street is a 15" diamter. Installing the 18" and 24" outlets will require the removal and replacement of this pipe to match the size of the pipe being installed.

Tables 1 through 3 include the individual costs for this alternative.

Alternative 2
In this alternative, a new outlet pipe would be installed between Lots 2 and 3 of Sunny Ponds, as shown on Exhibit 4. It was assumed that the existing outlet pipe to the north would be removed. By installing an outlet pipe in this location, the invert of the outlet pipe can be lowered from 862.3 to 861.4. This alternative would require additional grading and the acquisition of a permanent easement on the property south of Ramsey Commons 2nd Addition and west of Sunny Ponds. The following table summarizes the 100-year HWL's and estimated costs for each outlet pipe:

Outlet Pipe Size	100-Year HWL	Estimated Cost
Existing	865.5	N/A
15"	865.3	$13,098
18"	865.0	$18,846 *
24"	864.3	$32,543 *

* The existing pipe being connected to in Germanium Street is a 15" diameter. Installing the 18" and 24" outlets will require the removal and replacement of this pipe to match the size of the pipe being installed.

Tables 4 through 6 include the individual costs for this alternative.

Alternative 3

In this alternative, the bottom of the low area would be filled to the same elevation as the outlet pipe invert. The pond would then drain dry and would not be sitting with water until it infiltrated. By filling the bottom of th e low area, the resultant 100-year HWL will be 866.2, 0.7 feet higher than the existing HWL. This higher HWL would end up outside the existing drainage and utility easement, creating the need for additional drainage easement.

The estimated cost to fill the low area is $15,321. Table 7 includes the individual costs for this alternative.

Further research is required to determine if this low area was designed to treat a water quality volume. The volume required would dictate if Alternatives 1 and 2 are viable options. Alternative 3 would not be viable, because the water quality volume is being eliminated in this alternative.

870

RAMSEY COMMONS
2ND ADDITION

148TH LANE

15" RCP

15" RCP

15" RCP

18" RCP

18" RCP

5

4

3

2

1

Landscaping

INV=862.3
HEADWALL

BLOCK WALL

WOOD WALL

FENCE

860

862

864

866

868

NOWTHEN BOULEVARD

DNR
WETLAND
658W

860

2

3

SUNNY PONDS

4

5

GERMANIUM STREET

N

30 0 30 60
SCALE IN FEET

EXHIBIT 1
148TH LANE EXISTING CONDITIONS

CITY OF RAMSEY, MINNESOTA

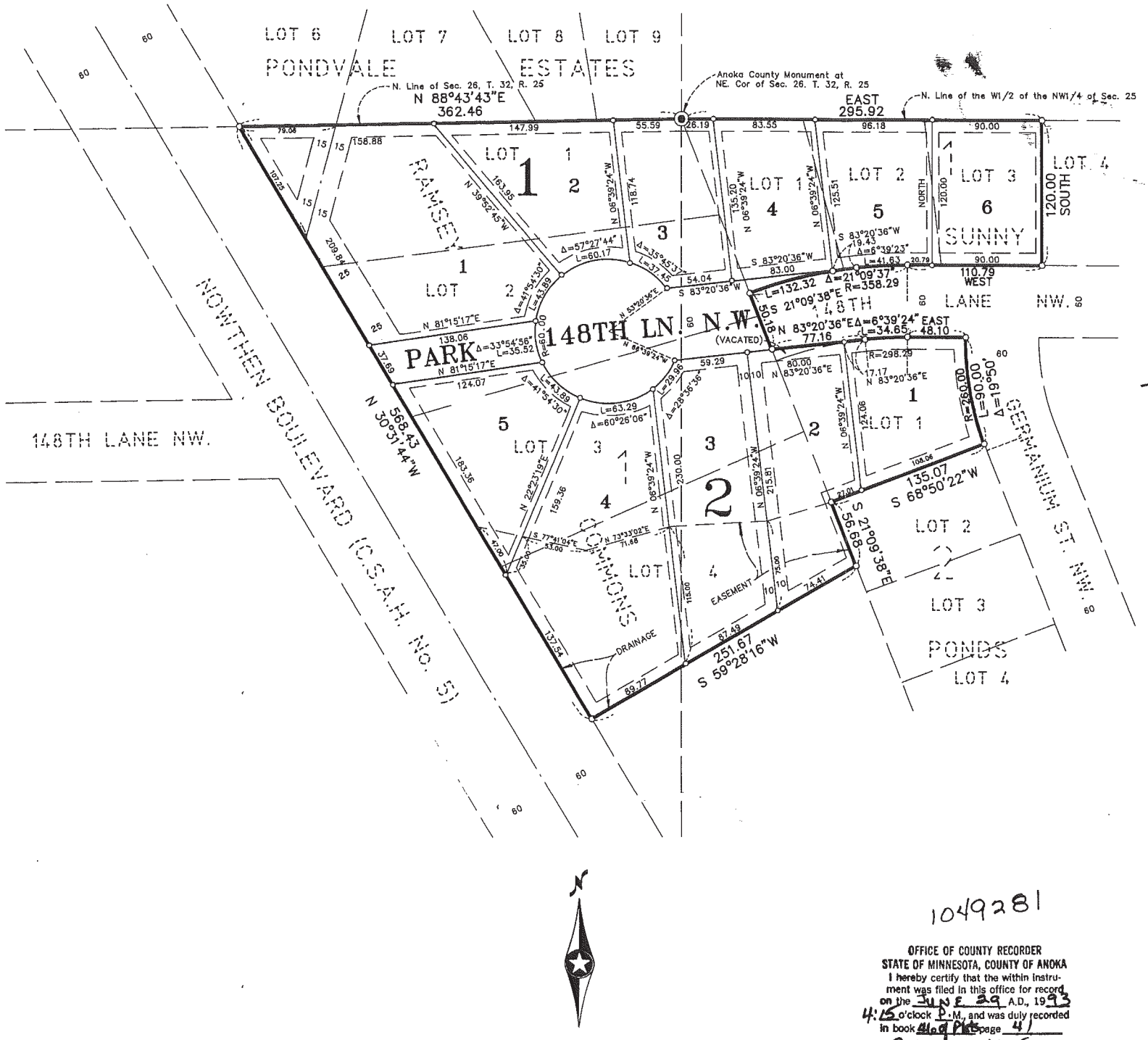
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OFFICIAL PLAT

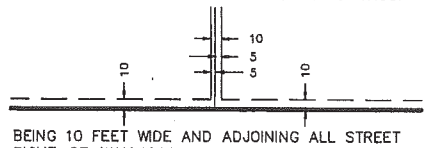
41.

RAMSEY COMMONS 2ND ADDITION

CITY OF RAMSEY — COUNTY OF ANOKA



DRAINAGE AND UTILITY EASEMENTS SHOWN THUS:



BEING 10 FEET WIDE AND ADJOINING ALL STREET RIGHT-OF-WAY LINES AND REAR LOT LINES AND 5 FEET WIDE AND ADJOINING ALL SIDE LOT LINES, UNLESS OTHERWISE SHOWN ON THE PLAT.

SCALE IN FEET

0 60 120 180

SCALE: 1 INCH = 60 FEET

○ DENOTES 1/2 INCH IRON PIPE SET.
◉ DENOTES ANOKA COUNTY MONUMENT.
NOTE: FOR THE PURPOSES OF THIS PLAT, THE NORTH LINE OF THE W1/2 OF THE NW1/4 OF SEC. 25, T. 32, R. 25 IS ASSUMED TO HAVE A BEARING OF EAST.

1049281

OFFICE OF COUNTY RECORDER
STATE OF MINNESOTA, COUNTY OF ANOKA
I hereby certify that the within instrument was filed in this office for record on the 21ST day of JUNE A.D., 1993 at 4:15 o'clock P.M., and was duly recorded in book 410 of Plats, page 41

Edward M. Troska
County Recorder
By D. Swanson
Deputy

CAINE & ASSOCIATES LAND SURVEYORS, INC.

KNOW ALL PERSONS BY THESE PRESENTS: That North Suburban Development, Inc., a Minnesota Corporation, owner and proprietor, and Doloras S. Fleischer, single, mortgagee of the following described property situated in the County of Anoka, State of Minnesota, to-wit:

Lots 1, 2 and 3, Block 1, and Lot 1, Block 2, all in SUNNY PONDS, according to the recorded plat thereof, Anoka County, Minnesota,

And that part of vacated 148th Lane N.W., as dedicated in the plat of SUNNY PONDS, according to the recorded plat thereof, Anoka County, Minnesota, lying north of the north line of Lot 1, Block 2, in said SUNNY PONDS and lying south of the following described line:

Commencing at the northeast corner of said Lot 1, Block 2; thence on an assumed bearing of West, along the north line of said Lot 1, Block 2, a distance of 48.10 feet; thence westerly continuing along said north line and along a tangential curve, concave to the south having a radius of 298.29 feet and a central angle of 6 degrees 39 minutes 24 seconds, a distance of 34.65 feet to the point of beginning of the line to be described; thence South 83 degrees 20 minutes 36 seconds West, a distance of 77.16 feet to the intersection with the northerly extension of the west line of said Lot 1, Block 2, and said line there terminating.

AND that North Suburban Development, Inc., a Minnesota Corporation, owner and proprietor, and Delano Skeim, single, mortgagee of the following described property situated in the County of Anoka, State of Minnesota, to-wit:

Lots 1, 2, 3 and 4, Block 1, RAMSEY COMMONS, according to the recorded plat thereof, Anoka County, Minnesota.

Have caused the same to be surveyed and platted as RAMSEY COMMONS 2ND ADDITION and do hereby donate and dedicate to the public for public use forever the lanes as shown on the plat. Also dedicating the drainage and/or utility easements as shown on the plat. Also dedicating to the County of Anoka the right of access onto County State Aid Highway No. 5 from Lot 1, Block 1 and from Lots 4 and 5, Block 2. In witness whereof said North Suburban Development, Inc. has caused these presents to be signed by its proper officer this 26TH day of MAY, 1993. Also in witness whereof said Doloras S. Fleischer has hereunto set her hand this 26TH day of MAY, 1993. Also in witness whereof said Delano Skeim has hereunto set his hand this 21ST day of MAY, 1993.

NORTH SUBURBAN DEVELOPMENT, INC.

J. A. Henkveld, as President

SIGNED:

Doloras S. Fleischer
Doloras S. Fleischer

SIGNED:

Delano Skeim
Delano Skeim

STATE OF MINNESOTA) The foregoing instrument was acknowledged before me this 26TH day of MAY, 1993, by J. A.
COUNTY OF ANOKA) Henkveld, President of North Suburban Development, Inc., a Minnesota corporation, on behalf of the corporation.

SHIRLEY D. CHENOWETH
NOTARY PUBLIC-MINNESOTA
ANOKA COUNTY
My Commission Expires 6-24-96

Shirley D. Chenoweth
Notary Public, ANOKA County, Minnesota
My Commission expires 6-24-96

STATE OF MINNESOTA) The foregoing instrument was acknowledged before me this 26TH day of MAY, 1993, by Doloras
COUNTY OF ANOKA) S. Fleischer, single.

SHIRLEY D. CHENOWETH
NOTARY PUBLIC-MINNESOTA
ANOKA COUNTY
My Commission Expires 6-24-96

Shirley D. Chenoweth
Notary Public, ANOKA County, Minnesota
My Commission expires 6-24-96

STATE OF MINNESOTA) The foregoing instrument was acknowledged before me this 21ST day of May, 1993, by Delano
COUNTY OF Anoka) Skeim, single.

MARGARET A. McINERNY
NOTARY PUBLIC—MINNESOTA
ANOKA COUNTY
My Commission Expires FEB. 28, 1996

Margaret A. McInerny
Notary Public, Anoka County, Minnesota
My Commission expires 2/28/96

I hereby certify that I have surveyed and platted the land described in the dedication on this plat as RAMSEY COMMONS 2ND ADDITION; that the plat is a correct representation of said survey; that all distances are correctly shown on said plat in feet and hundredths of a foot; that the monuments have been correctly placed in the ground as shown; that the outside boundaries are correctly designated on said plat; and that there are no wet lands or public highways to be designated on said plat other than as shown thereon.

Jeffrey N. Caine
Jeffrey N. Caine, Registered Land Surveyor
Minnesota Registration No. 12251

STATE OF MINNESOTA) The surveyors certificate was acknowledged before me a Notary Public, this 19th day of May, 1993,
COUNTY OF ANOKA) by Jeffrey N. Caine, Land Surveyor.

MOLLY W. CAINE
Notary Public-Minnesota
Anoka County
My Comm. Exp. 6-13-96

Molly W. Caine
Notary Public, Anoka County, Minnesota
My Commission expires 6-13-96

CITY OF RAMSEY

We hereby certify that the City Council of the City of Ramsey, Anoka County, Minnesota, duly accepted and approved the plat of RAMSEY COMMONS 2ND ADDITION at a regular meeting held this 11th day of May, 1993. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the city or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Hinn. Statutes, Section 505.03, Subd. 2.

By Jean A. Robins Mayor By D. Schroeder Clerk

Checked and approved this 29th day of June, 1993

By M. D. Anderson
Anoka County Surveyor

I HEREBY CERTIFY THAT THE CURRENT AND DELINQUENT TAXES ON THE LANDS DESCRIBED WITHIN ARE
ENTERED
BY DEPU

RAMSEY
BLK 2

001ACRA 6-29-93 # 425 $30.00

EXHIBIT 2.
FINAL PLAT-RAMSEY COMMONS 2ND ADD.
CITY OF RAMSEY, MINNESOTA

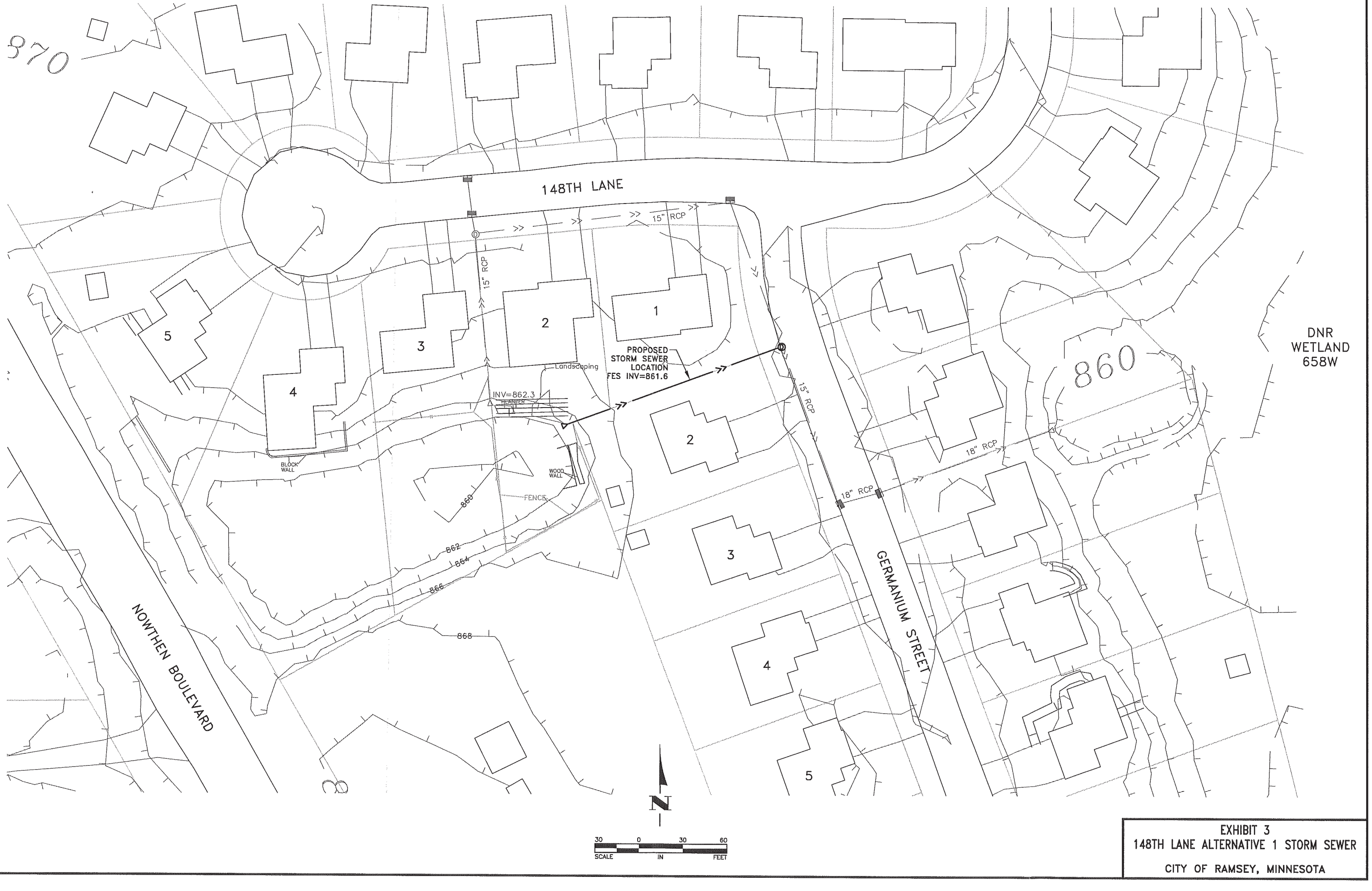


EXHIBIT 3
148TH LANE ALTERNATIVE 1 STORM SEWER
CITY OF RAMSEY, MINNESOTA

Feb 13, 2012 - 2:42pm
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970

148TH LANE

15" RCP

15" RCP

15" RCP

5

3

2

1

4

Landscaping

INV=862.3

HEATER

BLOCK WALL

WOOD WALL

FENCE

860

862

864

866

868

2

18" RCP

18" RCP

3

PROPOSED PERMANENT DRAINAGE EASEMENT

PROPOSED STORM SEWER LOCATION FES INV=861.4

NOWTHEN BOULEVARD

GERMANIUM STREET

4

5

DNR WETLAND 658W

860

N

30 0 30 60

SCALE IN FEET

EXHIBIT 4
148TH LANE ALTERNATIVE 2 STORM SEWER

CITY OF RAMSEY, MINNESOTA

Feb 13, 2012 - 2:41pm
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TABLE 1
148TH LANE
ALTERNATIVE 1A - 15" OUTLET

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$500.00	1	$500
2	CLEARING	TREE	$100.00	12	$1,200
3	GRUBBING	TREE	$100.00	12	$1,200
4	REMOVE STORM SEWER	LIN FT	$5.00	118	$590
5	REMOVE CONCRETE CURB	LIN FT	$10.00	20	$200
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	$5.00	23	$115
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	40	$120
8	4" AGGREGATE BASE CLASS 5	SQ YD	$7.50	23	$173
9	4" BITUMINOUS PATCH	SQ YD	$28.00	23	$644
10	BULKHEAD MANHOLE	EACH	$500.00	1	$500
11	15" RC PIPE APRON	EACH	$300.00	1	$300
12	TRASH GUARD FOR 15" PIPE APRON	EACH	$150.00	1	$150
13	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	1	$1,000
14	15" RC PIPE SEWER DESIGN 3006, CL V	LIN FT	$22.00	152	$3,344
15	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48 - 4020	EACH	$1,500.00	1	$1,500
16	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$20.00	20	$400
17	TRAFFIC CONTROL	LUMP SUM	$300.00	1	$300
18	CONIFEROUS TREE 4' HT B&B	TREE	$200.00	12	$2,400
19	TURF ESTABLISHMENT	ACRE	$1,500.00	0.1	$150

Estimated Construction Cost	$14,786
Contingency (10%)	$1,479
Total Estimated Construction Cost	$16,264

TABLE 2
148TH LANE
ALTERNATIVE 1B - 18" OUTLET

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$800.00	1	$800
2	CLEARING	TREE	$100.00	12	$1,200
3	GRUBBING	TREE	$100.00	12	$1,200
4	REMOVE STORM SEWER	LIN FT	$5.00	233	$1,165
5	REMOVE CONCRETE CURB	LIN FT	$10.00	135	$1,350
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	$5.00	150	$750
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	155	$465
8	4" AGGREGATE BASE CLASS 5	SQ YD	$7.50	150	$1,125
9	4" BITUMINOUS PATCH	SQ YD	$28.00	150	$4,200
10	BULKHEAD MANHOLE	EACH	$500.00	1	$500
11	18" RC PIPE APRON	EACH	$350.00	1	$350
12	TRASH GUARD FOR 18" PIPE APRON	EACH	$200.00	1	$200
13	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	2	$2,000
14	18" RC PIPE SEWER DESIGN 3006, CL III	LIN FT	$23.00	267	$6,141
15	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48 - 4020	EACH	$1,500.00	1	$1,500
16	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$20.00	135	$2,700
17	TRAFFIC CONTROL	LUMP SUM	$500.00	1	$500
18	CONIFEROUS TREE 4' HT B&B	TREE	$200.00	12	$2,400
19	TURF ESTABLISHMENT	ACRE	$1,500.00	0.1	$150

Estimated Construction Cost	$28,696
Contingency (10%)	$2,870
Total Estimated Construction Cost	$31,566

TABLE 3
148TH LANE
ALTERNATIVE 1C - 24" OUTLET

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$1,300.00	1	$1,300
2	CLEARING	TREE	$100.00	12	$1,200
3	GRUBBING	TREE	$100.00	12	$1,200
4	REMOVE STORM SEWER	LIN FT	$4.00	388	$1,552
5	REMOVE CONCRETE CURB	LIN FT	$5.00	155	$775
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	$5.00	195	$975
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	175	$525
8	4" AGGREGATE BASE CLASS 5	SQ YD	$7.50	195	$1,463
9	4" BITUMINOUS PATCH	SQ YD	$28.00	195	$5,460
10	BULKHEAD MANHOLE	EACH	$500.00	1	$500
11	24" RC PIPE APRON	EACH	$450.00	2	$900
12	TRASH GUARD FOR 24" PIPE APRON	EACH	$300.00	2	$600
13	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	1	$1,000
14	24" RC PIPE SEWER DESIGN 3006, CL III	LIN FT	$29.00	414	$12,006
15	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48 - 4020	EACH	$1,500.00	1	$1,500
16	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60 - 4020	LIN FT	$2,000.00	2	$4,000
17	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$20.00	155	$3,100
18	TRAFFIC CONTROL	LUMP SUM	$500.00	1	$500
19	CONIFEROUS TREE 4' HT B&B	TREE	$200.00	12	$2,400
20	TURF ESTABLISHMENT	ACRE	$1,500.00	0.2	$300

Estimated Construction Cost	$41,256
Contingency (10%)	$4,126
Total Estimated Construction Cost	$45,381

TABLE 4
148TH LANE
ALTERNATIVE 2A - 15" OUTLET

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$400.00	1	$400
2	CLEARING	TREE	$100.00	2	$200
3	GRUBBING	TREE	$100.00	2	$200
4	REMOVE STORM SEWER	LIN FT	$5.00	118	$590
5	REMOVE CONCRETE CURB	LIN FT	$10.00	20	$200
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	$5.00	23	$115
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	40	$120
8	COMMON EXCAVATION	CU YD	$5.00	100	$500
9	4" AGGREGATE BASE CLASS 5	SQ YD	$7.50	23	$173
10	4" BITUMINOUS PATCH	SQ YD	$28.00	23	$644
11	BULKHEAD MANHOLE	EACH	$500.00	1	$500
12	15" RC PIPE APRON	EACH	$300.00	1	$300
13	TRASH GUARD FOR 15" PIPE APRON	EACH	$150.00	1	$150
14	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	1	$1,000
15	15" RC PIPE SEWER DESIGN 3006, CL V	LIN FT	$22.00	152	$3,344
16	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48 - 4020	EACH	$1,500.00	1	$1,500
17	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$20.00	20	$400
18	TRAFFIC CONTROL	LUMP SUM	$300.00	1	$300
19	CONIFEROUS TREE 4' HT B&B	TREE	$200.00	2	$400
20	TURF ESTABLISHMENT	ACRE	$1,500.00	0.1	$150

Estimated Construction Cost	$11,186
Contingency (10%)	$1,119
Permanent Easement ($1.15/ sq ft)	$794
Total Estimated Construction Cost	$13,098

TABLE 5
148TH LANE
ALTERNATIVE 2B - 18" OUTLET

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$500.00	1	$500
2	CLEARING	TREE	$100.00	2	$200
3	GRUBBING	TREE	$100.00	2	$200
4	REMOVE STORM SEWER	LIN FT	$5.00	153	$765
5	REMOVE CONCRETE CURB	LIN FT	$10.00	55	$550
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	$5.00	61	$305
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	75	$225
8	COMMON EXCAVATION	CU YD	$5.00	100	$500
9	4" AGGREGATE BASE CLASS 5	SQ YD	$7.50	61	$458
10	4" BITUMINOUS PATCH	SQ YD	$28.00	61	$1,708
11	BULKHEAD MANHOLE	EACH	$500.00	1	$500
12	18" RC PIPE APRON	EACH	$350.00	1	$350
13	TRASH GUARD FOR 18" PIPE APRON	EACH	$200.00	1	$200
14	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	2	$2,000
15	18" RC PIPE SEWER DESIGN 3006, CL III	LIN FT	$23.00	187	$4,301
16	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48 - 4020	EACH	$1,500.00	1	$1,500
17	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$20.00	55	$1,100
18	TRAFFIC CONTROL	LUMP SUM	$500.00	1	$500
19	CONIFEROUS TREE 4' HT B&B	TREE	$200.00	2	$400
20	TURF ESTABLISHMENT	ACRE	$1,500.00	0.1	$150

Estimated Construction Cost	$16,412
Contingency (10%)	$1,641
Permanent Easement ($1.15/ sq ft)	$794
Total Estimated Construction Cost	$18,846

TABLE 6
148TH LANE
ALTERNATIVE 2C - 24" OUTLET

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$900.00	1	$900
2	CLEARING	TREE	$100.00	2	$200
3	GRUBBING	TREE	$100.00	2	$200
4	REMOVE STORM SEWER	LIN FT	$4.00	306	$1,224
5	REMOVE CONCRETE CURB	LIN FT	$5.00	75	$375
6	REMOVE BITUMINOUS PAVEMENT	SQ YD	$5.00	106	$530
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$3.00	95	$285
8	COMMON EXCAVATION	CU YD	$5.00	100	$500
9	4" AGGREGATE BASE CLASS 5	SQ YD	$7.50	106	$795
10	4" BITUMINOUS PATCH	SQ YD	$28.00	106	$2,968
11	BULKHEAD MANHOLE	EACH	$500.00	1	$500
12	24" RC PIPE APRON	EACH	$450.00	2	$900
13	TRASH GUARD FOR 24" PIPE APRON	EACH	$300.00	2	$600
14	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	1	$1,000
15	24" RC PIPE SEWER DESIGN 3006, CL III	LIN FT	$29.00	334	$9,686
16	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48 - 4020	EACH	$1,500.00	1	$1,500
17	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60 - 4020	LIN FT	$2,000.00	2	$4,000
18	CONCRETE CURB & GUTTER DESIGN B618	LIN FT	$20.00	75	$1,500
19	TRAFFIC CONTROL	LUMP SUM	$500.00	1	$500
20	CONIFEROUS TREE 4' HT B&B	TREE	$200.00	2	$400
21	TURF ESTABLISHMENT	ACRE	$1,500.00	0.2	$300

Estimated Construction Cost	$28,863
Contingency (10%)	$2,886
Permanent Easement ($1.15/ sq ft)	$794
Total Estimated Construction Cost	$32,543

TABLE 7
148TH LANE
ALTERNATIVE 3

ITEM NO.	DESCRIPTION	UNIT	UNIT COST	TOTAL ESTIMATED QUANTITY	TOTAL ESTIMATED COST
1	MOBILIZATION	LUMP SUM	$500.00	1	$500
2	CLEARING	TREE	$100.00	10	$1,000
3	GRUBBING	TREE	$100.00	10	$1,000
4	COMMON EXCAVATION	CU YD	$5.00	270	$1,350
5	GRANULAR BORROW	CU YD	$8.00	1166	$9,328
6	TURF ESTABLISHMENT	ACRE	$1,500.00	0.5	$750

Estimated Construction Cost	$13,928
Contingency (10%)	$1,393
Total Estimated Construction Cost	$15,321

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, May 15, 2012 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Randy Backous Councilmember Colin McGlone
Also Present:	City Administrator Kurtis G. Ulrich City Engineer Tim Himmer Fire Chief/Interim Public Works Director Dean Kapler Street Supervisor Grant Reimer Park Supervisor Mark Riverblood
Absent:	Councilmember David Elvig (excused)

CALL TO ORDER

Chairperson Backous called the regular meeting of the Public Works Committee to order at 5:44 p.m.

CITIZEN INPUT

There was none.

APPROVE AGENDA

Motion by Councilmember McGlone, seconded by Chairperson Backous, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

APPROVE MINUTES

Motion by Councilmember McGlone, seconded by Chairperson Backous, to approve the minutes from the March 20, 2012 Public Works Meeting.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

COMMITTEE BUSINESS

Chairperson Backous stated to begin with Case 5.6 Winter Maintenance Summary to allow for resident attendance of Case 5.1 Consider Stormwater Improvements at 149th Lane.

Case #5.6: Winter Maintenance Summary

Street Supervisor Grant Reimer reviewed the comparison of the last two winter seasons. He stated the last storm of this season was the toughest, it took two days to clean up and that snowfall consisted of the most complaints. He reviewed the equipment breakdown that added to the delay. He also reviewed the overtime comparisons of the last two seasons.

Councilmember McGlone wanted to comment on the last snow plow event and didn't feel what he seen was acceptable in his neighborhood in Northfork.

Street Supervisor Riemer response to Councilmember McGlone's photos of Inverness Lane as it looked like the down pressure was working on the equipment and what he was seeing in the photo looked to him as snow packed from vehicle traffic. He explained when you get chemical on top of that and it warms back up it is going to loosen it up.

Street Supervisor Riemer responded to photos of St. Andrews Lane that the snowplows don't have down pressure and on the belly blade you only get 500 pounds.

Parks Supervisor Riverblood added to the conversation that he had a lot of complaints also and one of the issues was periodically the tandems would get thrown across the road and it was characterized as wet concrete.

Chairperson Backous stated he does not know what can be done in those kinds of situations, we did the best we could, maybe we could have gone back out again but those are judgment calls. He is going to trust the judgment of the staff that has been doing this for many years.

Councilmember McGlone wanted to make a suggestion in regards to replacement parts during these events. He stated Connexus has a state of the art facility that they work throughout the night; it would be a good resource to keep in mind for future events. He stated they stock parts for a lot of trucks that the City drives.

Chairperson Backous and Councilmember McGlone agreed to move onto Case #5.7 while the Committee is still waiting for the public to show up on their cases.

Case #5:7: The Use of AVL System in Public Works

Public Works Street Supervisor Riemer explained the Automatic Vehicle Locater system and how it would be a benefit to the City and its residents. He reviewed the fleet management package that could come with it. The abbreviated costs are upfront costs for hardware and operator training for 15 snow removal vehicles is about $9112.00. The recurring monthly costs for the system is $259.60/month or $3,115.00/yr.

Councilmember McGlone stated he likes the idea of tracking these things. He asked why staff decided to go with the AVL system.

Street Supervisor Riemer stated it was reviewed by the Public Works Director and City Administrator and it was decided to go with this system. There are three contractors on the list for the State of Minnesota and this one was the most responsive to us.

City Administrator Ulrich wanted to comment that he likes the accountability and transparency of this for the public and for the service.

Chairperson Backous stated it was one of our strategic goals to be more transparent to the public and aside from that he thinks it is a nice tool for vehicle maintenance.

Street Supervisor Riemer discussed another part that can be added is on board cameras which could interface with a work order program.

Fire Chief/Interim Public Works Director Kapler stated that with storm season upon us, the public works department are the ones responsible for opening up our roadways and this would be a good tool to identify priorities of what comes first.

Motion by Councilmember McGlone, seconded by Chairperson Backous, to direct staff to continue to gather information and pricing for consideration in the 2013 budget.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

City Engineer Himmer requested that Case #5.2 be discussed because no one is present for Case#5.1 and continue moving on down the agenda.

Chairperson Backous agreed to move onto Case #5.2.

Case #5.2: Consider Stormwater Improvements to Rum River Hills Golf Course – A Continuation of Discussion Related to 2011 Flooding Concerns

City Engineer Himmer reviewed this item was presented last fall and at that time the Committee decided to look at these on a case by case basis.

City Engineer Himmer reviewed at Hole #1 (Area 1) we are talking about replacing the existing pipe with a larger pipe going from a 12” to an 18” and adding an outlet structure.

City Engineer Himmer continued to review the cart path area near the club house (Area 2A, B) again there is an undersized culvert through this area and this could be upsized but are just talking about upsizing this pipe also.

City Engineer Himmer reviewed the saturated soil along Hole #15 (Area 3) and discussed modifying that outlet just to drop that elevation a little bit more.

City Engineer Himmer reviewed the series of ponds in the Hole #3 and #17 (Area 4 A,B,C) and stated there are some undersized outlets and you won’t get a significant amount of benefit from

upsizing those pipes but enough such that there has been a lot of heaving of those. Sometimes your downstream invert is higher than your upstream invert.

City Engineer Himmer stated the costs for Area #1 estimated to be $47,000 - $50,000 range and stormwater utility would be the funding for this. We are out for bid on some storm improvements, depending on the outcome we could look to incorporate into the existing contract as a change order, or we could rebid these as a separate project, or if we should program the money into the CIP as a 2013 project.

Councilmember McGlone's concern here is he looks at it as a yours, mine and ours want. At what point is a 100 or 500 year storm all our problem. He is wondering if this should be shared bill.

Chairperson Backous does agree with some of Councilmember McGlone's point, the golf course was built at a different time when there wasn't as much home, concrete and pavement and everything to drain that water from. That's the argument he would use against his argument.

Rum River Hills Golf Course spoke to explain where the water is coming from which showed that it is coming from the City drainage system.

Staff recommends authorizing preparation of plans and specification for these various improvements, and request authority to advertise for bids. Depending on current staff workload, on this project may have to be consulted out to the engineering pool for completion this year to avoid future flooding concerns on the golf course.

Motion by Chairperson Backous, seconded by Councilmember McGlone, to recommend to City Council that staff be authorized to prepare plans and specifications for these various improvements and authorization to advertise for bids.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No None. Absent: Councilmember Elvig.

Chairperson Backous asked the golf course staff what is the preference to do these improvements.

There was discussion about late fall however there is a risk waiting until then.

City Engineer Himmer wanted to make it clear that these improvements are not going to alleviate all the flooding issues. If we get another 100 year events you design storm pipes for a 10 year rainfall, you design ponds to a 100 year event, the City was not involved in the design of these ponds, the rules back then were different.

Case #5.3: Consider Stormwater Improvements at 148th Lane – A Continuation of Discussion Related to 2011 Flooding Concerns

City Engineer Tim Himmer reviewed in his staff report that there is a low area across three lots south of 148th Lane that was created as a stormwater pond for the area and wetland mitigation for the development. There is a storm sewer inlet to this area along the west edge, which drains the subdivision to the north. There is also an outlet from this area on the east end that connects to a pipe that runs easterly and parallel to 148th Lane. The invert of this outlet pipe is approximately 2.5 feet above the low point in the basin. The outlet pipe also connects to a structure in the boulevard of 148th Lane that takes storm water runoff from the roadway and directs it easterly as described above. The inverts on both these pipes are at approximately the same elevations, and therefore water may be entering this basin that is not intended to flow there from the stormwater system. It was also observed that the basin has several undulations in the ground surface that do not allow the water to evenly spread out across the entire drainage and utility easement; basically there appears to be three separate, somewhat isolated basins.

Mr. Maul, 5590 148th Lane stated he prefers Option #3 in the proposal and along with that a backflow preventer and raise the elevation so the water can drain out.

Mr. Saba, 5630 148th Lane was present to discuss throughout the twenty five years all the sediment that is setting throughout the back of the homes.

Councilmember McGlone questioned the gate valve.

Motion by Chairperson Backous, seconded by Councilmember McGlone, to recommend to City Council staff's proposal to install a check valve in the storm pond outlet to block drainage from the street and only allow water to exit the basin through this structure, thereby eliminating additional flow to the area and include this as part of the change order to IP 12-24; 2012 Storm Sewer Improvements.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

This is being brought forward as a separate case at the June 12th, 2012 City Council meeting.]

Case #5.4 Consider the Installation of Stop Signs and an In-Street Pedestrian Crossing Sign near 150th Lane NW and Ute Street NW

City Engineer Tim Himmer reviewed in the staff report that on April 3, 2012 staff received a petition signed by twelve property owners in the neighborhood near the intersection of 150th Lane NW and Ute Street NW. They are requesting the installation of stop signs at this intersection, consideration for the installation of an in street pedestrian crossing at the location of the existing City trail crossing on 150th Lane, and reduction of the speed limit on 150th Lane to 15mph.

Motion by Councilmember McGlone look at the possibility of raising striping to cingulate the choker and monitor it at the pedestrian crossing.

City Engineer Himmer stated this concerns him, the motorists will see striping however the pedestrian will see it as a choker and think they have the right to be standing in the street.

Councilmember McGlone withdrew his motion.

Motion by Chairperson Backous, seconded by Councilmember McGlone to recommend to City Council to have signage in both directions, look at the sight lines to push them out far enough in advance to caution of pedestrian crossing ahead.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

5.5 Discuss Trail Easement at 15620 Krypton Street

City Engineer Tim Himmer reviewed in the staff report that the prospective buyers of the property at 15620 Krypton Street is concerned about having a trail through the center of the backyard and are requesting that the City relocate the trail into the easement along the common lot line.

City Engineer Himmer stated we could purchase the easement area at a reduced price, or do nothing and deal with it at a later date, or the City could come through and force it through eminent domain.

Motion by Councilmember McGlone, seconded by Chairperson Backous upon closing would enter into agreement with the new homeowners to remove the bituminous in the yard, reestablish turf, and accept the pedestrian trail easement on the entire edge of property on their side.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

5.7 Consider Stormwater Improvements at 149th Lane – A Continuation of Discussion Related to 2011 Flooding Concerns

City Engineer Tim Himmer reviewed this area is west of TH47 and east of 149th Lane, and the area in question is adjacent to the large DNR wetland that abuts TH47. The City Council accepted a petition on August 23, 2011 that was initiated by the resident at 5410 149th Lane NW. The homeowner contacted the City about water standing in their backyard. There is a draintile present across the neighboring lot to the south that connects this backyard to the DNR wetland. Stormwater and/or groundwater have flowed into the backyard, which is lower than the wetland in locations, and drainage and utility easements are recorded over this area on the property.

The DNR lists the normal water level of the wetland as 860.0, and there is a retaining wall with steps in the backyard with an elevation on the lowest step at approximately 860.1. The backyard Slopes down to the east, away from the retaining wall, so there may be water present when the wetland is at normal elevation.

There is an outlet pipe under TH 47, with an outlet structure that controls the water elevation in the wetland. The lowest opening of the outlet structure was approximately 2 1/2 feet above the normal water elevation of the wetland at the time the elevated water concern was reported last

summer. This structure was quickly modified to lower the outflow elevation, in an attempt to alleviate the high water concern, and the invert from the wetland is now approximately 10 inches above the normal water elevation.

For this project staff is proposing to remove the outlet control structure and 8 feet of pipe. We then propose to remove vegetation around this location, that may be impeding flow, and reinstall another section of pipe to create a flared end section outlet with an invert elevation of approximately 860 (the normal water level of the wetland).

Motion by Councilmember McGlone, seconded by Chairperson Backous to go with staff's recommendation to modify the outlet structure to lower the wetland outfall elevation, placement of a flared end section, and removal of vegetation around the outlet pipe and to include change order for City Council consideration.

Motion carried. Voting Yes: Chairperson Backous, Councilmember McGlone. Voting No: None. Absent: Councilmember Elvig.

This will be brought forward as a separate case at the June 12th, 2012 City Council meeting.

COMMITTEE INPUT

ADJOURNMENT

Motion by Councilmember McGlone, seconded by Chairperson Backous to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:40 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Mary Jo Warner
City of Ramsey Public Works Secretary

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, January 20, 2015 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Chris Riley Councilmember Jill Johns
Member Absent:	Councilmember Melody Shryock (Excused)
Also Present:	City Administrator Kurtis Ulrich Public Works Superintendent Grant Riemer City Engineer Bruce Westby Civil Engineer II Leonard Linton

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve November 18, 2014, Meeting Minutes

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

Regular Meeting Minutes dated November 18, 2014

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Nominate Chair and Vice-Chair for the Public Works Committee

Councilmember Johns nominated Councilmember Chris Riley for Chairperson.

Motion by Councilmember Johns, seconded by Chairperson Riley, to nominate Councilmember Riley as Chair of the Public Works Committee.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

Motion by Chairperson Riley, seconded by Councilmember Johns, to nominate Councilmember Johns as Vice-Chair of the Public Works Committee.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5.02: Consider Planning Commission Recommendation to Reconstruct a Temporary Cul-De-Sac on Feldspar Street in the Brookfield Subdivision

City Planner Chris Anderson reviewed the staff report and explained this item came to the attention of the City through an application in progress to replat an existing outlot into one single family buildable lot. He noted there was a public meeting on January 8, 2015 where one resident expressed concerns on the existing conditions of the cul-de-sac. The Planning Commission had also expressed concern with the temporary cul-de-sac and its original construction. He explained because there are signs of deterioration, and the current configuration of curb and gutter is an issue with maintenance, the Planning Commission recommended the city make upgrades to bring the cul-de-sac up to design standards. The reconstruction of the cul-de-sac will be within its existing footprint. He noted this is the second request of this type of which the city has reviewed. He stated based on prior requests, it is evident that the use of an outlot and temporary easement is not the right tool to address turn around space at a dead end. Staff is working on a new policy that could accommodate a right of way and would require the roadway to be built to correct standards.

A resident in the audience noted this is larger than the proposed size.

Chairperson Riley explained the lot would not have been that large if it were built to the new standards right away. He questioned if this could be a dead end street and if the “wings” could be removed.

Public Works Superintendent Riemer responded they cannot be removed due to problems with school buses, garbage trucks and plowing.

Councilmember Johns confirmed whether the reduced size will work.

Public Works Superintendent Riemer answered staff can work with it.

A resident in the audience asked if the current homeowners would object to any of the changes.

Chairperson Riley replied they do not expect any objections since this would be an improvement.

Councilmember Johns questioned if changes will need to be made to the sidewalk coming down from the north.

City Planner Chris Anderson noted the sidewalk terminates at the extension and there is no intention to extend it at this time.

Councilmember Riley commended City Planner Westby's cost estimate and confirmed if he was comfortable with the cost.

City Planner Westby answered he is satisfied.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend to the City Council that the City upgrade the temporary cul-de-sac to current construction standards within its existing footprint.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5.03: Consider City of Anoka Request to Extend Sewer and Water to Serve Two City-owned Parcels

City Engineer Westby reviewed the staff report and pointed out all costs will be assumed by the City of Anoka per this agreement. Each city will have the ability to maintain their own lines. He said it is prudent that this item moves forward quickly. It will be brought forward to the City Council on January 27th.

City Administrator Ulrich commented this utility extension to this site makes this site developable. Once the City of Ramsey provides utilities, the City doesn't have any control from a zoning perspective of how it gets developed. He stated the City of Anoka had mentioned in staff discussions that the Counseling Center currently located on Ferry Street could be a potential user of this parcel. He noted cities prefer to be cooperative and provide help when possible and then reciprocate when feasible. This item is brought forth for information. He noted this doesn't necessarily impact infrastructure.

Chairperson Riley clarified if the pipes would be able to handle whatever type of business this was used for.

City Engineer Westby answered an eight inch main is planned and would be sufficient for this parcel.

Councilmember Johns inquired whether this type of request arises frequently.

Public Works Superintendent Riemer responded it doesn't happen very frequently with the City of Ramsey. He said it is not unusual, and he knows of other cities that work together often.

Civil Engineer II Linton explained the trailer court that was there was on well and septic. This is not feasible for a development, and that is the reason for the request of city sewer and water.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend that the City Council approve the draft JPA as it is written.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5.04: Update on 2015 Jarvis Street Reconstruction Plans and Estimated Costs

City Engineer Westby reviewed the staff report and commented this is a case that was first presented on September 16, 2014. He noted the Elk River City Council has now approved a design that has a 36-foot wide street and two 12 foot-wide through lanes and two 6 foot wide on-road bike lanes. This brings the portion of the City of Ramsey's cost to $920,305.50. With the changes, it is hopeful the Jarvis Street railroad crossing will be quiet zone eligible by January of 2016. Staff does support the design as proposed. He explained Elk River agreed to pay for the City of Ramsey's share of the costs with an interest-free payback time of three years.

Chairperson Riley asked if there are any concerns with the on road trail.

City Engineer Westby responded there are no major concerns with the proposal. There are repeat users of the trail, and they will know what to expect.

Councilmember Johns clarified this project is being moved up on the City of Ramsey's schedule to accommodate the City of Elk River's schedule.

City Engineer Westby confirmed that to be the case. He stated it does work well with the financial and construction schedule for the City of Ramsey.

City Administrator Ulrich mentioned he is pleased with the railroad quiet zone implementation. This will complete the quiet zones in the City.

Councilmember Johns inquired whether the City of Elk River is overseeing the project.

City Engineer Westby responded the City of Elk River is overseeing the project. They have been pulling the necessary permits.

Motion by Chairperson Riley, seconded by Councilmember Johns, to recommend that the City Council approve the City of Elk River's revised cost-share proposal.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

6. COMMITTEE / STAFF INPUT

6.01: Update on Water Supply Planning Efforts

City Engineer Westby reviewed the staff report. He also reviewed a PowerPoint presentation. He noted the City has a design capacity of 10.73 million gallons per day. The average daily consumption is 1.72 MGD. The highest has been 5.16 MGD. The city does have emergency capacity of 1.2 million gallons per day. He pointed out there is a storage capacity of 4 million gallons. Based on this, there should be sufficient capacity for years to come. He said no new wells are included in the 5-year CIP. He explained the staff has been informed that ground water can continue to be used for water supply needs and new wells may be allowable if staff can show that it is not cost effective to utilize surface water. He said cities around the metro are drilling new wells to meet their needs, but they are also being asked to consider surface water supply in place of, or in addition to, ground water supply.

City Engineer Westby noted the City has regional water supply partnerships with the Anoka County Municipal Wellhead Protection Group, the Anoka County Water Resources Management Task Force and the Northwest Metro Water Supply Work Group. Staff is planning to request Council authorization to formally joining the Anoka county Municipal Wellhead Protection Group. This group is composed of eight cities in the northern metro area. He explained the Anoka County Water Resources Management Task Force includes a group of representatives from across Anoka County, which meets regularly. The Northwest Metro Water Supply Group has been one of the stronger groups their goal is to provide guidance for local water supply systems and future regional investments, as far as alternatives to groundwater supply in the northwest area. He mentioned St. Cloud has tapped into the Mississippi River for water supply. He stated Staff believes the Ramsey area could be a good spot for a regional water treatment plant. The City of Ramsey is working to keep on top of the situation so that when improvements are needed, there will be direction and good partnering opportunities with other cities.

Chairperson Riley asked City Administrator Ulrich if he is in agreement with the status of the water supply efforts.

City Administrator Ulrich said he agrees. He added there was some indication from the DNR that if we wanted to consider another well, they may not approve. The DNR encouraged Staff to look at alternatives. He explained groundwater cannot be mixed with river water due to temperature and chemical differences. Either a groundwater system should be used exclusively, or surface water sources exclusively used. This effort must be regional or statewide in order to make it cost effective. It is not feasible for the City of Ramsey to spend large dollar amounts to build a large system to work with surface water. It may be better to apply for permits and see if

they are approved. He said the City is taking a very cooperative approach. He noted the City's growth demand is modest and progress is being made.

Chairperson Riley stated he appreciated the information because he understood that wells were not an option at all. He said he appreciated knowing there is a chance. While other cities are drilling new wells, he was wondering why the City of Ramsey was told not to. He commented it is good to understand the situation.

City Engineer Westby noted the groundwater option is almost as expensive as treatment for surface water because of the expense of pipes, and the cost of treating the water. He stated he would look into this option further.

Chairperson Riley asked if the City of Ramsey sits on one aquifer.

Civil Engineer II Linton explained Wisconsin and Iowa is all on one rock, and uses the name of The Tunnel City. He said what staff has experienced in drilling previous wells, is the rock that water is pulled from gets thinner while traveling north. There is less water to draw from as you go north. The geology changes as you go north from the city of Ramsey. This is why the DNR is encouraging the City of Ramsey to look at other options.

Chairperson Riley pointed out City Engineer Westby had mentioned St. Cloud draws from the Mississippi, and so does Minneapolis. He asked if there were any other cities that did the same.

City Engineer Westby replied he didn't think any other cities pulled from the Mississippi until around Minneapolis.

6.02: Historical Background on High Water Issues in Ramsey

Civil Engineer II Linton explained this is an informational presentation. He stated the City of Ramsey is located on the Anoka Sand Plain and the soils are generally sandy which runs away quickly with moisture. Approximately 20% of the surface area in Ramsey is wetlands. Some are isolated pockets, and some connected by channels. Water levels generally stay the same, but depending on rainfall the levels can fluctuate. Where the drainage is not sufficient is where there will be overflowing, for the most part. He reviewed the staff report and explained the requirements of drainage construction. Most of the high water concerns have been from older developments that were built prior to storm water management standards were put in place.

Cassandra Miske, 17421 Gibbons Street NW, stated she lived in Ramsey in 2011 and there was more water in 2014. She noted she had water in her basement for weeks in 2014. She questioned what the percentage is of people that actually report flooding to the City.

City Engineer Westby answered that is hard to know.

Ms. Miske asked if staff seeks to talk with neighbors of a resident that is affected by high water, and try to determine from that if there are more people affected.

Civil Engineer II Linton responded in the past, staff would talk to any neighbors that are outside when they go to inspect a situation that was called in. Most of the reports are from isolated homeowners.

Ms. Miske mentioned another neighbor of hers had flooding and now they are foreclosing. The house across the street usually has flooding issues, but this year they didn't. All the neighbors she talked to said they didn't have any issues until the neighboring area was built. The holding pond floods quickly and is pushed into Ms. Miske's neighborhood.

City Engineer Westby noted there is no record of what the standards were or what the high water levels in the area were when it was a township. The wetlands in the area by Ms. Miske's neighborhood were constructed when Ramsey was a township.

Chairperson Riley pointed out the terrain across Ramsey is very flat. If the high water issue can be solved in one area, the next area gets filled up.

City Engineer Westby stated it is difficult to prioritize the areas and determine how to route the water. He said neighboring communities only need several hundred feet of pipe and they can route to a creek or lake. This is not possible with the City of Ramsey being a flat area.

Ms. Miske commented they have been in the house and have been through flooding in prior years, and now they are invested. She said she didn't really want to leave at this point.

Civil Engineer II Linton stated he visited the property of Ms. Miske this past summer. He confirmed the wetlands are full and do overflow. He said staff is preparing a presentation and discussion at the next meeting. Since the neighboring area was built without consideration for wetlands and ponds for run off, staff will have to discuss how this can be corrected.

Other Staff Input/Updates:

Chairperson Riley asked for an update on CSAH 5 and Alpine Drive.

City Engineer Westby responded it will stay in the state it is currently until spring. The weather became a factor and didn't allow the project to be completed. The contractor had several projects going on at once in the City and this is one that could not be completed.

Chairperson Riley inquired about the stop signs on Iodine Street and 146th Lane.

Public Works Superintendent Riemer replied they were put in two weeks ago.

City Administrator Ulrich raised the issue of Highway 10 and Armstrong Boulevard. He noted a JPA needs to be written and signed between the County and the City. He said he is hopeful the item can be brought to the Council on February 10. He stated he has not yet heard back from Coburns on their preferred schedule for construction, so Staff is moving forward with the one-year timeline.

Chairperson Riley inquired on the status of adding chargers in the garage for electric cars.

Public Works Superintendent Riemer responded the station is in, and it needs to be activated.

7. ADJOURNMENT

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

Motion carried. Voting Yes: Chairperson Riley, and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

The regular meeting of the Public Works Committee adjourned at 7:30 p.m.

Respectfully submitted,



_____
Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, January 20, 2015 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:	Chairperson Chris Riley Councilmember Jill Johns
Member Absent:	Councilmember Melody Shryock (Excused)
Also Present:	City Administrator Kurtis Ulrich Public Works Superintendent Grant Riemer City Engineer Bruce Westby Civil Engineer II Leonard Linton

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve November 18, 2014, Meeting Minutes

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

Regular Meeting Minutes dated November 18, 2014

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Nominate Chair and Vice-Chair for the Public Works Committee

Councilmember Johns nominated Councilmember Chris Riley for Chairperson.

Motion by Councilmember Johns, seconded by Chairperson Riley, to nominate Councilmember Riley as Chair of the Public Works Committee.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

Motion by Chairperson Riley, seconded by Councilmember Johns, to nominate Councilmember Johns as Vice-Chair of the Public Works Committee.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5.02: Consider Planning Commission Recommendation to Reconstruct a Temporary Cul-De-Sac on Feldspar Street in the Brookfield Subdivision

City Planner Chris Anderson reviewed the staff report and explained this item came to the attention of the City through an application in progress to replat an existing outlot into one single family buildable lot. He noted there was a public meeting on January 8, 2015 where one resident expressed concerns on the existing conditions of the cul-de-sac. The Planning Commission had also expressed concern with the temporary cul-de-sac and its original construction. He explained because there are signs of deterioration, and the current configuration of curb and gutter is an issue with maintenance, the Planning Commission recommended the city make upgrades to bring the cul-de-sac up to design standards. The reconstruction of the cul-de-sac will be within its existing footprint. He noted this is the second request of this type of which the city has reviewed. He stated based on prior requests, it is evident that the use of an outlot and temporary easement is not the right tool to address turn around space at a dead end. Staff is working on a new policy that could accommodate a right of way and would require the roadway to be built to correct standards.

A resident in the audience noted this is larger than the proposed size.

Chairperson Riley explained the lot would not have been that large if it were built to the new standards right away. He questioned if this could be a dead end street and if the “wings” could be removed.

Public Works Superintendent Riemer responded they cannot be removed due to problems with school buses, garbage trucks and plowing.

Councilmember Johns confirmed whether the reduced size will work.

Public Works Superintendent Riemer answered staff can work with it.

A resident in the audience asked if the current homeowners would object to any of the changes.

Chairperson Riley replied they do not expect any objections since this would be an improvement.

Councilmember Johns questioned if changes will need to be made to the sidewalk coming down from the north.

City Planner Chris Anderson noted the sidewalk terminates at the extension and there is no intention to extend it at this time.

Councilmember Riley commended City Planner Westby's cost estimate and confirmed if he was comfortable with the cost.

City Planner Westby answered he is satisfied.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend to the City Council that the City upgrade the temporary cul-de-sac to current construction standards within its existing footprint.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5.03: Consider City of Anoka Request to Extend Sewer and Water to Serve Two City-owned Parcels

City Engineer Westby reviewed the staff report and pointed out all costs will be assumed by the City of Anoka per this agreement. Each city will have the ability to maintain their own lines. He said it is prudent that this item moves forward quickly. It will be brought forward to the City Council on January 27th.

City Administrator Ulrich commented this utility extension to this site makes this site developable. Once the City of Ramsey provides utilities, the City doesn't have any control from a zoning perspective of how it gets developed. He stated the City of Anoka had mentioned in staff discussions that the Counseling Center currently located on Ferry Street could be a potential user of this parcel. He noted cities prefer to be cooperative and provide help when possible and then reciprocate when feasible. This item is brought forth for information. He noted this doesn't necessarily impact infrastructure.

Chairperson Riley clarified if the pipes would be able to handle whatever type of business this was used for.

City Engineer Westby answered an eight inch main is planned and would be sufficient for this parcel.

Councilmember Johns inquired whether this type of request arises frequently.

Public Works Superintendent Riemer responded it doesn't happen very frequently with the City of Ramsey. He said it is not unusual, and he knows of other cities that work together often.

Civil Engineer II Linton explained the trailer court that was there was on well and septic. This is not feasible for a development, and that is the reason for the request of city sewer and water.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend that the City Council approve the draft JPA as it is written.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

5.04: Update on 2015 Jarvis Street Reconstruction Plans and Estimated Costs

City Engineer Westby reviewed the staff report and commented this is a case that was first presented on September 16, 2014. He noted the Elk River City Council has now approved a design that has a 36-foot wide street and two 12 foot-wide through lanes and two 6 foot wide on-road bike lanes. This brings the portion of the City of Ramsey's cost to $920,305.50. With the changes, it is hopeful the Jarvis Street railroad crossing will be quiet zone eligible by January of 2016. Staff does support the design as proposed. He explained Elk River agreed to pay for the City of Ramsey's share of the costs with an interest-free payback time of three years.

Chairperson Riley asked if there are any concerns with the on road trail.

City Engineer Westby responded there are no major concerns with the proposal. There are repeat users of the trail, and they will know what to expect.

Councilmember Johns clarified this project is being moved up on the City of Ramsey's schedule to accommodate the City of Elk River's schedule.

City Engineer Westby confirmed that to be the case. He stated it does work well with the financial and construction schedule for the City of Ramsey.

City Administrator Ulrich mentioned he is pleased with the railroad quiet zone implementation. This will complete the quiet zones in the City.

Councilmember Johns inquired whether the City of Elk River is overseeing the project.

City Engineer Westby responded the City of Elk River is overseeing the project. They have been pulling the necessary permits.

Motion by Chairperson Riley, seconded by Councilmember Johns, to recommend that the City Council approve the City of Elk River's revised cost-share proposal.

Motion carried. Voting Yes: Chairperson Riley and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

6. COMMITTEE / STAFF INPUT

6.01: Update on Water Supply Planning Efforts

City Engineer Westby reviewed the staff report. He also reviewed a PowerPoint presentation. He noted the City has a design capacity of 10.73 million gallons per day. The average daily consumption is 1.72 MGD. The highest has been 5.16 MGD. The city does have emergency capacity of 1.2 million gallons per day. He pointed out there is a storage capacity of 4 million gallons. Based on this, there should be sufficient capacity for years to come. He said no new wells are included in the 5-year CIP. He explained the staff has been informed that ground water can continue to be used for water supply needs and new wells may be allowable if staff can show that it is not cost effective to utilize surface water. He said cities around the metro are drilling new wells to meet their needs, but they are also being asked to consider surface water supply in place of, or in addition to, ground water supply.

City Engineer Westby noted the City has regional water supply partnerships with the Anoka County Municipal Wellhead Protection Group, the Anoka County Water Resources Management Task Force and the Northwest Metro Water Supply Work Group. Staff is planning to request Council authorization to formally joining the Anoka county Municipal Wellhead Protection Group. This group is composed of eight cities in the northern metro area. He explained the Anoka County Water Resources Management Task Force includes a group of representatives from across Anoka County, which meets regularly. The Northwest Metro Water Supply Group has been one of the stronger groups their goal is to provide guidance for local water supply systems and future regional investments, as far as alternatives to groundwater supply in the northwest area. He mentioned St. Cloud has tapped into the Mississippi River for water supply. He stated Staff believes the Ramsey area could be a good spot for a regional water treatment plant. The City of Ramsey is working to keep on top of the situation so that when improvements are needed, there will be direction and good partnering opportunities with other cities.

Chairperson Riley asked City Administrator Ulrich if he is in agreement with the status of the water supply efforts.

City Administrator Ulrich said he agrees. He added there was some indication from the DNR that if we wanted to consider another well, they may not approve. The DNR encouraged Staff to look at alternatives. He explained groundwater cannot be mixed with river water due to temperature and chemical differences. Either a groundwater system should be used exclusively, or surface water sources exclusively used. This effort must be regional or statewide in order to make it cost effective. It is not feasible for the City of Ramsey to spend large dollar amounts to build a large system to work with surface water. It may be better to apply for permits and see if

they are approved. He said the City is taking a very cooperative approach. He noted the City's growth demand is modest and progress is being made.

Chairperson Riley stated he appreciated the information because he understood that wells were not an option at all. He said he appreciated knowing there is a chance. While other cities are drilling new wells, he was wondering why the City of Ramsey was told not to. He commented it is good to understand the situation.

City Engineer Westby noted the groundwater option is almost as expensive as treatment for surface water because of the expense of pipes, and the cost of treating the water. He stated he would look into this option further.

Chairperson Riley asked if the City of Ramsey sits on one aquifer.

Civil Engineer II Linton explained Wisconsin and Iowa is all on one rock, and uses the name of The Tunnel City. He said what staff has experienced in drilling previous wells, is the rock that water is pulled from gets thinner while traveling north. There is less water to draw from as you go north. The geology changes as you go north from the city of Ramsey. This is why the DNR is encouraging the City of Ramsey to look at other options.

Chairperson Riley pointed out City Engineer Westby had mentioned St. Cloud draws from the Mississippi, and so does Minneapolis. He asked if there were any other cities that did the same.

City Engineer Westby replied he didn't think any other cities pulled from the Mississippi until around Minneapolis.

6.02: Historical Background on High Water Issues in Ramsey

Civil Engineer II Linton explained this is an informational presentation. He stated the City of Ramsey is located on the Anoka Sand Plain and the soils are generally sandy which runs away quickly with moisture. Approximately 20% of the surface area in Ramsey is wetlands. Some are isolated pockets, and some connected by channels. Water levels generally stay the same, but depending on rainfall the levels can fluctuate. Where the drainage is not sufficient is where there will be overflowing, for the most part. He reviewed the staff report and explained the requirements of drainage construction. Most of the high water concerns have been from older developments that were built prior to storm water management standards were put in place.

Cassandra Miske, 17421 Gibbons Street NW, stated she lived in Ramsey in 2011 and there was more water in 2014. She noted she had water in her basement for weeks in 2014. She questioned what the percentage is of people that actually report flooding to the City.

City Engineer Westby answered that is hard to know.

Ms. Miske asked if staff seeks to talk with neighbors of a resident that is affected by high water, and try to determine from that if there are more people affected.

Civil Engineer II Linton responded in the past, staff would talk to any neighbors that are outside when they go to inspect a situation that was called in. Most of the reports are from isolated homeowners.

Ms. Miske mentioned another neighbor of hers had flooding and now they are foreclosing. The house across the street usually has flooding issues, but this year they didn't. All the neighbors she talked to said they didn't have any issues until the neighboring area was built. The holding pond floods quickly and is pushed into Ms. Miske's neighborhood.

City Engineer Westby noted there is no record of what the standards were or what the high water levels in the area were when it was a township. The wetlands in the area by Ms. Miske's neighborhood were constructed when Ramsey was a township.

Chairperson Riley pointed out the terrain across Ramsey is very flat. If the high water issue can be solved in one area, the next area gets filled up.

City Engineer Westby stated it is difficult to prioritize the areas and determine how to route the water. He said neighboring communities only need several hundred feet of pipe and they can route to a creek or lake. This is not possible with the City of Ramsey being a flat area.

Ms. Miske commented they have been in the house and have been through flooding in prior years, and now they are invested. She said she didn't really want to leave at this point.

Civil Engineer II Linton stated he visited the property of Ms. Miske this past summer. He confirmed the wetlands are full and do overflow. He said staff is preparing a presentation and discussion at the next meeting. Since the neighboring area was built without consideration for wetlands and ponds for run off, staff will have to discuss how this can be corrected.

Other Staff Input/Updates:

Chairperson Riley asked for an update on CSAH 5 and Alpine Drive.

City Engineer Westby responded it will stay in the state it is currently until spring. The weather became a factor and didn't allow the project to be completed. The contractor had several projects going on at once in the City and this is one that could not be completed.

Chairperson Riley inquired about the stop signs on Iodine Street and 146th Lane.

Public Works Superintendent Riemer replied they were put in two weeks ago.

City Administrator Ulrich raised the issue of Highway 10 and Armstrong Boulevard. He noted a JPA needs to be written and signed between the County and the City. He said he is hopeful the item can be brought to the Council on February 10. He stated he has not yet heard back from Coburns on their preferred schedule for construction, so Staff is moving forward with the one-year timeline.

Chairperson Riley inquired on the status of adding chargers in the garage for electric cars.

Public Works Superintendent Riemer responded the station is in, and it needs to be activated.

7. ADJOURNMENT

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

Motion carried. Voting Yes: Chairperson Riley, and Councilmember Johns. Voting No: None. Absent: Councilmember Shryock.

The regular meeting of the Public Works Committee adjourned at 7:30 p.m.

Respectfully submitted,



_____
Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 03/31/2015

Submitted For: Len Linton, Engineering/Public Works

By: Len Linton, Engineering/Public Works

Title:

Consider Options for Addressing Stormwater Drainage Issues in Low Lying, Land Locked Areas

Purpose/Background:

The City received several reports of high water on properties in 2014. The residents came to the September 16, 2014 and October 21, 2014 Public Works Committee meetings. The motion was made by the committee and ratified by City Council to direct staff to update the comprehensive stormwater model and prepare a feasibility study for addressing the concerns.

Staff analyzed the drainage areas for three areas that reported flooding in 2014. The areas are listed with the highest priority first:

1. Gibbon Street north of 173rd Avenue
2. 162nd Lane West of Ramsey Boulevard
3. 156th Lane East of TH 47

There were several other property owners that contacted the City about standing water on their property during the 2014 spring snow melt. The three areas studied continued to experience high water long after the snow melt was finished. The other properties did not contact the City again.

The attachments to this case include a City map showing the location of all three (3) areas studied, a neighborhood map for each area with the properties that contacted the City highlighted and plan and profile maps for each area showing the drainage routes considered and the elevation changes along the maps. Large scale colored maps of each neighborhood will be available at the meeting. They are too large to include in the agenda. The attachments also include emails from the residents, a neighborhood survey from Gibbon Street prepared by a resident and the list of property owners that contacted the City in 2014.

The same process was used to analyze each area. Autocad Civil3D 2014 was used to create a surface model using the 2003 bare earth aerial topo points. The points were a product of the aerial mapping of the City completed in 2003. The vertical accuracy of the aerial mapping is adequate for preliminary analysis, it is not adequate for detailed design of projects. The surface was placed on the City base map. The drainage and utility easements were digitized and merged to show contiguous areas covered by easements. Alignments were created along easements down side lot lines and across the wetlands in the rear yards to evaluate drainage paths. Profiles were cut from the surface model along the alignments. A plan view and profile view sheets were created for each area.

A summary of each area is presented below:

Gibbon Street north of 173rd Avenue

The area was platted in 1974. Drainage and utility easements were recorded over some of the wetlands in the plat and over the County Ditch that runs across the north side of the plat. The ditch runs through wetlands that were not encumbered with drainage and utility easements. Gibbon Street is in the Deerwood Plat. The area to the west was platted in 1991 as Wildwood Acres. This plat provided drainage and utility easements over the wetlands in the plat. There are also drainage and utility easements along the lot lines from the ROW to the wetlands.

This area is relatively flat with minimum elevation change. The residents at 17421 Gibbon Street NW contacted the city about high water around their home and water coming into the basement. The home is a split level style with a 4 foot basement. The nearest wetland and easement recorded on the plat are on the north side of the next lot to the

north and extend onto the 2nd lot to the north. The address of the parcel with the majority of the wetland is 17511 Gibbon Street. There is a drainage and utility easement on the west side of Gibbon Street that connects to the easements on the Wildwood Acres plat. West of the Wildwood acres plat is an un-platted parcel. A County Ditch runs through this parcel. There is a drainage and utility easement on the west side of Gibbon Street across from the wetland at 17511 Gibbon Street. This easement also connects with the easements on Wildwood Acres.

Staff selected 2 alignments to evaluate, the first starts at 17421 Gibbon Street and runs west through drainage and utility easements, through Wildwood Acres, crossing Iguana Street and ending at the County Ditch. There is a stretch of approximately 500 feet at Iguana Street that is up to 10 feet higher than 17421 Gibbon Street. The grade slopes down to the west from the high point into the ditch. The grade drops below the beginning elevation 950 feet from the origin.

The second alignment starts at 17540 Gibbon Street, runs west then north across Wildwood Acres then crosses un-platted property before turning east and running across Deerwood along another County Ditch then runs south and east across more un-platted property following the ditch to the intersection with County Road 5, Nowthen Boulevard. This is a distance of 2.6 miles. The grade along the profile rises for approximately 500 feet then is level for another 1300 feet. The elevation drops below the beginning elevation 3500 feet from the origin.

162nd Lane West of Ramsey Blvd.
This area is un-platted and does not have drainage and utility easements. The residents at 6855 162nd Lane NW contacted the City about the high water elevation in the adjacent wetland. There are a series of wetlands in the back yards north of this parcel. All of the surrounding area is higher than these wetlands.

Staff selected 3 alignments to evaluate. The first starts at the property, runs northwest along 162nd Lane, turns south on Jasper Street to 161st Lane then runs west to Olivine Street then runs southwest to County Ditch 66. The County ditch is slightly higher than the starting elevation. The remainder of the profile is up to 20 feet higher than the starting elevation. This alignment is 3700 feet long,

The second alignment starts at the property, runs southeast along 162nd Lane, turns south on Ramsey Boulevard and stays on Ramsey Boulevard to the Ditch 66 crossing. The County Ditch is approximately the same elevation as the starting point. This profile is up to 20 feet higher than the starting point.

The third alignment runs along the second alignment to Ramsey Boulevard, crosses Ramsey Boulevard then runs southeast along common lot lines towards County Ditch 66. The profile drops below the starting elevation approximately 1800 feet from the origin. This profile is up to 30 feet higher than the starting point.

156th Lane East of TH 47/St Francis Blvd.
This area is platted and has some drainage and utility easements. The residents at 5220 156th Lane NW contacted the City about the level of the pond in their back yard. The ponding area did not have an outlet when the plat was recorded in 1973. A pipe was installed under TH 47 in 2003 to provide a stormwater outlet from a new subdivision. A pipe was also installed along 155th Lane and along lot lines from the wetland east of TH 47 to this pond. An outlet for this pond was installed with the Highlands at River Park Project in 2003. This pipe outlet is lower than the pipe installed with the Reilley Estates plat in 1978. The pond at 5220 156th Lane NW does drain; however, the water level has to be higher than the invert of the pipe downstream
The previous owners of the property came before the City Council in 2011 concerned about the proximity of the standing water to their drainfield. The City paid to have the drainfield relocated outside of the drainage easement. The water was contained in the drainage and utility easement in 2014.

Staff evaluated 2 alignments for lowering the invert of the existing pipe. The first would involve removing and replacing approximately 1100 feet of existing storm sewer pipe. The pipe is up to 15 feet deep, it is in easements across back yards; however, these yards are wooded and in some cases landscaped.

The second alignment considered starting where the pipe crosses 156th Lane, running east along 156th Lane to Juniper Woods drive then following Juniper Woods Drive to the intersection with the existing pipe. This would require 900 feet of pipe with up to 20 feet of cover. Open cutting for pipe installation would require reconstruction

of the street and would require closing the road for an extended period of time.

Timeframe:
Staff is presenting an overview of the concerns and potential solutions at this meeting. Detailed analysis will be undertaken as directed by City Council.

Observations/Alternatives:
Staff offers the following observations on each area:

Gibbon Street north of 173rd Avenue

This area is relatively flat. The affected area is lower than the potential overland drainage route. The northern route is a county ditch that was excavated through the wetlands prior to the Wetland Conservation Act being passed. Lowering the grade of the ditch to provide drainage to the Gibbon Street Properties would most likely result in draining the wetland which is not permitted.

The southerly route would require placing a pipe through an area that is up to 10 feet higher than the affected properties. The existing easements are not wide enough to support open trenching of a pipe. This route may also involve ditching through a wetland which is not permitted.

The Wetland Conservation Act may preclude acting on either of these alternatives. The City cleaned County Ditch 66 as part of a sanitary sewer extension project in 2007. Sheet piling weirs were required to be installed at regular intervals in the cleaned ditch. The tops of the weirs were set to maintain the existing wetland elevations. If the existing wetland levels are higher than the area to receive relief then the project is not feasible and other alternatives will need to be studied.

162nd Lane west of Ramsey Boulevard.

The affected property is in a natural depression and is surrounded by areas that are up to 20 or more feet higher. This area is un-platted. The westerly route and southerly routes are along road right of way. Open trenching of the pipe would require significant road reconstruction and would also require easements at the end of the routes across private property to discharge to the ditch. The initial review indicates the ditch elevation may be higher that the starting elevation for both of these routes.

The easterly route follows road right of way to Ramsey Boulevard then would require easements across private property and would include ditching of a wetland. The wetland rules would also apply any ditching required.

156th Lane east of TH 47

There is an existing storm sewer system that provides drainage for this area. The older part of the system was installed first, adjacent to the Rum River. The pond on the subject property was land-locked when the development was platted. A storm sewer outlet was installed when the property to the east was developed. The end of the new pipe had to be installed lower than the end of the existing pipe. This results in water standing in Woodland Green park and in the adjacent drainage and utility easements until the water rises to a point where it can flow through the system.

In all three instances it my be possible to directionally bore a pipe to provide drainage; however, the vertical difference between the starting point and ending point is very small and is close to the vertical tolerance available from directional bored pipe. Direction boring is best suited for pressure pipe situations or where there is adequate vertical relief between the start and the end of the pipe.

The father of the resident at 5220 156th Lane came forward with a proposal for installing an infiltration pit in the back yard to alleviate the flooding problem. The pond is normally wet every year. There are years such as 2011 and 2014 where the water level rises above the normal level. The presence of water every year indicates that the

groundwater level is close to the surface. It is staff's opinion that an infiltration pit will not work on this site because there is not any storage volume between the bottom of the pit and the top of the ground water.

The solution for any of these areas will be extensive and will set precedent for the City to follow in future years.

Staff contacted several of our neighboring cities and was informed that none of them have experienced such issues to the order of magnitude that Ramsey has, and that if they have they have usually been able to address the issue with minimal expense using gravity sewers or by pumping the water to a nearby location where the water can then be removed via storm sewer or culverts and ditches.

The only options that staff is aware of to effectively address such issues include installing gravity storm sewer to pipe the water to a lower elevation, installing storm sewer lift stations to pump the water to higher elevations where it can then flow by gravity via sewers or ditches to lower elevations, pumping the water using a portable pump and flexible hosing to another location where it can then flow by gravity via sewers or ditches to lower elevations, or promoting infiltration by constructing infiltration basins, ponds or trenches.

Attached is a copy of the drawing provided to staff by Mr. Full. While the use of such infiltration basins could be one of the more cost-effective means of removing standing surface water, not to mention the benefits that would be realized by helping to replenish our aquifers, this is not a viable option in most low-lying areas as the ground water is typically high and will not allow infiltration to occur. That said, such basins may be useful in other areas so staff will keep this as a tool in our tool box as they would be relatively inexpensive to construct and would assist in removing standing water in the spring when the ground is frozen as noted by Mr. Full. Staff estimates the cost to construct such a basin to be in the neighborhood of $3,000, but this cost will depend on the amount of turf restoration that is needed due to the damage caused by the construction equipment, whether any clearing and grubbing is needed, and whether any soil borings are needed to determine the elevation of the groundwater, which is typically variable throughout the year.

Unfortunately, it is typically not an option to use a portable pump and hose to pump water elsewhere in Ramsey due to the relatively flat terrain and extensive distance between grade breaks. The other options typically require installing thousands of feet of sewer and purchasing numerous easement areas, and/or installing lift stations, all of which would cost well into the hundreds of thousands of dollars (or more) to complete per area.

Staff is not aware of any government sponsored programs aimed at assisting homeowners with enhancing their private sump pump/drain tile systems. Numerous property owners who have contacted staff in years past did not have back-up sump pumps in the event their primary pump failed, which resulted in their home being flooded. Private systems can also be enhanced by adding battery back-up in the event their power fails for an extended duration. Staff will continue to explore whether programs exist for assisting property owners with such system enhancements.

Funding Source:

Staff review of the the alternatives has been part of the routine assignments.

Recommendation:

Staff recommends bringing the information forward to the City Council for discussion at a future work session to discuss the precedent setting implications of moving forward with any of these projects.

Action:

No action is required, but staff would appreciate any feedback or direction on this matter that the Committee can offer.

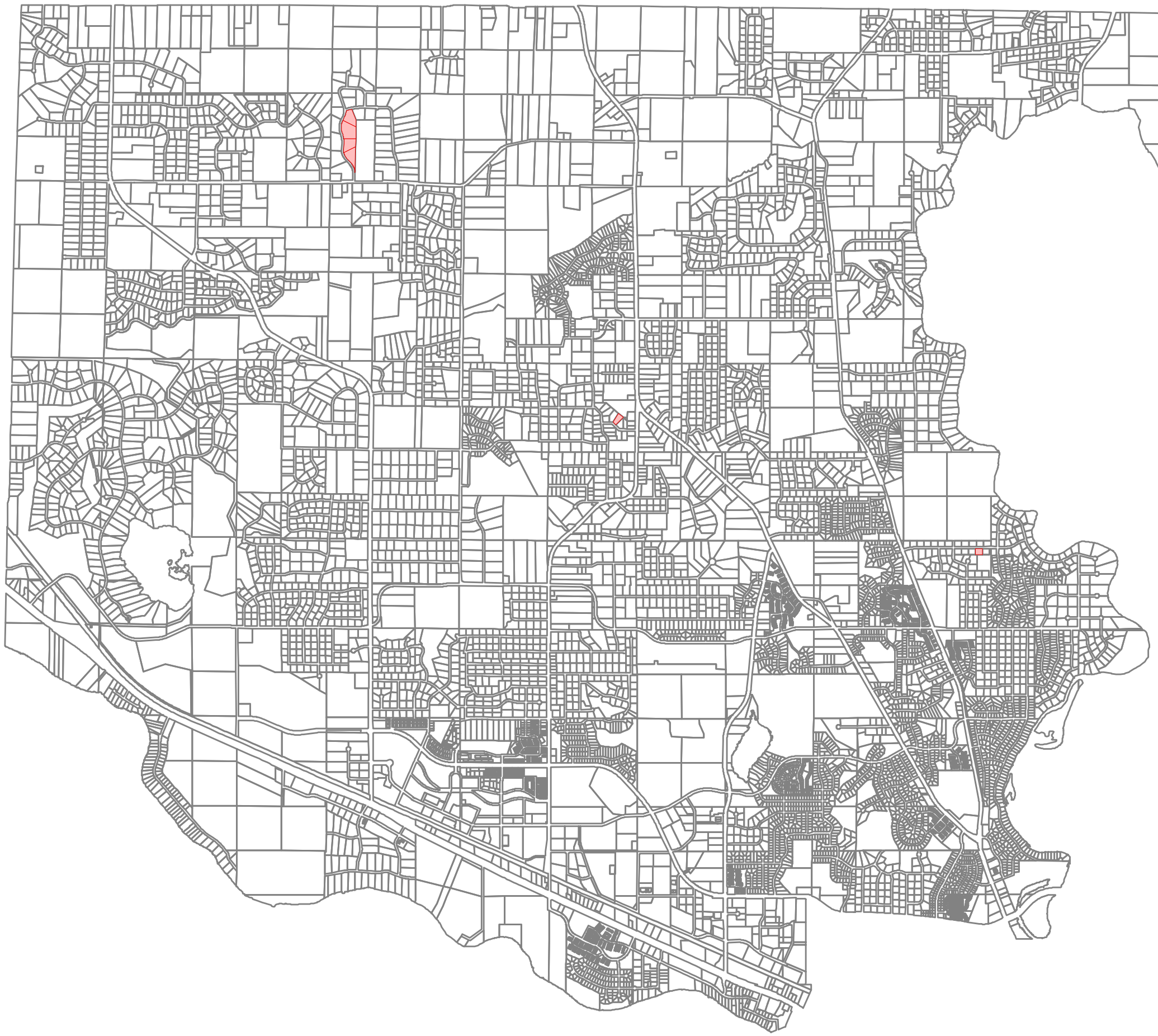
Attachments

Overall Map

Gibbon St
162nd Lane
156th Lane
Gibbon St Plan and Profile
162nd Lane Plan and Profile
156th Lane Plan and Profile
Miske Letter 102114
Resident Surveys

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	03/26/2015 03:04 PM
Grant Riemer	Grant Riemer	03/26/2015 03:43 PM
Kurt Ulrich	Kurt Ulrich	03/26/2015 04:24 PM
Form Started By: Len Linton		Started On: 03/25/2015 03:19 PM
Final Approval Date: 03/26/2015		



City of Ramsey

2014 Flooding Concerns

Legend

Identified Properties

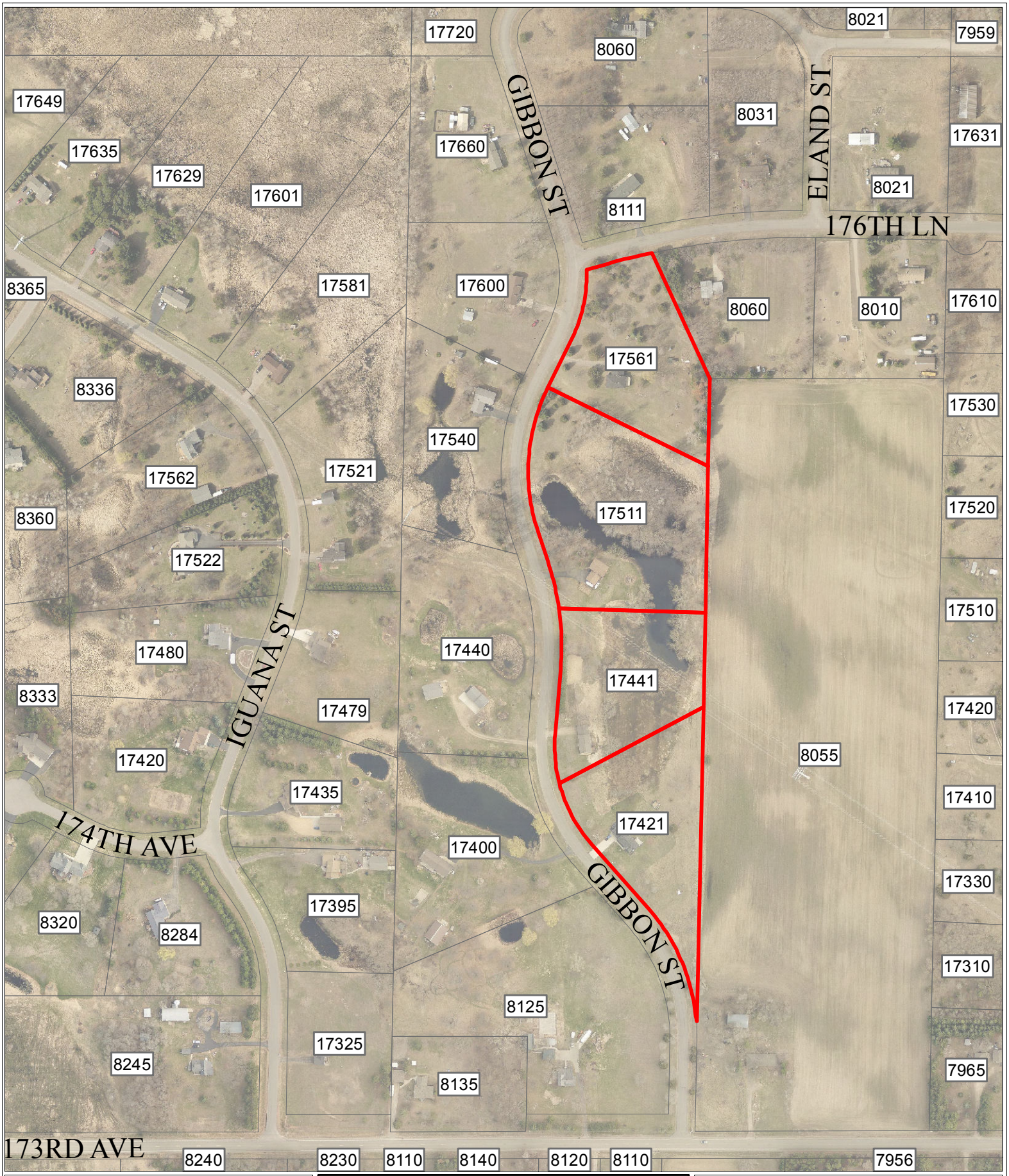
N

0 0.5 1 Miles

This map has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) data used to develop this map is not warranted by the City as being error-free.

The City does not represent that the GIS data can be used for exact measurement of distance or direction or predsion in the depiction of geographic features. If errors or discrepancies are found, please contact (763) 427-1410.

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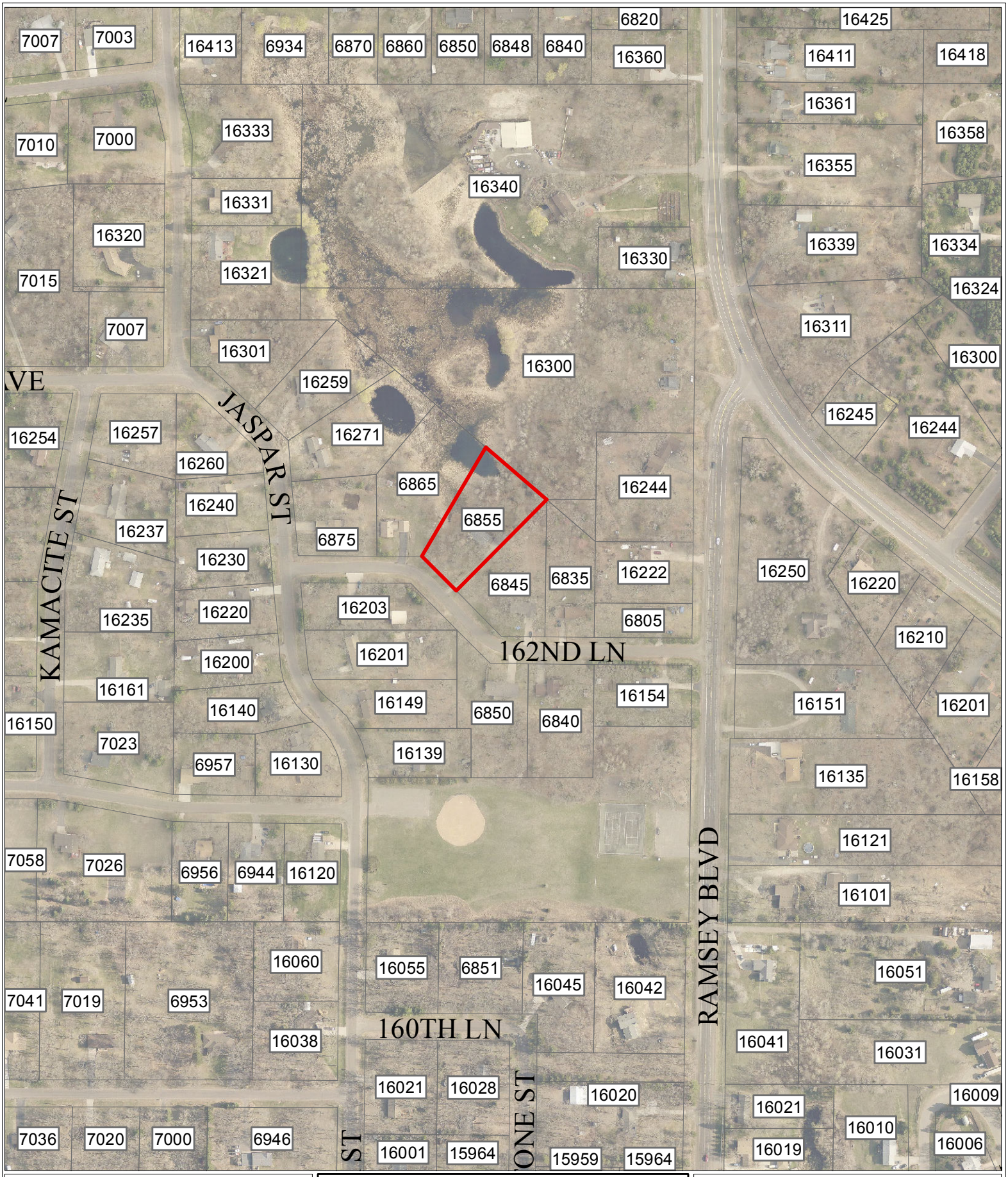


City of RAMSEY

Gibbon Street
2014 Flooding Reports

Identified Properties

Parcels



City of RAMSEY

162nd Lane
2014 Flooding Reports

Identified Properties

Parcels



City of RAMSEY

156th Lane
2014 Flooding Reports

Identified Properties

Parcels

GIBBON STREET

EAST ALIGNMENT

CONTINUED FROM LOWER RIGHT

EAST ALIGNMENT

CONTINUES ABOVE LEFT

WEST ALIGNMENT

SUBJECT PROPERTIES

EASEMENTS

25+00 30+00 35+00 40+00 45+00 50+00 55+00 60+00 65+00 70+00 75+00 80+00 85+00 90+00 95+00 100+00 105+00 110+00 115+00 120+00 135+00

0+00 5+00 10+00 15+00 20+00

DITCH COUNTY NO 27

DEERWOOD PARK

GIBBON ST NW

177TH AVE NW

176TH LANE NW

175TH AVE NW

174TH AVE NW

173RD AVE NW

5TH LANE NW

MARMOSET ST NW

IGUANA ST NW

CHAMELEON ST NW

ELAND ST NW

WILDWOOD ACRES

DEERWOOD ACRES

SHAWN ACRES

THORN LAKE

PINE COVE

DAMCREST DR

GARNET ST

OUTLOT A

OUTLOT C

OUTLOT E

OUTLOT F

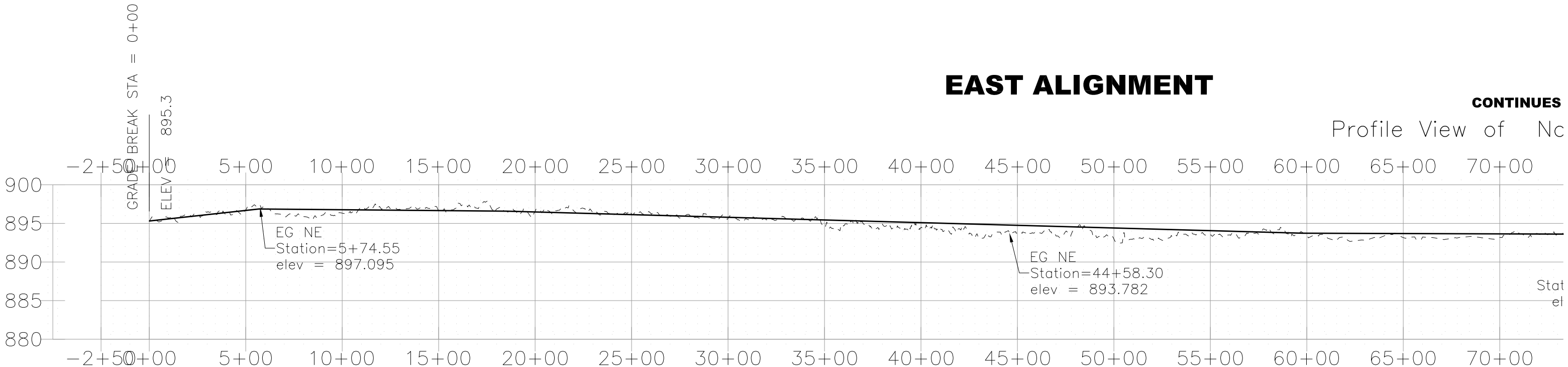
PARK

COUNTY DITCH NO 27

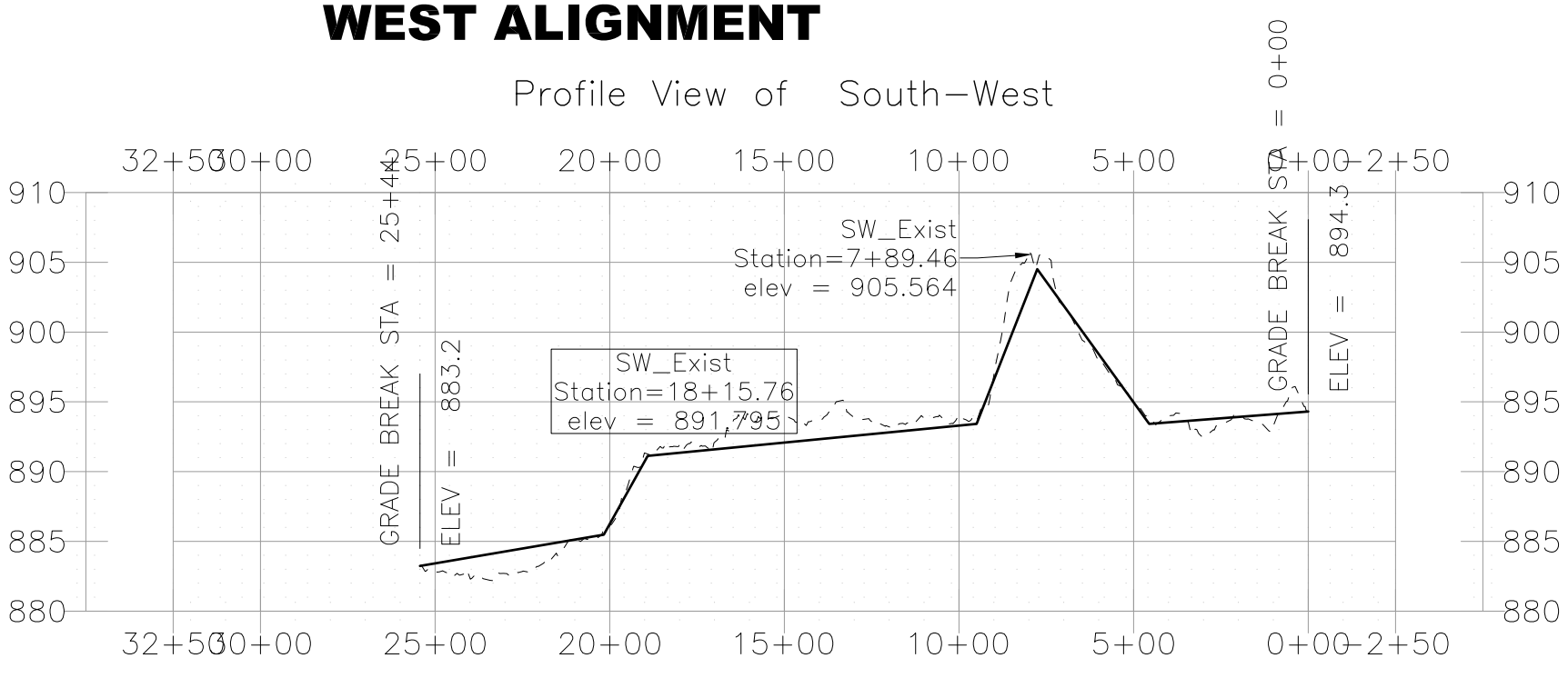
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GIBBON STREET

EAST ALIGNMENT

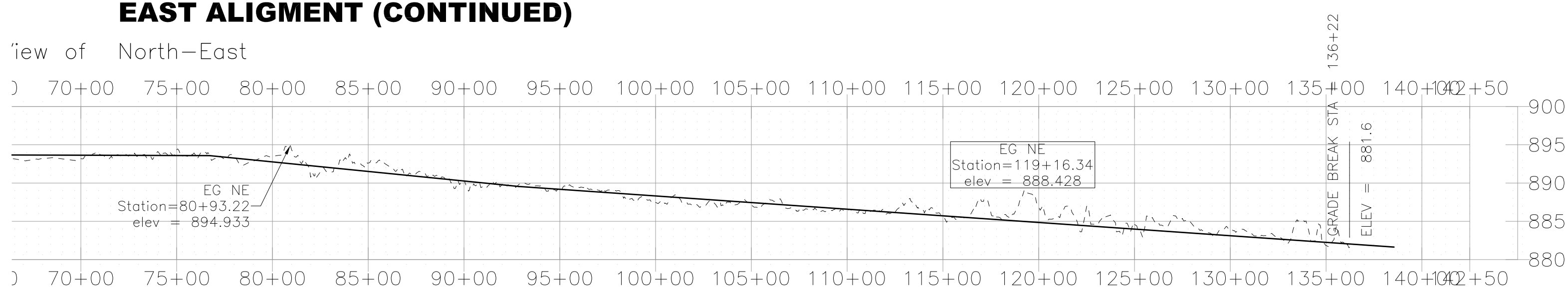


WEST ALIGNMENT



GIBBON STREET

EAST ALIGMENT (CONTINUED)



162nd Lane

SUBJECT PROPERTY

NO EASEMENTS

WEST ALIGNMENT

SOUTH ALIGNMENT

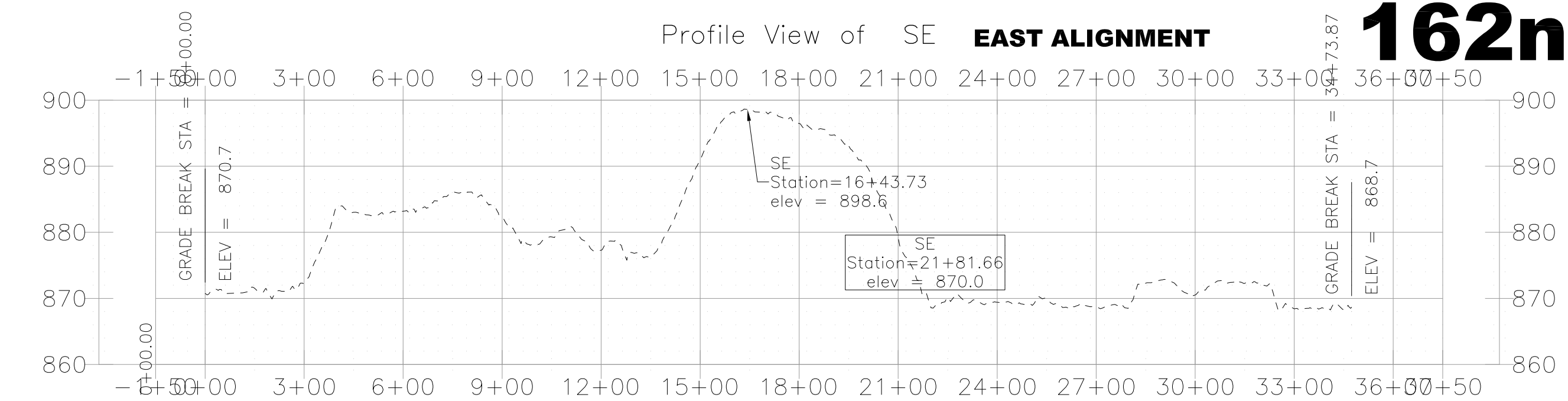
EAST ALIGNMENT

0+00
5+00
10+00
15+00
20+00
25+00
30+00
35+00
39+58
47+44
45+00
40+00
34+74

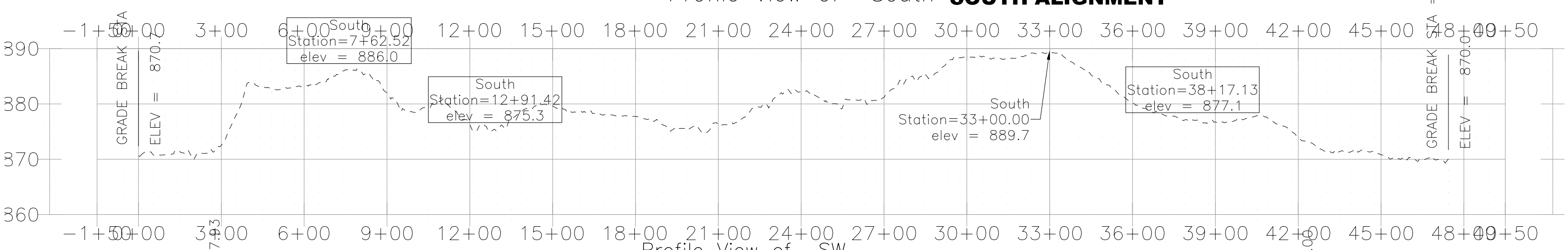
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162nd Lane

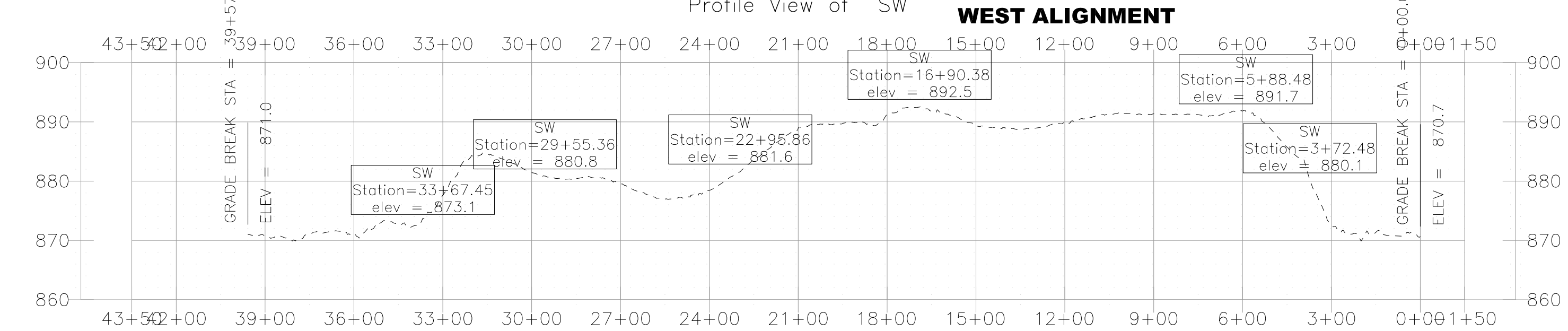
EAST ALIGNMENT



SOUTH ALIGNMENT



WEST ALIGNMENT



156th Lane

SUBJECT PROPERTY

STREET ALIGNMENT

PIPE ALIGNMENT

EASEMENTS

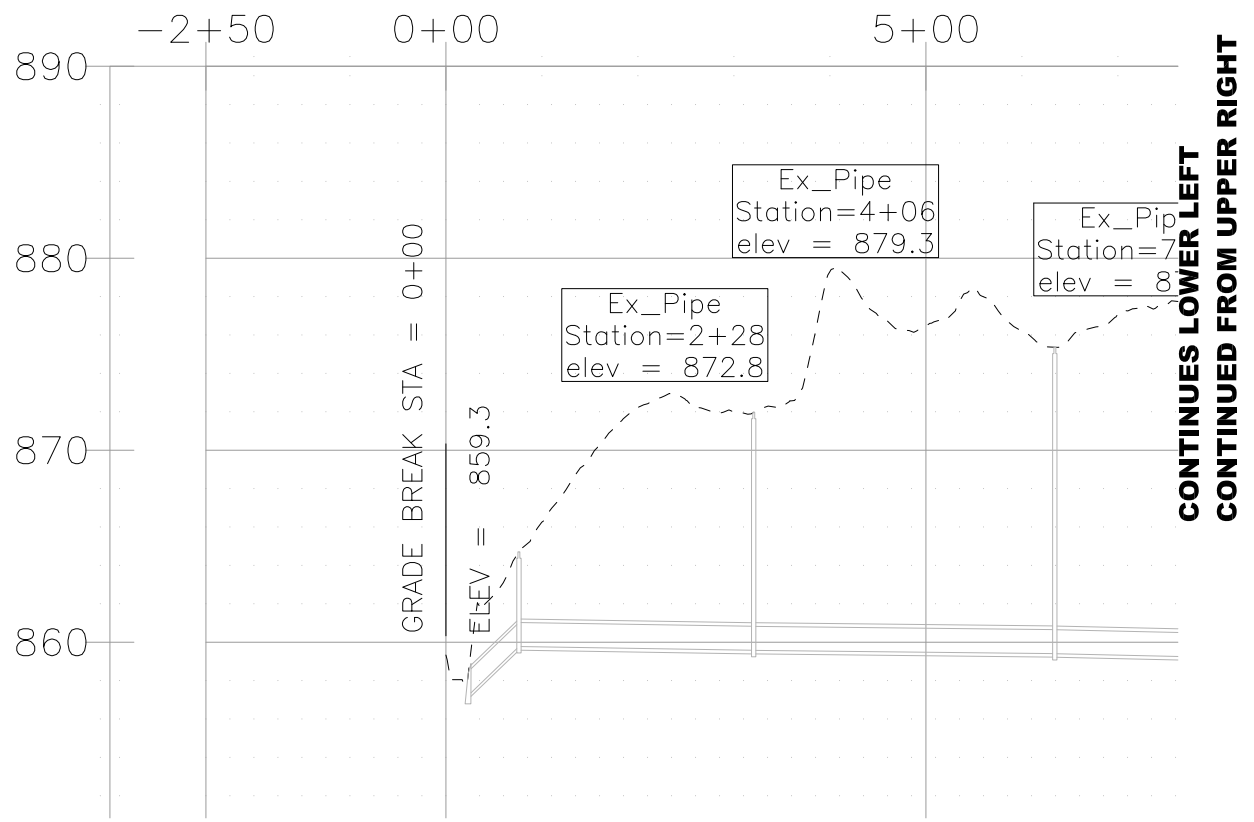
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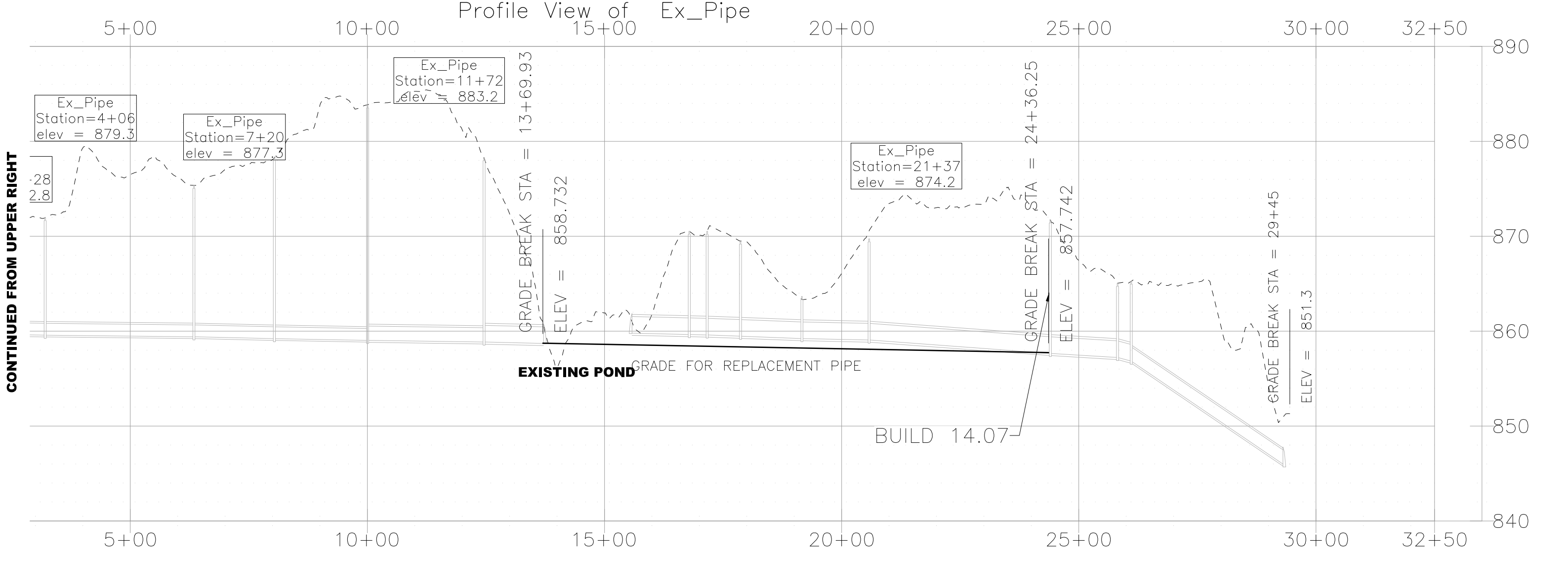
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N

156th Lane

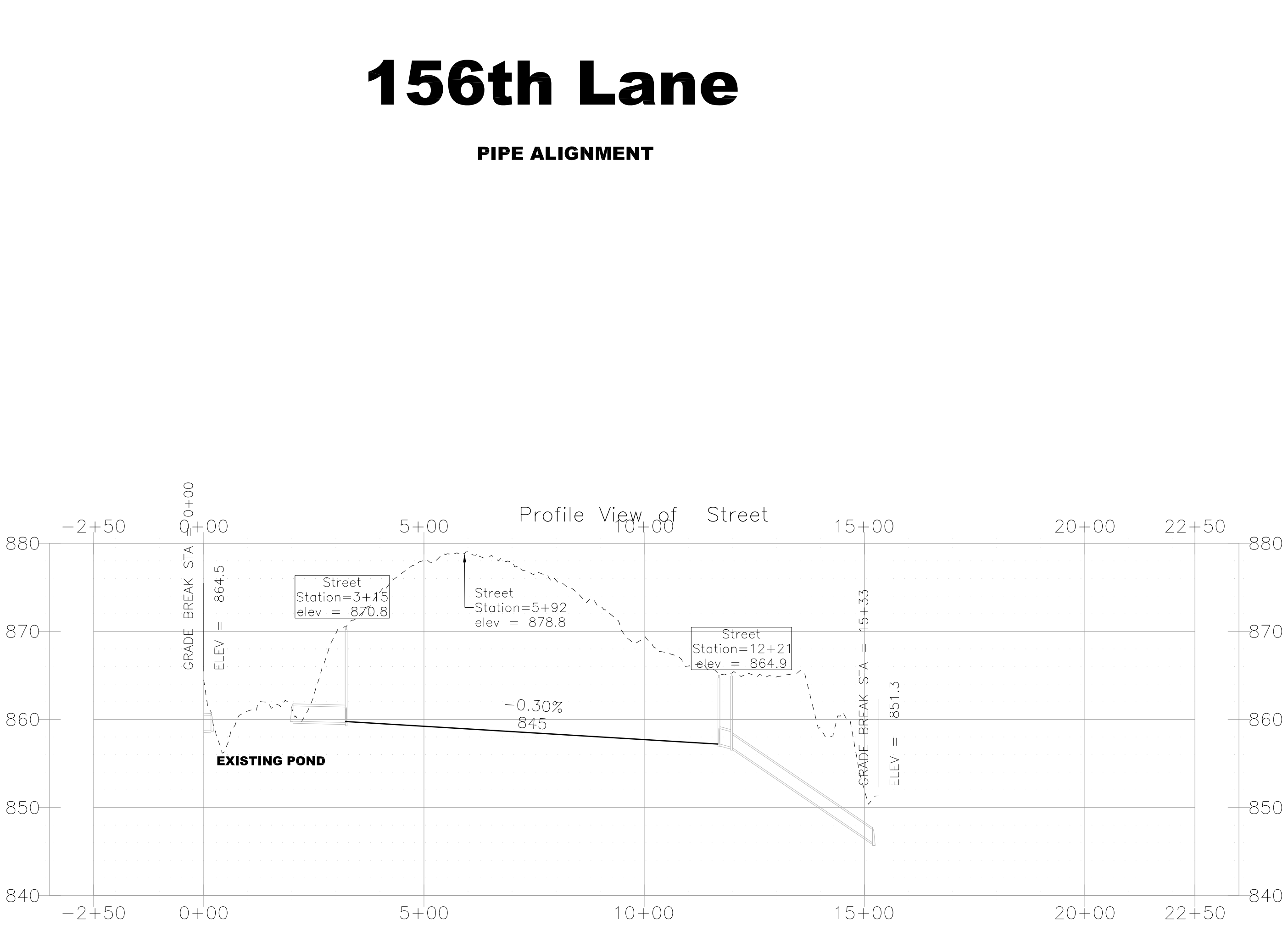
PIPE ALIGNMENT





156th Lane

PIPE ALIGNMENT



October 21, 2014

Members of the Public Works Committee,

In July of 2014, the residential area of Gibbon St experienced a large amount of flooding that continued relentlessly for a three week period. During this flooding, at least three homes were drastically affected, causing tens of thousands of dollars in damage to each home. One such home, residents of which were retired mid to late 70's couple, decided to since allow their home to enter into foreclosure. The other home was that of a couple who moved in just months prior, spending all of their income on their first home, and was simply devastated by their loss. For my personal home, in which I have resided for ten years, the basement in which my husband has been refinishing for years, alone by hand, during what little time he has off from work and his military duties, was destroyed. Approximately three years ago, we had a negligible amount of water enter the basement that did not result in any damage, again during a wetter than usual year. Additionally, as I was removing material from my home this year, it was apparent that this was not the first time our home had been affected by a flood. Insulation was trimmed up several inches off the floor, wood was covered with other pieces of wood to cover the water damage and mold was found behind certain areas of drywall. This was never disclosed to us prior to purchase. My neighbors found similar evidence in their home, which had also not been disclosed to them.

After the 2014 flooding, I asked my husband to contact the city engineers to seek their advice on what could be done regarding the storm water accumulating on our property. A city engineer came out to review the property a few weeks later, in which we were grateful. This engineer informed us, that the neighborhood to the parallel to ours is essentially designed to drain directly into our neighborhood and that the houses that experienced the flooding this year are affected with the runoff storm water from these neighborhoods. The engineer also stated that the city should be responsible for the correction of this drainage. We have paid our city taxes for years despite the fact that Gibbon St. benefits very little from the amenities offered from these taxes.

We, the affected residents are not naïve in thinking that that we are the only area affected by the amount of precipitation that fell this spring and summer and we do understand the financial planning and implementation difficulties associated with this type of project. However, we strongly request that the residential neighborhood of Gibbon St. be prioritized in this undertaking and that we remain informed of all developments. We only wish to never pass along the heartaches and troubles that we have experienced to the future residents of Gibbon St. We would love to stay and have Gibbon St. remain a great neighborhood and city in which to reside.

Thank you,

The Miske's

RECEIVED
MAR 2 4 2015
BY:

Surface Water Survey – Gibbon Street 2015

Name(s): MARK & AMBER PEDERSON

Email Address: Mark.pederson@alumni.augsburg.edu

Phone Number: 763-226-8721

Address: 17441 GIBBON STREET NW

RAMSEY, MN 55303

☒ Check box if the city may contact you regarding the information on this survey.

1. Approximately how many years have you resided on Gibbon Street? 1.5

2. How many times have you experienced excessive surface water/flooding anywhere on your property? 1

3. Has surface water or flooding caused any damage to your property (i.e. to the interior/exterior home, landscaping, sheds, etc.)? If yes, please describe the damage and estimated cost.

INTERIOR: CARPET HAD TO BE TAKEN OUT, SHEET ROCK NEEDS TO BE REPLACED DUE TO WATER ABSORPTION. ALL DOORS & FRAMES HAVE TO BE REPLACED DUE TO WARPING CAUSED BY WATER ABSORPTION. MOLDINGS HAD TO BE TAKEN OUT DUE TO WATER ABSORPTION.

ESTIMATED COST: $ 10,500.00

Please leave any additional observations or comments regarding surface water on Gibbon St. below:

*This survey will be provided to the City of Ramsey Engineering Department and discussed at the March 17th Public Works Committee Meeting.

RECEIVED
MAR 2 4 2015
BY: 2015

Surface Water Survey – Gibbon Street

Name(s): Douglas Prives

Email Address: dcprives@yahoo.com

Phone Number: 763-226-6096

Address: 17511 Gibbon St Ramsey MN

☑ Check box if the city may contact you regarding the information on this survey.

1. Approximately how many years have you resided on Gibbon Street? 30 yrs

2. How many times have you experienced excessive surface water/flooding anywhere on your property? 17 yrs

3. Has surface water or flooding caused any damage to your property (i.e. to the interior/exterior home, landscaping, sheds, etc.)? If yes, please describe the damage and estimated cost.

surrounds house on 3 sides when
bad so I put in drain tile to mitigate damage
I own the water easement for this
development

Please leave any additional observations or comments regarding surface water on Gibbon St. below:

*This survey will be provided to the City of Ramsey Engineering Department and discussed at the March 17th Public Works Committee Meeting.

RECEIVED
MAR 2 4 2015
BY: 2015

Surface Water Survey – Gibbon Street

Name(s): Don Olson

Email Address:

Phone Number: 612-616-4607

Address: 17561 Gibbon St NW
Ramsey MN 55303

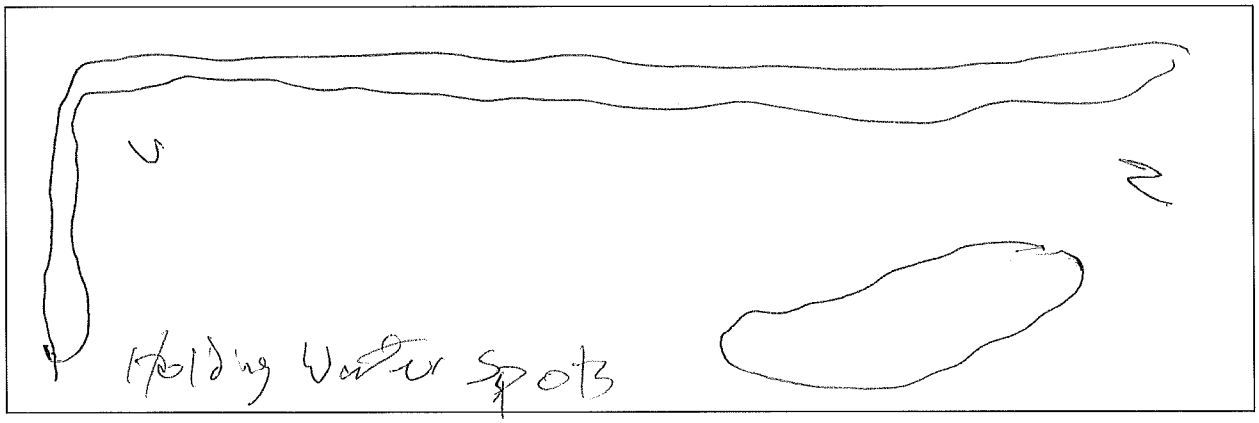
☒ Check box if the city may contact you regarding the information on this survey.

1. Approximately how many years have you resided on Gibbon Street? 6

2. How many times have you experienced excessive surface water/flooding anywhere on your property? 5

3. Has surface water or flooding caused any damage to your property (i.e. to the interior/exterior home, landscaping, sheds, etc.)? If yes, please describe the damage and estimated cost.
Sheds wet floors

Please leave any additional observations or comments regarding surface water on Gibbon St. below:



*This survey will be provided to the City of Ramsey Engineering Department and discussed at the March 17th Public Works Committee Meeting.

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, March 31, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Civil Engineer II Leonard Linton
Asst City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

4. APPROVE MINUTES

4.01: Approve January 20, 2015, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the following minutes:

Regular Meeting Minutes dated January 20, 2015

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Options for Addressing Stormwater Drainage Issues in Low Lying, Land Locked Areas

Civil Engineer II Linton reviewed the staff report and identified the 2014 areas of flooding concern. He identified the wetlands within the City, noting that approximately 20 to 25 percent of the City is wetland. He identified areas of flooding concern from previous years beginning in 1985 and moving forward to 2011 for comparison purposes. He explained the staff report focused on three primary areas of concern, and that the staff report lists these in order of priority based on magnitude and severity of property and structure impacts.

The Gibbon Street area, rated the highest priority in the staff report, was discussed in detail first. Civil Engineer II Linton reviewed several potential routes of relief for this land-locked wetland, including relative elevation differences and any easements that existed along the routes. He discussed that ditch 66 was cleaned a few years prior and that weirs had been installed. He explained that vegetation management can occur within a wetland but the elevation cannot be changed. He noted that similar plans are available for discussion along the other two areas addressed within the case, but that residents from Gibbon Street are in attendance.

Chairperson Riley questioned if there is a good or easy answer.

Civil Engineer II Linton stated that while there is no easy answer there are potential solutions. He stated that the potential routes are where solutions could occur.

City Engineer Westby stated that there could be a combination of ditches and pipes in the routes.

Councilmember Johns stated that it appears the southern route would make the most sense.

Chairperson Riley questioned if the route would simply push the problem down the line.

Civil Engineer II Linton replied that if the water were to be routed into the ditch he believed that it would continue to flow to Trott Brook.

Frank Miske, 17421 Gibbon Street NW, stated that water even reaches high levels at certain times and could also be a concern for overflowing. He stated that the issues on Gibbon Street did not occur until the Iguana Street area was developed. He suggested instead that perhaps the Iguana Street area be routed in the other direction rather than routing their water towards Gibbon Street.

Cassandra Miske, 17421 Gibbon Street NW, confirmed that there is a culvert that drains into the ditch in their yard. She stated that it appears that their yard is the end spot for drainage and that is why she believes they have flooding of their yard. She questioned if the capacity of the ponds in the area could be increased.

Amber Pederson, 17441 Gibbon Street NW, was also present and confirmed that there is a culvert on her property as well.

Civil Engineer II Linton stated would cause the basements in that area to flood as the wetland elevation is currently equal to that of the basements in the area. He stated that this development was platted in 1979, before the creation of the Lower Rum River Water Management Organization (LRRWMO) and before the existing regulations of the City were in existence. He stated that if the development were to come in now the homes would look a lot different as the lowest floor elevation would need to be two feet above the wetland.

Mr. Miske stated that the home at 17540 Gibbon Street regularly has standing water in the home.

Mrs. Miske stated that in previous meetings there was discussion of an infiltration basin.

City Engineer Westby stated that an infiltration basin would not provide much benefit in this situation given the high groundwater level.

Chairperson Riley stated that it is helpful that the homeowners are open to working with the City.

City Engineer Westby stated that this case has identified the three worst flooding areas within the City, acknowledging that the Gibbon Street area is the worst. He stated that staff can focus on Gibbon Street at this time and look at possible solutions in more detail, looking also into the Iguana Street area, to determine the options. He estimated that the solution mentioned could very well exceed a six-figure cost.

Mr. Miske acknowledged that a six-figure cost would be prohibitive and questioned what they are supposed to do in the long-term as their home is flooding.

Councilmember Shryock questioned if the homeowner is eligible for flood insurance and whether that helps.

Mrs. Miske stated that they are not actually located in the floodplain.

City Engineer Westby stated that residents of Ramsey are eligible for flood insurance since the City is enrolled in the National Flood Insurance Program. He stated that there are things that the homeowners could also do to help such as larger pumps and drain tile systems or back up pumps.

Councilmember Shryock questioned if the homeowners could dig deeper in their backyard to provide an area for the water to go.

Civil Engineer II Linton stated that three properties in addition to the homeowners present tonight have submitted flood reports to the City.

Mr. Miske stated that the home at 17540 Gibbon Street is not occupied so they would not have filed a report. He noted that some of the other homeowners did not want to submit a report.

Councilmember Johns confirmed that a retention pond would be investigated as a possible solution.

Mr. Miske stated that the cheaper solution may be to demolish the existing homes and rebuild.

City Engineer Westby stated that this item will be brought back on May 19th.

Civil Engineer II Linton provided a brief overview of the other two areas of flooding concern identified within the case, noting that the issues are less severe and the potential solutions would be costly.

City Engineer Westby stated that staff has spoken with neighboring cities but they do not have the same problems because they have more relief and elevation differential.

5.02: Consider the Surface Water Management Plan Update

Civil Engineer II Linton reviewed the staff report and briefly summarized the results of the pipe and pond summary.

City Engineer Westby stated that City Administrator Ulrich could not attend this evening but had asked if there were any cost implications related to the updating of the Surface Water Management Plan. He stated there are no new mandates that will increase costs significantly, but incorporating the Atlas 14 stormwater data will have an impact on future costs as projects will be designed to a higher standard.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the updated Surface Water Management Plan and forward it to the City Council for approval.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.03: Consider Use of Sunwood Drive as Official Detour Route During Highway 10 and Armstrong Boulevard Interchange Construction

City Engineer Westby reviewed the staff report and stated that bids on the Armstrong Interchange project were opened today and that construction will likely begin in early May and take one year to complete since Armstrong Boulevard will be closed between Sunwood Drive and Riverdale Drive. He reviewed the detour plan as bid with the project, which identifies Bunker Lake Boulevard as the official detour route between Armstrong Boulevard and Ramsey Boulevard. He stated the purpose of this case is to determine if there is interest in requesting that the official detour be changed from Bunker Lake Boulevard to Sunwood Drive. He explained that usually the County prefers to use County Roads for detours. He stated that staff asked the County if they would consider changing the detour route and were advised that they might consider such a request if submitted in writing. He noted that if approved by the County there may be additional conditions, such as a damage claim waiver. He stated that there would not be

an impact to project costs as the signage would simply be placed in a different area. He stated that while some additional traffic would be generated along Sunwood Drive if chosen as the official detour, especially early in the project, some people will still choose to take Bunker Lake Boulevard if they find Sunwood Drive is not as convenient or timely. He stated that staff does not have a recommendation as they believe the vast majority of drivers will select their construction detour routes based on needs and preferences and not on signage, and given the low volume of pedestrian traffic crossing Sunwood Drive.

Councilmember Johns stated that it would not hurt to have additional drivers going past the businesses on Sunwood Drive.

Councilmember Shryock stated that her concern would be that some drivers are not familiar with roundabouts. She did believe that there may be a short-term benefit to the businesses but was concerned with possible safety issues.

Chairperson Riley agreed with the comments made by Councilmember Shryock, noting that he would not want to push that amount of traffic down Sunwood Drive because of safety concerns.

Motion by Councilmember Shryock, seconded by Chairperson Riley, to recommend leaving the official detour route along Bunker Lake Boulevard.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

5.04: Business Signage for Armstrong Interchange Detour

Public Works Superintendent Riemer reviewed the staff report and displayed examples of signs used during construction to identify local businesses. He advised that the banner type sign would have a time limitation, additional cost, and would require additional approval from the Council to be located in the right-of-way.

Councilmember Johns stated that she likes the white sign with the business names.

Councilmember Shryock agreed that she prefers the white sign. She suggested installing the sign right away.

Public Works Superintendent Riemer confirmed that the white sign could be made in house and could be produced in one to two days. He identified the most effective placement of the business signs.

City Engineer Westby questioned if another sign should be placed at Ramsey Boulevard.

Public Works Superintendent Riemer confirmed that an additional sign could be placed at Highway 10 and Ramsey Boulevard.

Chairperson Riley believed that this should be communicated to the businesses to show that the City is being supportive during the period of construction.

City Engineer Westby stated that the *Ramsey Resident* will soon be published and will include an article on the interchange. He advised that there will be a website for the interchange project and noted that link will be mentioned in the article. He stated that a statement can be added noting that the City is going above and beyond with the business signage.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council approve Alternative #2, City to fabricate and install local business access signs.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.05: Consider Street and Pedestrian Facility Lighting Plans – Center Street and Riverdale Drive

City Engineer Westby reviewed the staff report, which includes lighting plans for the Center Street and Riverdale Drive projects. He reviewed the purpose of the lighting improvements and the proposed lighting plans for the Center Street project noting that TOD grant funds are proposed to fund the lighting improvements which will match the lights throughout the COR.

Councilmember Johns questioned the spacing on the lights.

City Engineer Westby stated that the lights along Center Street would be roughly 80 to 90 feet apart, similar to the spacing of lights along Sunwood Drive.

Councilmember Johns preferred that the lights be aligned directly across from each other as shown in the layout dated 2/24/15.

Councilmember Shryock stated that most other intersections have four lights and questioned why only two lights are proposed for the intersection of Center Street and 145th Avenue.

City Engineer Westby stated that it is currently unknown whether 145th Avenue will ultimately be extended to the west, and he noted that this intersection will not be as busy as the intersections along Sunwood Drive.

Councilmember Shryock questioned if lighting will be continued on the two one-way roadways along Ramsey Parkway in the future.

City Engineer Westby stated that he is not aware of any plans to light Ramsey Parkway at this time, but noted that the trail in the island between the two one-way roads is lit.

Councilmember Shryock stated that perhaps an additional light should be placed in the area where the trail crosses Center Street at Ramsey Parkway.

City Engineer Westby confirmed that an additional light could be added at the crossing if that is the direction of the Committee.

He then discussed the purpose and proposed lighting plans for the Riverdale Drive project which includes 27 street lights and 27 pedestrian trail lights to ensure there are no long stretches of dark spots along the trails. He advised that the cost for this project would be funded through the street lighting fund.

Chairperson Riley stated he would support the least number of lights that gets the job done, which appears to be what staff has proposed.

Motion by Chairperson Riley, seconded by Councilmember Johns, to recommend that the City Council approve the Public Works Committee's preferred lighting system for Center Street including opposing lights between Sunwood Drive and 145th Avenue, tall street lights at each corner of the intersection of Center Street and 145th Avenue, and adding a light for the Center Street pedestrian crossing at Ramsey Parkway, and as proposed by staff for Riverdale Drive.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.06: Request Installation of Priority Street Light at Nowthen Boulevard and Iodine Street

Public Works Superintendent Riemer reviewed the staff report and stated that a streetlight is proposed for the intersection to provide a safety benefit, as there is currently only a pedestrian light.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to recommend that the City Council approve installation of a LED priority street light on the north side of Nowthen Boulevard near Iodine Street to the existing pole.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

6. COMMITTEE / STAFF INPUT

Public Works Superintendent Riemer provided an update on street sweeping, noting that staff is ahead of schedule because of the warm weather. He advised that spring flushing will begin April 6th and will be a three-week process. He also provided an update on spray patching which was also completed.

Chairperson Riley referenced the trail in front of Stoney River and asked for additional information.

City Engineer Westby provided additional information, acknowledging that a marked crosswalk for TH 47 does not exist for this trail, that MnDOT wants to investigate trail gaps around this intersection before approving a crosswalk design, and that "Trail Closed" signs are in place.

Chairperson Riley referenced the woods near Stoney River along 47 and stated that there are a number of trees down most likely from a storm and questioned if there is anything that can be done. He stated that perhaps the City could assist in that cleanup effort.

Civil Engineer II Linton stated that he can provide exhibits if any Councilmembers want to go out to Gibbon Street to review the drainage issues discussed earlier.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:19 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 06/16/2015

Submitted For: Len Linton, Engineering/Public Works

By: Len Linton, Engineering/Public Works

Title:

Consider Drainage Options for 173rd Avenue and Gibbon Street Area

Purpose/Background:

The Deerwood plat was recorded in 1974. This was prior to the incorporation of the City of Ramsey. The plat dedicated drainage and utility easements over some of the existing wetlands. The documents on file do not show any culverts under the roads. Storm water management was not required when recording plats at that time.

Frank and Cassandra Miske, 17421 Gibbon St NW, contacted the City in the spring of 2014 with high water concerns. They stated that water was coming up through the floor from the adjacent wetlands. Staff visited the site and observed that the surrounding wetlands were full and the water level was near the road two lots to the north. Staff is not aware of water flowing over Gibbon Street in 2014.

The area is land locked, there are no overland drainage routes unless the water level exceeds the lowest openings of the homes in the area. The FEMA flood map shows flood plain to the north of this area over the existing wetlands. This determination was not done with the detailed analysis method. Several residents came to a public works committee meeting later in the year and again in the first part of 2015. The Public works committee requested that additional research be done on potential solutions and that the results be brought back to the committee.

Staff visited the site in May and June 2015. The first visit was to drive through the area and get an overview of the constraints in the neighborhood. Staff looked at the area on Iguana Street where jacked pipe could be installed. Staff also looked at Gibbon Street and noted that water was flowing from west to east between 17540 and 17511 Gibbon Street through a culvert under the road. This culvert was under water in 2014, staff felt there was a culvert based on vegetation patterns but could not see it.
The second trip was to visit with the Miske's and discuss the preliminary findings. Water was still flowing through the culvert, although it appeared to be at slower rate as the eastern pond had filled up since the previous visit.

All elevations used in this analysis were obtained from LIDAR sources. LIDAR is relatively accurate; however, heavy vegetative cover can give false results. Water was positively flowing from west to east in 2015 as noted above. The flow direction in 2014 was not readily apparent, there may have been a slight east to west flow at this area, indicating that water may flow to the north when the level is high enough.

Timeframe:

This discussion is anticipated to take 45 minutes.

Observations/Alternatives:

Staff identified two possible solutions for the March 2015 Public Works meeting. The first was to construct a pipe to the southwest to connect to an existing county ditch. The second was to clean the county ditch through the wetland to the north and east to provide an outlet for the area.

Option 1: This would require installing a pipe in an existing drainage and utility easement. The initial plan was to install approximately 800 feet of pipe by jacking to avoid the large trees in the easement and the deep cut under Iguana Street. This was determined to be infeasible after further investigation. The jacking pit would need to be placed in one wetland and the receiving pit and pipe fusing area would need to be in the second area. Both areas are over 400 feet from the nearest road. Access would require acquisition of additional easements. The fused pipe may

tend to sink into the wetland prior to being pulled back. The City did a project in 2012 where the boring machine was placed on upland in an existing easement extending to the street. The welding of the pipe was done on planking extended from an existing road. The jacked length was approximately 800 feet. The total project cost was $160,000. The Gibbon street project would require additional easements and restoration of all disturbed lawn surfaces.

Option 2: This option looked at cleaning the existing county ditch that runs north of this development. This option is not feasible because it would require lowering the existing surface area of some wetlands up to 2 feet. This is not permitted under the Wetland Conservation Act.

Option 3: The Miske's suggested using a different set of drainage and utility easements to run the water to the west. Evaluation of this route indicated that there are two high areas that would need to have pipe installed and that there is minimal elevation difference between the beginning and ending points. This route is not feasible.

Option 4: Staff evaluated extending storm sewer pipe south in the Gibbon Street ROW then west in the 173rd Avenue right of way to provide drainage from the area. This appears to be feasible. The location and elevation of existing small utilities must be determined to better define the scope of this process. The normal water level of the existing wetland east of Gibbon Street should also be determined when evaluating the overall feasibility of this project. The pipe installation for this project is estimated at $275,000 - $300,000. This does not include acquisition of additional easements if needed.

Funding Source:

Funding would come from the Stormwater Utility Fee.

Recommendation:

Staff recommends further analysis of Option 4 to determine the overall feasibility the project. If the project were determined to be feasible it should be added to the Capital Improvement Plan so that it can be evaluated during the budget review process.

Action:

Motion to recommend the City Council consider ordering a feasibility study for Gibbon Street - 173rd Avenue Drainage concerns.

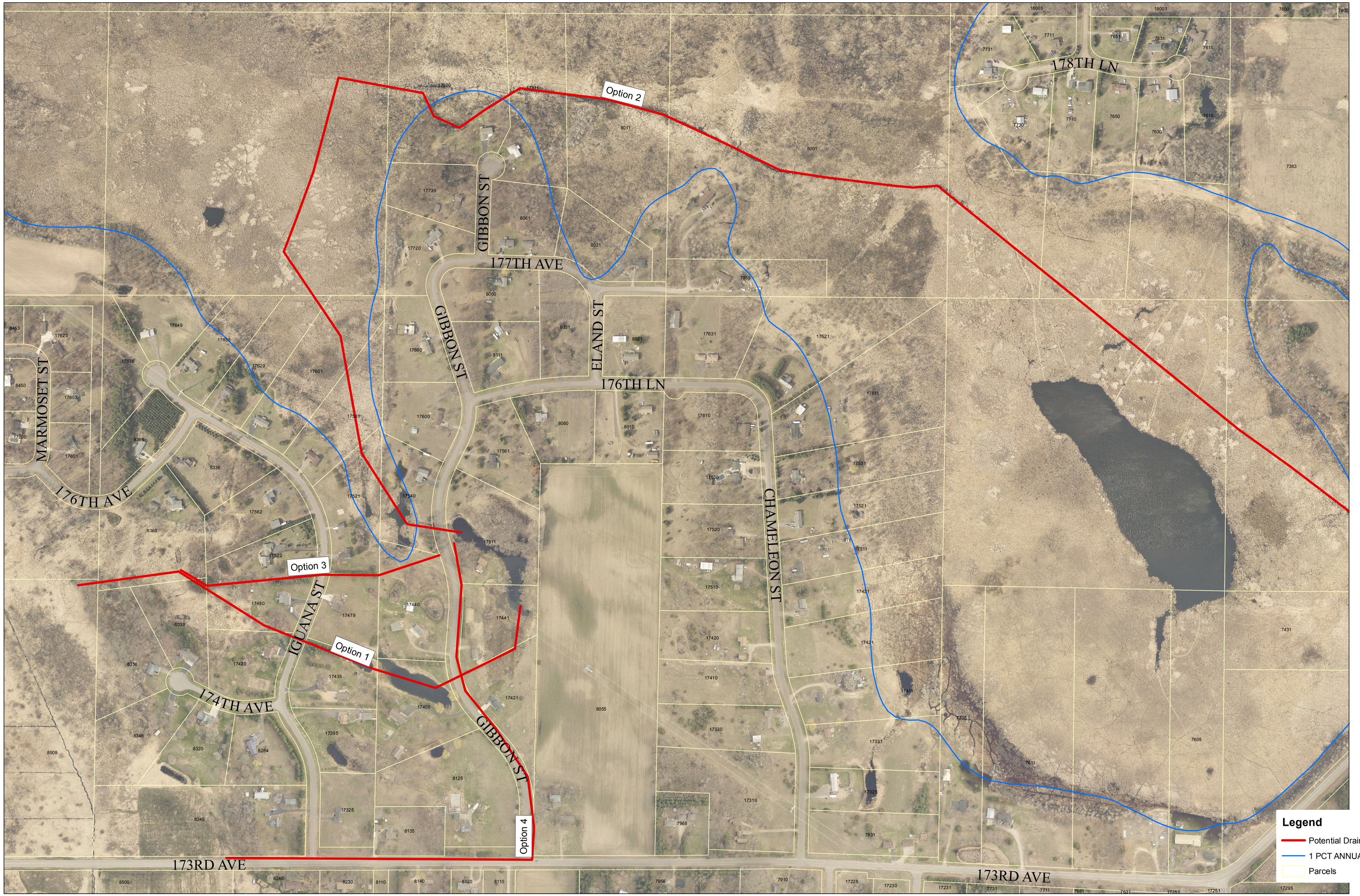
Attachments

Aerial Map
Plan Profile

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	06/11/2015 01:30 PM
Grant Riemer	Grant Riemer	06/11/2015 02:01 PM
Kurt Ulrich	Jo Thieling	06/11/2015 03:30 PM
Form Started By: Len Linton		Started On: 06/09/2015 09:45 AM
Final Approval Date: 06/11/2015		

GIBBON STREET DRAINAGE OPTIONS



This map is based on the 2013 FEMA Flood Zone Study for Anoka County Minnesota
The FEMA Study has not been noticed for Final Adoption by Anoka County or the City of Ramsey
This map must be considered as preliminary

GIBBON STREET

EASEMENTS

OPTION 1

OPTION 2

OPTION 2

OPTION 3

OPTION 4

CONTINUED FROM LOWER RIGHT

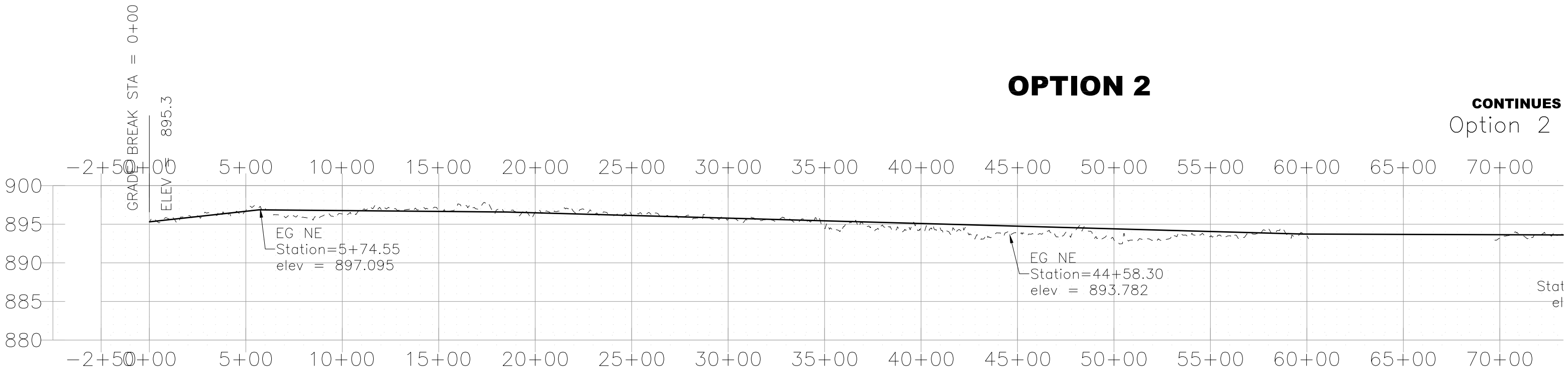
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SUBJECT PROPERTIES

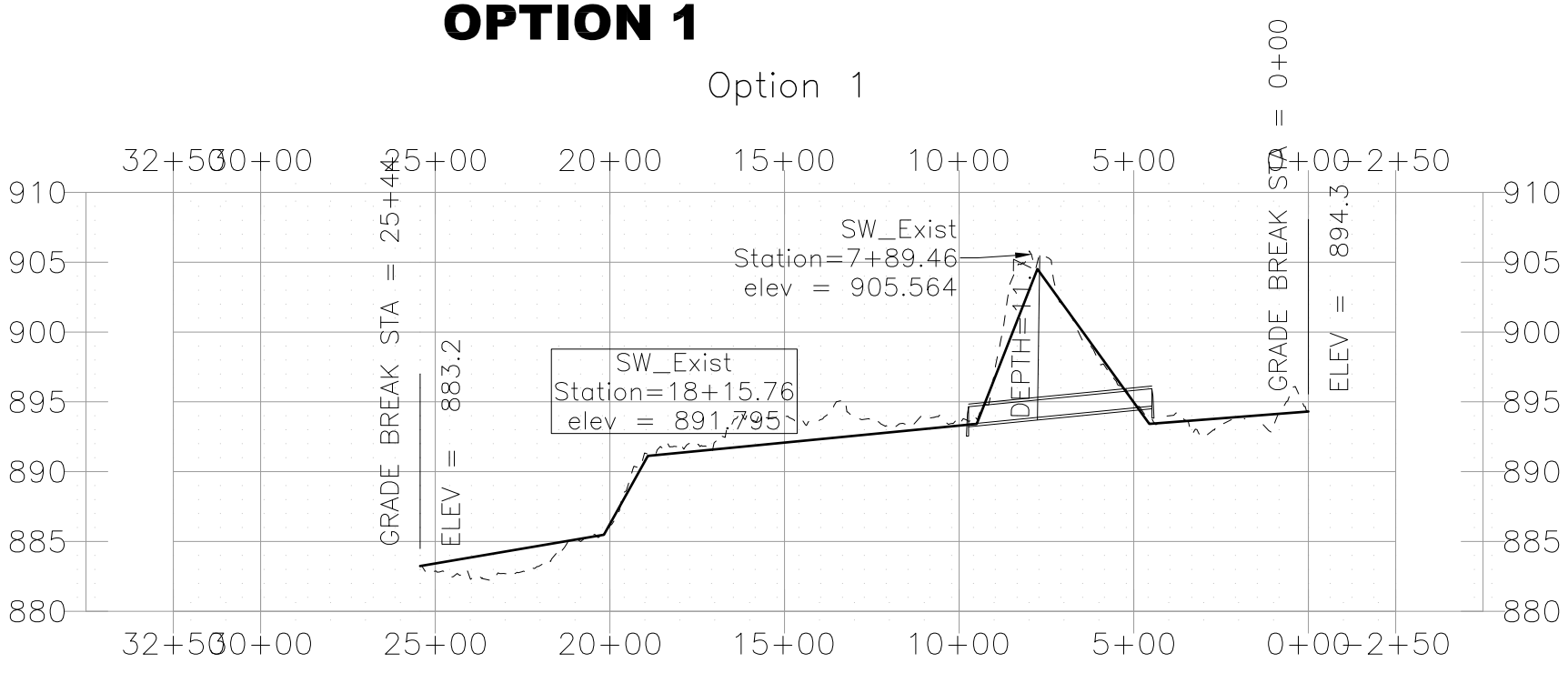
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GIBBON STREET

OPTION 2

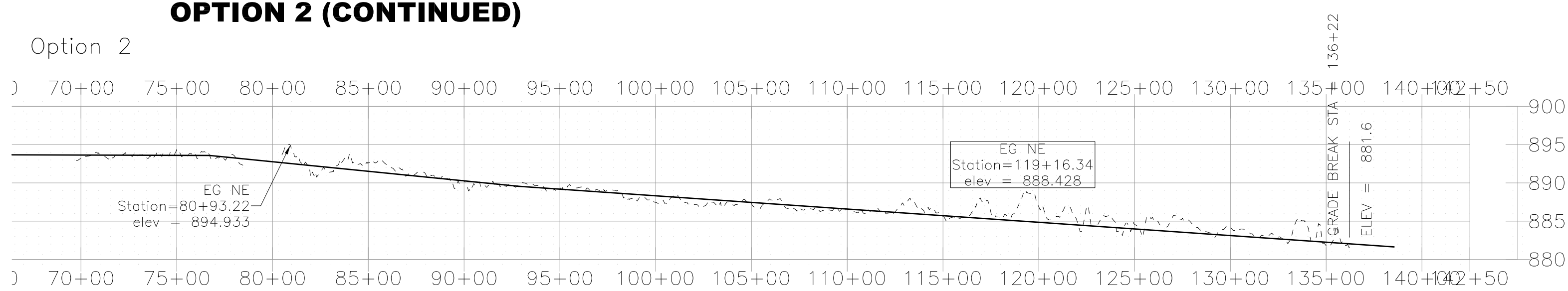


OPTION 1



GIBBON STREET

OPTION 2 (CONTINUED)



OPTION 4

GIBBON STREET

Continue below right

Continue above left

173RD AVENUE

MH 4
MH 5
MH 6
MH 7
MH 8
FES 1
FES 10
FES 19
20+00
15+00
10+00
5+00
0+00
30+00
25+00
446,000 E
447,000 E
902.2
902.3
906.1
900.8
898.1
892.5
890.1
898.0
890.3
895.8
896.4
902.3
892.5
891.1
903.9
901.0

GIBBON STREET

Option 4

30+00 25+00 20+00 15+00 10+00 5+00 0+00

173rd Avenue

Gibbon Street

GRADE BREAK STA = 29+44.07
ELEV = 887.074

GRADE BREAK STA = 0+85.51
ELEV = 895.026

FES 1
STA 29+66.41 −2.5
RIM 887.59
BUILD 1.94
INV. UP MH 2 886.07

398' – 15" RCP @ 0.28%

MH 2
STA 25+66.39 −1.5
RIM 892.14
BUILD 4.95
INV. UP MH 3 887.29
INV. DOWN FES 1 887.19

396' – 15" RCP @ 0.28%

MH 3
STA 21+66.01 −0.8
RIM 895.77
BUILD 7.36
INV. UP MH 4 888.51
INV. DOWN MH 2 888.41

535' – 15" RCP @ 0.28%

MH 4
STA 16+26.64 0.0
RIM 900.73
BUILD 10.71
INV. UP MH 5 890.11
INV. DOWN MH 3 890.01

293' – 15" RCP @ 0.28%

MH 5
STA 13+29.31 −0.4
RIM 903.22
BUILD 12.28
INV. UP MH 6 891.04
INV. DOWN MH 4 890.94

255' – 15" RCP @ 0.28%

MH 6
STA 10+70.43 −0.1
RIM 897.83
BUILD 6.07
INV. UP MH 7 891.86
INV. DOWN MH 5 891.76

255' – 15" RCP @ 0.28%

MH 7
STA 8+10.16 −2.5
RIM 896.23
BUILD 3.63
INV. UP MH 8 892.69
INV. DOWN MH 6 892.59

175' – 15" RCP @ 0.28%

MH 8
STA 6+31.59 0.2
RIM 895.29
BUILD 2.10
INV. UP MH 9 893.29
INV. DOWN MH 7 893.19

382' – 15" RCP @ 0.28%

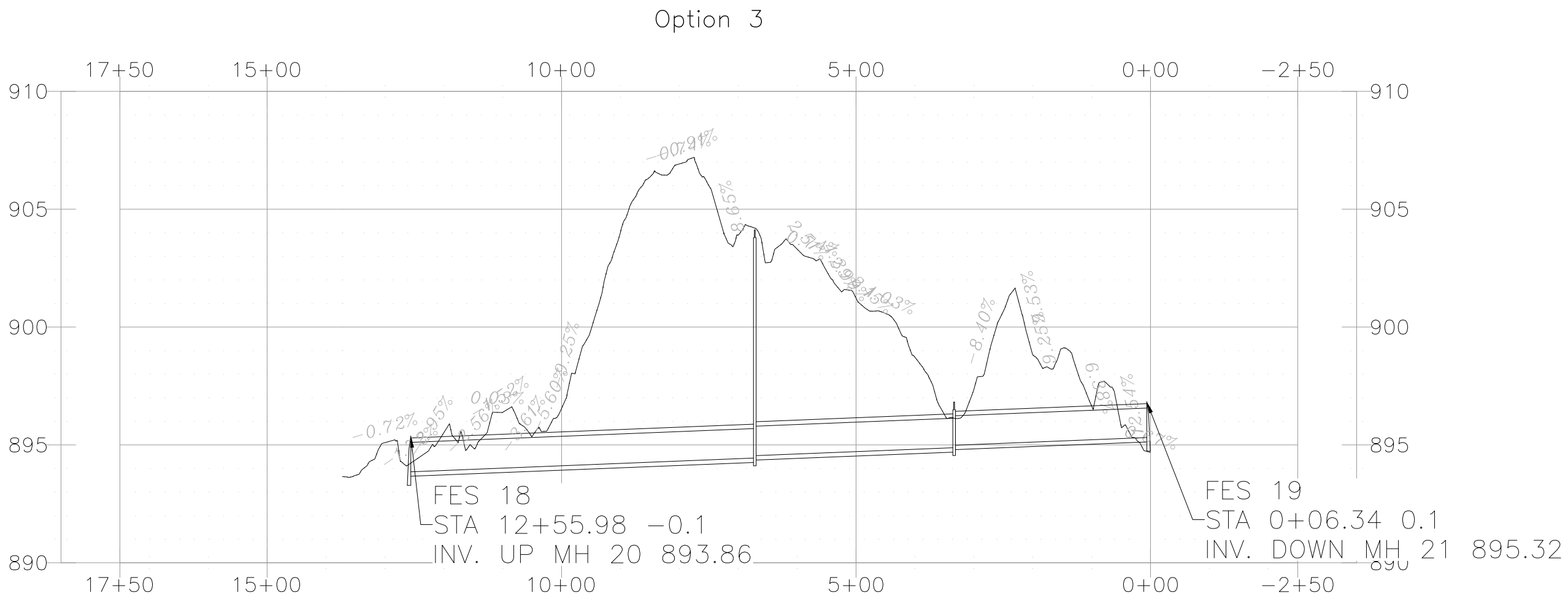
MH 9
STA 2+45.74 −0.9
RIM 897.87
BUILD 3.50
INV. UP FES 10 894.4
INV. DOWN MH 8 894.

243' – 15" RCP @ 0.28%

FES 10
STA 0+01.12 0.2
RIM 896.68
BUILD 2.57
INV. DOWN MH 9

0.28%

Option 3


Option 3
17+50
15+00
10+00
5+00
0+00
−2+50
910
905
900
895
890
−0.72%
0.95%
5.61%
5.60%
9.25%
−7.91%
8.65%
5.14%
3.90%
1.50%
3.03%
−8.40%
5.53%
6.38%
2.14%
FES 18
STA 12+55.98 −0.1
INV. UP MH 20 893.86
FES 19
STA 0+06.34 0.1
INV. DOWN MH 21 895.32

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, June 16, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock (arrived 6:05)

Also Present: City Administrator Kurtis Ulrich
Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Civil Engineer II Leonard Linton
Alternate Councilmember Mark Kuzma

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Kuzma to approve the agenda, as presented.

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

4. APPROVE MINUTES

4.01: Approve May 19, 2015, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the following minutes:

Regular Meeting Minutes dated May 19, 2015

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

5. COMMITTEE BUSINESS

5.01: Consider Drainage Options for 173rd Avenue and Gibbon Street Area

Civil Engineer II Linton reviewed the staff report and each of the options, noting that option 4 was added since this case was last discussed which would involve constructing a storm sewer outlet pipe south along the Gibbon Street ROW then west in the 173rd Avenue right of way to County Ditch 66. He said the wetland cannot be drained to make the water level lower than the homes lowest level. He explained that while option 4 may provide some relief, the groundwater levels might still rise high enough on occasion to result in wet basement issues for the Miske's and other homes in the area.

Chairperson Riley asked why it would not work to dig a hole.

Civil Engineer II Linton noted the natural level of the wetlands is a result of the groundwater table. If a hole was dug, the water level would be the same elevation as is expressed in the wetlands; it would not drop down. He stated it could provide more storage area. He related the action of the water in the hole to a cup and a serving bowl. Four inches of water in a little cup would fill it up, while the water level would be much lower in the serving bowl. The water is more spread out and shallow.

Councilmember Shryock arrived at 6:05 p.m.

Councilmember Johns inquired if the water will always be an issue in this area.

Civil Engineer II Linton responded in the affirmative.

Councilmember Johns asked how much water could be drained with piping added.

Civil Engineer II Linton answered he could not be sure. The existing elevations will remain and make water drainage difficult.

Chairperson Riley inquired whether the water table has risen over the course of time.

Civil Engineer II Linton responded it has changed.

City Engineer Westby noted the water level was very high in 2014. It does fluctuate. He said this issue will likely be a recurring problem without the pipe. He said the pipe will at least provide relief on a more routine basis.

Civil Engineer II Linton stated if there is a heavy rain, the water could back up before it runs off.

Councilmember Kuzma asked what the anticipated cost would be.

Civil Engineer II Linton answered the anticipated cost is $250,000 to $300,000. He pointed out this does not include easements, and cautioned that conflicts with underground utilities ~~could be~~could be present in the selected alignment

City Engineer Westby suggested staff can pursue this option further as far as costs and feasibility if the Committee approves. He said they would obtain permission from the Miskes and other residents to look at the elevations. He said the best option is Option 4.

Cassandra Miske, 17421 Gibbon St NW, stated when they removed drywall in their basement, they could tell there was water damage in deeper layers. She commented Option 4 does look good. She said she is interested in anything that might help because she does not want to keep replacing doorjambs and more all the time. She mentioned that the house next door that is in foreclosure does not have any inhabitants. She said she talked with the owners and found the bank did not disclose the flooding. However, the bank did discus septic issues.

Chairperson Riley commented since staff has to do more research on this option, and get more elevations, this seems to be the beginning of costs.

Ms. Miske inquired about the availability of grants that had been mentioned.

City Engineer Westby answered staff has looked into this online to see if any grants were available for this kind of project. Some grants are available for septic systems, but not for local flooding issues. He said staff can look into this further.

Chairperson Riley asked whether Anoka County is helpful in these situations.

Civil Engineer II Linton responded staff would do some more investigation on the availability of County grants. He explained the county ditch system was first dug around 1900. This was before stormwater retention was thought of. The county does monitor and inspect the County ditch system. They make sure the culverts are operational.

Councilmember Kuzma asked if assessments are a consideration with the new street policy. He also questioned what the funding source is.

City Engineer Westby explained the City can assess for land enhancements. Otherwise, the stormwater sewer fund may be the next option.

Chairperson Riley expressed concern that there are more situations like this. When this problem gets fixed, there could be another similar problem right behind it, and so on.

City Engineer Westby noted this is the worst area that staff is aware of.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council consider ordering a feasibility study focusing on option 4 for the Gibbon Street drainage concerns.

Further discussion: City Administrator Ulrich stated the study should include an analysis, determining specific costs and looking at policy.

Motion amended by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council consider ordering a feasibility study that will include an analysis to determine specific costs and how this works with current policy for option 4 of the Gibbon Street drainage concerns.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.02: Consider Recommendation for Zeolite Street Storm Sewer Extension to Lake Ramsey

City Engineer Westby reviewed the staff report and noted the construction costs are preliminarily estimated at $175,000. Project costs would be paid from the Storm Water Utility Fund. He stated this project is included in the City's 5-year Street Maintenance Program.

Councilmember Shryock asked if there were intentions to develop this triangle at some point.

Chairperson Riley informed when the City functioned as a developer, it was under consideration to develop this plot. However, the City stood to lose approximately $500,000.

City Administrator Ulrich explained the large cost was due to the land being very low and needing a lot of fill. He said utilities would have been an issue as well.

Councilmember Kuzma asked if concrete was put in instead of plywood, and the land was developed in the future, what would the cost be then to put in a better closure.

City Engineer Westby responded it could be $10,000 to $15,000 as a rough estimate. This is assuming there would not be much work to do with Bunker Lake Boulevard.

Chairperson Riley noted it has been repaired once, and it didn't affect Bunker Lake Boulevard, so it shouldn't a second time. He agreed with Councilmember Kuzma to use concrete or plywood until a developer comes through. Then it would be the developer's cost to repair. He commented he was unsure why it was being discussed now versus when it is necessary.

City Engineer Westby stated staff sees this as more of a safety improvement, and it is already in the CIP. If there is no intention to develop that triangular parcel then staff can come back with more specific costs at a later date.

Councilmember Shryock inquired if there is any potential issue with the triangular section needing to hold more water. If there is no intention to develop in the near future, she said she approves of the idea of plugging the northern portion of the pipe.

Civil Engineer II Linton stated there is a catch basin on the north side of Bunker Lake Boulevard. If someone pulled the grate off, they could get in there. Either redevelopment of the triangle part, or starting to build more in the Ninth Division would be reason to revisit and consider putting a more permanent fix in there.

City Engineer Westby pointed out at some point the City will be required to reconstruct Bunker Lake Boulevard as well as Zeolite Street, and it may be more feasible to look at costs and options then.

Chairperson Riley stated this should wait until there is a reason.

Councilmember Shryock asked if there would be an option at that point to use a straight pipe and possibly save costs by removing the manhole.

City Engineer Westby explained a manhole is needed to connect the straight pipe to the pond outlet so it would need to be constructed as planned.

City Engineer Westby stated no motion needed. Staff has the guidance they need.

5.03: Consider Street Width Recommendation for Andrie Street and 164th Lane Reconstruction Project

City Engineer Westby reviewed the staff report and noted that Staff was just informed that Street Reconstruction Bonds can be used to widen the street for a bike lane. Staff is at the point where they would like to go to Council and request authorization to complete a Feasibility Report for construction in 2016.

Councilmember Shryock asked whether it will be a striped bike lane, or if the road will just be widened.

City Engineer Westby stated these are municipal state aid streets, so the MSA Standards must be followed. The bike lane would also need to be striped.

Councilmember Kuzma questioned if the road is widened, will there be parking on one side, and bike lane on the other.

City Engineer Westby said there would be parking on one side, and a bike lane on the other.

Councilmember Kuzma asked if it could be made narrower if there was no parking.

City Engineer Westby stated the road could be made narrower, but a variance would need to be requested from State Aid to eliminate parking on one side of the street, which is typically only allowed if large trees can be saved.

Councilmember Kuzma noted there is a strip of trees the citizens are concerned about if the road is widened too much. He commented that road does need to be fixed.

Chairperson Riley confirmed the City Engineer will request approval for parking on one side and bike lane on the other. He stated he preferred to restrict parking for a stretch of the road, but not the whole road. He also would like to avoid losing trees.

Councilmember Shryock agreed the residents would like to keep the trees in that area. She suggested where the trees are that should be saved, no parking signs could be added.

Civil Engineer II Linton stated he worked on the original Andrie Street feasibility study, and there is room to narrow it from its existing configuration. The option at that time was to put the sidewalk in and the study focused on narrowing the road for that. He offered to conduct more research.

Chairperson Riley asked for clarification on how the width added up to 36 feet. He said he would prefer to narrow the street or have the no parking signs in the areas relative to saving trees.

City Engineer Westby noted the street is proposed to be constructed with 11 foot drive lanes, and 8 foot shoulder, and a 6 foot bike lane. He said no motion is needed since the original recommendation stands, with looking at parking restrictions on one side in areas with trees as an amendment,.

5.04: Recommend Revising Street Names from (East) Town Center Drive to Center Street, and from East/West Ramsey Parkway to Ramsey Parkway

City Engineer Westby reviewed the staff report.

Councilmember Johns commented it would be good to simplify. Since the directional words in the names are not carried out throughout the City, this section of the City should be simplified.

Chairperson Riley inquired what the name would be on the west side of the horseshoe. He said he is not sure the street will ever be constructed as originally planned.

City Engineer Westby explained Ramsey Parkway would continue to the west of the horseshoe, south of Lake Ramsey, and that the horseshoe will not likely be built.

Councilmember Shryock questioned why Center Street was originally named Town Center Driver.

City Administrator Ulrich answered it had to do with when the City was trying to rebrand, and the temporary name of the area was Ramsey Town Center. Now staff would like to drop the word Town and change Drive to Street to be more consistent with our naming convention.

Chairperson Riley pointed out half the signs have Center Street, so this won't be a large project.

Civil Engineer II Linton raised the issue of possible legal document costs for the address change on mortgages.

City Engineer Westby stated staff will research that and will address this if needed when it is presented to Council for approval.

Councilmember Shryock asked if the City can decide to change the name of streets or whether public input is necessary.

City Administrator Ulrich responded the City can make these changes based on Council direction.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend that the City Council rename (East) Town Center Drive to Center Street, and rename East/West Ramsey Parkway to Ramsey Parkway.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

COMMITTEE / STAFF INPUT

6.01: Minnesota Department of Health Variance on Fluoride Concentration in Drinking Water

Public Works Superintendent Riemer reviewed the staff report, stating this is for information only.

City Engineer Westby informed eastbound Highway 10 will be closed from 10:00 p.m. to approximately 2:00 a.m. Traffic barriers will be switched from one side to the other. Traffic will be rerouted. When this procedure was in place last week, the City did not receive complaints. He said he didn't anticipate any issues. This is the last time the traffic will need to be redirected in this area.

City Engineer Westby stated the traffic signal was turned on at CSAH 5 and Alpine Drive that morning and was operating fine to the best of Staff's knowledge.

City Engineer Westby noted staff has been working with a property owner at 14520 Sunfish Lake Drive. There is a swale in the back of the property. It was erected per the DNR's request. For a number of years, no water stood in the ditch. Now, years later, there is standing water. Staff is considering several options. One is to put a stormwater treatment structure at the end of the storm sewer that drains ~~runoof~~runoff from Sunwood Drive. The homeowner would like to take the swale out of commission.

Civil Engineer II Linton explained the lake level was at one of its lowest when the homeowners moved in. The lake level has risen over the years and is manifested in that swale, which is on their property. The wetland vegetation is starting to come back. When the swale was high and

dry, the homeowner was able to mow it and maintain it. If there is a lot of precipitation, the water backs up and has nowhere to go. He informed the Committee that Staff is working through this with him.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:16 p.m.

Respectfully submitted,

_____

Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 1.**

Meeting Date: 05/17/2016

By: Bruce Westby, Engineering/Public Works

Title:

Provide City Council Recommendation for Gibbon Street and 173rd Avenue Drainage Improvements Feasibility Report

Purpose/Background:

Purpose:

The purpose of this case is to provide a recommendation to the City Council for accepting the Gibbon Street and 173rd Avenue Drainage Improvements Feasibility Report (draft copy attached), and for moving forward with a project.

Background:

Over the years, City Staff has received numerous reports of flooding and wet basements from owners of properties located in various low-lying, land-locked areas of the City. The year 2014 was particularly wet resulting in numerous reports of flooding and wet basements. This included the property owners at 17421 Gibbon Street NW who contacted the City in the spring of 2014 with high water concerns. They stated that water was coming up through their basement floor from the adjacent wetlands. Staff visited the site in 2014 and observed that the surrounding wetlands were full and the water level was near the road two lots to the north. The flow direction was not readily apparent, though there may have been a slight east to west flow indicating that water may flow to the north when water levels are high enough. Staff did not observe any water flowing over Gibbon Street, or that standing water was threatening to flood any homes. This area is land-locked meaning no overland drainage routes exist that are lower than the lowest openings of the homes in the area.

On March 31, 2015, several property owners addressed the Public Works Committee to inquire if the City could do anything to help them with their drainage issues. Based on direction from the Public Works Committee, with subsequent ratification by the City Council, City Staff was directed to analyze the drainage areas for three areas that reported the most significant flooding issues in 2014. Brief background information on these three areas is included below. The areas are listed in order of priority based on the significance of the reported damage. Though several other property owners contacted the City about standing water on their properties during the 2014 spring snow melt, the three areas discussed herein continued to experience high water levels long after the snow melt was finished. Property owners from the other areas never contacted the City again which indicated that their issues were not as significant.

Gibbon Street north of 173rd Avenue

This area is in the Deerwood Plat which was platted in 1974. The area to the west was platted in 1991 as Wildwood Acres. Drainage and utility easements were recorded over some wetlands in the plat and over County Ditch 27 which runs across the north side of the plat and through wetlands that were not encumbered with drainage and utility easements. There are also drainage and utility easements along the lot lines from the ROW to the wetlands. This area is relatively flat with minimum elevation change. The residents at 17421 Gibbon Street NW reported high water levels around their home and water coming into the basement. The home is a split level style with a 4 foot basement. The nearest wetland and easement recorded on the plat are on the north side of the next lot to the north and extend onto the 2 nd lot to the north. The address of the parcel with the majority of the wetland is 17511 Gibbon Street. There is a drainage and utility easement on the west side of Gibbon Street that connects to the easements on the Wildwood Acres plat. West of the Wildwood acres plat is an un-platted parcel. A County Ditch runs through this parcel. A drainage and utility easement exists west of Gibbon Street across from the wetland at 17511 Gibbon Street. This easement also connects with the easements on Wildwood Acres.

162nd Lane West of Ramsey Boulevard

This area is un-platted and does not have drainage and utility easements. The residents at 6855 162nd Lane NW contacted the City about the high water elevation in the adjacent wetland. There are a series of wetlands in the back yards north of this parcel. All of the surrounding area is up to 20 feet higher than the wetlands.

156th Lane East of TH 47/Saint Francis Boulevard

This area is platted and has some drainage and utility easements. The residents at 5220 156th Lane NW contacted the City about the level of the pond in their back yard. The ponding area did not have an outlet when the plat was recorded in 1973. A pipe was installed under TH 47 in 2003 to provide a stormwater outlet from a new subdivision. A pipe was also installed along 153rd Lane and along lot lines from the wetland east of TH 47 to this pond. An outlet for this pond was installed with the Highlands at River Park Project in 2003. This pipe outlet is lower than the pipe installed with the Reilley Estates plat in 1978. The pond at 5220 156th Lane NW does drain; however, the water level has to be higher than the invert of the pipe downstream. The previous owners of the property came before the City Council in 2011 concerned about the proximity of the standing water to their septic system drain field. The City paid to have the drain field relocated outside of the drainage easement. The water was contained within the drainage and utility easement in 2014.

On March 31st the Public Works Committee determined it would be cost-prohibitive to address all drainage concerns throughout the City. It was therefore confirmed that the Gibbon Street area was experiencing the most significant issues and that Staff should research drainage solutions for this area first, and that the results of the research should be brought back to the Public Works Committee for further consideration. Attached are minutes from the March 31, 2015 Public Works Committee meeting for reference.

On June 16, 2015, Staff presented four possible options for alleviating localized flooding issues in the Gibbon Street area to the Public Works Committee. A figure showing the location, alignment and profile view of each of the four options is attached. Minutes from this meeting are also attached. The four options are as follows:

Option #1: This option requires installing a pipe in an existing drainage and utility easement. The initial plan was to install approximately 800 feet of pipe by jacking to avoid large trees within the easement and cutting a deep trench through Iguana Street. This was determined to be infeasible after further investigation for the following reasons. The jacking pit would need to be placed in one wetland and the receiving pit and pipe fusing area would need to be in the second area. Both areas are over 400 feet from the nearest road. Access would require acquisition of additional easements. The fused pipe may tend to sink into the wetland prior to being pulled back. The City did a project in 2012 where the boring machine was placed on upland in an existing easement extending to the street. The welding of the pipe was done on planking extended from an existing road. The jacked length was approximately 800 feet. The total project cost was $160,000. The Gibbon street project would require additional easements and restoration of all disturbed lawn surfaces.

Option #2: This option requires cleaning the existing County Ditch that runs north of this development. This option is not feasible because it would require lowering the existing surface area of some wetlands up to 2 feet which is not permitted under the Wetland Conservation Act.

Option #3: This option considered the suggestion of the property owners at 17421 Gibbon Street NW for using a different set of drainage and utility easements to provide drainage to the west. Evaluations of this route indicated that there are two high areas that would need to have pipe installed and that there is minimal elevation difference between the beginning and ending points. This route is not feasible.

Option #4: This option considered extending storm sewer pipe south in the Gibbon Street right-of-way, then west along the 173rd Avenue right-of-way to provide positive drainage from the area to County Ditch 66. This appears to be feasible. The location and elevation of existing small utilities along the route would need to be determined during final design to better define the scope of this process. The normal water level of the existing wetland east of Gibbon Street would also need to be explored in detail during final design. This option was estimated to cost between $275,000 and $300,000, which does not include the acquisition of easements which would be determined

during final design.

Following discussion of these options, the Public Works Committee recommended that the City Council consider ordering a feasibility study to further refine option #4 for the Gibbon Street and 173rd Avenue drainage improvements, including an analysis and determination of specific costs, how costs could be paid for, and whether any City policies would need to be created or amended in doing so. On October 27, 2015, City Council directed staff to prepare a Feasibility Report based on option #4. A draft copy of this report is attached to this case.

Timeframe:

Approximately 20 minutes for presentation and discussion.

Observations/Alternatives:

Observations:

Available options for effectively draining low-lying, land-locked areas include installing gravity storm sewer to drain the water to another area at a lower elevation, installing storm sewer lift stations to pump the water to a higher elevation where it can then flow to lower elevations via gravity sewers or ditches, pumping the water using a portable pump and flexible hosing to another location where it can then flow to lower elevations via gravity sewers or ditches, or by promoting infiltration by constructing infiltration basins, ponds or trenches. Unfortunately, it is typically not an option to use a portable pump and hose to pump water elsewhere in Ramsey due to the relatively flat terrain and extensive distance between grade breaks. The other options typically require installing thousands of feet of sewer and purchasing numerous, and often large, easement areas, and/or installing lift stations, all of which can cost hundreds of thousands of dollars (or more) per area.

As part of preparing the Feasibility Report, Staff researched whether any grant opportunities existed that might be of help to these residents by assisting with enhancements for private sump pump/drain tile systems, or with new basement waterproofing improvements. Numerous property owners who contacted staff in years past regarding their wet basements did not have back-up sump pumps in the event their primary pump failed, which resulted in their home being flooded. Private systems can also be enhanced by adding battery back-up in the event their power fails for an extended duration.

Staff is not aware of any legal obligations requiring the City to financially assist private property owners experiencing wet basements due to the intrusion of ground water. If an improvement project were to be completed by the City it could set a precedent for the City to follow in other areas throughout the City in future years.

Alternatives:

Alternative #1 - Motion recommending that the City Council accept the Feasibility Report but deny approval of a drainage improvement project pending development of an equitable funding program.

Alternative #2 – Motion of other.

Funding Source:

The estimated cost for the proposed option #4 improvements is $325,000. The Feasibility Report includes a list of potential funding sources including external grants, City Stormwater Funds, and/or special assessments to benefiting properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes Chapter 429, the City Charter, and the City's adopted Special Assessments Policy.

Recommendation:

Staff recommends alternative action #1.

Though City Project No. 16-88 is feasible and can be constructed in 2017, given the estimated cost of $325,000, and the small number of benefiting properties, the proposed improvements are not cost-effective and should only be constructed if benefiting properties are specially assessed for all or a significant portion of the improvements, and/or if external funding is available to fund all or a significant portion of the improvements.

Action:

Motion recommending that the City Council accept the Feasibility Report but deny approval of a drainage improvement project pending development of an equitable funding program.

Attachments

DRAFT Feas Report
033115 PWC minutes
061615 PWC minutes
Miske Letter to PWC
Gibbon St Resident Surveys
Four Option Plans Profiles

Form Review

Inbox	Reviewed By	Date
Len Linton	Len Linton	05/12/2016 12:22 PM
Grant Riemer	Grant Riemer	05/12/2016 12:29 PM
Kurt Ulrich	Kurt Ulrich	05/12/2016 03:58 PM
Form Started By: Bruce Westby		Started On: 05/09/2016 04:20 PM
Final Approval Date: 05/12/2016		

FEASIBILITY REPORT

GIBBON STREET AND 173RD AVENUE DRAINAGE IMPROVEMENTS

CITY OF RAMSEY
PROJECT NO. 16-88

May 12, 2016

Prepared By:

City of Ramsey
Engineering Department
7550 Sunwood Drive
Ramsey, MN 55303
763-433-9820
763-433-9848 (Fax)

May 12, 2016

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

Re: Feasibility Report – Gibbon Street and 173rd Avenue Drainage Improvements

Dear Mayor and City Council Members:

Transmitted herewith is a Feasibility Report exploring options for providing positive drainage for a low-lying area in the Deerwood residential subdivision. This land-locked area holds water and, as recently reported by several property owners, has resulted in high groundwater table elevations which resulted in several wet basements during wet weather years.

This report, which was prepared per the direction of the City Council, examines the feasibility of constructing a connected storm sewer system outlet for the low-lying area via Gibbon Street and 173rd Avenue. This report examines the scope of the proposed improvements, explores their estimated costs and available funding sources, defines a preliminary project schedule, and provides a determination for the necessity, feasibility and cost-effectiveness of the proposed improvements, as well as whether the improvements would best be completed separately or in conjunction with another project.

I would be happy to discuss this report with you at your convenience. Please feel free to contact me at 763-433-9825 or bwestby@cityoframsey.com with any questions.

Sincerely,
City of Ramsey

Bruce Westby, PE
City Engineer

Enclosure

C: Kurt Ulrich, City Administrator, City of Ramsey
Diana Lund, Finance Director, City of Ramsey
Grant Reimer, Public Works Superintendent, City of Ramsey
Leonard Linton, Civil Engineer IV, City of Ramsey

CERTIFICATION

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

Bruce Westby, PE

Date: May 12, 2016 License No. 40116

I hereby certify that this plan, specification or report was reviewed for Quality Control and Quality Assurance purposes and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Leonard Linton, PE

Date: May 12, 2016 License No. 21112

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Figure 1 – Scope of Proposed Improvements (Option #4)
Figure 2 – Four Optional Drainage Improvement Alignments

Appendix B

Opinion of Probable Costs (Option #4)

1. EXECUTIVE SUMMARY

This Feasibility Report explores the construction of a proposed storm sewer outlet for a low-lying land-locked area along Gibbon Street, north of 173rd Avenue. The purpose of the outlet is to maintain lower groundwater elevations, which would benefit adjacent residential properties that previously experienced wet basements. ***Figure 1*** in ***Appendix A*** shows the scope of the proposed improvements.

Ramsey is located on the Anoka Sand Plain where soils are generally sandy and free draining. Areas of heavier soils that retain water and support wetland vegetation also exist within the City. Approximately 20% of Ramsey's surface area is classified as wetlands, some of which are isolated pockets, while the rest are loosely connected by channels or swales. Water levels in wetlands are generally static but do fluctuate over time. Water levels can drop during periods of less rainfall, and rise during periods of more rainfall, which is more apparent in isolated areas that do not readily drain. All isolated areas will overflow given enough precipitation.

Early developments in Ramsey were most often constructed without evaluation of adjacent wetlands and overflow elevations. Storm water management consisted of ditches adjacent to rural roads with culverts and small dry detention areas. Storm water management requirements have increased over the years. Current requirements include infiltration of the first 1" of runoff from new impervious (pavement and roof tops) surfaces, with rate control for the 2, 10, and 100-year events. High water concerns are generally reported from these early developments.

In 2014, high water was reported on several properties. Several residents attended Public Works Committee meetings that September and October to discuss their issues and to ask if the City could help. The Committee, with Council ratification, directed staff to update the comprehensive stormwater model and to prepare a feasibility report to explore options addressing their concerns. Staff analyzed the drainage areas for three of the hardest hit areas reporting flooding in 2014. These areas, in order of priority, included Gibbon Street north of 173rd Avenue, 162nd Lane West of Ramsey Boulevard, and 156th Lane East of TH 47.

On March 31st, 2015, the Public Works Committee determined it would be cost-prohibitive to address these and similar drainage concerns throughout the City, and confirmed the Gibbon Street area was experiencing the most significant issues. Staff was therefore directed to research solutions for drainage issues within this area. On June 16th, four options for alleviating localized flooding issues in the Gibbon Street area were discussed with the Public Works Committee. ***Figure 2*** in ***Appendix A*** shows the alignments of the four options. The Public Works Committee recommended that the City Council consider ordering a feasibility report to further refine option #4 for the Gibbon Street and 173rd Avenue drainage improvements, including an analysis and determination of estimated costs, available funding sources, and whether any City policies would need to be created or amended to construct the improvements. On October 27th, 2015, the City Council directed staff to prepare this Feasibility Report to further explore option #4.

It is the recommendation of City staff that though City Project No. 16-88 is feasible and can be constructed in 2017, given the estimated cost of $325,000, and the small number of benefiting properties, the proposed improvements are not cost-effective and should only be constructed if benefiting properties are specially assessed for all or a significant portion of the improvements, and/or if external funding is available to fund all or a significant portion of the improvements.

2. INTRODUCTION

2.1 Authorization

The preparation of this report was authorized by the Ramsey City Council on October 27th, 2015.

2.2 Project Overview

Ramsey is located on the Anoka Sand Plain where soils are generally sandy and free draining, but areas of heavier soils that retain water and support wetland vegetation also exist within the City. Approximately 20% of Ramsey's surface area is classified as wetlands, some of which are isolated pockets, while the rest are loosely connected by channels or swales. Water levels in wetlands are generally static but do fluctuate over time. Water levels can drop during periods of less rainfall, and rise during periods of more rainfall, which is more apparent in isolated areas that do not readily drain. All isolated areas will overflow given enough precipitation.

Early developments in Ramsey were most often constructed without evaluation of adjacent wetlands and overflow elevations. Storm water management consisted of ditches adjacent to rural roads with culverts and small dry detention areas. Storm water management requirements have increased over the years. Current requirements include infiltration of the first 1" of runoff from new impervious (pavement and roof tops) surfaces, with rate control for the 2, 10, and 100-year events. High water concerns are generally reported from these early developments.

In 2014, high water was reported on several properties throughout the City. Several residents attended Public Works Committee meetings in September and October of 2014 to discuss their issues and request assistance from the City. The Committee then directed staff to update the City's comprehensive stormwater model and to prepare a feasibility report to explore options for addressing the resident's concerns. Based on this direction, staff analyzed drainage areas for three of the hardest hit areas that reported flooding in 2014. These areas, in order of priority, were Gibbon Street north of 173rd Avenue, 162nd Lane West of Ramsey Boulevard, and 156th Lane East of TH 47.

On March 31st, 2015, Staff reviewed their findings with the Public Works Committee. At that time it was determined that it would be cost-prohibitive to address these and similar drainage concerns throughout the City. It was also confirmed that the Gibbon Street area experienced the most significant issues. Staff was therefore directed to research solutions for the drainage issues identified in this area.

Options for effectively draining low-lying, land-locked areas include installing gravity storm sewer to drain water to other areas at lower elevations, installing storm sewer lift stations to pump the water to a higher elevation where it can then flow to lower elevations via gravity sewers or ditches, pumping the water with portable pumps and flexible hosing to other locations where it can flow to lower elevations via gravity sewers or ditches, or by promoting infiltration by constructing infiltration basins, ponds or trenches. Unfortunately, it is typically not an option to pump water elsewhere in Ramsey due to the relatively flat terrain and extensive distance between grade breaks. The other options typically require installing thousands of feet of sewer and purchasing numerous, and often large, easement areas, and/or installing lift stations, all of which can cost hundreds of thousands of dollars (or more) per area.

On June 16th, four options for alleviating localized flooding issues in the Gibbon Street area were discussed with the Public Works Committee. ***Figure 2*** in ***Appendix A*** shows the alignments of the four options presented including;

Option #1: This option requires installing a pipe in an existing drainage and utility easement. The initial plan was to install approximately 800 feet of pipe by jacking to avoid large trees within the easement and cutting a deep trench through Iguana Street. This was determined to be infeasible after further investigation for the following reasons. The jacking pit would need to be placed in one wetland and the receiving pit and pipe fusing area would need to be in the second area. Both areas are over 400 feet from the nearest road. Access would require acquisition of additional easements. The fused pipe may tend to sink into the wetland prior to being pulled back. The City did a project in 2012 where the boring machine was placed on upland in an existing easement extending to the street. The welding of the pipe was done on planking extended from an existing road. The jacked length was approximately 800 feet. The total project cost was $160,000. The Gibbon street project would require additional easements and restoration of all disturbed lawn surfaces.

Option #2: This option requires cleaning the existing County Ditch that runs north of this development. This option is not feasible because it would require lowering the existing surface area of some wetlands up to 2 feet which is not permitted under the Wetland Conservation Act.

Option #3: This option considered the suggestion of the property owners at 17421 Gibbon Street NW for using a different set of drainage and utility easements to provide drainage to the west. This route is not feasible due to the presence of two high areas that would need to have pipe installed under them and because there is minimal elevation difference between the beginning and ending points which could ultimately result in backflow, making the situation worse.

Option #4: This option considered extending storm sewer pipe south in the Gibbon Street right-of-way, then west along the 173rd Avenue right-of-way to provide positive drainage from the land-locked area to a County Ditch. This option appears to be feasible, though the location and elevation of existing small utilities along the route would need to be verified during final design, as would the normal water level of the existing wetland east of Gibbon Street. This option was estimated to cost $325,000, which does not include the acquisition of easements which are not anticipated but would need to be verified during final design.

Upon reviewing Staff's findings for the four options, the Public Works Committee recommended the City Council order a feasibility report to further refine option #4, including an analysis and determination of estimated costs, available funding sources, and whether any City policies would need to be created or amended to construct the improvements. On October 27th, 2015, the City Council directed staff to prepare a Feasibility Report to further explore option #4.

The owners of 17421 Gibbon Street NW were among the residents that contacted the City in the spring of 2014 with high water concerns stating groundwater was coming up through their basement floor due to adjacent wetlands. Staff visited the site in 2014 and observed the adjacent wetlands were full and the surface water level was near the road two lots to the north. Staff is not aware of any water flowing over Gibbon Street in 2014. Staff is not aware of any surface water levels ever reaching the lowest openings of any homes in the area.

Staff visited the site again in May of 2015 to drive through the area to get an overview of constraints in the neighborhood. Staff looked at an area on Iguana Street where jacked pipe could be installed. Staff also looked at Gibbon Street and noted that water was flowing from west to east between 17540 and 17511 Gibbon Street through a culvert under the road. This culvert was submerged in 2014 but staff felt a culvert existed based on vegetation patterns, even though it could not be seen.

Staff visited the site once again in June of 2015 to meet with the property owners of 17421 Gibbon Street NW and discuss the preliminary findings. At that time, water was flowing through the culvert under Gibbon Street, which was visible, though it appeared to be at slower rate as the eastern pond had filled up since the previous visit.

On March 24th, 2015, City staff received surface water surveys from three other property owners residing at 17441, 17511, and 17561 Gibbon Street NW. The surveys stated that each of these three properties also experienced water damage to varying degrees.

All elevations used in staff's analysis were obtained from LIDAR sources. LIDAR is relatively accurate; however, heavy vegetative cover can give false results. Water was positively flowing from west to east in 2015 as noted above. This indicates that water likely flows north when the level is high enough.

2.3 Scope

City of Ramsey Improvement Project 16-88 proposes storm sewer improvements to provide an outlet for a low-lying land-locked area along Gibbon Street, north of 173rd Avenue. The purpose of the outlet is to provide positive drainage for this low-lying area to maintain lower groundwater elevations, which would provide direct benefit to the adjacent residential properties that previously experienced wet basements.

Figure 1 in ***Appendix A*** shows the scope of the proposed improvements as depicted by the red line segments.

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3. EXISTING CONDITIONS

3.1 Storm Sewer / Drainage Systems

This area is generally relatively flat with minimum elevation change. The existing stormwater runoff drainage system serving the Deerwood plat area includes a system of roadside ditches and driveway culverts within existing street right-of-ways, which all drain into wetlands, County Ditches, and/or land-locked depressions.

The house at 17421 Gibbon Street NW is a split level style with a 4 foot basement. The nearest wetland and easement recorded on the plat are on the north side of the next lot to the north and extend onto the 2nd lot to the north. The address of the parcel with the majority of the wetland is 17511 Gibbon Street. There is a drainage and utility easement on the west side of Gibbon Street that connects to the easements on the Wildwood Acres plat. West of the Wildwood acres plat is an un-platted parcel. A County Ditch runs through this parcel. There is a drainage and utility easement on the west side of Gibbon Street across from the wetland at 17511 Gibbon Street. This easement also connects with the easements on Wildwood Acres.

3.2 Watermain

No watermain exists in this area of the City.

3.3 Sanitary Sewer

No sanitary sewer exists in this area of the City.

3.4 Streets

Gibbon Street is in the Deerwood Plat which was recorded in 1974, prior to the incorporation of the City of Ramsey. The plat dedicated drainage and utility easements over some of the existing wetlands, and over the County Ditch that runs across the north side of the plat. The ditch runs through wetlands were not encumbered with drainage and utility easements. Record documents do not show any culverts under the roads. Storm water management was not required when recording plats at that time.

The area to the west was platted in 1991 as Wildwood Acres. This plat provided drainage and utility easements over the wetlands in the plat. There are also drainage and utility easements along the lot lines from the right-of-way to the wetlands.

3.5 Land Use

The proposed improvements are located entirely within residential areas.

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4. PROPOSED IMPROVEMENTS

4.1 Storm Sewer System Improvements

The storm sewer improvements proposed with option #4 involve constructing a storm sewer system along Gibbon Street and 173rd Avenue. The proposed storm sewer system would begin at the low-lying land-locked area along Gibbon Street, north of 173rd Avenue, and would terminate at County Ditch along 173rd Avenue.

The purpose of the outlet is to provide positive drainage for this low-lying area in an attempt to minimize groundwater table elevations in the immediate area. This in turn would help to eliminate or reduce the frequency and severity of wet basements encountered y area property owners.

Figure 1 in ***Appendix A*** shows the scope of the proposed storm sewer system improvements as depicted by the red line segments.

4.2 Watermain Improvements

No watermain improvements are proposed.

4.3 Sanitary Sewer Improvements

No sanitary sewer improvements are proposed.

4.4 Street Improvements

Portions of Gibbon Street NW and 173rd Avenue NW will be impacted by the proposed storm sewer improvements requiring some street repairs. This work will primarily involve removing and replacing portions of existing bituminous pavement, as well as turf restoration.

4.5 Private Utilities

Staff will meet with electric, gas, and telecommunication utilities during the final design process for this project as reflected in the project schedule. No impacts to power poles or street lights are anticipated with this project.

If a utility company indicates they want to upgrade, replace and/or otherwise modify their services during this project, any such upgrades, replacements and/or modifications will be at the sole discretion and cost to the private utility.

4.6 Permits

Permits that are anticipated to be required as part of the proposed improvements include:

- MPCA General Stormwater Permit (NPDES)
- LRRWMO Permit

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4.7 Right-of-Ways/Easements

It is anticipated that all improvements will occur within existing City right-of-ways and/or easements. It is therefore not anticipated that the City will need to acquire any right-of-way or easements for this project so right-of-way and/or easement acquisition costs are not included in the probable project costs. This will need to be verified as part of the final design process.

If right of entry is required from an individual property owner for grading or utilities work, or for driveway, landscaping, or irrigation system restoration activities, it will be obtained prior to any construction commencing.

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5. FINANCING

5.1 Opinion of Cost

A detailed opinion of probable costs for the proposed improvements can be found in ***Appendix B*** of this report. The opinion of probable costs incorporates anticipated 2017 construction costs for the proposed improvements, as well as 10% construction contingencies plus 23% indirect costs for administrative, engineering, financing and legal costs. The total estimated project cost for the proposed improvements is $325,000.

City staff prepared the Feasibility Report in-house as part of staff's normal duties.

A Geotechnical Evaluation Report was not completed as part of this report, but would need to be completed as part of the final design process if the City were to move forward with the project by ordering the preparation of plans and specifications. This information would be needed to properly design the storm sewer system, and to assign benefit if special assessments are utilized as a funding source.

5.2 Funding

Potential funding sources for the proposed improvements include Stormwater Management Funds, Stormwater Utility Funds, Special Assessments, and/or external funding sources such as grants. Information on each of these funding sources is included below.

5.2.1 Stormwater Management / Utility Funds

A portion of the proposed improvements could be funded using Stormwater Management and/or Stormwater Utility Funds. If these funds are utilized, staff would recommend using a cost-split of one-third Stormwater Management Funds (Fund 9292), and two-thirds Storm Water Utility Funds (Fund 9605). The proposed cost-split would ultimately be applied to actual project costs following the completion of the improvements.

5.2.2 Special Assessments

The City's adopted Special Assessments Policy allows for the use of special assessments to fund a portion of storm sewer improvement projects.

In accordance with the City's Special Assessments Policy, chapter 8 of the City Charter, State Statute Chapter 429, and applicable City codes, assessments are proposed to be levied against properties that receive direct benefit due to the proposed improvements.

This Feasibility Report does not include a preliminary assessment roll. If Council wishes to pursue this project at this time, and directs staff to utilize special assessments to fund all or a portion of the improvements using special assessments, additional information in the form of soil boring logs and property records would be needed to adequately identify benefiting properties. This would incur additional expenses that were not previously identified.

Final assessments would be approved by the City Council after final project costs are known and an assessment hearing is held, which is shown in the project schedule as October 10th, 2017. At that time, the City Council may choose to reduce the amount of the assessment if final project costs are less than costs estimated by staff.

5.2.3 External Funding / Grants

Staff researched the availability of external funding sources, such as grants, and is not aware of any current government sponsored funding programs aimed at assisting property owners with improving their private sump pump/drain tile systems, or installing new basement waterproofing systems.

Numerous property owners that contacted City staff in years past did not have back-up sump pumps in the event their primary pump failed, which resulted in their home being flooded. Private systems can also be enhanced by adding battery back-up in the event their power fails for an extended duration.

Numerous basement waterproofing systems are readily available and can be very effective in preventing home water intrusion due to locally high groundwater table elevations. These systems, which can be installed either internally or externally, cost anywhere from several thousand dollars to several tens of thousands of dollars, depending on the extent of the waterproofing improvements required.

Staff will continue to periodically research the existence of grant programs for assisting property owners with such system enhancements.

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6. PROJECT SCHEDULE

Scenario 1 –
If a project is ordered utilizing special assessments as a funding source, the proposed project schedule would be as follows:

Council Orders Feasibility Report .....October 27, 2015

Council Accepts Feasibility Report/Orders Public Hearing ..... May 24, 2016

Council Conducts Public Hearing/Authorizes Plans and Specifications ..... June 14, 2016

Staff Conducts Private Utility Coordination Meeting ..... September, 2016

Council Approves Plans and Specifications/Authorizes Ad for Bids.....October 25, 2016

Staff Receives Bids.....November 22, 2016

Council Accepts Bids/Awards Contract .....November 29, 2016

Contractor Begins Construction..... May 2017

Contractor Completes Construction.....August, 2017

Council Conducts Assessment Hearing.....October 10, 2017

Scenario 2 –
If a project is ordered without special assessments as a funding source, the proposed project schedule would be as follows:

Council Orders Feasibility Report .....October 27, 2015

Council Accepts Feasibility Report/Authorizes Plans and Specifications ..... May 24, 2016

Staff Conducts Private Utility Coordination Meeting ..... September, 2016

Council Approves Plans and Specifications/Authorizes Ad for Bids.....October 25, 2016

Staff Receives Bids.....November 22, 2016

Council Accepts Bids/Awards Contract .....November 29, 2016

Contractor Begins Construction..... May 2017

Contractor Completes Construction.....August, 2017

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7. CONCLUSIONS AND RECOMMENDATIONS

City of Ramsey Improvement Project 16-88 proposes to construct a storm sewer outlet for a low-lying, land-locked area along Gibbon Street, north of 173rd Avenue, for the purpose of helping to minimize groundwater table elevations in the area to address concerns raised by several property owners regarding damage caused by groundwater seeping into their basements in wet weather years.

The engineer's opinion of probable costs for the proposed improvement project is $325,000. Project costs could be financed using a combination of Stormwater Management and Utility Funds, special assessments to benefiting properties, and/or external funding sources, when available.

City staff concludes that City Project No. 16-88 is feasible and can be constructed in 2017. But given the significant estimated cost and the relatively small number of benefiting properties, the proposed improvements are not cost-effective. Staff therefore recommends constructing the improvements only if benefiting properties are specially assessed for all or a significant portion of the improvements, and/or if external funding is available to fund all or a significant portion of the improvements.

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APPENDIX A

Figure 1 – Scope of Proposed Improvements (Option #4)
Figure 2 – Four Optional Drainage Improvement Alignments

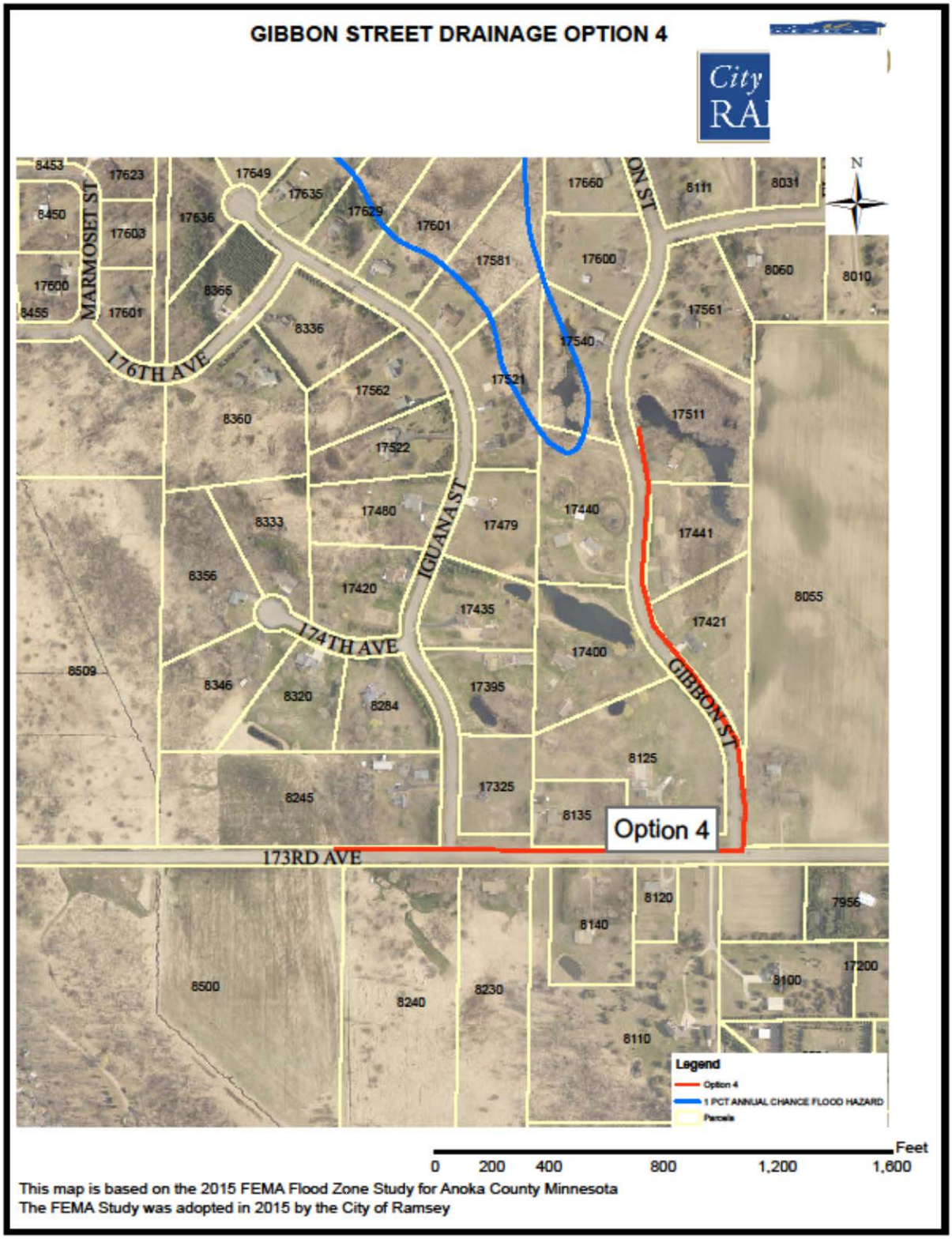


FIGURE 1
Scope of Proposed Improvements

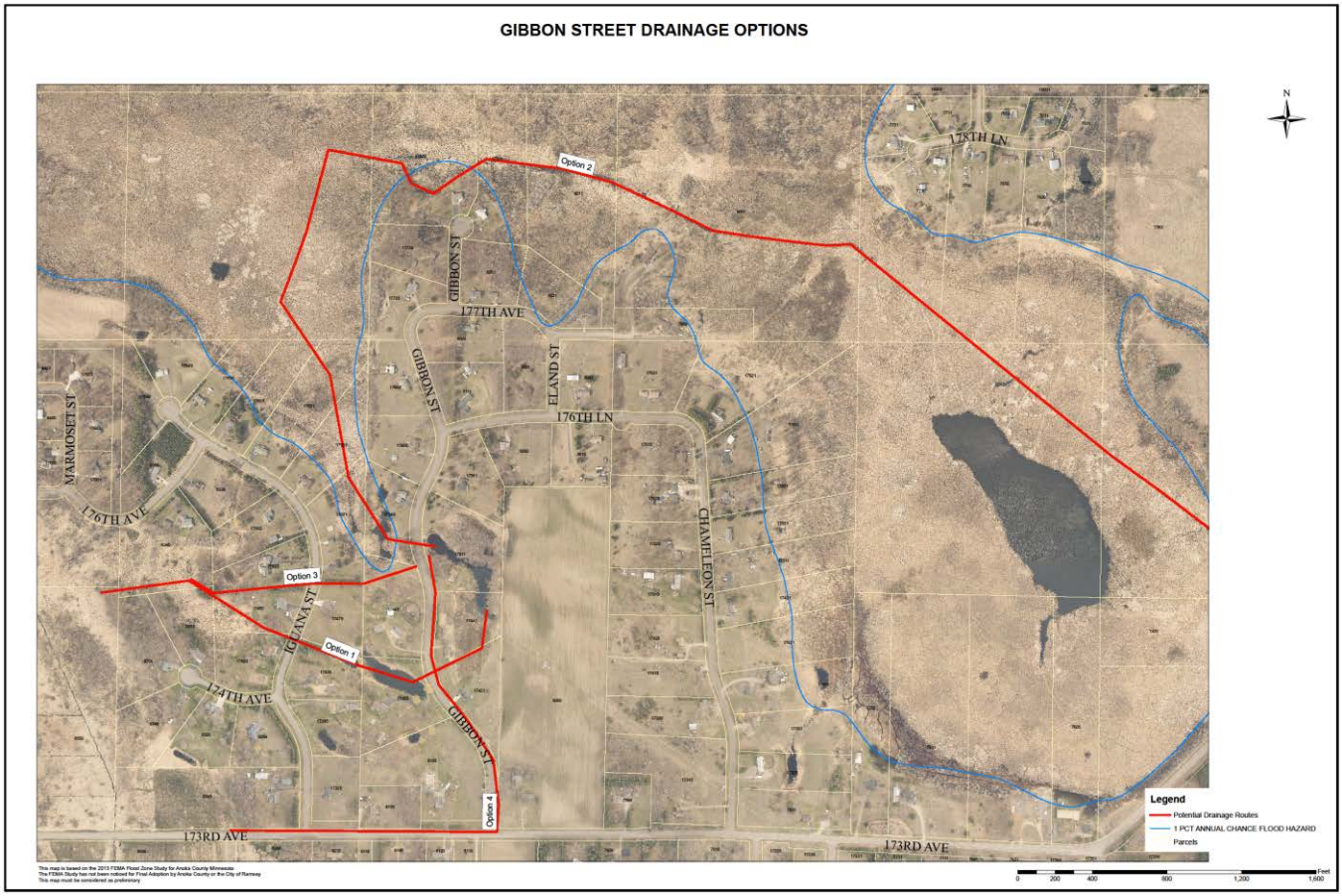


FIGURE 2
Four Optional Drainage Improvement Alignments

APPENDIX B

Opinion of Probable Costs

STORM SEWER FOR 173RD AVENUE AND GIBBON STREET NW

STATEMENT OF ESTIMATED QUANTITIES

ESTIMATED COST		**$ 235,947.50**
CONTINGENCY	**10%**	**$ 35,392.13**
ENGINEERING AND ADMINISTRATION	**23%**	**$ 54,267.93**
TOTAL WITH CONTINGENCY, ENGINEERING AND ADMINISTRATION		**$ 325,607.55**

ITEM	ITEM NUMBER	DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	$ 20,000.00	1	$ 20,000.00
2	2101.511	CLEAR AND GRUB TREE	EACH	$ 300.00	10	$ 3,000.00
3	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	$ 3.50	740	$ 2,590.00
4	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	$ 4.50	660	$ 2,970.00
5	2104.523	SALVAGE AND INSTALL MAIL BOX SUPPORT	EACH	$ 400.00	3	$ 1,200.00
6	2104.523	TEMPORARY MAILBOX CLUSTER	EACH	$ 400.00	3	$ 1,200.00
7	2104.523	SALVAGE AND INSTALL SIGNS AND POST	EACH	$ 200.00	2	$ 400.00
8	2105.501	COMMON EXCAVATION (EV)	CU YD	$ 7.00	200	$ 1,400.00
9	2105.501	UNCLASSIFIED EXCAVATION (EV)	CU YD	$ 10.00	250	$ 2,500.00
10	2105.523	COMMON TOPSOIL BORROW (CV)	CU YD	$ 16.00	290	$ 4,640.00
11	2105.601	UTILITY DEWATERING	LUMP SUM	$ 20,000.00	1	$ 20,000.00
12	2211.503	AGRREGATE BASE CLASS 5 MODIFIED (P)	CU YD	$ 15.00	240	$ 3,600.00
14	2232.501	MILL BITUMINOUS SURFACE (1.5")	SQ YD	$ 20.00	30	$ 600.00
15	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GALLONS	$ 3.25	30	$ 97.50
16	2360.501	TYPE SP 9.5 WEARING COURSE MIX (2,B)	TON	$ 70.00	70	$ 4,900.00
17	2360.502	TYPE SP 12.5 NON WEARING COURSE MIX (3,B)	TON	$ 70.00	70	$ 4,900.00
18	2451.607	ROCK BEDDING (CV)	CU YD	$ 12.00	50	$ 600.00
19	2501.515	15" RC PIPE APRON	EACH	$ 600.00	2	$ 1,200.00
20	2501.602	TRASH GUARD FOR 15" RC PIPE APRON	EACH	$ 500.00	2	$ 1,000.00
21	2503.541	15" RC PIPE SEWER, DESIGN 3006 CLASS III	LIN FT	$ 30.00	3000	$ 90,000.00
46	2504.602	IRRIGATION RESTORATION	EA	$ 2,500.00	4	$ 10,000.00
22	2506.501	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	$ 350.00	60	$ 21,000.00
23	2506.516	CASTING ASSEMBLY - STORM	EACH	$ 650.00	10	$ 6,500.00
24	2506.521	INSTALL CASTING	EACH	$ 350.00	10	$ 3,500.00
25	2506.522	ADJUST FRAME AND RING CASTING	EACH	$ 400.00	10	$ 4,000.00
27	2563.601	TRAFFIC CONTROL	LUMP SUM	$ 5,000.00	1	$ 5,000.00
28	2573.502	SALVAGE AND INSTALL LANDSCAPING	LS	$ 2,500.00	1	$ 2,500.00
29	2573.502	SILT FENCE, TYPE MS	LIN FT	$ 4.00	400	$ 1,600.00
30	2573.533	SEDIMENT CONTROL LOG TYPE STRAW	LIN FT	$ 3.00	250	$ 750.00
31	2574.508	FERTILIZER TYPE 3	POUNDS	$ 1.50	200	$ 300.00
32	2575.502	SEED MIXTURE 25-131	POUNDS	$ 5.00	300	$ 1,500.00
33	2575.505	SODDING TYPE LAWN	SQ YD	$ 5.00	1500	$ 7,500.00
34	2575.562	HYDRAULIC MATRIX TYPE MULCH	POUNDS	$ 2.00	1500	$ 3,000.00
35	2575.570	HYDROSEEDING: MNDOT MIXTURE 25.131	ACRE	$ 2,000.00	1	$ 2,000.00
		TOTAL COST STREET				$ 235,947.50

Bituminous Driveway restoration in CL5 and Bit Wear Quantities

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, March 31, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Civil Engineer II Leonard Linton
Asst City Administrator/Economic Development Manager Patrick Brama

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

4. APPROVE MINUTES

4.01: Approve January 20, 2015, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the following minutes:

Regular Meeting Minutes dated January 20, 2015

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Options for Addressing Stormwater Drainage Issues in Low Lying, Land Locked Areas

Civil Engineer II Linton reviewed the staff report and identified the 2014 areas of flooding concern. He identified the wetlands within the City, noting that approximately 20 to 25 percent of the City is wetland. He identified areas of flooding concern from previous years beginning in 1985 and moving forward to 2011 for comparison purposes. He explained the staff report focused on three primary areas of concern, and that the staff report lists these in order of priority based on magnitude and severity of property and structure impacts.

The Gibbon Street area, rated the highest priority in the staff report, was discussed in detail first. Civil Engineer II Linton reviewed several potential routes of relief for this land-locked wetland, including relative elevation differences and any easements that existed along the routes. He discussed that ditch 66 was cleaned a few years prior and that weirs had been installed. He explained that vegetation management can occur within a wetland but the elevation cannot be changed. He noted that similar plans are available for discussion along the other two areas addressed within the case, but that residents from Gibbon Street are in attendance.

Chairperson Riley questioned if there is a good or easy answer.

Civil Engineer II Linton stated that while there is no easy answer there are potential solutions. He stated that the potential routes are where solutions could occur.

City Engineer Westby stated that there could be a combination of ditches and pipes in the routes.

Councilmember Johns stated that it appears the southern route would make the most sense.

Chairperson Riley questioned if the route would simply push the problem down the line.

Civil Engineer II Linton replied that if the water were to be routed into the ditch he believed that it would continue to flow to Trott Brook.

Frank Miske, 17421 Gibbon Street NW, stated that water even reaches high levels at certain times and could also be a concern for overflowing. He stated that the issues on Gibbon Street did not occur until the Iguana Street area was developed. He suggested instead that perhaps the Iguana Street area be routed in the other direction rather than routing their water towards Gibbon Street.

Cassandra Miske, 17421 Gibbon Street NW, confirmed that there is a culvert that drains into the ditch in their yard. She stated that it appears that their yard is the end spot for drainage and that is why she believes they have flooding of their yard. She questioned if the capacity of the ponds in the area could be increased.

Amber Pederson, 17441 Gibbon Street NW, was also present and confirmed that there is a culvert on her property as well.

Civil Engineer II Linton stated would cause the basements in that area to flood as the wetland elevation is currently equal to that of the basements in the area. He stated that this development was platted in 1979, before the creation of the Lower Rum River Water Management Organization (LRRWMO) and before the existing regulations of the City were in existence. He stated that if the development were to come in now the homes would look a lot different as the lowest floor elevation would need to be two feet above the wetland.

Mr. Miske stated that the home at 17540 Gibbon Street regularly has standing water in the home.

Mrs. Miske stated that in previous meetings there was discussion of an infiltration basin.

City Engineer Westby stated that an infiltration basin would not provide much benefit in this situation given the high groundwater level.

Chairperson Riley stated that it is helpful that the homeowners are open to working with the City.

City Engineer Westby stated that this case has identified the three worst flooding areas within the City, acknowledging that the Gibbon Street area is the worst. He stated that staff can focus on Gibbon Street at this time and look at possible solutions in more detail, looking also into the Iguana Street area, to determine the options. He estimated that the solution mentioned could very well exceed a six-figure cost.

Mr. Miske acknowledged that a six-figure cost would be prohibitive and questioned what they are supposed to do in the long-term as their home is flooding.

Councilmember Shryock questioned if the homeowner is eligible for flood insurance and whether that helps.

Mrs. Miske stated that they are not actually located in the floodplain.

City Engineer Westby stated that residents of Ramsey are eligible for flood insurance since the City is enrolled in the National Flood Insurance Program. He stated that there are things that the homeowners could also do to help such as larger pumps and drain tile systems or back up pumps.

Councilmember Shryock questioned if the homeowners could dig deeper in their backyard to provide an area for the water to go.

Civil Engineer II Linton stated that three properties in addition to the homeowners present tonight have submitted flood reports to the City.

Mr. Miske stated that the home at 17540 Gibbon Street is not occupied so they would not have filed a report. He noted that some of the other homeowners did not want to submit a report.

Councilmember Johns confirmed that a retention pond would be investigated as a possible solution.

Mr. Miske stated that the cheaper solution may be to demolish the existing homes and rebuild.

City Engineer Westby stated that this item will be brought back on May 19th.

Civil Engineer II Linton provided a brief overview of the other two areas of flooding concern identified within the case, noting that the issues are less severe and the potential solutions would be costly.

City Engineer Westby stated that staff has spoken with neighboring cities but they do not have the same problems because they have more relief and elevation differential.

5.02: Consider the Surface Water Management Plan Update

Civil Engineer II Linton reviewed the staff report and briefly summarized the results of the pipe and pond summary.

City Engineer Westby stated that City Administrator Ulrich could not attend this evening but had asked if there were any cost implications related to the updating of the Surface Water Management Plan. He stated there are no new mandates that will increase costs significantly, but incorporating the Atlas 14 stormwater data will have an impact on future costs as projects will be designed to a higher standard.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the updated Surface Water Management Plan and forward it to the City Council for approval.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.03: Consider Use of Sunwood Drive as Official Detour Route During Highway 10 and Armstrong Boulevard Interchange Construction

City Engineer Westby reviewed the staff report and stated that bids on the Armstrong Interchange project were opened today and that construction will likely begin in early May and take one year to complete since Armstrong Boulevard will be closed between Sunwood Drive and Riverdale Drive. He reviewed the detour plan as bid with the project, which identifies Bunker Lake Boulevard as the official detour route between Armstrong Boulevard and Ramsey Boulevard. He stated the purpose of this case is to determine if there is interest in requesting that the official detour be changed from Bunker Lake Boulevard to Sunwood Drive. He explained that usually the County prefers to use County Roads for detours. He stated that staff asked the County if they would consider changing the detour route and were advised that they might consider such a request if submitted in writing. He noted that if approved by the County there may be additional conditions, such as a damage claim waiver. He stated that there would not be

an impact to project costs as the signage would simply be placed in a different area. He stated that while some additional traffic would be generated along Sunwood Drive if chosen as the official detour, especially early in the project, some people will still choose to take Bunker Lake Boulevard if they find Sunwood Drive is not as convenient or timely. He stated that staff does not have a recommendation as they believe the vast majority of drivers will select their construction detour routes based on needs and preferences and not on signage, and given the low volume of pedestrian traffic crossing Sunwood Drive.

Councilmember Johns stated that it would not hurt to have additional drivers going past the businesses on Sunwood Drive.

Councilmember Shryock stated that her concern would be that some drivers are not familiar with roundabouts. She did believe that there may be a short-term benefit to the businesses but was concerned with possible safety issues.

Chairperson Riley agreed with the comments made by Councilmember Shryock, noting that he would not want to push that amount of traffic down Sunwood Drive because of safety concerns.

Motion by Councilmember Shryock, seconded by Chairperson Riley, to recommend leaving the official detour route along Bunker Lake Boulevard.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

5.04: Business Signage for Armstrong Interchange Detour

Public Works Superintendent Riemer reviewed the staff report and displayed examples of signs used during construction to identify local businesses. He advised that the banner type sign would have a time limitation, additional cost, and would require additional approval from the Council to be located in the right-of-way.

Councilmember Johns stated that she likes the white sign with the business names.

Councilmember Shryock agreed that she prefers the white sign. She suggested installing the sign right away.

Public Works Superintendent Riemer confirmed that the white sign could be made in house and could be produced in one to two days. He identified the most effective placement of the business signs.

City Engineer Westby questioned if another sign should be placed at Ramsey Boulevard.

Public Works Superintendent Riemer confirmed that an additional sign could be placed at Highway 10 and Ramsey Boulevard.

Chairperson Riley believed that this should be communicated to the businesses to show that the City is being supportive during the period of construction.

City Engineer Westby stated that the *Ramsey Resident* will soon be published and will include an article on the interchange. He advised that there will be a website for the interchange project and noted that link will be mentioned in the article. He stated that a statement can be added noting that the City is going above and beyond with the business signage.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council approve Alternative #2, City to fabricate and install local business access signs.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.05: Consider Street and Pedestrian Facility Lighting Plans – Center Street and Riverdale Drive

City Engineer Westby reviewed the staff report, which includes lighting plans for the Center Street and Riverdale Drive projects. He reviewed the purpose of the lighting improvements and the proposed lighting plans for the Center Street project noting that TOD grant funds are proposed to fund the lighting improvements which will match the lights throughout the COR.

Councilmember Johns questioned the spacing on the lights.

City Engineer Westby stated that the lights along Center Street would be roughly 80 to 90 feet apart, similar to the spacing of lights along Sunwood Drive.

Councilmember Johns preferred that the lights be aligned directly across from each other as shown in the layout dated 2/24/15.

Councilmember Shryock stated that most other intersections have four lights and questioned why only two lights are proposed for the intersection of Center Street and 145th Avenue.

City Engineer Westby stated that it is currently unknown whether 145th Avenue will ultimately be extended to the west, and he noted that this intersection will not be as busy as the intersections along Sunwood Drive.

Councilmember Shryock questioned if lighting will be continued on the two one-way roadways along Ramsey Parkway in the future.

City Engineer Westby stated that he is not aware of any plans to light Ramsey Parkway at this time, but noted that the trail in the island between the two one-way roads is lit.

Councilmember Shryock stated that perhaps an additional light should be placed in the area where the trail crosses Center Street at Ramsey Parkway.

City Engineer Westby confirmed that an additional light could be added at the crossing if that is the direction of the Committee.

He then discussed the purpose and proposed lighting plans for the Riverdale Drive project which includes 27 street lights and 27 pedestrian trail lights to ensure there are no long stretches of dark spots along the trails. He advised that the cost for this project would be funded through the street lighting fund.

Chairperson Riley stated he would support the least number of lights that gets the job done, which appears to be what staff has proposed.

Motion by Chairperson Riley, seconded by Councilmember Johns, to recommend that the City Council approve the Public Works Committee's preferred lighting system for Center Street including opposing lights between Sunwood Drive and 145th Avenue, tall street lights at each corner of the intersection of Center Street and 145th Avenue, and adding a light for the Center Street pedestrian crossing at Ramsey Parkway, and as proposed by staff for Riverdale Drive.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.06: Request Installation of Priority Street Light at Nowthen Boulevard and Iodine Street

Public Works Superintendent Riemer reviewed the staff report and stated that a streetlight is proposed for the intersection to provide a safety benefit, as there is currently only a pedestrian light.

Motion by Councilmember Shryock, seconded by Councilmember Johns, to recommend that the City Council approve installation of a LED priority street light on the north side of Nowthen Boulevard near Iodine Street to the existing pole.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Shryock and Johns. Voting No: None.

6. COMMITTEE / STAFF INPUT

Public Works Superintendent Riemer provided an update on street sweeping, noting that staff is ahead of schedule because of the warm weather. He advised that spring flushing will begin April 6th and will be a three-week process. He also provided an update on spray patching which was also completed.

Chairperson Riley referenced the trail in front of Stoney River and asked for additional information.

City Engineer Westby provided additional information, acknowledging that a marked crosswalk for TH 47 does not exist for this trail, that MnDOT wants to investigate trail gaps around this intersection before approving a crosswalk design, and that "Trail Closed" signs are in place.

Chairperson Riley referenced the woods near Stoney River along 47 and stated that there are a number of trees down most likely from a storm and questioned if there is anything that can be done. He stated that perhaps the City could assist in that cleanup effort.

Civil Engineer II Linton stated that he can provide exhibits if any Councilmembers want to go out to Gibbon Street to review the drainage issues discussed earlier.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:19 p.m.

Respectfully submitted,



_____

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, June 16, 2015, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock (arrived 6:05)

Also Present: City Administrator Kurtis Ulrich
Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Civil Engineer II Leonard Linton
Alternate Councilmember Mark Kuzma

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Kuzma to approve the agenda, as presented.

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

4. APPROVE MINUTES

4.01: Approve May 19, 2015, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the following minutes:

Regular Meeting Minutes dated May 19, 2015

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

5. COMMITTEE BUSINESS

5.01: Consider Drainage Options for 173rd Avenue and Gibbon Street Area

Civil Engineer II Linton reviewed the staff report and each of the options, noting that after the case was published, he realized it could be possible to create a cross section through the property as explained in Option 4. He said the wetland cannot be drained in an effort to make the water level lower than the home. He explained that while this may provide some relief, water seeks its own relief. The water, in this case, rose above the ground.

Chairperson Riley asked why it would not work to dig a hole.

Civil Engineer II Linton noted the natural level of the wetlands is expressed through the wetlands. If a hole was dug, the water level would be the same elevation as is expressed in the wetlands; it would not drop down. He stated it could provide more storage area. He related the action of the water and a hole to a cup and a serving bowl. Four inches of water in a little cup would fill it up, while the water level would be much lower in the serving bowl. The water is more spread out and shallow.

Councilmember Shryock arrived at 6:05 p.m.

Councilmember Johns inquired if the water will always be an issue in this area.

Civil Engineer II Linton responded in the affirmative.

Councilmember Johns asked how much water could be drained with piping added.

Civil Engineer II Linton answered he could not be sure. The existing elevations will remain and make water drainage difficult.

Chairperson Riley inquired whether the water table has risen over the course of time.

Civil Engineer II Linton responded it has changed.

City Engineer Westby noted the water level was very high in 2014. It does fluctuate. He said this issue will likely be a recurring problem without the pipe. He said the pipe may solve it and will at least provide relief.

Civil Engineer II Linton stated if there is a heavy rain, the water could back up before it runs off.

Councilmember Kuzma asked what the anticipated cost would be.

Civil Engineer II Linton answered the anticipated cost is $250,000 to $300,000. He pointed out this does not include easements, and cautioned that electrical issues or other problems could arise.

City Engineer Westby suggested staff can pursue this option further as far as costs and feasibility if the Committee approves. He said they would obtain permission from the Miskes and other residents to look at the elevations. He said the best option is Option 4.

Cassandra Miske, 17421 Gibbon St NW, stated when they removed drywall in their basement, they could tell there was water damage in deeper layers. She commented Option 4 does look good. She said she is interested in anything that might help because she does not want to keep replacing doorjambs and more all the time. She mentioned that the house next door that is in foreclosure does not have any inhabitants. She said she talked with the owners and found the bank did not disclose the flooding. However, the bank did discus septic issues.

Chairperson Riley commented since staff has to do more research on this option, and get more elevations, this seems to be the beginning of costs.

Ms. Miske inquired about the availability of grants that had been mentioned.

City Engineer Westby answered staff has looked into this online to see if any grants were available for this kind of project. Some grants are available for septic systems, but not for local flooding issues. He said staff can look into this further.

Chairperson Riley asked whether Anoka County is helpful in these situations.

Civil Engineer II Linton responded staff would need to get a permit and could discuss this with them. He explained the county ditch system was first dug around 1900. This was before stormwater retention was thought of. The county does monitor and inspect. They make sure the culverts are operational.

Councilmember Kuzma asked if assessments are a consideration with the new street policy. He also questioned what the funding source is.

City Engineer Westby explained the City can assess for land enhancements. Otherwise, the stormwater sewer fund may be the next option.

Chairperson Riley expressed concern that there are more situations like this. When this problem gets fixed, there could be another similar problem right behind it, and so on.

City Engineer Westby noted this is the worst area that staff is aware of.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council consider ordering a feasibility study for Gibbon Street - 173rd Avenue Drainage concerns.

Further discussion: City Administrator Ulrich stated the study should include an analysis, determining specific costs and looking at policy.

Motion amended by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council consider ordering a feasibility study that will include an analysis, determination of specific costs and how this works with policy, for Gibbon Street - 173rd Avenue Drainage concerns.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.02: Consider Recommendation for Zeolite Street Storm Sewer Extension to Lake Ramsey

City Engineer Westby reviewed the staff report and noted the construction costs are preliminarily estimated at $175,000. Project costs would be paid from the Storm Water Utility Fund. He stated this project is included in the City's 5-year Street Maintenance Program.

Councilmember Shryock asked if there were intentions to develop this triangle at some point.

Chairperson Riley informed when the City functioned as a developer, it was under consideration to develop this plot. However, the City stood to lose approximately $500,000.

City Administrator Ulrich explained the large cost was due to the land being very low and needing a lot of fill. He said utilities would have been an issue as well.

Councilmember Kuzma asked if concrete was put in instead of plywood, and the land was developed in the future, what would the cost be then to put in a better closure.

City Engineer Westby responded it could be $10,000 to $15,000 as a rough estimate. This is assuming there would not be much work to do with Bunker Lake Boulevard.

Chairperson Riley noted it has been repaired once, and it didn't affect Bunker Lake Boulevard, so it shouldn't a second time. He agreed with Councilmember Kuzma to use concrete or plywood until a developer comes through. Then it would be the developer's cost to repair. He commented he was unsure why it was being discussed now versus when it is necessary.

City Engineer Westby stated staff sees this as more of a safety improvement, and it is already in the CIP. If there is no intention to develop that triangular section, then staff can come back with more specific costs.

Councilmember Shryock inquired if there is any potential issue with the triangular section needing to hold more water. If there is no intention to develop in the near future, she said she approves of the idea of plugging the northern portion of the pipe.

Civil Engineer II Linton stated there is a catch basin on the north side of Bunker Lake Boulevard. If someone pulled the grate off, they could get in there. Either redevelopment of the triangle part, or starting to build more in the Ninth Division would be reason to revisit and consider putting a more permanent fix in there.

City Engineer Westby pointed out at some point the City will be required to reconstruct Bunker Lake Boulevard as well as Zeolite Street, and it may be more feasible to look at costs and options then.

Chairperson Riley stated this should wait until there is a reason.

Councilmember Shryock asked if there would be an option at that point to have a straight pipe and possibly save costs with that.

City Engineer Westby explained it is a straight pipe, and it would need to go as planned. It is a big pipe and this is what would work best.

City Engineer Westby stated no motion needed. Staff has the guidance they need.

5.03: Consider Street Width Recommendation for Andrie Street and 164th Lane Reconstruction Project

City Engineer Westby reviewed the staff report and noted bonds can be used to widen the bike lane. Staff is at the point where they would like to go to Council and request authorization. The feasibility study needs to be updated and presented to the Council.

Councilmember Shryock asked whether it will be a striped bike lane, or if the road will just be widened.

City Engineer Westby stated these are municipal state aid streets, so the MSA Standards must be followed. The bike lane would be striped. It will be a 5 foot lane. Since it is a designated bike lane, and an MSA street, this will help with the funding.

Councilmember Kuzma questioned if the road is widened, will there be no parking on one side, and bike lane on the other.

City Engineer Westby said there would be parking on one side, and a bike lane on the other.

Councilmember Kuzma asked if it could be made wider if there was no parking.

City Engineer Westby stated the road could be made narrower, but a variance would need to be requested from State Aid to eliminate parking on one side of the street. The only way MSA would approve is if there are certain trees that should be saved.

Councilmember Kuzma noted there is a strip of trees the citizens are concerned about if the road is widened too much. He commented that road does need to be fixed.

Chairperson Riley confirmed the City Engineer will request approval for parking on one side and bike lane on the other. He stated he preferred to restrict parking for a stretch of the road, but not the whole road. He also would like to avoid losing trees.

Councilmember Shryock agreed the residents would like to keep the trees in that area. She suggested where the trees are that should be saved, no parking signs could be added.

Civil Engineer II Linton stated he worked on the original Andrie Street feasibility study, and there is room to narrow it from its existing configuration. The option at that time was to put the sidewalk in and the study focused on narrowing the road for that. He offered to conduct more research.

Chairperson Riley asked for clarification on how the width added up to 36 feet. He said he would prefer to narrow the street or have the no parking signs in the areas relative to saving trees.

City Engineer Westby suggested staff look at this item by mid-June or July to research the answers. He said since the original recommendation stands with looking at parking on one side in select areas as an amendment, no motion is needed.

5.04: Recommend Revising Street Names from (East) Town Center Drive to Center Street, and from East/West Ramsey Parkway to Ramsey Parkway

City Engineer Westby reviewed the staff report.

Councilmember Johns commented it would be good to simplify. Since the directional words in the names are not carried out throughout the City, this section of the City should be simplified.

Chairperson Riley inquired what the name would be of the west side of the horseshoe. He said he is not sure the street will ever be constructed as originally planned.

City Engineer Westby explained the Parkway continues to the south of Lake Ramsey. East Ramsey Parkway will go through that horseshoe and connect. He confirmed that road will not likely be built.

Councilmember Shryock questioned why the signs have Street in the names, and the maps have Drive.

City Administrator Ulrich answered it had to do with when the City was trying to rebrand, and the temporary name of the area was name of Town Center. Now staff would like to drop the word Town.

Chairperson Riley pointed out half the signs have Center Street, so this won't be a large project.

Civil Engineer II Linton raised the issue of possible legal document costs for the address change on mortgages.

City Engineer Westby stated staff will research that.

Councilmember Shryock asked if the City can decide to change the name of streets or whether public input necessary.

City Administrator Ulrich responded the City can make these changes based on Council direction.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend that the City Council rename (East) Town Center Drive to Center Street, and renaming East/West Ramsey Parkway to Ramsey Parkway.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

COMMITTEE / STAFF INPUT

6.01: Minnesota Department of Health Variance on Fluoride Concentration in Drinking Water

Public Works Superintendent Riemer reviewed the staff report, stating this is for information only.

City Engineer Westby informed eastbound Highway 10 will be closed from 10:00 p.m. to approximately 2:00 a.m. Traffic barriers will be switched from one side to the other. Traffic will be rerouted. When this procedure was in place last week, the City did not receive complaints. He said he didn't anticipate any issues. This is the last time the traffic will need to be redirected in this area.

City Engineer Westby stated the traffic signal was turned on at CSAH 5 and Alpine Drive that morning and was operating fine.

City Engineer Westby noted staff has been working with a property owner at 14520 Sunfish Lake Drive. There is a swale in the back of the property. It was erected per the DNR's request. For a number of years, no water stood in the ditch. Now, years later, there is standing water. Staff is considering several options. One is to put a treatment structure at the end of Sunfish Lake Drive. The homeowner would like to contact the DNR and see if they can take it out of commission.

Civil Engineer II Linton explained the lake level was at one of its lowest when the homeowners moved in. The lake level has risen over the years and is manifested in that swale, which is on their property. The wetland vegetation is starting to come back. When the swale was high and dry, the homeowner was able to mow it and maintain it. If there is a lot of precipitation, the

water backs up and has nowhere to go. He informed the Committee that Staff is working through this with him.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:16 p.m.

Respectfully submitted,



_____

Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

October 21, 2014

Members of the Public Works Committee,

In July of 2014, the residential area of Gibbon St experienced a large amount of flooding that continued relentlessly for a three week period. During this flooding, at least three homes were drastically affected, causing tens of thousands of dollars in damage to each home. One such home, residents of which were retired mid to late 70's couple, decided to since allow their home to enter into foreclosure. The other home was that of a couple who moved in just months prior, spending all of their income on their first home, and was simply devastated by their loss. For my personal home, in which I have resided for ten years, the basement in which my husband has been refinishing for years, alone by hand, during what little time he has off from work and his military duties, was destroyed. Approximately three years ago, we had a negligible amount of water enter the basement that did not result in any damage, again during a wetter than usual year. Additionally, as I was removing material from my home this year, it was apparent that this was not the first time our home had been affected by a flood. Insulation was trimmed up several inches off the floor, wood was covered with other pieces of wood to cover the water damage and mold was found behind certain areas of drywall. This was never disclosed to us prior to purchase. My neighbors found similar evidence in their home, which had also not been disclosed to them.

After the 2014 flooding, I asked my husband to contact the city engineers to seek their advice on what could be done regarding the storm water accumulating on our property. A city engineer came out to review the property a few weeks later, in which we were grateful. This engineer informed us, that the neighborhood to the parallel to ours is essentially designed to drain directly into our neighborhood and that the houses that experienced the flooding this year are affected with the runoff storm water from these neighborhoods. The engineer also stated that the city should be responsible for the correction of this drainage. We have paid our city taxes for years despite the fact that Gibbon St. benefits very little from the amenities offered from these taxes.

We, the affected residents are not naïve in thinking that that we are the only area affected by the amount of precipitation that fell this spring and summer and we do understand the financial planning and implementation difficulties associated with this type of project. However, we strongly request that the residential neighborhood of Gibbon St. be prioritized in this undertaking and that we remain informed of all developments. We only wish to never pass along the heartaches and troubles that we have experienced to the future residents of Gibbon St. We would love to stay and have Gibbon St. remain a great neighborhood and city in which to reside.

Thank you,

The Miske's

RECEIVED
MAR 2 4 2015
BY:

Surface Water Survey – Gibbon Street 2015

Name(s): MARK & AMBER PEDERSON

Email Address: Mark.pederson@alumni.augsburg.edu

Phone Number: 763-226-8721

Address: 17441 GIBBON STREET NW

RAMSEY, MN 55303

☒ Check box if the city may contact you regarding the information on this survey.

1. Approximately how many years have you resided on Gibbon Street? 1.5

2. How many times have you experienced excessive surface water/flooding anywhere on your property? 1

3. Has surface water or flooding caused any damage to your property (i.e. to the interior/exterior home, landscaping, sheds, etc.)? If yes, please describe the damage and estimated cost.

INTERIOR: CARPET HAD TO BE TAKEN OUT, SHEET ROCK NEEDS TO BE REPLACED DUE TO WATER ABSORPTION. ALL DOORS & FRAMES HAVE TO BE REPLACED DUE TO WARPING CAUSED BY WATER ABSORPTION. MOLDINGS HAD TO BE TAKEN OUT DUE TO WATER ABSORPTION.

ESTIMATED COST: $ 10,500.00

Please leave any additional observations or comments regarding surface water on Gibbon St. below:

*This survey will be provided to the City of Ramsey Engineering Department and discussed at the March 17th Public Works Committee Meeting.

RECEIVED
MAR 2 4 2015
BY: 2015

Surface Water Survey – Gibbon Street

Name(s): Douglas Prives

Email Address: dcprives@yahoo.com

Phone Number: 763-226-6096

Address: 17511 Gibbon St Ramsey MN

☑ Check box if the city may contact you regarding the information on this survey.

1. Approximately how many years have you resided on Gibbon Street? 30 yrs

2. How many times have you experienced excessive surface water/flooding anywhere on your property? 17 yrs

3. Has surface water or flooding caused any damage to your property (i.e. to the interior/exterior home, landscaping, sheds, etc.)? If yes, please describe the damage and estimated cost.

surrounds house on 3 sides when
bad so I put in drain tile to mitigate damage
I own the water easement for this
development

Please leave any additional observations or comments regarding surface water on Gibbon St. below:

*This survey will be provided to the City of Ramsey Engineering Department and discussed at the March 17th Public Works Committee Meeting.

RECEIVED
MAR 2 4 2015
BY: 2015

Surface Water Survey – Gibbon Street

Name(s): Don Olson

Email Address:

Phone Number: 612-616-4607

Address: 17561 Gibbon St NW
Ramsey MN 55303

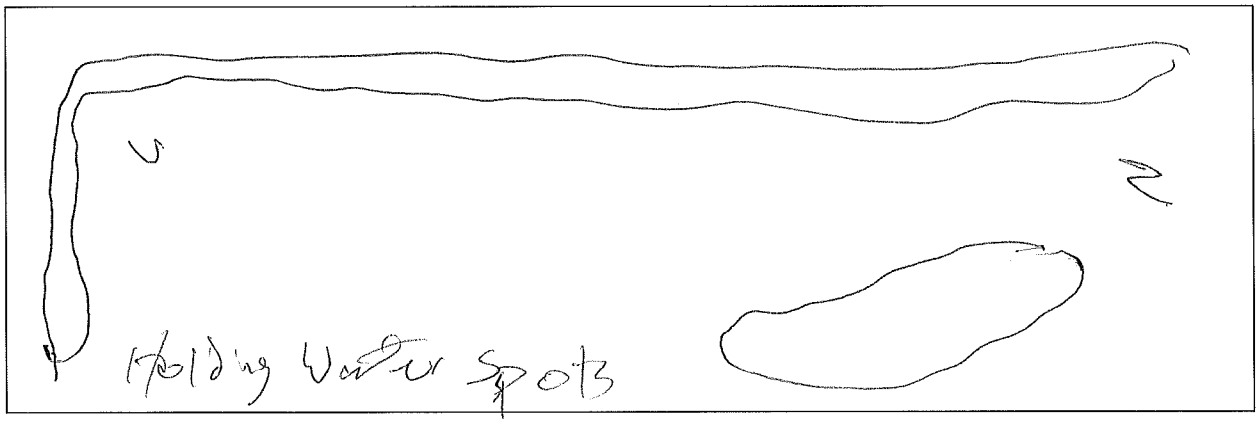
☒ Check box if the city may contact you regarding the information on this survey.

1. Approximately how many years have you resided on Gibbon Street? 6

2. How many times have you experienced excessive surface water/flooding anywhere on your property? 5

3. Has surface water or flooding caused any damage to your property (i.e. to the interior/exterior home, landscaping, sheds, etc.)? If yes, please describe the damage and estimated cost.
Sheds wet floors

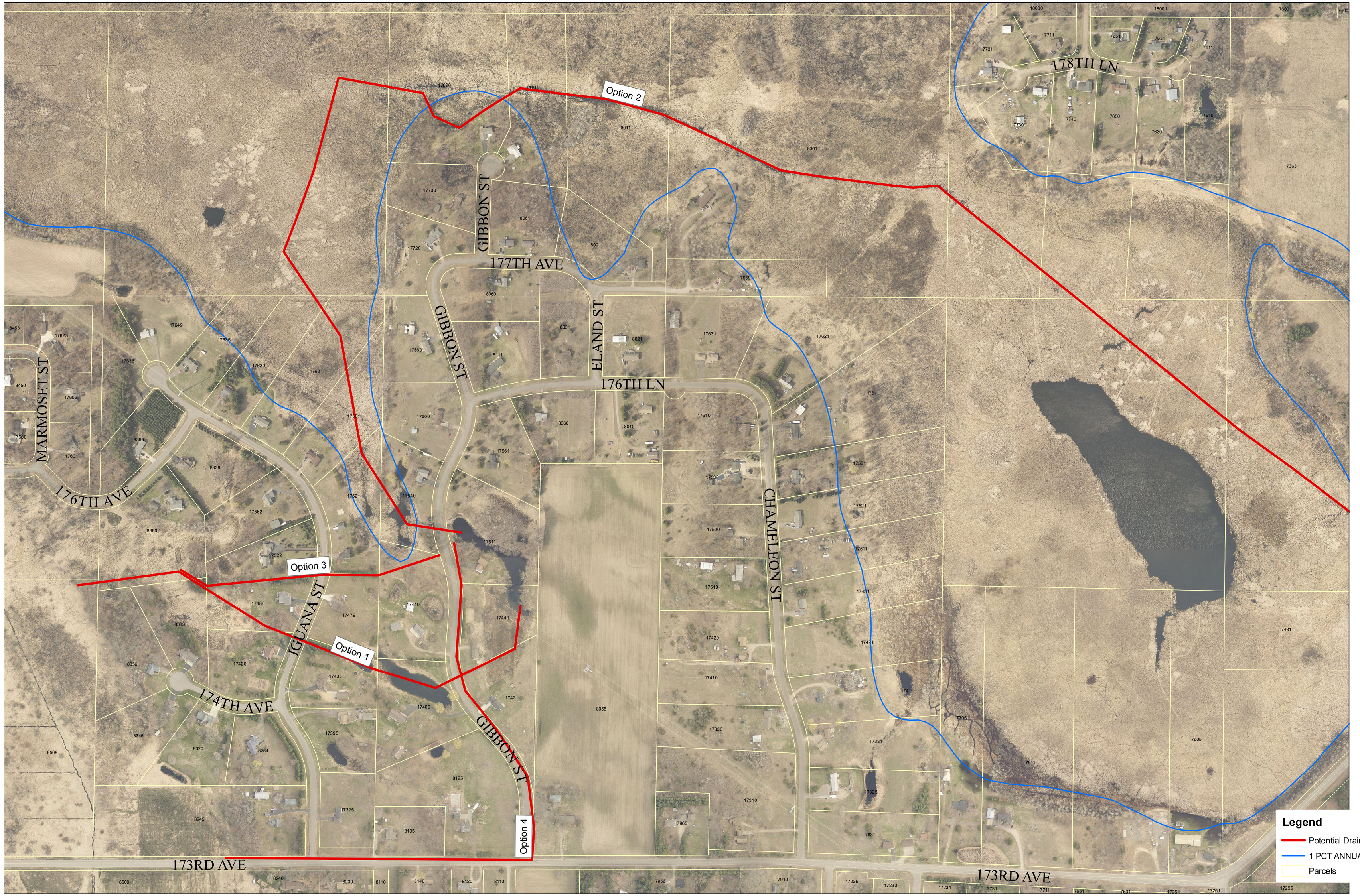
Please leave any additional observations or comments regarding surface water on Gibbon St. below:



*This survey will be provided to the City of Ramsey Engineering Department and discussed at the March 17th Public Works Committee Meeting.

GIBBON STREET DRAINAGE OPTIONS

FIGURE 2



This map is based on the 2013 FEMA Flood Zone Study for Anoka County Minnesota
The FEMA Study has not been noticed for Final Adoption by Anoka County or the City of Ramsey
This map must be considered as preliminary

GIBBON STREET

EASEMENTS

OPTION 1

OPTION 2

OPTION 2

OPTION 3

OPTION 4

CONTINUED FROM LOWER RIGHT

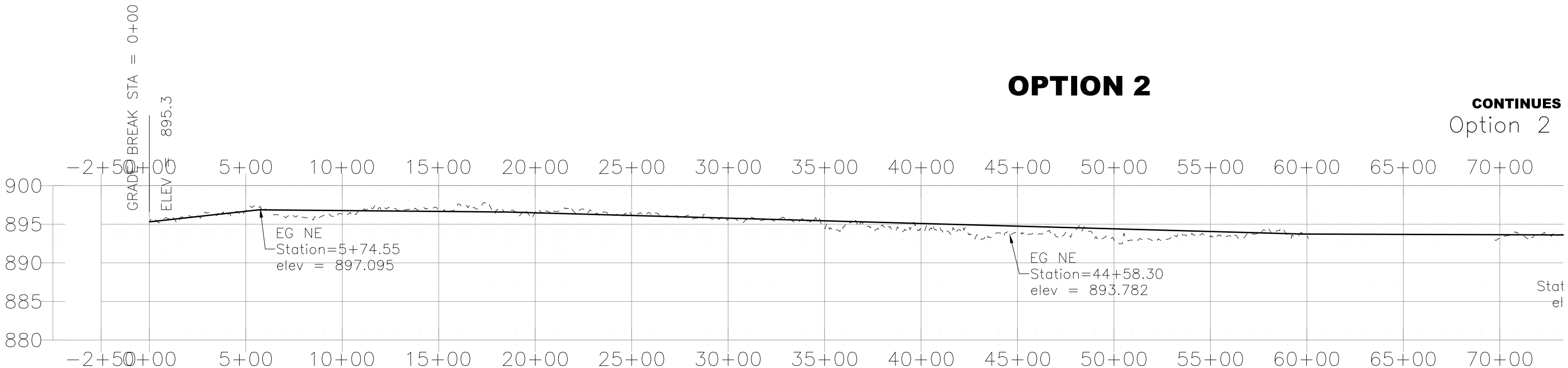
SUBJECT PROPERTIES

CONTINUES ABOVE LEFT

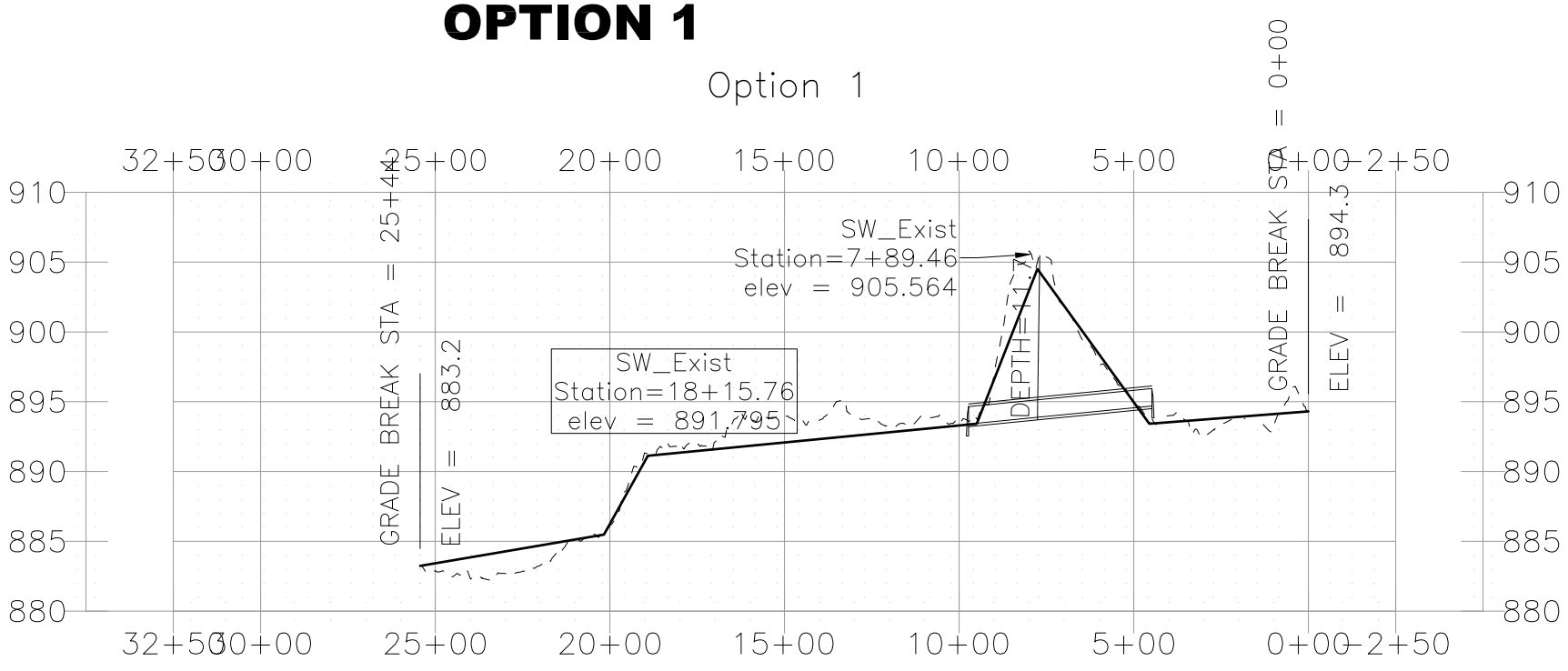
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GIBBON STREET

OPTION 2

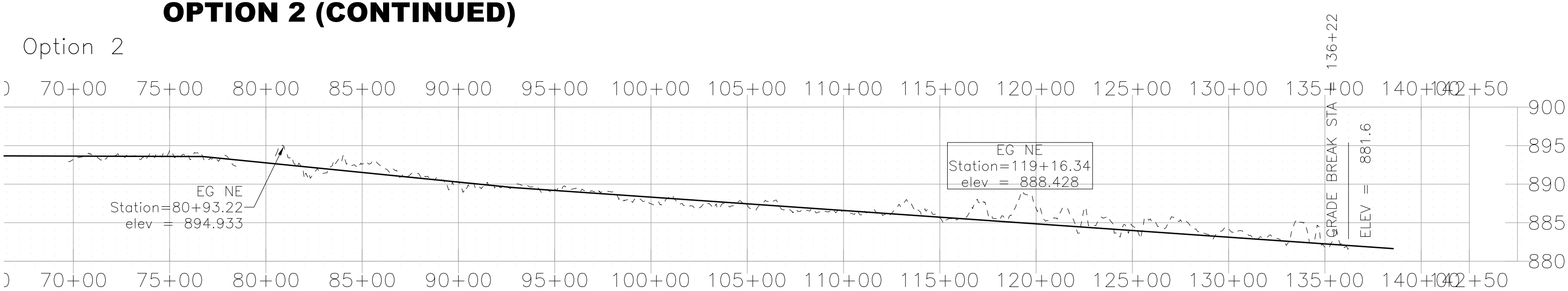


OPTION 1



GIBBON STREET

OPTION 2 (CONTINUED)



OPTION 4

GIBBON STREET

20+00

0+00

MH 8

5+00

0+00 FES 19

MH 7

10+00

MH 6

MH 4

15+00

MH 5

Continue below right

Continue above left

MH 5

15+00

173RD AVENUE

30+00 FES 1

MH 2

25+00

MH 3

20+00

MH 4

GIBBON STREET

Option 4

30+00 25+00 20+00 15+00 10+00 5+00 0+00

173rd Avenue

Gibbon Street

GRADE BREAK STA = 29+44.07
ELEV = 887.074

GRADE BREAK STA = 0+85.51
ELEV = 895.026

FES 1
STA 29+66.41 −2.5
RIM 887.59
BUILD 1.94
INV. UP MH 2 886.07

398' – 15" RCP @ 0.28%

MH 2
STA 25+66.39 −1.5
RIM 892.14
BUILD 4.95
INV. UP MH 3 887.29
INV. DOWN FES 1 887.19

396' – 15" RCP @ 0.28%

MH 3
STA 21+66.01 −0.8
RIM 895.77
BUILD 7.36
INV. UP MH 4 888.51
INV. DOWN MH 2 888.41

535' – 15" RCP @ 0.28%

MH 4
STA 16+26.64 0.0
RIM 900.73
BUILD 10.71
INV. UP MH 5 890.11
INV. DOWN MH 3 890.01

293' – 15" RCP @ 0.28%

MH 5
STA 13+29.31 −0.4
RIM 903.22
BUILD 12.28
INV. UP MH 6 891.04
INV. DOWN MH 4 890.94

0.28%

MH 6
STA 10+70.43 −0.1
RIM 897.83
BUILD 6.07
INV. UP MH 7 891.86
INV. DOWN MH 5 891.76

255' – 15" RCP @ 0.28%

255' – 15" RCP @ 0.28%

MH 7
STA 8+10.16 −2.5
RIM 896.23
BUILD 3.63
INV. UP MH 8 892.69
INV. DOWN MH 6 892.59

175' – 15" RCP @ 0.28%

382' – 15" RCP @ 0.28%

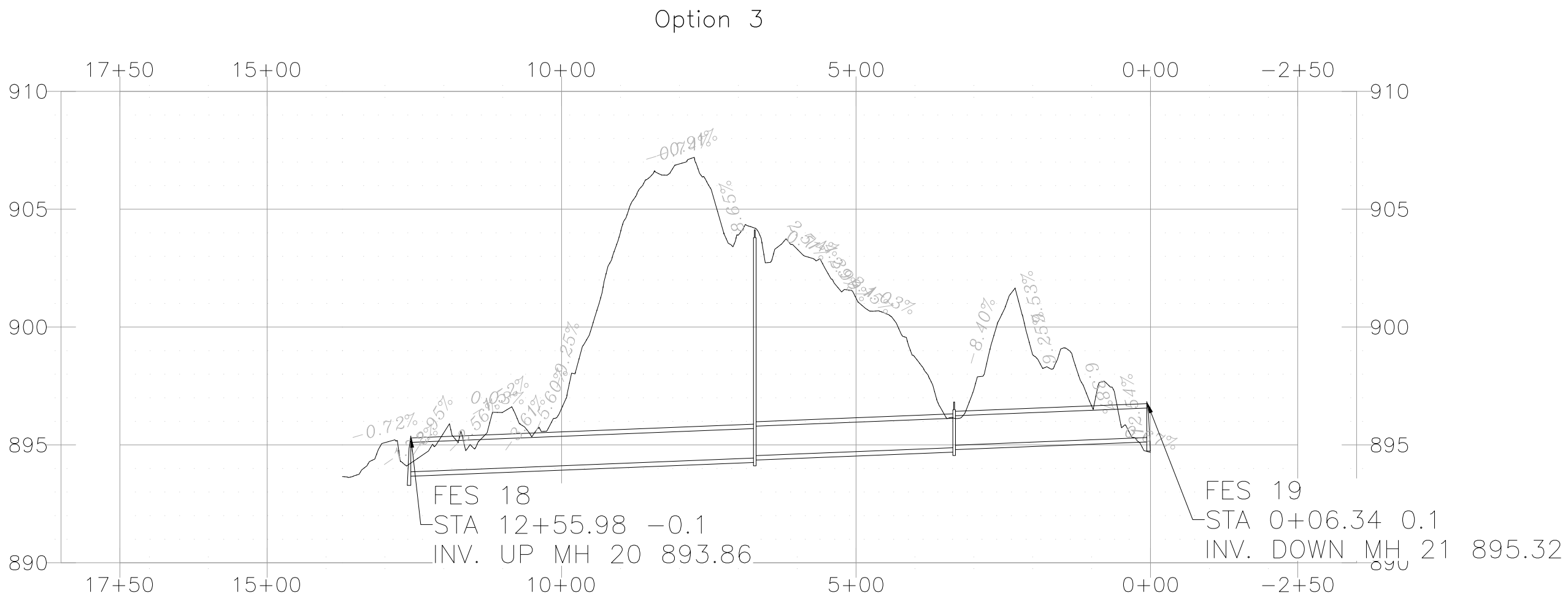
MH 8
STA 6+31.59 0.2
RIM 895.29
BUILD 2.10
INV. UP MH 9 893.29
INV. DOWN MH 7 893.19

243' – 15" RCP @ 0.28%

MH 9
STA 2+45.74 −0.9
RIM 897.87
BUILD 3.50
INV. UP FES 10 894.4
INV. DOWN MH 8 894.

FES 10
STA 0+01.12 0.2
RIM 896.68
BUILD 2.57
INV. DOWN MH 9

Option 3


Option 3
17+50
15+00
10+00
5+00
0+00
−2+50
910
905
900
895
890
FES 18
STA 12+55.98 −0.1
INV. UP MH 20 893.86
FES 19
STA 0+06.34 0.1
INV. DOWN MH 21 895.32

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, May 17, 2016, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Mark Kuzma

Absent: Councilmember Melody Shryock

Also Present: Public Works Superintendent Grant Riemer
Civil Engineer II Leonard Linton

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:39 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve April 19, 2016, Meeting Minutes

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

Regular Meeting Minutes dated April 19, 2016

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Abstain: Councilmember Kuzma. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Provide City Council Recommendations for Gibbon Street and 173rd Avenue Drainage Improvements Feasibility Report

Chairperson Riley explained the homeowners that initially brought this item to the City are not able to attend the meeting tonight. Discussion will take place, though no motions will be made.

City Engineer Westby reviewed the staff report.

Councilmember Kuzma asked if the feasibility study was conducted in-house.

City Engineer Westby confirmed it was.

City Engineer Westby noted this is a feasible project. The project would include a 3,000 foot storm sewer system with aprons on either end. The cost is estimated to be about $325,000. The number of benefitting properties is fairly small. There have been four property owners that have come forward with wet basements. The staff recommendation is to consider whether special assessments can pay for most of it, or determine whether funds can be purchased. He said he looked online for grants or anything similar that would apply. While something may become available in the future, he said there is nothing he could find that would fit the situation. Currently, it is under consideration to assess the cost to the property owners. The City will receive little benefit for completing this project and it would not make sense for the City to absorb the cost. The residents have pointed out they have been paying for the storm water utility fee throughout the years, and have not received benefit from that. Staff did discuss this case with the City Attorney, and learned that the City is under no obligations that it is aware of, to fix this issue. This home was built before the City was incorporated, which tends to be the case with many of these situations.

Councilmember Kuzma questioned whether the homeowner could put in a sump pump and drain tile on their own to fix the issue.

City Engineer Westby responded there are several systems available, and the associated costs are from the mid-thousands of dollars to tens of thousands. He said the resident had called for estimates on different systems, but he has not heard back from the resident with what they learned.

Chairperson Riley asked if using a sump pump would really fix the issue.

Civil Engineer II Linton explained a drain system would capture the water, but there is no place to let it out. The water would find its way back in if it is simply pumped out.

Chairperson Riley inquired whether lowering the ground water would be possible and of benefit.

Civil Engineer II Linton Leonard responded it could be lowered to a point. The pond cannot be lowered more than the lowest level of the wetland. The basement is most likely below the level

of the wetland. The water level will always be higher than the level of the floor. The homeowners experienced it coming up from the floor; not from around the building.

City Engineer Westby stated the City hasn't gone out to the location to conduct soil borings to see where the soil is in proximity to the basement. Given the situation, staff will never be able to say with 100% certainty that lowering the ground water would correct the issue.

Chairperson Riley asked if a solution is found and implemented, if it would create any additional developable land.

City Engineer Westby answered there would be no additional developable land. This issue and possible solution is really only for these four or five properties.

Councilmember Johns asked if there are any properties on the east side of the pond with issues.

Civil Engineer II Linton indicated the City has not had contact with all of the properties, but has learned the ground water is at the level of the garage for a couple of properties on the north side.

Councilmember Johns raised the point that insurance may be able to take part in a cost share.

City Engineer Westby said he is not aware of any programs or insurance that could be of benefit. He said from personal experience, he knows there is no insurance that would cover any costs when the issue is due to ground water. It is not the same as getting flood insurance.

The discussion was postponed in order to include the residents at a future meeting.

5.02: Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

Chairperson Riley explained the homeowner was not able to attend the meeting tonight. Discussion will take place, though no motions will be made.

City Engineer Westby reviewed the staff report. Staff was directed to develop a cost estimate for the requested improvements. The cost estimate totals $46,782.75 to construct the settling basin, modify the storm sewer and fill in the drainage swale. He noted this is in the DNR wetland and when that is impacted, the City must buy double the amount spent in wetland credits.

Chairperson Riley requested clarification on what the City would purchase in credits.

City Engineer Westby explained there are websites listing available wetland bank credits, which is how the City would purchase any necessary credits.

Chairperson Riley inquired if a wetland could be created.

City Engineer Westby replied that has been discussed briefly in the past.

Civil Engineer II Linton Leonard noted it is a long-term process to establish a wetland. It has to be monitored for five years. At the end of that time, if it still looks like a wetland, it can be determined as such, and it could be listed in the wetland credit bank.

Councilmember Kuzma asked how many properties the potential improvements would affect.

City Engineer Westby said it would benefit one.

Councilmember Kuzma clarified the homeowner bought this property with this drainage swale in place and was aware of its presence.

City Engineer Westby stated it was there when the home was purchased, and nothing has changed since the property has been purchased.

Chairperson Riley noted when the homeowner bought the property, it was during the dryer years. The water would flow through it and drain. It functioned differently. Now it is vegetated and has standing water. This is due to the natural water level of the lake.

Civil Engineer II Linton stated it is low now. The lake's water level does go up and down.

Councilmember Kuzma asked about a wet basement.

Chairperson Riley asked about the timing of the roadway and the plat.

Civil Engineer II Linton explained the plans showed the swale and it was part of the roadway before anything was built. The roadway came first, and then the plat.

Chairperson Riley questioned whether the problem would be fixed if the sedimentation basin was put in.

City Engineer Westby replied it would.

Councilmember Kuzma stated it seems to be a cosmetic situation. The City will not benefit from these improvements.

City Engineer Westby noted the benefit to the City would be that the pond could be maintained easier.

Chairperson Riley sought clarification that in the packet, the documentation shows the drainage swale was stable for the first years, and then it just started filling up.

City Engineer Westby noted there are easements there as well. Staff did have discussions at one point of what defines an easement and whether standing water would be allowed in an easement. It was determined that there are a lot of easements with water in them.

Chairperson Riley inquired why the drainage would be designed to run across private property.

Engineer II Linton pointed out the wetland is very close, and the builder didn't want to have to mitigate it at the time.

City Engineer Westby explained the first order of business when working with the DNR is to not impact a wetland. They may have suggested building the drainage swale in this manner in order to leave the wetlands alone.

Chairperson Riley brought up the possibility of a storm scepter.

City Engineer Westby responded staff did consider this at one point, however, it wouldn't operate as needed. He noted that staff did discuss the situation with the DNR and found another approval process will be necessary. The DNR did say the permits could be pulled and the work could be done, however, it is not completely assured that the problem would be corrected.

The discussion was postponed in order to include the resident at a future meeting.

5.03: Provide City Council Recommendation for 2016 Crackseal and Sealcoat Improvements, Improvement Project #16-00 Division A

City Engineer Westby reviewed the staff report, noting the costs listed in the packet are very accurate. Staff is asking for recommendation to the Council based on these costs.

Public Works Superintendent Riemer noted his department has spent $46,000 in patching. If the City did use the fog sealing in the two proposed areas, and there was extra money, it would be used in patching.

Councilmember Kuzma clarified the City's policy is that to not assess for sealcoating.

City Engineer Westby confirmed.

Chairperson Riley noted the City underspent last year by about $100,000. He pointed out the roads are not being maintained to the fullest. He questioned if the spray patching would be paid for within the sealcoating.

Councilmember Johns stated the extra funds were distributed to various funds. There are four funds that generally extra money such as this go into.

Discussion took place on how to allocate the $96,000 overage.

Chairperson Riley asked how the roads to be improved are chosen.

Public Works Superintendent Riemer answered it depends on when the roads were built. Because Ramsey was not built all at once as a planned community, there are some roads that need repair and maintenance sooner than others. Once the roads are all at a workable place, more strategic maintenance schedules can be followed.

Chairperson Riley asked whether the bidding should be for 80% to 120% of what is budgeted.

City Engineer Westby replied that is an option. At this point, he said it may be a better route to request bids. If bids came in a little over, then a smaller area could be removed from the project. It is not expected that bids will hit exactly $500,000, so there are ways to work around that. He noted the City cannot change the contract by more than 25%.

Chairperson Riley stated Ramsey's budgets are consistently lower than the Consortium. He asked if it would be helpful to work with the group.

City Engineer Westby replied one of the issues with the Consortium is that it doesn't allow the City to control the schedule of work. The contractor lets the City know when they will be doing work, and in what areas. There is some flexibility in that staff could ask the contractors to not do a certain street at a certain time, but the majority of the scheduling is taken away from the City.

Discussion took place on the process of sending out for bids and how it would work with the Consortium.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recommend that the City Council approve plans as prepared by staff for Improvement Project #16-00, Division A.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None. Absent: Councilmember Shryock.

6. COMMITTEE / STAFF INPUT

City Engineer Westby reviewed the list of project as included in the packet.

Chairperson Riley questioned the request of a hole in the pond as listed under Items of Interest.

City Engineer Westby explained the homeowner had suggested scooping out the bottom of the pond on his property in an effort to bring some relief from high water in the spring. Staff will look at the situation when it is dry. He said he is not sure what benefit this would provide, as the pond has not been overflowing that they are aware of.

Councilmember Johns asked if clearing out the nearby wetland area would be of help.

Public Works Superintendent Riemer replied there is a lot of vegetation in the wetland. Clearing it out could speed up the drainage to a point, but likely would not give much relief.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Kuzma to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:58 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **5. 2.**

Meeting Date: 06/21/2016

By: Bruce Westby, Engineering/Public Works

Title:

Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

Purpose/Background:

Purpose:

The property owner at 14520 Sunfish Lake Drive NW is requesting that the City reconstruct specific stormwater treatment improvements impacting a portion of their back yard. The requested work includes constructing a settling basin at the end of the storm sewer outlet from Sunwood Drive where it intersects 145th Lane NW for the purpose of reducing the frequency and volume of stormwater runoff running through the existing drainage swale along their rear lot line, and removing the existing cattails and other types of vegetation commonly found in wetlands from the swale and restoring the swale to a lawn type condition using sod, though seeding could be acceptable if done correctly. Attached Figure 1 shows 2014 aerial photography of the property and the surrounding area including parcel lines, property addresses, and street names, and identifies the locations of the swale and various storm sewer outlets in relation to the property. Attached Figure 2 shows the concept design for the requested improvements.

Background:

The property owner at 14520 Sunfish Lake Drive NW has contacted the City on numerous occasions since the mid-2000's regarding a drainage swale located within a 20-foot wide drainage and utility easement that runs across the back edge of his lot. The lot backs up to Sunfish Lake. The lake border adjacent to the property is predominantly cattails, and the edge of open water is approximately 100 yards northwest of the property.

This property is located in the Sunfish Lake Estates subdivision which was platted in 1996. The plat dedicated the 20-foot drainage and utility easement parallel to the rear lot line to accommodate a drainage swale that connects the storm sewer outlet from Sunwood Drive to an outlet control structure located near the southwest corner of the lot. Attached is a certificate of survey that shows the lot boundaries and locations of the rear lot drainage easement and berm along the back side of the swale.

The drainage swale and outlet control structure are not shown on the final Grading and Utility plans filed for the plat. The structure and the swale are shown on the plans the City prepared for the extension of Sunwood Drive. A copy of this plan is attached.

City files show that the City constructed Sunwood Drive around the time the plat was filed. This provided access to the site. An EAW was required prior to construction of Sunwood Drive. The Minnesota Department of Natural Resources (DNR) provided a response letter noting that the stormwater from the roadway should not be discharged directly to the wetlands adjacent to the roadway. A copy of this letter is attached with this text highlighted in yellow. The as-built plans for Sunwood Drive show that the storm sewer is directed to the swale on the back side of the lot. This swale provides treatment for the stormwater runoff from Sunwood Drive prior to discharging the runoff into Sunfish Lake via the outlet control structure.

According to the property owner, they were able to mow the swale and outer berm for the first several years after moving in around 1999, and standing water first appeared in the swale in the mid to late-2000's with the frequency of standing water increasing over time. The property owner contacted the City about the standing water in the late-2000's, after which Staff visited the site and informed the property owner that the swale was designed for this purpose, and that the drainage and utility easement was sized to accommodate the water.

The property owner contacted the City again in 2014 again noting his concerns that water was constantly standing in the swale, making it difficult to maintain the swale and rendering that part of his yard unusable. Staff met the resident on site and verified that the swale and standing water was being contained within the drainage and utility easement, and that the storm sewer system was functioning properly and was not plugged.

Staff met with the resident again in May of 2015, at which time Staff was asked if the swale could be redirected or removed. The property owner also inquired whether the volume of stormwater runoff being directed through the swale on his lot might have increased due to the new development across the street (Village of Sunfish Lake Subdivision). Staff researched the drainage plans for Village of Sunfish Lake and found that the two stormwater ponds for the Village of Sunfish Lake were constructed as land-locked basins and were sized to contain back to back 100 year storms. One of the ponds is located south of Sunwood Drive and east of 145th Lane, and the second pond is located in the southwest quadrant of Sunwood Drive and Radium Street. Stormwater from the Village of Sunfish Lake will therefore only reach the swale in extreme conditions.

Staff also contacted Anoka County per your property owner's request so see if they might have increased stormwater runoff into Sunfish Lake over the last decade or so due to road construction or maintenance projects along Sunfish Lake Boulevard/CR 57. The County has no records of any such projects that would have resulted in a significant quantity of groundwater or surface water being directed into Sunfish Lake for extended periods of time that may have resulted in increased lake levels.

The Minnesota Department of Natural Resources (DNR) maintains a database of lake levels, including Sunfish Lake. The records cover the period from 1985 to 2015, a span of 30 years. The Ordinary High Water level (OHW) determined by the DNR is 861.5. The record shows that from 1985 – 1988 the water level was up to 1.5 feet above the OHW. The water level dropped to 857.2 in 1989 before rebounding to 861.6 in 1991. The lake level dropped below 860 from 1994 to 2005, reaching a low of 856.7 in 2000. The lake level has generally been above 860 since 2011. The outlet structure for the swale is an inverted siphon, the inlet and outlet pipes are lower that the invert of the manhole connecting the pipes. The outside pipe ends are at 860.0 while the common connection between the pipes is at 861.3. Water must therefore build up to 861.3 in the swale before it is discharged into Sunfish Lake through the outlet control structure. Staff also obtained rainfall records for the same time period. The lake elevation generally corresponds with the annual rainfall totals, with the lake level rising when precipitation is above the 30 year average for several years in a row.

Staff then investigated whether a structural water quality treatment structure could be used in place of the swale. These devices function by circulating the stormwater inside a large diameter manhole. There are baffles inside which direct the stormwater around the edge of the device. The soil particles settle out of the water as it flows around the structure. The rate at which particles settle out is related to the distance the water travels and speed at which the water is flowing. The devices are designed to treat a certain quantity of flow. If the inflow exceeds the designed flow then water flows over a weir and passes out of the structure without treatment (bypass flow). The storm sewer outlet from the street is at elevation 859.6, two (2) feet below the OHW. Staff contacted a supplier of these devices and asked if the device would function properly when the outlet is submerged. The supplier said the device would function in bypass mode and would not provide any treatment. Staff also contacted the St. Anthony Falls Laboratory and asked staff there if there had been research on the effectiveness of structural stormwater treatment devices when the outlet is submerged. They have not done a research project like this; however, they generally agreed with the manufactures representative that the device would function in bypass mode when the outlet is submerged. Bypass mode does not provide any treatment of the storm water passing through the device so this would not be a viable option.

City staff also discussed the option of converting the swale to a raingarden feature to enhance aesthetics but the property owner was not interested in this option as it would not result in more useable space in their back yard.

The only option that the property owner is therefore interested in pursuing is to construct a settling basin at the storm sewer outlet north of Sunwood Drive to treat the roadway runoff before it is discharged into the wetland.

This item was last discussed with the Public Works Committee on September 15, 2015. At that time, staff was directed to develop a more complete cost estimate for the requested improvements, and to present the updated

estimated costs to the Committee for further discussion. Attached is an updated cost estimate which totals $46,782.75. This includes all estimated costs required to construct the settling basin shown in attached Figure 4, to construct required storm sewer modifications, to fill in the drainage swale across the rear of the Bergevin property, to remove the storm sewer structure at the end of the swale on the west side of the Bergevin property, to restore all disturbed areas using sod (Bergevin property only) and a wetland seed mix (all other areas), and to vacate the easement the swale was located in. The estimated costs also include 10% contingency costs for unknowns and miscellaneous pay items not included in the cost estimate, as well as 23% indirect costs for administrative, engineering, finance, and legal fees. Staff previously estimated construction costs for the proposed settling basin and restoration of the swale would cost between $15,000 and $45,000.

A link to this case was sent to the property owner, who indicated they will be present at the meeting Tuesday evening.

Timeframe:

Approximately 25 minutes for presentation and discussion.

Observations/Alternatives:

Staff believes that the water observed in the bottom of the swale in recent years is most likely not from storm water runoff but is rather groundwater rising in conjunction with the lake level rising.

Permits from both the DNR and the Lower Rum River Watershed Management Organization would be required to complete the requested improvements as the settling basin and overflow would be located within wetland 114P (see attached Figure 3) which requires a WMO permit, and the work would be occurring below the Ordinary High Water Level which requires a permit from the DNR. In addition, wetland mitigation credits would need to be purchased at a 2:1 ratio to replace the impacted wetland due to construction of the settling basin. This is reflected in the attached estimated costs.

May 17th Case Update

Attached is a 30-year lake level chart for Sunfish Lake which shows that lake levels have varied by over 6 feet between the mid-1980's and today. As can be seen, lake levels were low at the time the property was developed and purchased by the Bergevin's, whereas lake levels are higher now and are hovering near or above the elevation of the bottom of the swale (see gray line in chart) which tends to support staff's assertion that the swale holds water for long periods of time only when lake levels are up and ground water elevations rise accordingly.

Funding Source:

Funding for the City’s share of any ordered improvements would be paid from the Stormwater Fund.

Recommendation:

Staff recommends that the property owner be required to pay for the requested work since it solely benefits the use of his property. However, the City could consider contributing an amount commensurate with the estimated long-term savings associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of a private property. Based on a 50 year maintenance schedule, this cost would be approximately $500 assuming the City would dredge and restore the turf in the swale twice, once every 25 years.

If the settling basin is constructed Staff also recommends filling in and sodding the swale across the rear yard of the subject property, removing the storm sewer structure on the west end of the swale, and vacating the existing drainage easement that encumbered the swale and drainage structure to prevent the need to maintain this infrastructure since a public purpose is no longer being served. However, the easement over the sanitary sewer line on the east side of the property would still be retained.

Action:

Staff is requesting Committee direction on whether this request should be forwarded to Council for consideration of approval and, if so, whether the Committee has a recommendation on whether the City should contribute anything towards the project. If the Committee is in agreement with the property owner's request, Staff requests that the Committee provide a formal recommendation for the City Council since this item would require Council approval since it is not a budgeted project.

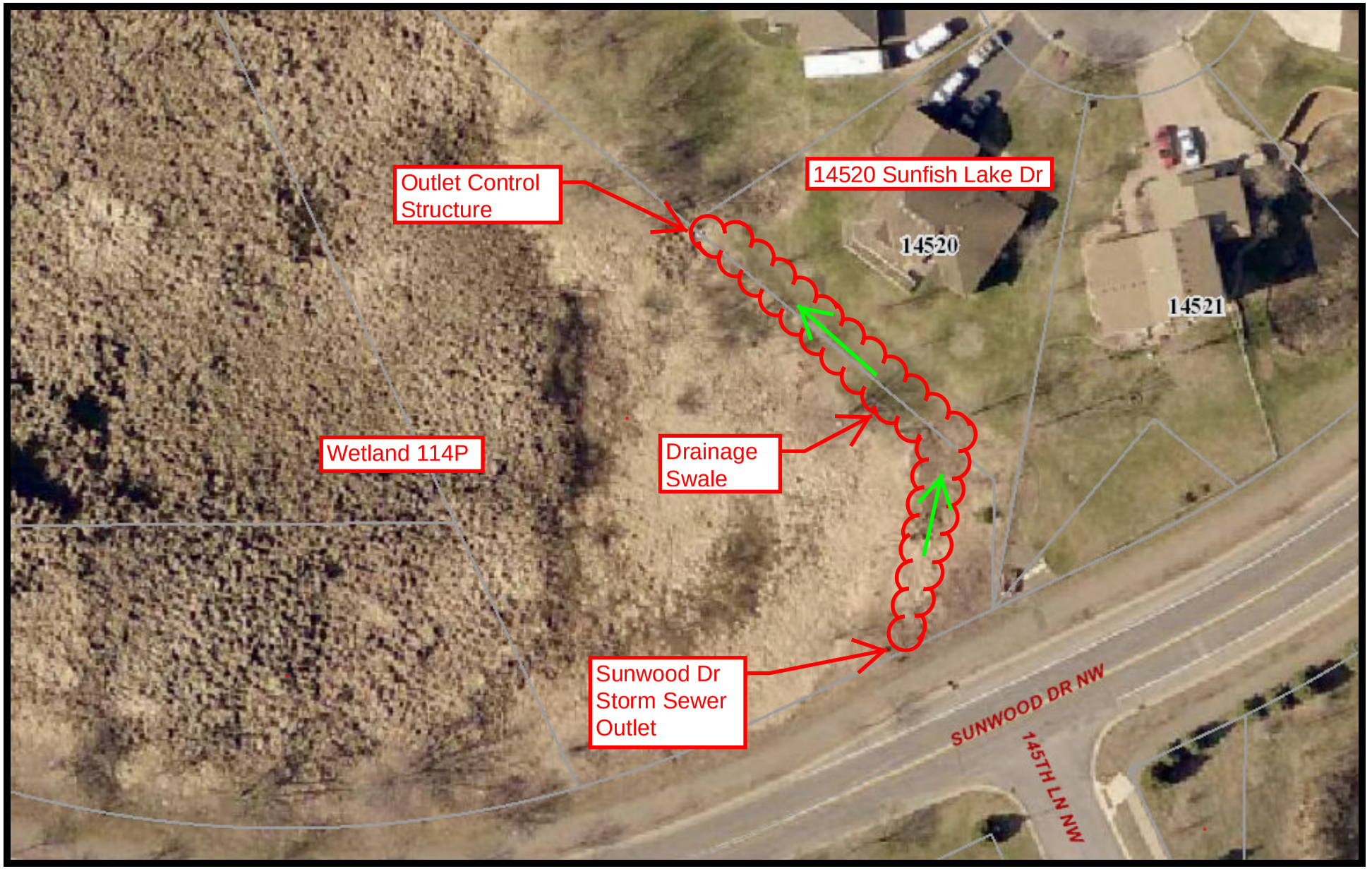
Attachments

Figure 1
Figure 2
Figure 3
Survey Certificate
Plan Sheet 7
DNR Letter
Estimated Costs
Existing Elevations Image
Proposed Elevations Image
30-Year Sunfish Lake Levels

Form Review

Inbox	Reviewed By	Date
Len Linton	Len Linton	06/15/2016 04:34 PM
Grant Riemer	Grant Riemer	06/16/2016 08:05 AM
Kurt Ulrich	Kurt Ulrich	06/16/2016 01:14 PM
Form Started By: Bruce Westby		Started On: 06/06/2016 07:31 AM
Final Approval Date: 06/16/2016		

FIGURE 1

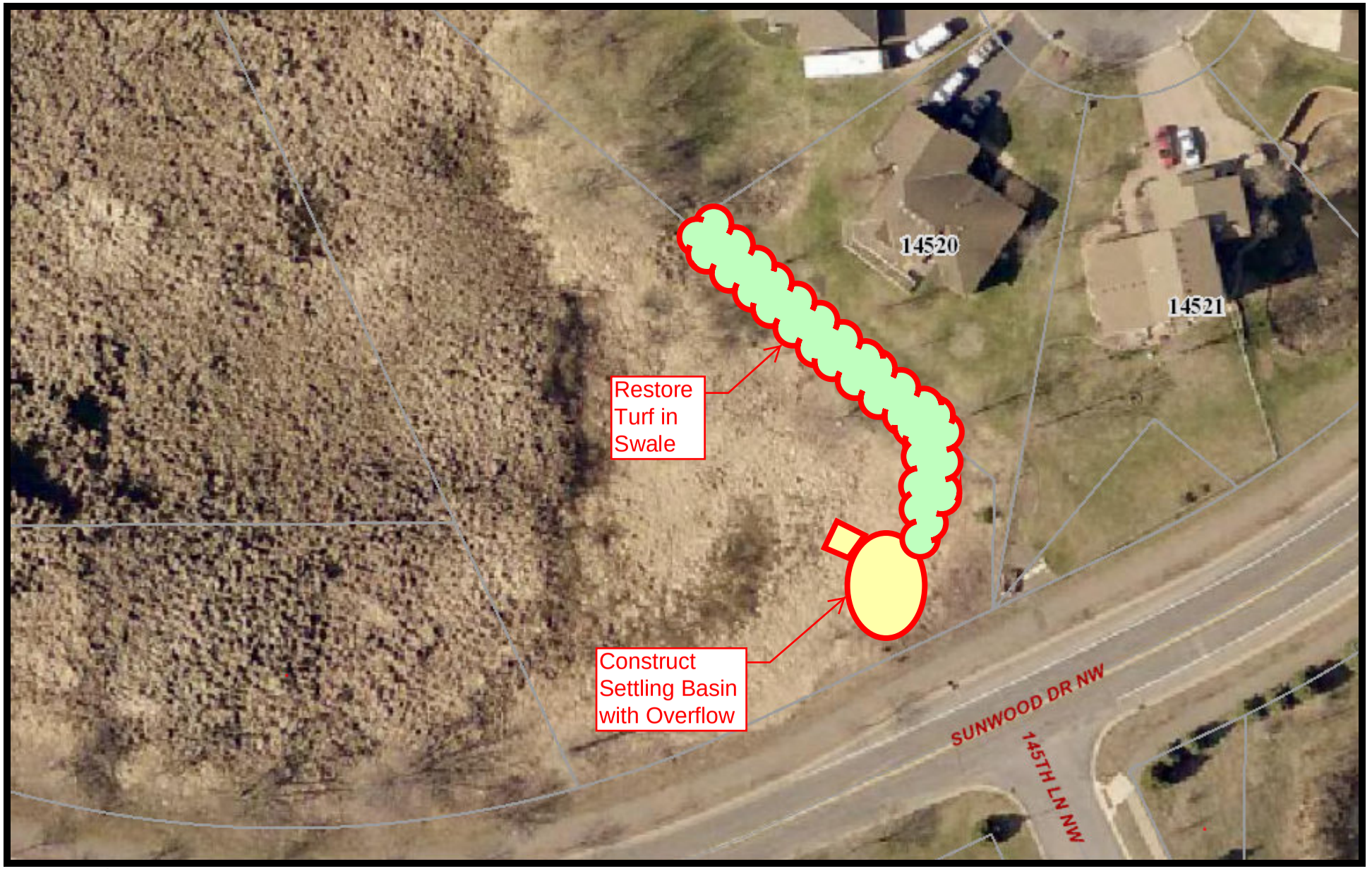


Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 2



Print Date: September 1, 2015

0 15 30 60 90 120 Feet

LOGIS
Hennepin County

FIGURE 3

U.S. Fish and Wildlife Service

National Wetlands Inventory

Sunfish Lake Wetland

Jun 29, 2015



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

Established in 1962

LOT SURVEYS COMPANY, INC.

LAND SURVEYORS

REGISTERED UNDER THE LAWS OF STATE OF MINNESOTA

7601 73rd Avenue North
612-560-3093
Fax No. 560-3522
Minneapolis, Minnesota 55428

INVOICE NO. 51870
F.B.NO. Calc. Sheet
SCALE: 1" = 30'

- O Denotes Iron Monument
- □ Denotes Wood Hub Set for excavation only
- x000.0 Denotes Existing Elevation
- (000.0) Denotes Proposed Elevation
- Denotes Surface Drainage

NOTE: Proposed grades are subject to results of soil tests.

Proposed building information must be checked with approved building plan and development or grading plan before excavation and construction.

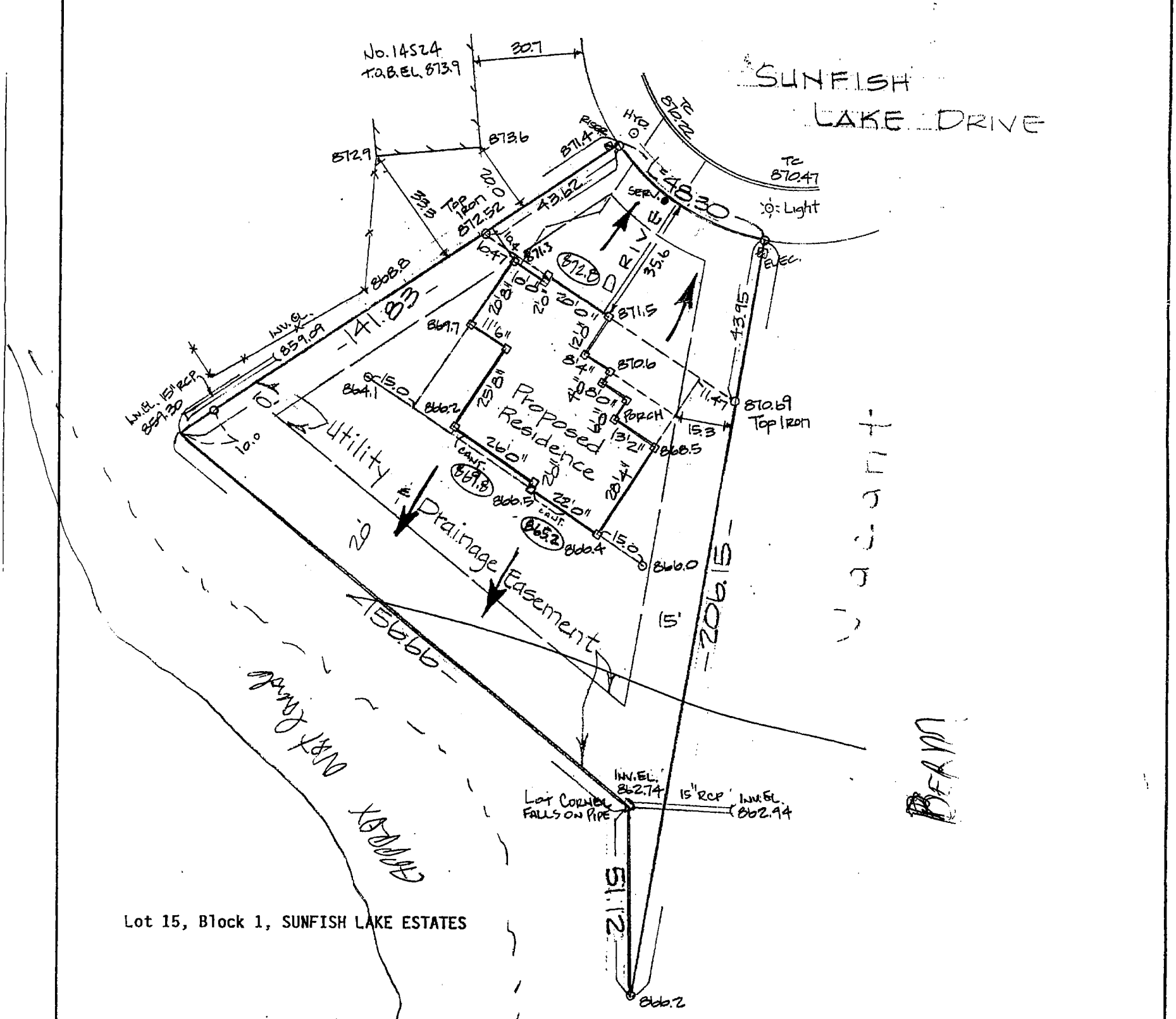
873.5 Proposed Top of Block
873.0 Proposed Garage Floor
865.5 Proposed Lowest Floor

Type of Building
4 LEVEL
3RD LEV. WALKOUT
4TH LEV. WALKOUT

Surveyors Certificate

TRILOGY HOMES

Property located in Section 26, Township 32, Range 25, Anoka County, Minnesota



Lot 15, Block 1, SUNFISH LAKE ESTATES

The only easements shown are from plats of record or information provided by client.

We hereby certify that this is a true and correct representation of a survey of the boundaries of the above described land and the location of all buildings and visible encroachments, if any, from or on said land.

Surveyed by us this 19th day of January 19 99

Signed Charles F. Anderson

Charles F. Anderson, Minn. Reg. No.21753

STOP

12" PLUG

12" X 12" TEE
INV = 861.37

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

CB 7-8
INLET = 865.5

NO PARKING

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 L
TO
STA: 2+00.00
OFFSET: 15.67 L

SUNFISH LAKE BOULEVARD (CSAH 57)

EXISTING
28" SPAN
CULVERT

80 LF 12"
DIP CL 50

12" PLUG
INV = 861.88

INSTALL 50' ROCK
ENTRANCE SEE
DETAIL SHT 6

40 FT F TO F

30 FT F TO F

15:1 TAPER
STA: 1+25.00
OFFSET: 20.67 R
TO
STA: 2+00.00
OFFSET: 15.67 R

CB 7-9
INLET = 865.5

REMOVE EXISTING 24"
CMP AND FURNISH
AND INSTALL 80 LF
24" CMP WITH
SAFETY APRONS

35 MPH

Δ = 15°10'29"
R = 578.06'
L = 153.10'

SAVE 32" OAK

825 LF RETAINING WALL
(SEE CROSS SECTIONS)
(KEYSTONE STANDARD
OR EQUAL)
AT STATION 2+00
INSTALL 4' WIDE ACCESS
STAIRWAY

SAVE 24" OAK

INSTALL 4' CHAIN LINK FENCE
3' BACK OF RETAINING WALL
FROM STATION 1+25 TO
STATION 5+25
AT STATION 3+00 INSTALL
3' PEDESTRIAN GATE

NOTE: ALL DISTURBED AREAS WITHIN
ANOKA CSAH 57 RIGHT OF WAY
SHALL BE RESTORED WITH SEED &
WOOD FIBER BLANKET.

INSTALL SILT FENCE

CBMH 7-3

Δ = 42°51'44"
R = 465.00'
L = 347.85'
e = 0.02
LONGITUDINAL SLOPE = 1:165

CB MH 7-2

CB 7-4
INLET = 864.25

30 LF 15" RCP CL5 @ 0.28%

12" X 6" TEE
6" DIP HYDRANT LEAD
HYDRANT AND GATE
VALVE WITH BOX

15:1 TAPER
STA: 8+00.00
OFFSET: 15.67 R
TO
STA: 8+64.52
OFFSET: 19.97 R

50 LF 15" RCP
CL 5 @ 0.4%

20 LF 18" RCP
CLASS 3 @ 0.22%
AND (1) 6 LF FES
INV = 859.64
3.6 CY RIPRAP

CB MH 7-1

15:1 TAPER
STA: 8+75.00
OFFSET: 20.67 L
TO
STA: 8+00.00
OFFSET: 15.67 L

12" GATE VALVE / BOX

15:1 TAPER

145TH LANE W

R=20 TYP.

END RAD.
CB 7-5
INLET = 866.71
INV = 863.40

SEE SHEET 6
FOR DETAIL OF
THIS INTERSECTION

Δ = 35°31'25"
R = 465.00'
L = 291.01'
e = 0.02'
LONGITUDINAL SLOPE = 1:165

20 LF 15" RCP
CL 5 @ 0.40% AND
(1) 6 FT FES
INV = 864.35

3.0 CY RIPRAP

INSTALL SILT FENCE

CB 7-6A
INLET = 867.84
INV = 864.43

40 LF 15" RCP CL 5 @ 0.50%

CB MH 7-7
INLET = 867.79
INV = 864.48

CB MH 7-6
INLET = 866.71
INV = 863.40

60 LF 12" RCP CL 5 @ 5.00%

INSTALL 1 1/2" BARE ROOT
GREEN ASH AND LINDENS
ALTERNATE 45 FEET ON
CENTER BOTH SIDES OF
SUNWOOD DRIVE FOR
ENTIRE LENGTH (SEE
DETAIL SHEET 3)

35 MPH

N

SUNWOOD DRIVE

HIGH POINT ELEV = 867.48
HIGH POINT STA = 2+00.04
PVI STA = 2+00
PVI ELEV = 867.60
50.00' VC
BVCS: 1+75
BVCE: 867.35
EVCS: 2+25
EVCE: 867.35

LOW POINT ELEV = 864.21
LOW POINT STA = 5+65.45
PVI STA = 5+50
PVI ELEV = 864.11
50.00' VC
BVCS: 5+25
BVCE: 864.36
EVCS: 5+75
EVCE: 864.27

PVI STA = 12+50
PVI ELEV = 868.59
150.00' VC
BVCS: 11+75
BVCE: 868.11
EVCS: 13+25
EVCE: 871.22

1.00%
1.00%
0.64%
3.50%

CB 7-9
INV = 861.80

CB 7-8
INV = 861.54

1361 LF OF 12" DIP CL 50

7 1/2 MIN COVER

CBMH 7-3
INLET = 863.61

CBMH 7-3
INV = 861.11

CB 7-4
INV = 861.19
SEE PLAN VIEW

139 LF 15" RCP CL 5 @ 0.28%

184 LF 15" RCP CL5 @ 0.28%

CB MH 7-2
INLET = 864.57

CB MH 7-2
INV = 860.72

CB 7-1
INLET = 865.58

PROPOSED SANITARY
SEWER

DIP WATERMAIN
TO PROVIDE 18"
SEPARATION

CB 7-1
INV 15" W = 860.20
INV 15" S = 860.20
INV 12" SE = 860.40
INV 18" N = 860.00

0+20 BEGIN CONSTRUCTION

5+55 CB 7-3 AND 7-4

7+00 CB MH 7-2

8+85 CB MH 7-1

12+00 CB MH 7-7/7-7A
AND 7-6/7-6A

880
875
870
865
860
855
850
845
840

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00

526

SAP 199-104-03

RA3139PP.DWG

DATE	REVISION
4/19/96	ADDED NOTES, MOVE HYD.

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

Date 3/21/96 Reg. No. 11576

DESIGNED BY: RDA
DRAWN BY: DCP
CHECKED BY: PRR
SCALE: HORZ. 1" = 50' VERT. 1" = 5'
BOOK
PAGE

Hakanson Anderson Assoc., Inc.
Engineers, Surveyors & Landscape Architects
222 Monroe Street, Anoka, Minnesota 55303
612-427-5560 FAX 612-427-7401

STREET AND WATERMAIN
SUNWOOD DRIVE
RAMSEY, MN
IMPROVEMENT PROJECT 94-16
FOR
CITY OF RAMSEY, MN

DATE 02/09/96 FILE NO. RA3139

SHEET 7 OF 19 SHEETS

STATE OF
MINNESOTA
DEPARTMENT OF NATURAL RESOURCES

500 LAFAYETTE ROAD • ST. PAUL, MINNESOTA • 55155-40

RECEIVED
MAY 31 1994
Ans'd.....

10

DNR INFORMATION
(612) 296-6157

May 23, 1994

Steve
For your files
R

Ryan Schroeder
Ramsey City Administrator
15153 Nowthen Boulevard
Ramsey, MN 55303

RE: Sunwood Drive NW between Krypton Street & County Road 116
Environmental Assessment Worksheet (EAW)

Dear Mr. Schroeder:

The Department of Natural Resources (DNR) has reviewed the EAW for the above-mentioned project. We offer the following comments for your consideration.

We appreciate efforts taken by the City to coordinate with DNR personnel the project's design and potential alignment during the planning process. We are concerned that the project will lead to unnecessary impacts to DNR protected water resources, particularly protected waters 2-673W and 2-114P. The EAW correctly indicates that a DNR protected waters permit is required for the project as proposed. The associated permit process requires demonstration of both public need and that no other practical alternatives to protected waters impacts exist. Although safety, cost, and future development potentials are important components of the roadway planning process, only alignment designs which most limit protected waters impacts would likely be permitted.

The alternatives analysis provided in the EAW minimally considers the environmental costs associated with the various alignments and provides little detail regarding potential mitigation of wetland impacts. The preferred alignments, (1A & 2B), will result in the disruption and partial loss of two protected wetlands. Although the EAW indicates that the proposed roadway will fill approximately 0.8 acres of Type III wetland, uncertainty exists because a formal wetland delineation was not completed at the time of EAW preparation. It is very likely that this 0.8 acre estimate is low. Furthermore, regardless of the amount, the EAW should detail proposed mitigation for all expected project-related wetland impacts.

We also note that the preferred alignment results in the permanent conversion of 11.1 acres of wildlife habitat rather than the 6.3 acres indicated in the EAW.

When reviewing other alignment options, use of roadway alignments 1B & 2C would require less wetland fill. This approach avoids one wetland crossing, requires less clearing and grubbing of wooded areas, and provides a good alignment along with the shortest driving distance. The EAW indicates that the disadvantages of this approach consist of more excavation, a more curved and slower route, the purchase and relocation of one residence, and a short sight-distance at one road crossing. The environmental costs of this approach are less than those associated with the preferred alignment.

Other environmentally sound approaches could significantly reduce wetland impacts by either routing the roadway north of Sunfish Lake or by bridging wetlands along the routes already considered.

It is uncertain from the information provided whether stormwater runoff will be directly discharged into wetlands from the roadways or street storm sewers. The DNR does not support placement of untreated stormwater runoff into wetlands. Although sedimentation basins and skimmers are mentioned as pretreatment measures, Figures 15 & 16 do not show detention basin placement. These measures require further clarification to better assess proposed protection measures for wetlands.

We appreciate recognition in Item 11b that the Blanding's Turtle, *Emydoidea blandingii*, a state-listed threatened species, is known to frequent the general project area. It does not appear that the DNR Natural Heritage Program was contacted to accurately answer this question. This is an important contact and assists with planning efforts. A search of the Heritage database within a one-mile radius of the proposed project produced a 1989 record for one Blanding's Turtle next to a small pond bordering Sunfish Lake (see attachment). The EAW does not indicate if suitable habitat for the Blanding's Turtle exists in the project area, and if it does, what efforts to avoid impacts to this species are offered. It is possible that such a determination could be made as a component of the needed wetland delineation yet to be done. Please contact Jan Shaw Wolff of the Heritage Program at (612) 296-8279 for further information in this regard.

As previously mentioned, efforts to incorporate DNR staff input into the project design process is appreciated. We request that this consultation continue. The DNR recognizes the City of Ramsey's desire to provide a transportation network designed to meet the current and future needs of its citizenry. However, environmental costs, specifically those involving wetlands, require incorporation into the planning process as well. This issue in particular will be examined further as a component of any required DNR permit associated with this development.

Thank you for the opportunity to review this document. We look forward to receiving your record of decision and responses to comments. Minnesota Rules part 4410.1700, subparts 4 & 5, requires you to send us your Record of Decision within five days of deciding this action. Please contact Don Buckhout of my staff, at (612) 296-8212, if you have questions regarding this letter.

Sincerely,

Thomas W. Balcom

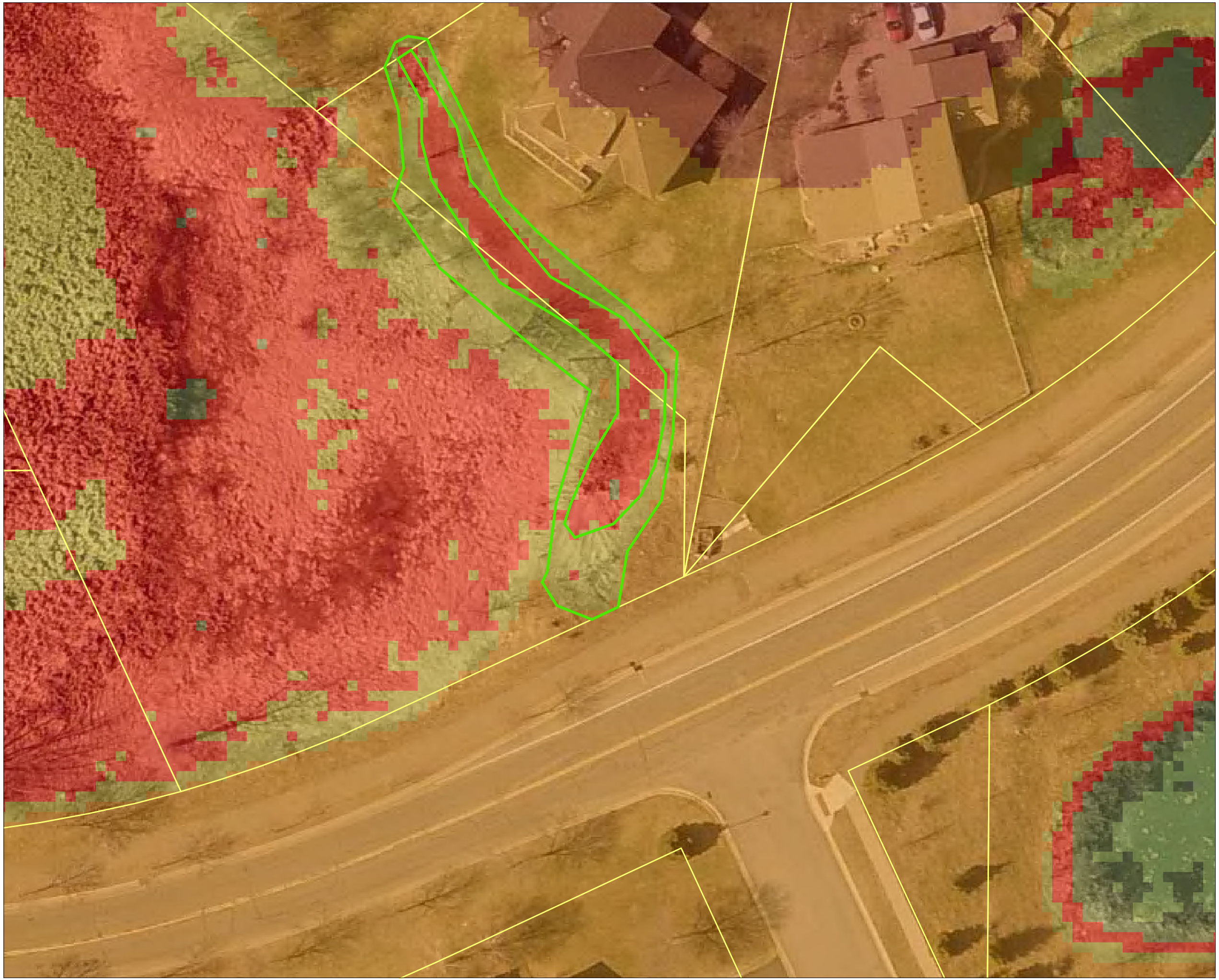
Thomas W. Balcom, Supervisor
Natural Resources Environmental Review Section
Office of Planning

:attachment

c: Kathleen Wallace
Steve Colvin
Pete Otterson
Jan Shaw Wolff
Lynn M. Lewis, USFWS
Gregg Downing, EQB

#940170-01
ER13.SUNWOOD.DOC

Bergevin Swale Removal Request				
Item Description	**Unit**	**Unit Cost**	**Estimated Quantity**	**Estimated Costs**
Mobilization (5%)	Lump Sum	$1,675.00	1	$1,675.00
Clear and Grub	Lump Sum	$500.00	1	$500.00
Dewatering	Lump Sum	$1,500.00	1	$1,500.00
Grading (includes filling swale)	Cu Yd	$50.00	100	$5,000.00
Storm Sewer Modifications	Lump Sum	$4,000.00	1	$4,000.00
Restoration (wetland & swale)	Acre	$30,000.00	0.15	$4,500.00
Wetland Credits (2:1)	Acre	$60,000.00	0.3	$18,000.00
Construction Costs Subtotal				$35,175.00
10% Contingency				$3,517.50
23% Indirect Costs				$8,090.25
Total Project Costs				**$46,782.75**



City of Ramsey

Bergevin Property

Legend

Status

- Existing
- Identified Properties

LIDAR_DEM_ft

<VALUE>

- 832.4400024 - 850.3764304
- 850.3764305 - 858
- 858.0000001 - 859
- 859.0000001 - 860
- 860.0000001 - 861
- 861.0000001 - 862
- 862.0000001 - 870
- 870.0000001 - 880
- 880.0000001 - 916.1433328
- 916.1433329 - 924.1150786
- 924.1150787 - 933.4154486
- 933.4154487 - 946.0373794
- 946.0373795 - 968.6239923
- 968.6239924 - 1,001.8396

Ramsey North 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Ramsey South 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

N

0 15 30 60 Feet

This map has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) data used to develop this map is not warranted by the City as being error-free.

The City does not represent that the GIS data can be used for exact measurement of distance or direction or predsion in the depiction of geographic features. If errors or discrepancies are found, please contact (763) 427-1410.

The City of Ramsey disclaims any responsibility for or liability for the accuracy of the information at any point of initial contact with a GIS to which the public has general access. The preceding disclaimer is provided pursuant to Minnesota Statute 466.03, Subd. 21 (2000), and the user of this map acknowledges that the City of Ramsey is immune from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access of the data.

City of Ramsey

Bergevin Property

Legend

Status

- Proposed
- Identified Properties

LIDAR_DEM_ft

<VALUE>

- 832.4400024 - 850.3764304
- 850.3764305 - 858
- 858.0000001 - 859
- 859.0000001 - 860
- 860.0000001 - 861
- 861.0000001 - 862
- 862.0000001 - 870
- 870.0000001 - 880
- 880.0000001 - 916.1433328
- 916.1433329 - 924.1150786
- 924.1150787 - 933.4154486
- 933.4154487 - 946.0373794
- 946.0373795 - 968.6239923
- 968.6239924 - 1,001.8396

Ramsey North 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Ramsey South 1/2

RGB

- Red: Band_1
- Green: Band_2
- Blue: Band_3

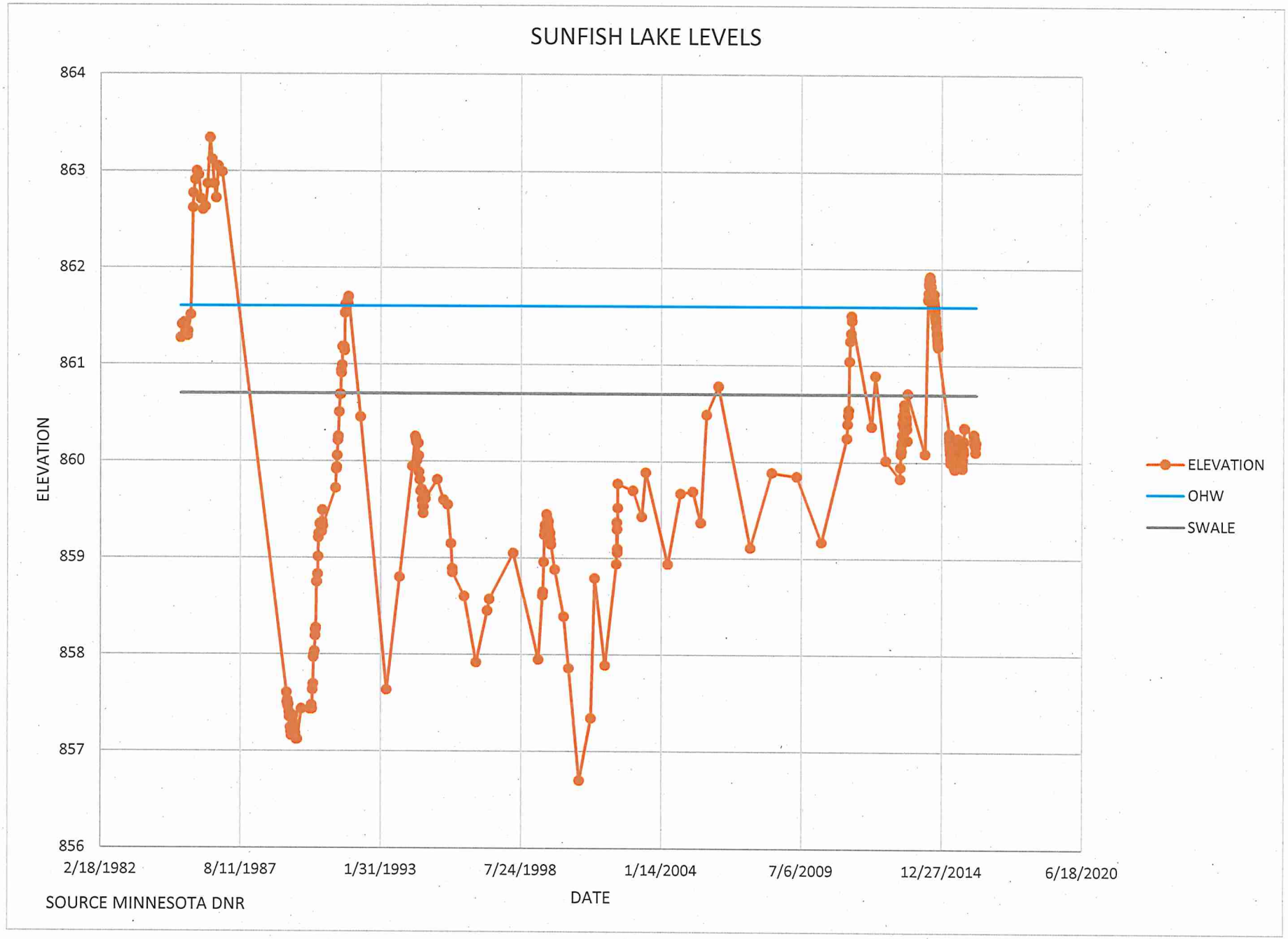
N

0 15 30 60 Feet

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SUNFISH LAKE LEVELS
ELEVATION
864
863
862
861
860
859
858
857
856
2/18/1982
8/11/1987
1/31/1993
7/24/1998
1/14/2004
7/6/2009
12/27/2014
6/18/2020
DATE
ELEVATION
OHW
SWALE
SOURCE MINNESOTA DNR

PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA

The Public Works Committee conducted a regular meeting on Tuesday, June 21, 2016, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
Councilmember Jill Johns
Councilmember Melody Shryock (arrived at 5:45 p.m.)

Also Present: Public Works Superintendent Grant Riemer
City Engineer Bruce Westby
Civil Engineer IV Leonard Linton

1. CALL TO ORDER

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

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Absent: Councilmember Shryock.

4. APPROVE MINUTES

4.01: Approve May 17, 2016, Meeting Minutes

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

Regular Meeting Minutes dated May 17, 2016

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: None. Absent: Councilmember Shryock.

5. COMMITTEE BUSINESS

5.01: Provide City Council Recommendation for Gibbon Street and 173rd Avenue Drainage Improvements Feasibility Report

City Engineer Westby reviewed the staff report and the Gibbon Street and 173rd Avenue drainage improvement project. He explained this plat is the Deerwood Plat, which is surrounded by wetlands/floodways. It was recorded in 1974. Several properties have experienced wet basements due to groundwater intrusion.

City Engineer Westby explained that while the drainage improvement project is feasible and can be constructed in 2017, given the estimated cost of $325,000 and small number of benefiting properties, the project is not cost effective. It should only be constructed if benefiting properties are specially assessed for all or a significant portion of the improvements, or if external funding is available to fund all or a significant portion of the improvements. He stated staff recommends the Public Works Committee recommend the City Council accept the feasibility report but deny approval of a drainage improvement project pending development of a cost effective, equitable funding program.

Mr. Frank Miske, 17421 Gibbon Street, noted he first brought this to the Committee's attention in 2013.

City Engineer Westby explained there are properties on either side of the Miskes on Gibbon Street. For this project, staff would try to provide a positive outlet for the water. For the most part, basements are dry until there is a lot of precipitation or spring snow melt. Then there is nowhere for the water to go and it fills the basins and raises groundwater elevations. Providing a positive outlet should therefore reduce ground water elevations during these times.

Councilmember Shryock arrived at 5:45 p.m.

Mr. Miske stated he felt this would be the best alternative. He asked what the cost to the homeowners would be with option number 4. He stated he now has to take out flood insurance in addition to homeowner's insurance. Now that the house has flooded and that is on record, he wondered how he would be able to sell his house. His property value will go down. He stated if this project will not be going forward, he would still be assessed a tax that is supposed to maintain the city's ditches. He felt he was not getting his money's worth. If there is a lot of precipitation, it will drain into his basement. He said he is paying for a service he is not benefitting from.

City Engineer Westby explained the Stormwater Utility Fee goes to the City to maintain the infrastructure throughout the City for stormwater. He said Mr. Miske's point is well taken and that staff could potentially look at a cost-share approach based on his Stormwater Utility Fund contributions to date. It could set a precedent, but it could be looked into. Staff has been looking for external funding sources to minimize the share of both the homeowner and the City. He asked if the flood insurance was a new issue for Mr. Miske.

Mr. Miske said it is not new. He just paid $20,000 out of pocket to fix his basement, and he can see that could happen again. He said he would like to see something be done so he doesn't have to do this again.

City Engineer Westby noted the County ditch has the capacity to accept water from this low lying area based on constructing option #4. This shouldn't be an issue with the County ditch.

Chairperson Riley questioned whether this project would really lower the water table.

City Engineer Westby explained water tables do not stay the same. The fact that this is a low-lying area means it will naturally collect more water. It is impossible to know whether this project would lower the water table. However, knowing that 99% of the time, the basement is dry, it means there is a good chance this would be of help.

Civil Engineer IV Linton explained as the water gets above normal, it would drain. He noticed at a site visit that the water was almost up to the street. He thought the sump pump was running constantly, and it was pumping into the backyard. The wetland is right there, so the water was just cycling. An outlet would help to carry the water away. If there is ground water getting into a system, and into a basement, the outlet would provide a way for it to not be cycled back in.

Councilmember Johns noticed that reducing frequency and severity was mentioned in the feasibility report. She asked if this will more or less cap the water so it doesn't go over the level that would begin flooding.

City Engineer Westby said there has been more rain in a shorter period of time in recent years. This increases the chance of flooding. However, with this project, it would reduce the frequency and severity because the low-lying area would have an outlet so groundwater elevations should remain lower.

Councilmember Johns asked whether Mr. Miske has drain pipe around his house and has waterproofed the basement.

Mr. Miske responded he has not waterproofed. He cannot get under the house to water proof, and the water is coming up from the ground. He said he has three sump pumps.

Councilmember Johns questioned where the outlet would be.

Civil Engineer IV Linton replied it would stop at the edge of the wetland.

Councilmember Johns confirmed there are four or five homes involved. She asked if a special assessment would include those homes.

City Engineer Westby answered the benefit to the properties would have to be proven.

Councilmember Johns noted the special assessments have to have criteria like the road assessments do. If the properties were assessed $90,000 each, the Miske's could be a total loss.

City Engineer Westby pointed out the assessments cannot exceed the benefit to the properties.

Councilmember Johns questioned what the procedure is if one of the affected homeowners do not want the improvements.

City Engineer Westby responded the City Charter states 60% or more of the homeowners need to petition against the improvement.

Councilmember Johns asked if Mr. Miske would be obligated to carry the flood insurance if the project went through.

Mr. Miske responded he believed he would still have to. The cost of that is about $400. However, he wouldn't have to pay the $20,000 for repair if this project went through.

Chairperson Riley indicated he was under the impression that it wasn't clear that this would fix the problem nor lower the ground water.

City Engineer Westby responded it would help reduce the odds of area basements getting wet. It may not completely negate the chance, but it would prevent groundwater from rising as high during larger rain and snow melt events.

Chairperson Riley commented one of his concerns is that the City didn't do anything to make this happen. The City is being asked to do something that changes the land; not something the City did that needs to be corrected.

Mr. Miske stated he is charged a tax for the drainage, and that is why he believes there is a part of responsibility that lies with the City

Councilmember Shryock summarized if the pipe is put in, it will be above the basement level. She asked where the water will overflow to if it overflows before it hits the pipe.

Civil Engineer IV Linton explained when there is a raise in elevation in the nearby wetlands, it pulls the water up and it translates to more water in the basement. The pipe is not designed for the ultimate storm or even large, frequent rains. For normal storms, the wetland will stay at its normal level. When the larger quantities of rain happen, the pipe needs to be big enough to carry the overflow out.

Mr. Miske commented it would function like the overflow hole in a sink.

Chairperson Riley said the pipe would carry the overflow to a County ditch that has capacity.

Civil Engineer IV Linton stated the ditch leads to Trott Brook and there are no homes there. It would route the water away from properties.

Councilmember Johns questioned if snow melt was ever an issue.

Mr. Miske replied it was in 2014 but that was the only time.

City Engineer Westby suggested discussing the project further and talking to the residents to get an idea of how open they would be to work with the City. Staff will verify which properties would benefit, and then get an idea of how these preliminary numbers would work.

Mr. Miske said he understands he will have to pay something, and also understands there is no value to the city. He inquired how much he will need to pay. He stated he is concerned with the value of the house and whether it will be sellable.

Motion by Councilmember Johns, seconded by Councilmember Shryock, to recommend that the City Council accept the feasibility report but deny approval of a drainage improvement project pending development of a cost effective, equitable funding program.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5.02: Review Updated Estimated Costs for Sunfish Lake Sedimentation Basin Improvements

City Engineer Westby reviewed the staff report and request of the 14520 Sunfish Lake Drive NW property owner, Mr. Bergevin, that the City reconstruct specific stormwater treatment improvements impacting a portion of their back yard. The requested work includes constructing a settling basin at the end of the storm sewer outlet from Sunwood Drive where it intersects 145th Lane NW to reduce the frequency and volume of stormwater runoff running through the drainage swale along the rear of their lot. They are also requesting removal of existing cattails and other vegetation commonly found in wetlands from the swale and restoring the swale to a lawn condition.

City Engineer Westby reviewed past consideration and discussion of this ongoing situation and noted the swale is working as it was intended to work. Staff believes the water in the bottom of the swale in recent years is due to groundwater rising in conjunction with the lake level rising.

City Engineer Westby stated staff recommends the property owner be required to pay for the requested work since it solely benefits the use of his private property. However, the City could consider contributing an amount commensurate with the estimated long-term saving associated with maintaining a settling basin next to a public street versus maintaining a linear drainage swale along the rear of a private property. Based on a 50-year maintenance schedule, this cost would be approximately $500 assuming the City would dredge and restore the turf in the swale twice, once every 25 years.

Chairperson Riley noted the largest number in the costs is the wetland mitigation. He questioned what is being replaced and where the basin is going.

City Engineer Westby replied the settling basin will be constructed at the end of the storm sewer outlet, and that some work will also occur around it. When the swale was first constructed, there would have been wetland impacts at that time. Where settling basin improvements fall within designated wetlands, the wetlands will need to be mitigated using a 2:1 ratio.

Councilmember Johns sought clarification on why the City would need to pay to mitigate a second time.

Civil Engineer IV Linton explained that to stop the water from going into the swale, a settling basin needs to be constructed which will impact the wetland. A berm will need to be built, which is part of the swale now. This work will be disturbing the wetland, and any time a wetland is disturbed, it needs to be mitigated at a 2:1 ratio. He noted if one foot of wetland is disturbed, two feet of land needs to be added to offset that.

Chairperson Riley asked if there is any ability to give up part of the unusable land that the Bergevins have, to become part of the wetland. He said he would like to avoid having to buy wetland credits.

City Engineer Westby replied there is a way, but he wasn't sure how it would work for the 2 to 1 rule.

Civil Engineer IV Linton explained this swale was put in to provide treatment. If the bank between the swale and lake is taken out, the water isn't being contained to provide treatment.

Mr. Bergevin commented there is a berm running along the swale that keeps the lake out. It has been under water the past two years. He wasn't sure of the height of that berm. He asked how the water would be treated.

Councilmember Shryock explained the treatment is the water coming off the road. That's why there is a berm. The majority of the time the berm is not breached.

Mr. Bergevin stated he tried to pump the extra water out the first couple of years. He said it is important to realize that now, it is sitting about 1.5 feet higher than what the water was measuring in 1986. Normally, the berm works, though there are times the water becomes part of the lake. It was breached only the last 2 years. He said the water level is 863 currently. He asked why the water isn't filtering and where the water goes if it is not filtering. This has overtaken his property because it is not working. He said he questioned many groups, including the DNR, the Watershed District and many people working in the governmental sector. There has been talk about water being pumped into the lake and the lake levels rose. Neighbors saw that happen while there was work being done on Bunker Lake Boulevard. However, there is no record of that happening anywhere.

City Engineer Westby asked if the water being pumped into the lake was about the time the double-barreled culvert under Sunfish Lake was being added. He said he would guess that groundwater needed to be pumped to install the culverts/bridge.

Civil Engineer IV Linton noted that bridge was constructed two years after the subdivision was built, in the late 1990s. The Bunker Lake Boulevard reconstruction was in 2011, and if there was dewatering going on, it would have been routed south to the river. He said he has made inquiries and has not found information on pumping into Sunfish Lake. He explained there may have been information that was redacted from the reports, which would be standard information to redact. The state agencies have input at that level. They have detailed information of removing the water down to a certain species of plants and this information is only for biologists. They want to stop people from trying to go find this certain species and thereby upsetting the vegetation. There is no outlet for Sunfish Lake at this elevation range. It is a landlocked basin. He commented if the lake rose 20 feet above where it is now, it would start flooding homes.

Mr. Bergevin raised the possibility of a rain garden. He noted the fact is that right now, he has a wetland in the back yard that he didn't have before. He questioned whether a rain garden could be an option worth looking in to.

Chairperson Riley stated the Council recently approved a rain garden in the area of 170th Avenue and Nowthen Boulevard.

Mr. Bergevin said he would like to look at that.

Councilmember Johns asked if the City has an obligation to clean out the swale from time to time.

City Engineer Westby replied the policy for cleaning is similar to cleaning ponds; it is done for functionality and not for aesthetics. As long as the water can flow through the vegetation and get from Point A to Point B, that is all that is done, unless it is threatening homes.

Mr. Bergevin asked if the berm could be extended, since the lake levels are low now.

Civil Engineer IV Linton stated he thought the swale would need to be built bigger on the other side to make the water flow right. He thought the water would go over the top before going over the swale. This could be something to look at, however.

Chairperson Riley stated he would like to think outside the box to find a way to fix this for the resident, and avoid mitigation costs.

Civil Engineer IV Linton pointed out the DNR was emphatic that whatever is done would need to keep water from going directly into the wetlands without being treated first.

City Engineer Westby suggested discussing the item further while conducting research into what it would take to share costs.

5.03: Use of Excess Material for Dirt Road Improvements

Public Works Superintendent Riemer reviewed the staff report and requested direction on the use of excess pavement millings (combination of asphalt and Class V) for road surface

improvements on Xenolith Street and 178th Lane. He said the only piece of equipment he would need to borrow is one that spreads the gravel out.

Chairperson Riley asked if there would be any environmental concerns with this material.

Civil Engineer IV Linton explained the road would not be widened. A silt fence would most likely be adequate.

Councilmember Johns asked what type of material this is.

Public Works Superintendent Riemer answered it is a pea sized mixture.

Chairperson Riley asked if there is any reason this shouldn't be done.

Public Works Superintendent Riemer explained there will be a neighborhood meeting to see what the residents think. He said he expected them to approve. At the request of a resident to use blacktop, staff conducted a cost study. This material is much more affordable.

Councilmember Johns noted it is a public road and it will need to be plowed, etc.

Public Works Superintendent Riemer confirmed.

Motion by Councilmember Johns, seconded by Chairperson Riley, to recommend that the City Council approve using the excess recycled asphalt material stored at the Public Works Campus to upgrade the road surface on Xenolith Street and 178thh Lane in the Caroline Acres subdivision.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby reviewed the staff report that contained updates of on-going projects.

Chairperson Riley asked about striping Sunwood Drive. He asked if there will be additional costs incurred for this, every time something is built.

City Engineer Westby stated the construction is planned from City Hall to Peridot Street. Staff will look at the center turn lane and discuss the striping for that section.

Civil Engineer IV Linton stated he attended the open house at the Education Center regarding the Ferry Street railroad crossing. He explained there are two options under study. One option, to build the road over the tracks at Ferry Street, would be $20 million. Another option is to go under the tracks which would be about $40 million. It would take about a year to build the road

over the tracks and about two years to build under them. He noted there will be additional meetings in July and September.

Chairperson Riley asked what the benefit would be to go under the tracks.

Civil Engineer IV Linton explained one factor would be cost. To build over the tracks, there is more impact to other tracks and areas. The school district building would lose access. In either scenario, the appliance recycling business would be moved.

Councilmember Shryock stated she understood they couldn't dig much to go under because of the water table.

Civil Engineer IV Linton confirmed and added that is a factor in that cost.

Public Works Superintendent Riemer noted there will be costs associated with it being close to the river as well.

6.02: Review Future Topics Calendar

Noted.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:24 p.m.

Respectfully submitted,



_____

Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee **6. 2.**

Meeting Date: 07/19/2022

By: Bruce Westby, Engineering/Public Works

Title:

Receive Updates on Improvement Projects, Studies and Items of Interest

Purpose/Background:

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

- **161st Avenue Reconstruction (IP #23-01)**
  - Staff explored trail alignment options to avoid trees north of 161st Avenue
  - Council to consider authorizing plans and specs July/August
  - Central Park parking lot improvements will be constructed separately
- **Sunwood Drive & Waco Street Reconstructions (IP #22-01)**
  - Contract awarded to Novco, Inc. May 24, 2022
  - Preconstruction meeting scheduled for July 21st
- **Autumn Heights Street Reconstructions (IP #22-02)**
  - Council approved plans and authorized bids June 28, 2022
  - Bid opening scheduled for August 3rd
- **2022 Neighborhood Street Overlay Improvements (IP #22-04)**
  - Contract awarded to North Valley, Inc. May 10, 2022
  - Construction in progress
- **Riverdale Drive Trunk Utility Improvements (IP #22-05)**
  - Construction of sanitary sewer lift station in progress
  - Substantial completion anticipated August 2022
- **Wood Pond Hills 2nd, 3rd, 4th, 5th Street Reconstructions (IP #22-06)**
  - Contract awarded to North Valley, Inc. May 10, 2022
  - Construction in progress
- **2022 Pavement Rejuvenation Improvements (IP #22-09)**
  - Construction proposed for July 19th through 21st
- **2022 MSA Pavement Striping Improvements (IP #22-13)**
  - Plans are being prepared in-house
  - Council to consider awarding a construction contract August 9th
- **15410 Argon Street Drainage Improvements (IP #22-14)**
  - PWC denied authorizing plans and specifications June 21st
  - Staff met with 3 different property owners on site June 23rd
  - Staff proposes to collect survey data on three properties in July/August
  - PWC to consider drainage improvement options August 16th
- **Highway 47 Sound Wall north of Xkimo Street (IP #22-17)**
  - PWC received request from Xkimo Court residents October 19, 2021
  - PWC last reviewed costs and options May 17th
  - PWC to consider updated costs and options August/September

- **WTP Trunk Watermain Improvements (#21-08)**
  - First bids rejected January 25, 2022
  - Plans are being revised to minimize project costs without sacrificing quality, and to include WTP commissioning improvements (well-house valves, etc.).
  - Council to consider revised contract with SEH, Inc. July/August 2022
  - Council to consider re-bidding revised plans September 2022
  - May 2024 completion deadline
- **Centralized Water Treatment Plant (#21-09)**
  - AE2S preparing plans, handling construction administration
  - 100-percent plans under review by Staff
  - Council to consider approving plans and authorizing bids July 26th
  - Project completion proposed June 2024 (≤ 2-year construction schedule)
- **Fire Station No. 1 Parking Lot Improvements (#21-10)**
  - Construction complete
- **Ramsey Gateway Highway 10 Improvements (IP #20-11)**
  - Final design and property acquisitions in progress
  - Bolton & Menk preparing plans and specifications
  - 60-percent plans under review by Staff
  - Construction anticipated Fall 2023 through early 2026 (2024/25 majority)
  - Council considering potential City-led project to advance construct Riverdale Drive east of Sunfish Lake Boulevard in by Fall 2023
- **Riverdale Drive Extension – Llama Street to Bowers Drive (IP #20-05)**
  - Plans signed by MnDOT State Aid
  - Council approved plans and authorized ads for bids June 28th
  - Council to accept bids and award construction contract August 9th
  - Substantial completion proposed 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 24th with City cost share = $28,667.64
  - Construction proposed for 2023, pending final City & County approvals

MnDOT Improvement Projects

- **Anoka Solution Highway 10 Improvements**
  - Construction in progress
  - Final completion proposed for 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 in progress with completion proposed in Spring 2024
  - MnDOT webpage http://www.dot.state.mn.us/metro/projects/hwy10-anoka/
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing**
  - Preliminary design suspended to explore s-curve realignment

- $45M in bonds authorized October 2020
- Construction proposed for 2024 or later
- MnDOT webpage http://www.dot.state.mn.us/metro/projects/hwy47rr-anoka/

- **Rum River Bridge Replacement**
  - Construction in progress with completion proposed in Spring 2024
  - Proposing three lanes each direction between Highway 47 and 7th Street
  - MnDOT webpage http://www.dot.state.mn.us/metro/projects/hwy10-anoka/

Studies & Items of Interest

- **5805 148th Lane NW**
  - No updates. Property owners are content as is.
- **CSAH 5/Nowthen Boulevard Corridor Study**
  - Final report will be reviewed with PWC in September 2022
- **Elk River Highway 10 Corridor Study**
  - Study website https://www.highway10corridorstudy.com/
  - Final report will be reviewed with PWC in September 2022

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.

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	07/15/2022 12:17 PM
Form Started By: Bruce Westby		Started On: 07/13/2022 09:45 AM
Final Approval Date: 07/15/2022		

Public Works Committee **6. 3.**

Meeting Date: 07/19/2022

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:

Following the recent retirement of Public Works Superintendent Grant Riemer, all topics previously assigned to Mr. Riemer have been reassigned to other Staff as highlighted in yellow on the attached calendar.

Staff also revised the projected dates for presenting trail and pond maintenance policies, and added projected dates of September 2020 for presenting the Elk River Highway 10 Corridor Study and the Anoka County CSAH 5 Corridor Study. These dates were set by considering an increase in anticipated workloads while Staff addresses higher priority topics, such as temporarily increasing the scope of the Pavement Management Program.

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 July2022

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	07/14/2022 07:17 AM
Form Started By: Bruce Westby		Started On: 07/13/2022 09:46 AM
Final Approval Date: 07/14/2022		

Public Works Committee Future Topics Calendar *

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

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