

City of Ramsey
Agenda
Public Works Committee
Tuesday, January 17, 2023

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 November 15, 2022.

5. **Committee Business**
 1. Appoint Chair and Vice-Chair of the Public Works Committee

 2. Consider Recommendation for City Council to approve pedestrian and bicycle facility option as part of Improvement Project #23-04, 167th Avenue Reconstruction

 3. Committee Update on Central Park Southern Parking Lot Reconstruction as part of 161st Avenue Reconstruction

6. **Committee/Staff Input**
 1. Receive Updates on Improvement Projects, Studies and Items of Interest

 2. Review Future Topics Calendar

7. **Adjournment**

Public Works Committee

4. 1.

Meeting Date: 01/17/2023

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 November 15, 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 November 15, 2022.

Action:

Motion to approve meeting minutes dated November 15, 2022.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	01/12/2023 10:31 AM
Brian Hagen	Brian Hagen	01/12/2023 02:17 PM
Form Started By: MaryJo Warner		Started On: 01/12/2023 10:16 AM
Final Approval Date: 01/12/2023		

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

The Public Works Committee conducted a regular meeting on Tuesday, November 15, 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: City Engineer/Interim Public Works Director Bruce Westby
 Assistant City Engineer Joe Feriancek
 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 Musgrove, seconded by Councilmember Woestehoff, to approve the agenda, as presented.

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

4. APPROVE MINUTES

4.01: Approve October 18, 2022, Meeting Minutes

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

Regular Meeting Minutes dated October 18, 2022

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

5. COMMITTEE BUSINESS

5.01: Consider Recommendation to City Council to Approve Plans and Authorize Bids for City Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements

City Engineer/Interim Public Works Director Westby reviewed the staff report and stated that staff recommends alternative one if the Committee supports constructing a sound wall along the west edge of the Ramsey Villas North residential development. He noted that staff would recommend alternative two if the Committee supports constructing a sound wall along the west edge of the Ramsey Villas North residential development, including salvaging and installing the existing fence to the Highway 47 right-of-way.

Chairperson Riley stated that he believes the old fence should be removed as part of this project. He asked if there would be any cost savings in reusing that versus just using new fence.

City Engineer/Interim Public Works Director Westby replied that there would likely not be a cost savings. He stated that when contractors salvage and reinstall something, it will not be warrantied. He noted that the existing fence would be fairly difficult to salvage and reinstall because of the four-foot footings.

Councilmember Woestehoff referenced the existing fence, which is on private property and therefore owned by the homeowners. He stated that while he agrees that should be removed, it would require the approval and authorization of the homeowners. He noted that the first property most likely prefers having the fence in place while the second property would most likely prefer removal with replacement of a wall that does what was intended. He stated that he would want to hear the input from the homeowners that have the fence on their property. He stated that if the fence is left in place, it would seem silly to have two fences in place. He asked if there was feedback in putting the new fence west of the trail, between the trail and the road.

City Engineer/Interim Public Works Director Westby replied that snow removal on Highway 47 and the trail would impact the fence in that placement.

Councilmember Woestehoff stated that he supports removing the existing fence, or at least part of it, but would want the input of the residents as the fence technically now belongs to those homeowners.

City Engineer/Interim Public Works Director Westby identified the area where the fence would be proposed to start, noting there would be about 20 feet between the new fence and existing fence.

Councilmember Woestehoff stated that it would be important to advise the homeowners that the new fence would not be on their private property and therefore would not be their fence, whereas the existing fence is on private property and would be the property of the homeowners.

Councilmember Musgrove asked for details on the proposed location and length of the fence.

City Engineer/Interim Public Works Director Westby provided additional details as requested.

Councilmember Musgrove noted this proposed fence length of 265 feet and the length proposed in the preliminary plat of 245 feet. She stated that the meeting notes from that discussion mentioned the possibility of the City extending that to the existing wall. She did not believe the short fence provides a sound wall for the property that would be open and exposed. She was unsure that this would be effective and noted that she would support a further extension but recognized the possibility of that is not high. She asked what would occur if one homeowner wants the existing fence removed and the other does not. She stated that while she agrees that two fences would not look the best, she believed the existing fence should be left in place. She asked if the first fence panel should be at an angle to better direct noise back towards the street.

Chairperson Riley commented that the intention of this first part of discussion was simply for clarification and not full discussion. He stated that he would now like to open the floor for resident input.

Ted Blakely, 5041 Xkimo Court NW, thanked staff and the City for making good progress on this issue. He referenced the two options and asked if Plan A could be approved to keep momentum moving. He stated that he did not want to see any delays in waiting for homeowner response on whether the existing fence should be removed.

Chairperson Riley agreed that was a good suggestion, noting that staff did provide an option to include an alternate bid which would remove a section or all of the existing fence.

Rick Bailey, 5021 Xkimo Court NW, asked the timeframe for bidding and when construction would be anticipated to begin.

City Engineer/Interim Public Works Director Westby replied that he does have the contact information for the two property owners and therefore staff can reach out to them quickly. He stated that once direction is provided on the plans, staff will update the plans within one month and bring those forward to the Council for authorization to bid the project. He stated that the bidding process is typically about five weeks and provided details on the contract process. He estimated up to three months for the process from tonight to when the Council could be presented with a construction contract.

Councilmember Woestehoff commented that it sounded like Councilmember Musgrove wanted a longer fence and asked if her desire was to extend it south towards Xkimo or north to the other fence.

Councilmember Musgrove replied that her desire was to extend north to the other fence.

Councilmember Woestehoff asked if the new sound wall could not be extended to the south because of conflicts with snow removal and utilities.

Chairperson Riley commented that there would be an additional cost of \$15,000.

Assistant City Engineer Feriancek replied that there are a lot of utilities in that area. He stated that in the review there was not really a benefit sound barrier wise going south because they would simply be creating another wall that serves no function.

Councilmember Woestehoff stated that he would prefer to have the first panel at an angle rather than going further to the south. He noted that the plans as proposed would already exceed what the City originally agreed to in the preliminary plat.

Chairperson Riley agreed with angling the first panel for aesthetic purposes and to act as a barrier for sound. He noted that the intention of this project is to complete what the City thought was going to be done and what the City agreed to. He agreed that this would be more than what was agreed to in the preliminary plat, therefore he is comfortable with this proposal. He commented that he would support having a bid alternative for the removal of the existing fence, should that be desired, but noted that he would not support salvaging and reusing as that does not seem to provide cost savings.

Councilmember Woestehoff asked if it would be possible to connect the new fence and existing fence at the corner, if the first property owner agrees.

Chairperson Riley commented that he assumed that they would be connected.

Councilmember Musgrove asked if another panel would be necessary to connect the fences.

Civil Engineer IV Linton replied that he would recommend against connecting the two walls. He explained that the existing fence is on private property and if that is connected to the new fence in the right-of-way, a new property owner would likely believe that they own the property out to the new fence.

A resident commented that whatever option is chosen, he would not want a gap that would allow sound through it.

City Engineer/Interim Public Works Director Westby commented that he did not envision connecting the fences. He commented that there are numerous utilities along that corridor that they want to avoid. He stated that if the existing fence were left in place, they could angle the end panel of the new fence.

A resident asked if there would be cost savings in leaving the existing fence. He commented that the simplest solution would seem to be just putting in a new fence straight along Highway 47.

Assistant City Engineer Feriancek commented that the two fences are about 27 feet apart. He stated that if the new fence were brought to the start of the old one, they could get close, within about 15 feet. He stated that there are some buried utilities that they want to avoid.

Councilmember Woestehoff stated that he would like to take the fence as close to Xkimo as possible and inform the two residents of the project. He stated that the City could offer to remove

the existing fence from their properties if desired and assess that portion of the costs back to the residents.

Chairperson Riley agreed that the fence is run along the edge, as originally desired. He was unsure that the old fence needs to be considered as that is on private property.

Councilmember Woestehoff stated that he agrees, but still feels like those residents should be informed about the project and if those residents desired the existing fence to be removed, perhaps there would be a cost savings that could be offered by having the City contractor remove the fence.

Councilmember Musgrove agreed with going as close as they can with the fence and angle the end. She agreed that the existing fence should be left in place and if the homeowners want that removed, they could do that. She still had concern that this may not fully protect the area from noise and the City may need to extend it further in the future. She commented that she would not want to delay the project by asking the residents about the existing fence.

City Engineer/Interim Public Works Director Westby replied that there would be some benefit to extending south and to put the angle on the end. He stated that when the property to the north develops, the City would look to the developer to build that as part of their project.

Chairperson Riley confirmed the consensus of the Committee with that direction.

City Engineer/Interim Public Works Director Westby identified the length the fence would run for clarity. He stated that the existing fence is 170 feet, and the proposed fence would be about 328 feet in length.

Chairperson Riley confirmed the consensus of the Committee to leave the existing fence in place.

Councilmember Woestehoff commented that he would still like the property owners to be informed of the project once it is approved and awarded by the City Council.

Chairperson Riley stated that this item does not need to come back to the Committee and should go forward to the City Council. It was the consensus of the Committee to place the case on the Consent Agenda.

City Engineer/Interim Public Works Director Westby noted that this will most likely go to the first or second Council meeting in January which would bring the contract award consideration back to the Council in March which would allow for spring construction.

5.02: Update on Plans for Wetland 114P Outlet

Civil Engineer IV Linton reviewed the staff report and stated that staff recommends bringing the project to the December 13, 2022 City Council meeting for authorization to advertise the project to receive quotes for the work.

Chairperson Riley asked Civil Engineer IV Linton asked for a brief description of the differences between NGVD29 and NAVD88.

Civil Engineer IV Linton replied that the NGVD29 data was established in 1929, using the technology available at that time. He stated that the NAVD88 started using GIS and GPS technology. He stated that the NAVD88 was developed using better technology with more data points. He stated that the difference in vertical elevations between the two is about four or five inches. He stated that staff is moving forward with the 858.1 elevation, using the NAVD88 data which will increase the water level in Wetland 114P. He stated that they will tighten up the plans and await the review of the DNR.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend the City Council authorize advertising for quotes for this project.

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

5.03: Consider Recommending City Council Authorization to Prepare Plans and Specifications for 2023 Pavement Management Program Projects

Assistant City Engineer Feriancek reviewed the staff report and recommendation from staff to recommend City Council authorization to prepare plans and specifications for proposed 2023 Improvement Projects #23-02, #23-05, #23-06, #23-07, and #23-10. He stated that this will allow staff to proceed with design and preparation of plans and specifications so bids can be advertised as early in 2023 as possible to obtain the best bid prices possible.

Councilmember Woestehoff referenced the pseudo basketball court in the south parking lot at Central Park and asked if that would be removed as part of Improvement Project #23-02, noting that court gets a lot of use.

Assistant City Engineer Feriancek replied that the south lot is not planned to be reconstructed as they would be working on the main lot on the north side. He stated that it is not currently planned to resurface that lot as it was not in the original scope of the project. He recognized that it could be a convenient time to do that, but that funding is limited and that the south lot would be a convenient staging area for contractors working on the project.

Chairperson Riley commented that it would seem odd not to do it at the same time.

Councilmember Woestehoff commented that the south lot is not in great shape and people often play basketball on that court. He stated that he would want to look at that as part of the project.

Councilmember Musgrove asked if the southern lot stalls would remain at a 90-degree angle versus the diagonal stalls. She stated that she also likes keeping the tree median to provide additional shade.

Assistant City Engineer Feriancek stated that using directional stalls and with the median, that would lose stalls and they would have to tweak the plans a little.

Councilmember Woestehoff asked if the end caps would be raised or just painted.

Assistant City Engineer Feriancek stated they are painted in that option rather than raised to better accommodate snowplowing if that were done, noting that lot is currently not plowed.

Councilmember Woestehoff stated that in that scenario he would prefer to keep the buffer of trees between the road and parking, although he recognized that would result in less parking stalls.

Councilmember Musgrove stated that she prefers the use of striping rather than a raised edge.

Chairperson Riley stated that he would be concerned with losing parking stalls as there are already complaints about a lack of parking. He stated that there are a few scenarios that actually increase parking.

Councilmember Musgrove noted the potential for additional parking to be made available through a shared parking agreement with PACT. She stated that people desire shaded areas for sunny days.

Councilmember Woestehoff agreed, noting that he likes the 90-degree stalls and removing the island. He asked if the center section with the trees would be raised.

Assistant City Engineer Feriancek replied that the intent would be that those would be lowered medians to take in storm water. He commented that they could consider a usable green area if preferred.

Councilmember Woestehoff stated that he does like the idea of stormwater management. He stated that he has driven by the park and noticed people parking on the road or in the field while there are still many stalls available in the lot, noting that people will park where they want to park. He stated that if they can make it more attractive to park in the lot, he would love that.

Chairperson Riley stated that he likes the improvements and would still like to maximize the number of stalls. He stated that he prefers the 90-degree parking scenario.

Councilmember Woestehoff agreed and noted that he would also like the south lot to be resurfaced.

Assistant City Engineer Feriancek stated that as part of the 161st geotechnical report they did soil borings and found an average of 2.5 inches of bituminous over a sand base in the north lot, therefore he would expect similar findings for the southern lot. He noted that staff could do additional investigation but noted that a typical mill and overlay would not be realistic.

Councilmember Woestehoff stated that he would support a full reconstruct of the south parking lot and perhaps adding a second set of basketball hoops as it is used a surprising amount.

Chairperson Riley stated that he would also support improving the southern lot at the same time.

Councilmember Woestehoff asked if there would opportunities to remove any of the pedestrian ramps on Improvement Project #23-06, 2023 MSA Overlay Improvements.

Assistant City Engineer Feriancek replied that generally the ramps are found at street crossings.

Councilmember Musgrove stated that MSA streets are nine-ton roads and asked what 161st is being built to.

Assistant City Engineer Feriancek replied that 161st Avenue would be built to the same level.

Assistant City Engineer Feriancek asked for input on whether the Committee would prefer a reclamation light or full depth reclamation for Improvement Project #23-10, Whispering Pines Estates Plat 3 Street Reconstructions.

Chairperson Riley commented that he would support the recommendation of staff noting that if it would be a good place to save money, he would support that or if staff feels the full depth reclamation is needed, he could also support that.

Councilmember Woestehoff agreed.

Chairperson Riley commented that it is good to see this set of streets being reconstructed.

Councilmember Woestehoff agreed noting he receives the most calls for improving these streets.

Assistant City Engineer Feriancek reviewed the proposed project schedules.

Councilmember Woestehoff asked for details about the proposed Ramsey HY-10/Ferret Street reconstruction project near Lawn Monster.

City Engineer/Interim Public Works Director Westby provided details on that project and stated that Bolton & Menk is preparing plans per EDA direction.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council authorization to prepare plans and specifications for proposed 2023 Improvement Projects #23-02, #23-05, #23-06, #23-07, and #23-10.

Further discussion: Chairperson Riley recognized that the City is expanding its Pavement Management Program to improve more streets in the next several years and that is great to see.

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

City Engineer/Interim Public Works Director Westby asked and received confirmation that this case should go on the regular agenda when presented to the City Council for approval.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects, Studies, and Items of Interest

City Engineer/Interim Public Works Director Westby provided updates 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/Interim Public Works Director Westby confirmed the consensus of the Committee to cancel the December meeting.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:23 p.m.

Respectfully submitted,



Bruce Westby
City Engineer/Interim Public Works Director

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 01/17/2023

By: Bruce Westby, Engineering/Public Works

Title:

Appoint Chair and Vice-Chair of the Public Works Committee

Purpose/Background:

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

Timeframe:

Staff anticipates 5 minutes will be required to appoint a Chair and Vice-Chair.

Observations/Alternatives:

Annually, a Chair and Vice-Chair are appointed for the Public Works Committee by Committee members. In election years, this will occur at the first Public Works Committee meeting following City Council appointments to the Public Works Committee.

Funding Source:

N/A

Recommendation:

N/A

Action:

Motion to appoint _____ as Chairperson, and _____ as Vice-Chairperson, of the Public Works Committee for the term January 17, 2023, to December 31, 2023.

Attachments

No file(s) attached.

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 01/12/2023

Reviewed By

Brian Hagen

Date

01/12/2023 02:17 PM

Started On: 01/11/2023 10:39 AM

Public Works Committee

5. 2.

Meeting Date: 01/17/2023

Submitted For: Joe Feriancek, Engineering/Public Works

By: Joe Feriancek, Engineering/Public Works

Title:

Consider Recommendation for City Council to approve pedestrian and bicycle facility option as part of Improvement Project #23-04, 167th Avenue Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to consider a recommendation for the City Council to approve pedestrian and bicycle facility option as part of Improvement Project #23-04, 167th Avenue Reconstruction.

Background:

City Improvement Project #23-04 proposes to reconstruct 167th Avenue between Nowthen Boulevard (CSAH 5) and Saint Francis Boulevard (TH 47). The street totals approximately 6,000 linear feet (1.13 miles) in length, and the width varies between 40-feet on the westerly rural section (0.97 miles) and 48-feet (0.16 miles) on the easterly urban section. A full shoulder/parking lane exists on both sides of this street segment.

This segment of 167th Avenue is a Municipal State Aid (MSA) street, and must be designed to MSA standards, including a 10-ton pavement design. Any pedestrian and bicycle facilities must also follow MSA design and be ADA compliant.

To date the following City Council actions have occurred for this project:

- June 14, 2022; Resolution #22-130 accepting proposal from Bolton & Menk for topographic survey of the project area.
- August 23, 2022; Resolution #22-201 ordering the City Engineer to prepare plans and specifications.
- August 23, 2022; Resolution #22-204 accepting proposal from Haugo Geotechnical service for a geotechnical report of the project area.
- October 11, 2022; Resolution #22-235 authorizing Staff to apply for the Minnesota Active Transportation State Infrastructure Program Grant to construct pedestrian and bicycle facilities along 167th Avenue as part of Improvement Project #23-04.
- November 22, 2022; Resolution #22-270 accepting proposal from Bolton & Menk to prepare final plans and specifications for Improvement Project #23-04.

The Ramsey Public Works Committee reviewed this project on August 22, 2022. The committee recommended some sort of pedestrian facility would be necessary for 167th Avenue and that it should be included in the design. Additionally, the committee discussed traffic calming on the east end of the road, near the commercial businesses. Staff confirmed traffic calming and pedestrian improvements will be investigated as part of the design.

Staff directed Bolton & Menk to provide alternatives for pedestrian and bicycle facilities as part of the 167th Avenue reconstruction. Additionally, Staff directed the facilities to be between Nowthen Boulevard and Quicksilver Street, with a connection at Quicksilver Street to the commercial businesses west of Saint Francis Boulevard. Because no pedestrian facilities exist along Saint Francis Boulevard, and a pedestrian crossing for Saint Francis Boulevard at 167th Avenue would not be feasible, Staff does not support extending pedestrian facilities to Saint Francis Boulevard. If a trail is constructed along Saint Francis Boulevard in the future, pedestrian facilities could feasibly be constructed along the remaining block of 167th Avenue at that time.

Proposed layouts and engineer's estimates as prepared by Bolton & Menk are attached to this case for the three

proposed pedestrian and bicycle facility options.

Option 1: On-Road Bike Lanes

- Mark bike lanes and a buffer on the pavement
 - Maintain existing 40-foot rural section
 - 11-foot drive lanes; 3-foot marked buffer; 6-foot bike lanes
 - Parking would no longer be allowed between Nowthen Blvd and Quicksilver St
 - Provide pedestrian landings at Quicksilver St and Nowthen Blvd
 - No proposed Wetland Impacts
 - No proposed Right of Way Acquisitions
 - No proposed Power Pole Relocations
 - No additional Project Timeline Impacts
 - Estimated Total Construction Cost \$1,559,948.50
 - Bike Lanes (included) \$111,589.50

Option 2: Off-Road North Shared Use Path

- Construct 8-foot bituminous trail north of roadway
 - Right of way constraints
 - Reduce pavement width
 - Re-grade swale
 - Shared use path placed on north side of swale
 - Reduce to 34-foot rural section
 - 11-foot drive lanes; 6-foot shoulders (paved); 1-foot gravel shoulders
 - 20-foot swale; 2-foot clear zone
 - 8-foot bituminous trail
 - Provide pedestrian landings at all crossing streets between Nowthen Blvd and Quicksilver St (on north side of 167th Ave)
 - Wetland Impacts (0.314 Acres)
 - Right of Way Acquisitions 11 properties anticipated (19,370 SF)
 - Relocate Power Poles to right of way
 - Relocate Hydrants
 - Additional Project Timeline Anticipated
 - Wetland delineation / permitting
 - Wetland delineation requires plant growth (spring)
 - Permitting process can take several weeks plus
 - Property Acquisition process is highly dependent on property owners
 - Utility Pole Relocation requires coordination with utility company
 - Generally, timeline is several months
 - Construction would not likely occur until 2024
 - Could construct off-road trail in 2024 and reconstruct street in 2023
 - Estimated Total Construction Cost \$1,897,472.50
 - Bituminous Trail Cost (included) \$239,162.00
 - Following are in addition to construction costs:
 - Wetland Credit Cost \$39,250.00
 - Property Acquisition Cost \$48,425.00
 - Utility Pole Relocation Cost \$140,000.00

Option 3: Off-Road South Shared Use Path

- Construct 8-foot bituminous trail south of roadway
 - Right of way constraints
 - Reduce pavement width
 - Re-grade swale
 - Shared use path placed on south side of swale
 - Reduce to 34-foot rural section

- 11-foot drive lanes; 6-foot shoulders (paved); 1-foot gravel shoulders
 - 20-foot swale; 2-foot clear zone
 - 8-foot bituminous trail
- Provide pedestrian landings at all crossing streets between Nowthen Blvd and Quicksilver St (on south side of 167th Ave)
- Wetland Impacts (0.63 Acres)
- Right of Way Acquisitions, 10 properties anticipated (28,721 SF)
- Relocate Power Poles to right of way (several utility pedestals need relocation also)
- Relocate Fences on 4 properties
- Additional Project Timeline Anticipated
 - Wetland delineation / permitting
 - Wetland delineation requires plant growth (spring)
 - Permitting process can take several weeks plus
 - Property Acquisition process is highly dependent on property owners
 - Utility Pole and Pedestal Relocation requires coordination with utility companies
 - Generally, timeline is several months
 - Construction would not likely occur until 2024
 - Could construct off-road trail in 2024 and reconstruct street in 2023
- Estimated Total Construction Cost \$1,841,490.75
 - Bituminous Trail Cost (included) \$297,237.88
 - Following are in addition to construction costs:
 - Wetland Credit Cost \$78,750.00
 - Property Acquisition Cost \$71,802.50
 - Utility Pole Relocation Cost \$50,000.00

Traffic Calming between Quicksilver Street and Saint Francis Boulevard

Staff discussed potential traffic calming solutions to the existing 48-foot urban section between Quicksilver Street and Saint Francis Boulevard. The following observations were made:

- Posted speed limit is 50 mph
 - An improved crossing at Quicksilver is not supported at current speed
- Current traffic levels are moderate 2,332 ADT
 - Right turn lanes should not be necessary
- Existing off-road parking is adequate
 - Parking is not necessary on 167th Avenue
- Most effective traffic calming would be a reduced pavement width
 - 12-foot drive lanes; 12 – 16-foot shared center turn lanes
 - Section has recently been used for several MSA projects
 - Bunker Lake Boulevard and Puma Street
 - Riverdale Drive Extension (Llama St to Bowers Dr)
 - Posted speed limits 30 – 40 mph
 - ADT levels should allow for right turns into parking lots without traffic back-up
 - Shared center lane allows for safer left turns into parking lots
 - Reducing speed limit allows for potential improved crossing at Quicksilver
 - The pedestrian improvements as a whole would impact this decision
 - Not currently in the project design

Estimated Cost Summary

Estimated costs were provided by Bolton & Menk, based off preliminary designs. The construction costs include 10% contingency costs. The costs do not include traffic calming improvements between Quicksilver Street and Saint Francis Boulevard. It should be noted costs provided do not include indirect costs beyond the topics required to compare the pedestrian facility options.

	Option 1: Bike Lanes	Option 2: North Path	Option 3: South Path
Roadway Cost	\$ 1,228,546.00	\$ 1,299,815.00	\$ 1,315,282.38
Path / Bike Lane Cost	\$ 111,589.50	\$ 239,162.00	\$ 297,237.88
Storm Sewer Cost	\$ 210,353.00	\$ 222,783.00	\$ 222,783.00
Watermain Cost	\$ 9,460.00	\$ 135,712.50	\$ 6,187.50
Total Construction Cost	\$ 1,559,948.50	\$ 1,897,472.50	\$ 1,841,490.75
Wetland Delineation Cost	\$ 0	\$ 39,250.00	\$ 78,750.00
Property Acquisition Cost	\$ 0	\$ 48,425.00	\$ 71,802.50
Relocate Poles Cost	\$ 0	\$ 140,000.00	\$ 50,000.00
Total Estimated Cost	\$ 1,599,948.50	\$ 2,125,147.50	\$ 2,042,043.25

Per the estimated costs, Option 1, Bike Lanes is estimated to be \$525,199 less than Option 2 and \$442,094.75 less than Option 3. The CIP Estimated Project Cost for this project, not including pedestrian facilities, was \$1,848,000. With 23% indirect costs added to Option 1, the total project cost is estimated to be \$1,967,937.

Timeframe:

Staff estimates 25 minutes will be needed to present this case and respond to questions.

Observations/Alternatives:

Observations:

A similar 6-foot bike lane / shoulder was marked on Variolite Street between Alpine Drive and 161st Avenue, which serves as the pedestrian facilities. Since it's implementation in 2020, Staff has not received resident concerns relating to its use.

All three options include addition of pedestrian ramps at the intersection of 167th Avenue and Nowthen Boulevard, which is within the Anoka County right of way. Staff will be required to work with Anoka County, whose approval will be required for any improvements made within their right of way. City Staff has had some preliminary discussions with Anoka County, and received a resolution of support from the County, supporting the City's Active Transportation Infrastructure Program Grant Application for shared use path improvements on 167th Avenue from Nowthen Boulevard to Quicksilver Street.

Engineering department staff received crash report data from the Ramsey Police Department several hours before this case was published. During the meeting Staff will review our findings with the Committee related to the data obtained from the crash reports, including any recommended pedestrian safety improvements.

Alternatives:

Alternative #1 – Motion to recommend that the City Council authorize Staff to design Option 1: Bike Lanes as part of Improvement Project #23-04, 167th Avenue Reconstruction.

Alternative #2 – Motion to recommend that the City Council authorize Staff to design Option 2: North Shared Use Path as part of Improvement Project #23-04, 167th Avenue Reconstruction.

Alternative #3 – Motion to recommend that the City Council authorize Staff to design Option 3: South Shared Use Path as part of Improvement Project #23-04, 167th Avenue Reconstruction.

Alternative #4 – Motion of other.

Funding Source:

Funding for pedestrian improvements as part of Improvement Project #23-04 are proposed to come from the Municipal State Aid Fund. If awarded, Active Transportation Infrastructure Program grant funds are proposed to be used in lieu of MSA funds for all applicable pedestrian facility improvements constructed as part of this project.

Recommendation:

Staff recommends Alternative #1, design Option 1: Bike Lanes between Nowthen Boulevard and Quicksilver Street. If Alternative #2 or Alternative #3 were chosen, the impacts to the project timeline would no longer allow construction to occur in 2023.

Action:

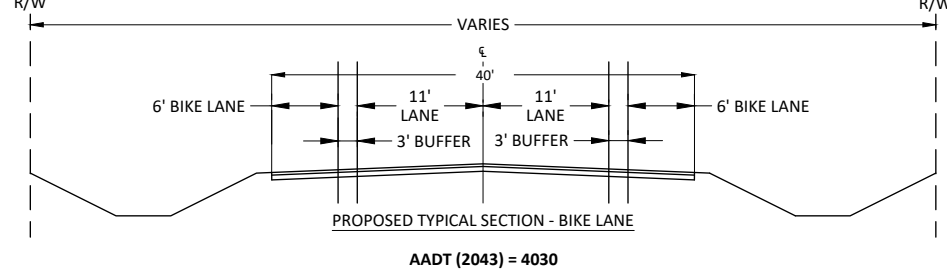
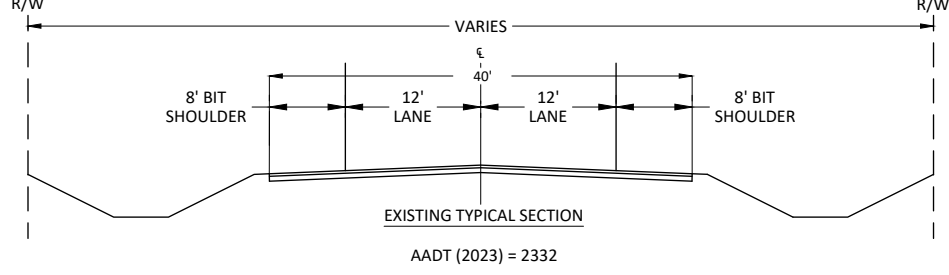
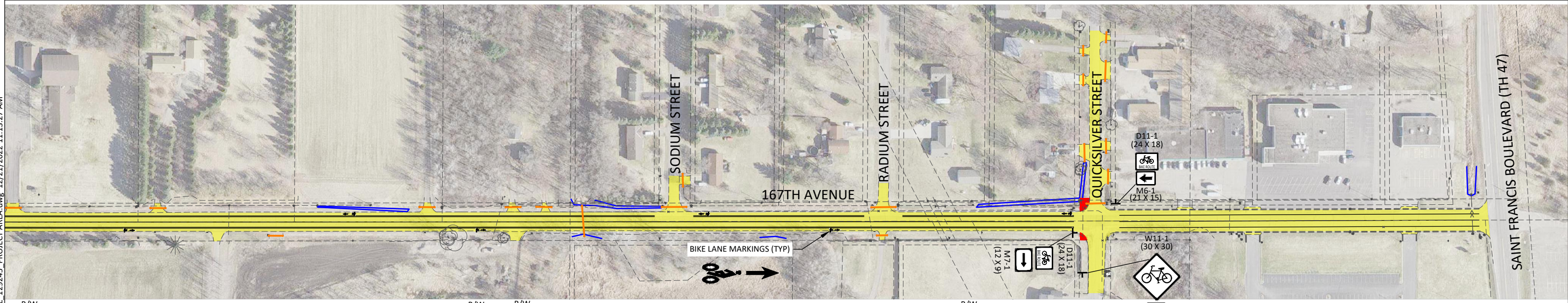
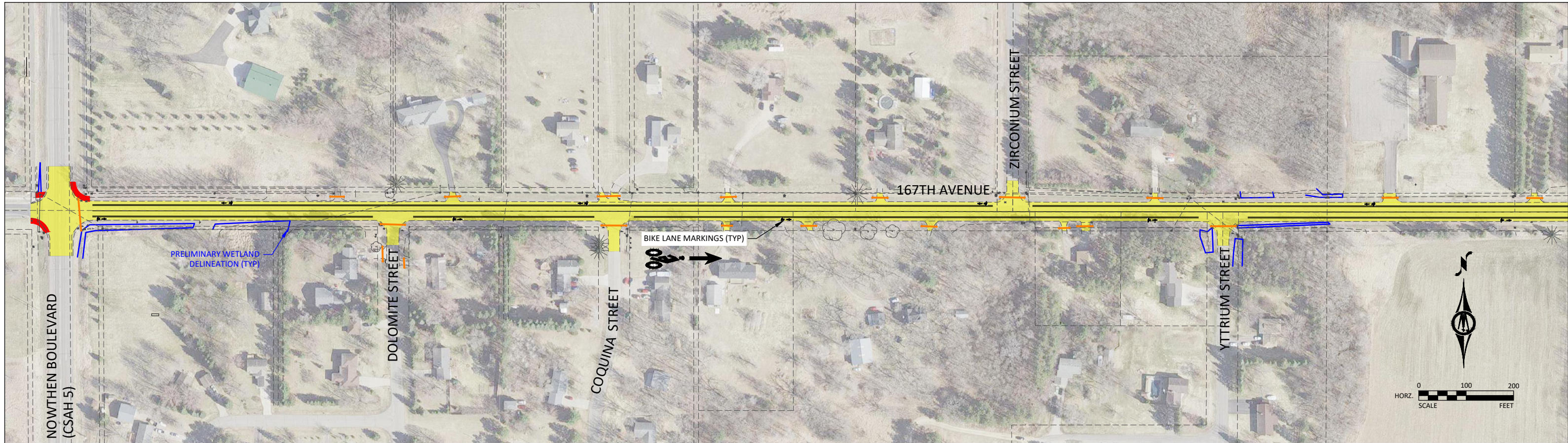
Motion to recommend that the City Council authorizes Staff to design Option 1: Bike Lanes as part of Improvement Project #23-04, 167th Avenue Reconstruction.

Attachments

- Layout Option 1: Bike Lanes
- Layout Option 2: North Shared Use Path
- Layout Option 3: South Shared Use Path
- Engr Estimate: Option 1
- Engr Estimate: Option 2
- Engr Estimate: Option 3

Form Review

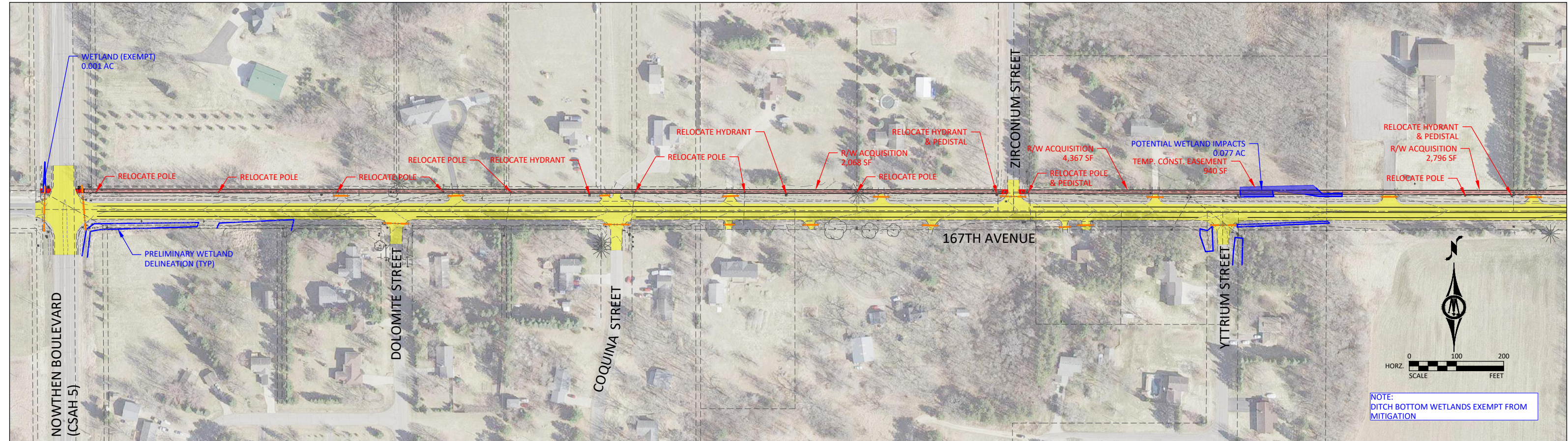
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Bruce Westby	Bruce Westby	01/12/2023 11:36 AM
Brian Hagen	Brian Hagen	01/12/2023 02:16 PM
Form Started By: Joe Feriancek		Started On: 01/09/2023 08:48 AM
Final Approval Date: 01/12/2023		



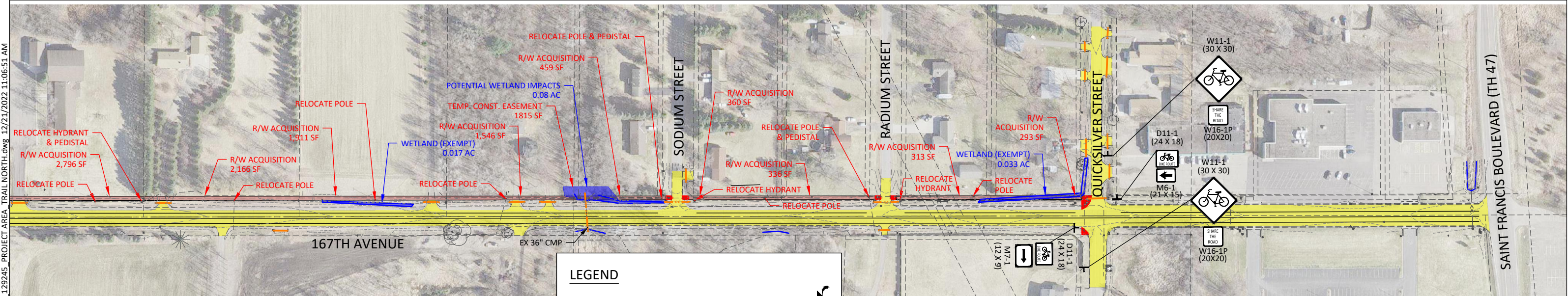
LEGEND

- ROADWAY PAVEMENT
- CONCRETE PED RAMP
- PROPOSED STORM SEWER

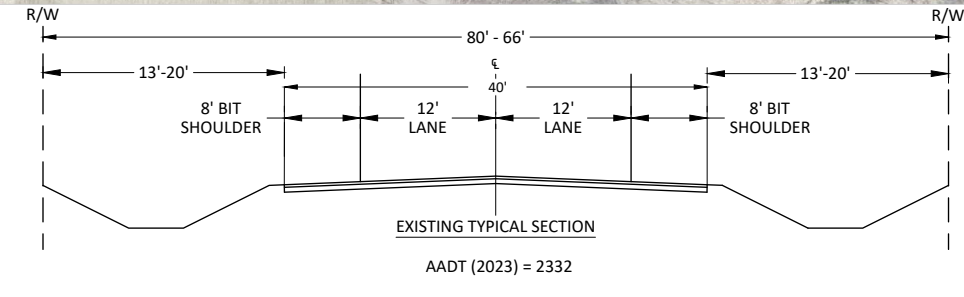
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NOTE:
DITCH BOTTOM WETLANDS EXEMPT FROM MITIGATION



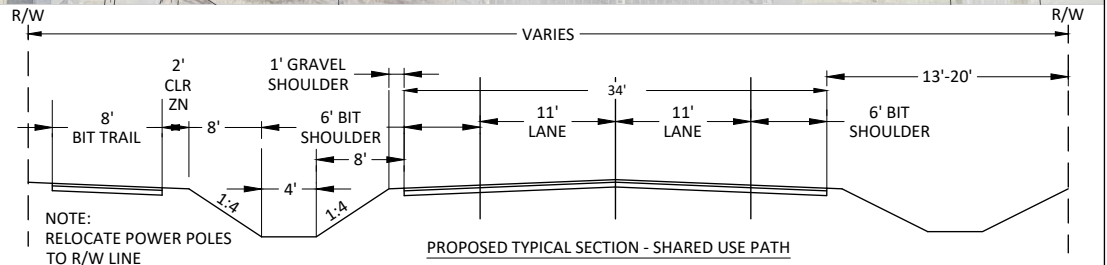
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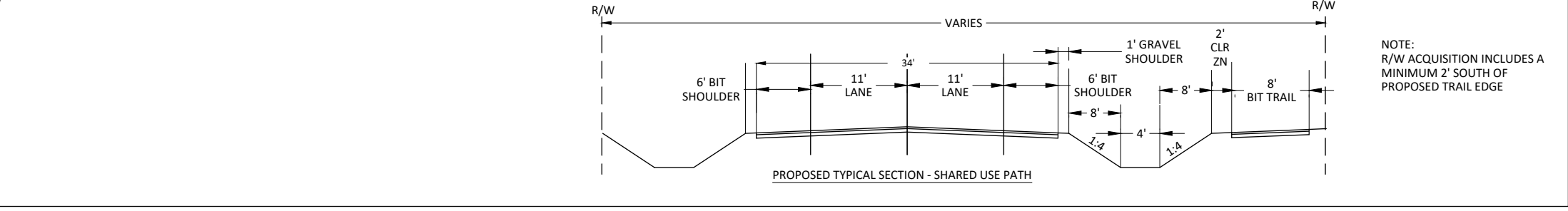
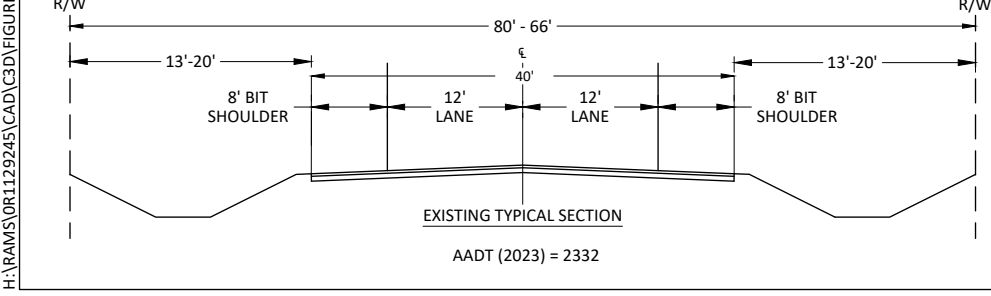
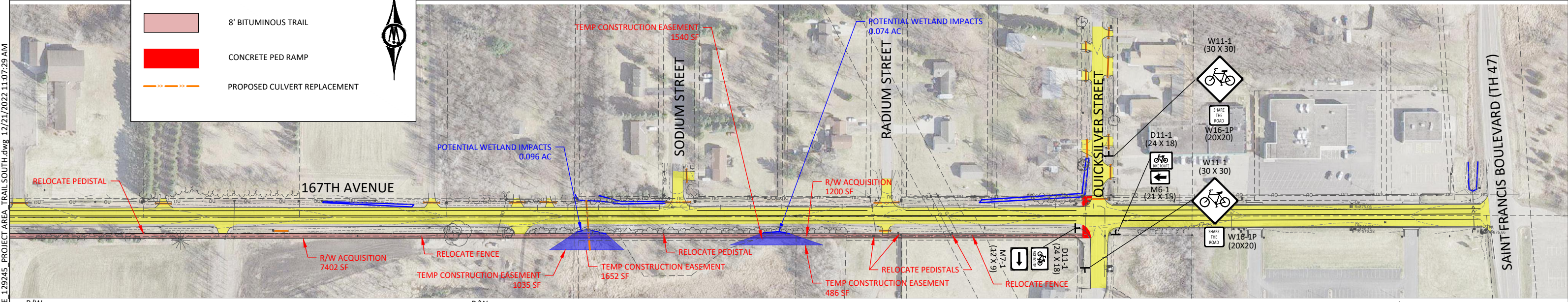
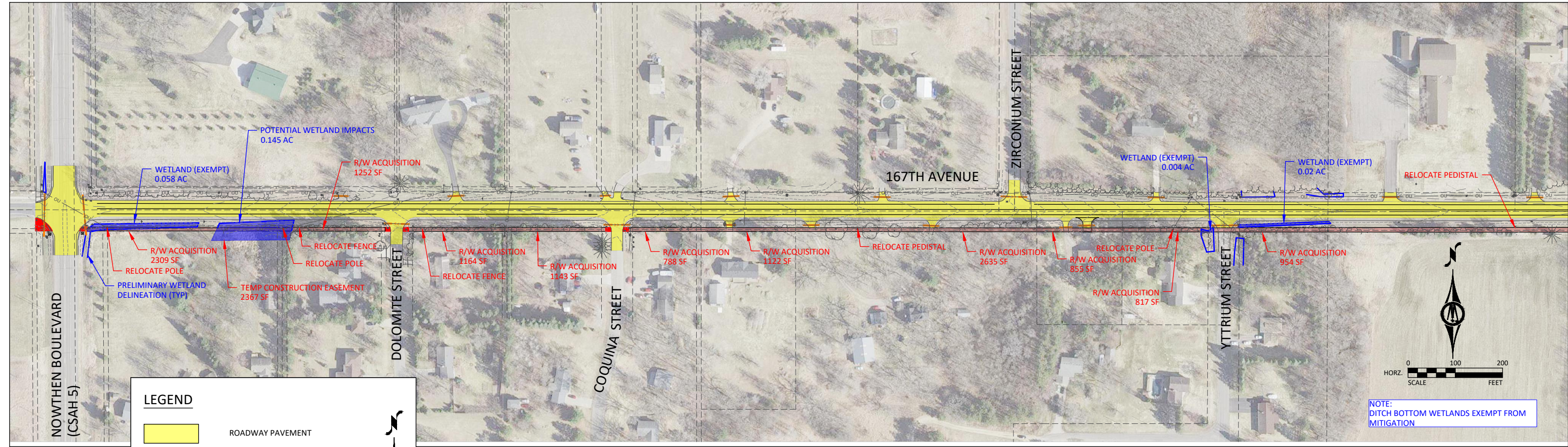


LEGEND

- ROADWAY PAVEMENT
- 8' BITUMINOUS TRAIL
- CONCRETE PED RAMP
- PROPOSED CULVERT REPLACEMENT

NOTE:
R/W ACQUISITION INCLUDES A MINIMUM 2' NORTH OF PROPOSED TRAIL EDGE





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ENGINEER'S ESTIMATE - OPTION 1: BIKE LANES

167TH AVENUE RECONSTRUCTION
 CITY PROJECT NO. 23-04
 CITY OF RAMSEY, MN
 BMI PROJECT NO. 0R1.129245



ENGINEER'S ESTIMATE								ROADWAY		BIKE LANES		STORM SEWER		WATERMAIN	
ITEM NO.	MnDOT SPEC NO.	ITEM	NOTES	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
1	2021.501	MOBILIZATION		1	LUMP SUM	\$80,000.00	\$80,000.00	0.77	\$61,600.00	0.06	\$4,800.00	0.13	\$10,400.00	0.04	\$3,200.00
2	2104.503	REMOVE PIPE SEWERS		1,325	LIN FT	\$20.00	\$26,500.00					1325	\$26,500.00		
3	2104.503	SAWING BIT PAVEMENT (FULL DEPTH)		1,320	LIN FT	\$2.50	\$3,300.00	1320	\$3,300.00						
4	2104.503	REMOVE CURB AND GUTTER		1,600	LIN FT	\$4.00	\$6,400.00	1600	\$6,400.00						
5	2104.504	REMOVE CONCRETE PAVEMENT		240	SQ YD	\$10.00	\$2,400.00	240	\$2,400.00						
6	2106.507	EXCAVATION - COMMON (EV)	(P) (1)	2,200	CU YD	\$18.00	\$39,600.00	2200	\$39,600.00						
7	2106.507	EXCAVATION - SUBGRADE (EV)		500	CU YD	\$15.00	\$7,500.00	500	\$7,500.00						
8	2106.507	STABILIZING AGGREGATE (CV)		500	CU YD	\$20.00	\$10,000.00	500	\$10,000.00						
9	2112.519	SUBGRADE PREPARATION		59	ROAD ST	\$500.00	\$29,500.00	59	\$29,500.00						
10	2118.507	AGGREGATE SURFACING (CV) CLASS 2		100	CU YD	\$85.00	\$8,500.00	100	\$8,500.00						
11	2123.610	STREET SWEEPER (WITH PICKUP BROOM)		20	HOURL	\$200.00	\$4,000.00	20	\$4,000.00						
12	2215.504	FULL DEPTH RECLAMATION (10")		30,760	SQ YD	\$2.50	\$76,900.00	30760	\$76,900.00						
13	2231.604	BITUMINOUS PATCH SPECIAL (DRIVEWAY)		760	SQ YD	\$80.00	\$60,800.00	760	\$60,800.00						
14	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)		3,700	TON	\$100.00	\$370,000.00	3700	\$370,000.00						
15	2360.509	TYPE SP 12.5 NON WEARING COURSE MIX (3,C)		3,700	TON	\$95.00	\$351,500.00	3700	\$351,500.00						
16	2501.502	12" CS PIPE APRON		14	EACH	\$300.00	\$4,200.00					14	\$4,200.00		
17	2501.502	15" CS PIPE APRON		12	EACH	\$600.00	\$7,200.00					12	\$7,200.00		
18	2501.502	18" CS PIPE APRON		48	EACH	\$700.00	\$33,600.00					48	\$33,600.00		
19	2501.502	36" RC PIPE APRON		2	EACH	\$1,700.00	\$3,400.00					2	\$3,400.00		
20	2503.503	12" CS PIPE CULVERT		210	EACH	\$55.00	\$11,550.00					210	\$11,550.00		
21	2503.503	15" CS PIPE CULVERT		140	LIN FT	\$62.00	\$8,680.00					140	\$8,680.00		
22	2503.503	18" CS PIPE CULVERT		975	LIN FT	\$65.00	\$63,375.00					975	\$63,375.00		
23	2503.503	36" RC PIPE SEWER DESIGN 3006 CLASS V		70	LIN FT	\$100.00	\$7,000.00					70	\$7,000.00		
24	2504.602	ADJUST GATE VALVE BOX		9	EACH	\$500.00	\$4,500.00							9	\$4,500.00
25	2521.518	6" CONCRETE WALK		2,720	SQ FT	\$13.50	\$36,720.00			2720	\$36,720.00				
26	2531.503	CONCRETE CURB AND GUTTER DESIGN B618		1,600	LIN FT	\$16.00	\$25,600.00	1600	\$25,600.00						
27	2531.618	TRUNCATED DOMES		50	SQ FT	\$60.00	\$3,000.00			50	\$3,000.00				
28	2531.504	8" CONCRETE DRIVEWAY PAVEMENT		160	SQ YD	\$80.00	\$12,800.00	160	\$12,800.00						
29	2563.601	TRAFFIC CONTROL		1	LUMP SUM	\$20,000.00	\$20,000.00	0.77	\$15,400.00	0.06	\$1,200.00	0.13	\$2,600.00	0.04	\$800.00
30	2564.518	SIGN PANELS TYPE C		130	SQ FT	\$70.00	\$9,100.00			130	\$9,100.00				
31	2573.501	STABILIZED CONSTRUCTION EXIT		1	LUMP SUM	\$2,500.00	\$2,500.00	0.77	\$1,925.00	0.06	\$150.00	0.13	\$325.00	0.04	\$100.00
32	2573.502	STORM DRAIN INLET PROTECTION		2	EACH	\$200.00	\$400.00					2	\$400.00		
33	2573.502	CULVERT END CONTROLS		40	EACH	\$300.00	\$12,000.00					40	\$12,000.00		
34	2573.503	SILT FENCE, TYPE MS		2,000	LIN FT	\$2.00	\$4,000.00	2000	\$4,000.00						
35	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER		500	LIN FT	\$2.50	\$1,250.00	500	\$1,250.00						
36	2574.505	FERTILIZER TYPE 3		350	POUND	\$1.50	\$525.00	350	\$525.00						
37	2574.507	COMMON TOPSOIL BORROW		410	CU YD	\$40.00	\$16,400.00	410	\$16,400.00						
38	2575.504	ROLLED EROSION PREVENTION CATEGORY 20		500	SQ YD	\$1.50	\$750.00	500	\$750.00						

ENGINEER'S ESTIMATE - OPTION 1: BIKE LANES

167TH AVENUE RECONSTRUCTION
 CITY PROJECT NO. 23-04
 CITY OF RAMSEY, MN
 BMI PROJECT NO. 0R1.129245



ENGINEER'S ESTIMATE								ROADWAY		BIKE LANES		STORM SEWER		WATERMAIN	
ITEM NO.	MnDOT SPEC NO.	ITEM	NOTES	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
39	2575.505	SEEDING		1	ACRE	\$500.00	\$500.00	1	\$500.00						
40	2575.508	SEED MIXTURE 25-121		92	POUND	\$5.00	\$460.00	92	\$460.00						
41	2575.508	HYDRAULIC BONDED FIBER MATRIX		3,500	POUND	\$1.50	\$5,250.00	3500	\$5,250.00						
42	2582.503	4" SOLID LINE MULTI COMP		22,425	LIN FT	\$1.00	\$22,425.00			22425	\$22,425.00				
43	2582.503	24" SOLID LINE MULTI COMP		50	LIN FT	\$17.00	\$850.00			50	\$850.00				
44	2582.503	4" DOUBLE SOLID LINE MULTI COMP		6,350	LIN FT	\$2.00	\$12,700.00			6350	\$12,700.00				
45	2582.518	PAVEMENT MESSAGE MULTI COMP		350	SQ FT	\$30.00	\$10,500.00			350	\$10,500.00				

ESTIMATED CONSTRUCTION TOTAL:	<u>\$1,418,135.00</u>	<u>\$1,116,860.00</u>	<u>\$101,445.00</u>	<u>\$191,230.00</u>	<u>\$8,600.00</u>
10% CONSTRUCTION CONTINGENCY:	<u>\$141,813.50</u>	<u>\$111,686.00</u>	<u>\$10,144.50</u>	<u>\$19,123.00</u>	<u>\$860.00</u>
TOTAL ESTIMATED CONSTRUCTION COST:	<u>\$1,559,948.50</u>	<u>\$1,228,546.00</u>	<u>\$111,589.50</u>	<u>\$210,353.00</u>	<u>\$9,460.00</u>

NOTES:
 (1) INCLUDES TOPSOIL STRIPPING AND STOCKPILING

ENGINEER'S ESTIMATE - OPTION 2: NORTH SHARED USE PATH

167TH AVENUE RECONSTRUCTION
 CITY PROJECT NO. 23-04
 CITY OF RAMSEY, MN
 BMI PROJECT NO. 0R1.129245



ENGINEER'S ESTIMATE								ROADWAY		SHARED USE PATH		STORM SEWER		WATERMAIN	
ITEM NO.	MnDOT SPEC NO.	ITEM	NOTES	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
1	2021.501	MOBILIZATION		1	LUMP SUM	\$90,000.00	\$90,000.00	0.68	\$61,200.00	0.13	\$11,700.00	0.12	\$10,800.00	0.07	\$6,300.00
2	2104.503	REMOVE GATE VALVE & BOX		8	EACH	\$500.00	\$4,000.00							8	\$4,000.00
3	2104.503	REMOVE HYDRANT		8	EACH	\$1,000.00	\$8,000.00							8	\$8,000.00
4	2104.503	REMOVE PIPE SEWERS		1,325	LIN FT	\$20.00	\$26,500.00					1325	\$26,500.00		
5	2104.503	SAWING BIT PAVEMENT (FULL DEPTH)		1,320	LIN FT	\$2.50	\$3,300.00	1320	\$3,300.00						
6	2104.503	REMOVE CURB AND GUTTER		1,600	LIN FT	\$4.00	\$6,400.00	1600	\$6,400.00						
7	2104.504	REMOVE CONCRETE PAVEMENT		160	SQ YD	\$10.00	\$1,600.00	160	\$1,600.00						
8	2106.507	EXCAVATION - COMMON (EV)	(P) (1)	4,610	CU YD	\$18.00	\$82,980.00	3600	\$64,800.00	1010	\$18,180.00				
9	2106.507	EXCAVATION - SUBGRADE (EV)		400	CU YD	\$20.00	\$8,000.00	400	\$8,000.00						
10	2106.507	STABILIZING AGGREGATE (CV)		400	CU YD	\$20.00	\$8,000.00	400	\$8,000.00						
11	2112.519	SUBGRADE PREPARATION		59	ROAD ST	\$500.00	\$29,500.00	59	\$29,500.00						
12	2118.507	AGGREGATE SURFACING (CV) CLASS 2		100	CU YD	\$85.00	\$8,500.00	100	\$8,500.00						
13	2123.610	STREET SWEEPER (WITH PICKUP BROOM)		20	HOUR	\$200.00	\$4,000.00	20	\$4,000.00						
14	2211.607	AGGREGATE BASE (CV) FROM RECLAIM MATERIAL		740	CU YD	\$16.00	\$11,840.00			740	\$11,840.00				
15	2215.504	FULL DEPTH RECLAMATION (10")		30,760	SQ YD	\$2.50	\$76,900.00	30760	\$76,900.00						
16	2215.504	HAUL FULL DEPTH RECLAMATION (EV)	(2)	3,870	CU YD	\$20.00	\$77,400.00	3870	\$77,400.00						
17	2231.604	BITUMINOUS PATCH SPECIAL (DRIVEWAY)		700	SQ YD	\$80.00	\$56,000.00	700	\$56,000.00						
18	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C) (TRAIL)		670	TON	\$120.00	\$80,400.00			670	\$80,400.00				
19	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)		3,300	TON	\$100.00	\$330,000.00	3300	\$330,000.00						
20	2360.509	TYPE SP 12.5 NON WEARING COURSE MIX (3,C)		3,300	TON	\$95.00	\$313,500.00	3300	\$313,500.00						
21	2501.502	12" CS PIPE APRON		14	EACH	\$300.00	\$4,200.00					14	\$4,200.00		
22	2501.502	15" CS PIPE APRON		12	EACH	\$600.00	\$7,200.00					12	\$7,200.00		
23	2501.502	18" CS PIPE APRON		48	EACH	\$700.00	\$33,600.00					48	\$33,600.00		
24	2501.502	36" RC PIPE APRON		2	EACH	\$1,700.00	\$3,400.00					2	\$3,400.00		
25	2501.503	12" CS PIPE CULVERT		210	LIN FT	\$55.00	\$11,550.00					210	\$11,550.00		
26	2501.503	15" CS PIPE CULVERT		140	LIN FT	\$62.00	\$8,680.00					140	\$8,680.00		
27	2501.503	18" CS PIPE CULVERT		1,100	LIN FT	\$65.00	\$71,500.00					1100	\$71,500.00		
28	2501.503	36" RC PIPE SEWER DESIGN 3006 CLASS V		100	LIN FT	\$100.00	\$10,000.00					100	\$10,000.00		
29	2504.602	CONNECT TO EXISTING WATER MAIN		8	EACH	\$2,500.00	\$20,000.00							8	\$20,000.00
30	2504.602	HYDRANT		8	EACH	\$7,000.00	\$56,000.00							8	\$56,000.00
31	2504.602	ADJUST GATE VALVE BOX		9	EACH	\$500.00	\$4,500.00							9	\$4,500.00
32	2504.602	6" GATE VALVE		8	EACH	\$2,000.00	\$16,000.00							8	\$16,000.00
33	2504.603	6" WATERMAIN DUCTILE IRON CL 53		40	LIN FT	\$100.00	\$4,000.00							40	\$4,000.00
34	2504.608	WATERMAIN FITTINGS		300	LB	\$10.00	\$3,000.00							300	\$3,000.00
35	2521.518	6" CONCRETE WALK		1,650	SQ FT	\$13.50	\$22,275.00			1650	\$22,275.00				
36	2531.503	CONCRETE CURB AND GUTTER DESIGN B618		1,600	LIN FT	\$16.00	\$25,600.00	1600	\$25,600.00						
37	2531.504	8" CONCRETE DRIVEWAY PAVEMENT		240	SQ YD	\$80.00	\$19,200.00	240	\$19,200.00						

ENGINEER'S ESTIMATE - OPTION 2: NORTH SHARED USE PATH

167TH AVENUE RECONSTRUCTION
 CITY PROJECT NO. 23-04
 CITY OF RAMSEY, MN
 BMI PROJECT NO. 0R1.129245



ENGINEER'S ESTIMATE								ROADWAY		SHARED USE PATH		STORM SEWER		WATERMAIN	
ITEM NO.	MnDOT SPEC NO.	ITEM	NOTES	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
38	2531.618	TRUNCATED DOMES		200	SQ FT	\$60.00	\$12,000.00			200	\$12,000.00				
39	2563.601	TRAFFIC CONTROL		1	LUMP SUM	\$20,000.00	\$20,000.00	0.68	\$13,600.00	0.13	\$2,600.00	0.12	\$2,400.00	0.07	\$1,400.00
40	2564.516	SIGN PANELS TYPE C		170	SQ FT	\$70.00	\$11,900.00			170	\$11,900.00				
41	2573.501	STABILIZED CONSTRUCTION EXIT		1	LUMP SUM	\$2,500.00	\$2,500.00	0.68	\$1,700.00	0.13	\$325.00	0.12	\$300.00	0.07	\$175.00
42	2573.502	STORM DRAIN INLET PROTECTION		2	EACH	\$200.00	\$400.00					2	\$400.00		
43	2573.502	CULVERT END CONTROLS		40	EACH	\$300.00	\$12,000.00					40	\$12,000.00		
44	2573.503	SILT FENCE, TYPE MS		2,000	LIN FT	\$2.00	\$4,000.00	1000	\$2,000.00	1000	\$2,000.00				
45	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER		500	LIN FT	\$2.50	\$1,250.00	250	\$625.00	250	\$625.00				
46	2574.505	FERTILIZER TYPE 3		525	POUND	\$1.50	\$787.50	263	\$393.75	263	\$393.75				
47	2574.507	COMMON TOPSOIL BORROW		1,210	CU YD	\$40.00	\$48,400.00	605	\$24,200.00	605	\$24,200.00				
48	2575.504	ROLLED EROSION PREVENTION CATEGORY 20		500	SQ YD	\$1.50	\$750.00	250	\$375.00	250	\$375.00				
49	2575.505	SEEDING		3	ACRE	\$500.00	\$1,500.00	2	\$750.00	2	\$750.00				
50	2575.508	SEED MIXTURE 25-121		280	POUND	\$5.00	\$1,400.00	140	\$700.00	140	\$700.00				
51	2575.508	HYDRAULIC BONDED FIBER MATRIX		22,875	POUND	\$1.50	\$34,312.50	11438	\$17,156.25	11438	\$17,156.25				
52	2582.503	4" SOLID LINE MULTI COMP		11,700	LIN FT	\$1.00	\$11,700.00	11700	\$11,700.00						
53	2582.503	24" SOLID LINE MULTI COMP		50	LIN FT	\$17.00	\$850.00	50	\$850.00						
54	2582.503	4" DOUBLE SOLID LINE MULTI COMP		5,850	LIN FT	\$2.00	\$11,700.00	5850	\$11,700.00						
55	2582.518	PAVEMENT MESSAGE MULTI COMP		100	SQ FT	\$20.00	\$2,000.00	100	\$2,000.00						

ESTIMATED CONSTRUCTION TOTAL:	<u>\$1,724,975.00</u>	<u>\$1,181,650.00</u>	<u>\$217,420.00</u>	<u>\$202,530.00</u>	<u>\$123,375.00</u>
10% CONSTRUCTION CONTINGENCY:	<u>\$172,497.50</u>	<u>\$118,165.00</u>	<u>\$21,742.00</u>	<u>\$20,253.00</u>	<u>\$12,337.50</u>
TOTAL ESTIMATED CONSTRUCTION COST:	<u>\$1,897,472.50</u>	<u>\$1,299,815.00</u>	<u>\$239,162.00</u>	<u>\$222,783.00</u>	<u>\$135,712.50</u>
TOTAL ESTIMATED WETLAND CREDIT COST:	<u>\$39,250.00</u>	(0.314 AC @ \$125,000/AC REPLACED AT 2:1 RATIO)			
TOTAL ESTIMATED PROPERTY ACQUISITION COST:	<u>\$48,425.00</u>	(19,370 SQ FT @ \$2.50/SQ FT)			
UTILITY POLE RELOCATION COST:	<u>\$140,000.00</u>	(14 POLES @ \$10,000/POLE)			
TOTAL ESTIMATED PROJECT COST	<u>\$2,125,147.50</u>				

- NOTES:**
- (1) INCLUDES TOPSOIL STRIPPING AND STOCKPILING
 - (2) STOCKPILE LOCATION: PUBLIC WORKS, 14199 JASPER STREET NW. CONTRACTOR SHALL USE ALL AVAILABLE STOCKPILE MATERIAL BEFORE IMPORTING AGGREGATE

ENGINEER'S ESTIMATE - OPTION 3: SOUTH SHARED USE PATH

167TH AVENUE RECONSTRUCTION
 CITY PROJECT NO. 23-04
 CITY OF RAMSEY, MN
 BMI PROJECT NO. 0R1.129245



Date: 12/20/2022

ENGINEER'S ESTIMATE								ROADWAY		SHARED USE PATH		STORM SEWER		WATERMAIN	
ITEM NO.	MnDOT SPEC NO.	ITEM	NOTES	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
1	2021.501	MOBILIZATION		1	LUMP SUM	\$90,000.00	\$90,000.00	0.71	\$63,900.00	0.16	\$14,400.00	0.12	\$10,800.00	0.01	\$900.00
2	2101.502	CLEARING		2	ACRE	\$7,000.00	\$14,000.00			2	\$14,000.00				
3	2101.502	GRUBBING		2	ACRE	\$6,000.00	\$12,000.00			2	\$12,000.00				
4	2104.503	REMOVE PIPE SEWERS		1,325	LIN FT	\$20.00	\$26,500.00					1325	\$26,500.00		
5	2104.503	SAWING BIT PAVEMENT (FULL DEPTH)		1,320	LIN FT	\$2.50	\$3,300.00	1320	\$3,300.00						
6	2104.503	REMOVE CURB AND GUTTER		1,600	LIN FT	\$4.00	\$6,400.00	1600	\$6,400.00						
7	2104.503	SALVAGE FENCE		1,150	LIN FT	\$6.00	\$6,900.00			1150	\$6,900.00				
8	2104.504	REMOVE CONCRETE PAVEMENT		160	SQ YD	\$10.00	\$1,600.00	160	\$1,600.00						
9	2106.507	EXCAVATION - COMMON (EV)	(P) (1)	4,460	CU YD	\$18.00	\$80,280.00	3590	\$64,620.00	870	\$15,660.00				
10	2106.507	EXCAVATION - SUBGRADE (EV)		400	CU YD	\$20.00	\$8,000.00	400	\$8,000.00						
11	2106.507	STABILIZING AGGREGATE (CV)		400	CU YD	\$20.00	\$8,000.00	400	\$8,000.00						
12	2112.519	SUBGRADE PREPARATION		59	ROAD ST	\$500.00	\$29,500.00	59	\$29,500.00						
13	2118.507	AGGREGATE SURFACING (CV) CLASS 2		100	CU YD	\$85.00	\$8,500.00	100	\$8,500.00						
14	2123.610	STREET SWEEPER (WITH PICKUP BROOM)		20	hour	\$200.00	\$4,000.00	20	\$4,000.00						
15	2211.607	AGGREGATE BASE (CV) FROM RECLAIM MATERIAL		650	CU YD	\$16.00	\$10,400.00			650	\$10,400.00				
16	2215.504	FULL DEPTH RECLAMATION (10")		30,760	SQ YD	\$2.50	\$76,900.00	30760	\$76,900.00						
17	2215.504	HAUL FULL DEPTH RECLAMATION (EV)	(2)	3,810	CU YD	\$16.00	\$60,960.00	3810	\$60,960.00						
18	2231.604	BITUMINOUS PATCH SPECIAL (DRIVEWAY)		930	SQ YD	\$80.00	\$74,400.00	930	\$74,400.00						
19	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C) (TRAIL)		710	TON	\$120.00	\$85,200.00			710	\$85,200.00				
20	2360.509	TYPE SP 9.5 WEARING COURSE MIX (3,C)		3,280	TON	\$100.00	\$328,000.00	3280	\$328,000.00						
21	2360.509	TYPE SP 12.5 NON WEARING COURSE MIX (3,C)		3,280	TON	\$95.00	\$311,600.00	3280	\$311,600.00						
22	2501.502	12" CS PIPE APRON		14	EACH	\$300.00	\$4,200.00					14	\$4,200.00		
23	2501.502	15" CS PIPE APRON		12	EACH	\$600.00	\$7,200.00					12	\$7,200.00		
24	2501.502	18" CS PIPE APRON		48	EACH	\$700.00	\$33,600.00					48	\$33,600.00		
25	2501.502	36" RC PIPE APRON		2	EACH	\$1,700.00	\$3,400.00					2	\$3,400.00		
26	2501.503	12" CS PIPE CULVERT		210	LIN FT	\$55.00	\$11,550.00					210	\$11,550.00		
27	2501.503	15" CS PIPE CULVERT		140	LIN FT	\$62.00	\$8,680.00					140	\$8,680.00		
28	2501.503	18" CS PIPE CULVERT		1,100	LIN FT	\$65.00	\$71,500.00					1100	\$71,500.00		
29	2501.503	36" RC PIPE SEWER DESIGN 3006 CLASS V		100	LIN FT	\$100.00	\$10,000.00					100	\$10,000.00		
30	2504.602	ADJUST GATE VALVE BOX		9	EACH	\$500.00	\$4,500.00							9	\$4,500.00
31	2521.518	6" CONCRETE WALK		1,700	SQ FT	\$13.50	\$22,950.00			1700	\$22,950.00				
32	2531.503	CONCRETE CURB AND GUTTER DESIGN B618		1,600	LIN FT	\$16.00	\$25,600.00	1600	\$25,600.00						
33	2531.504	8" CONCRETE DRIVEWAY PAVEMENT		290	SQ YD	\$80.00	\$23,200.00	290	\$23,200.00						
34	2531.618	TRUNCATED DOMES		150	SQ FT	\$60.00	\$9,000.00			150	\$9,000.00				
35	2557.603	INSTALL FENCE		1,150	LIN FT	\$8.00	\$9,200.00			1150	\$9,200.00				
36	2563.601	TRAFFIC CONTROL		1	LUMP SUM	\$20,000.00	\$20,000.00	0.71	\$14,200.00	0.16	\$3,200.00	0.12	\$2,400.00	0.01	\$200.00
37	2564.516	SIGN PANELS TYPE C		170	SQ FT	\$70.00	\$11,900.00			170	\$11,900.00				
38	2573.501	STABILIZED CONSTRUCTION EXIT		1	LUMP SUM	\$2,500.00	\$2,500.00	0.71	\$1,775.00	0.16	\$400.00	0.12	\$300.00	0.01	\$25.00

ENGINEER'S ESTIMATE - OPTION 3: SOUTH SHARED USE PATH

167TH AVENUE RECONSTRUCTION
 CITY PROJECT NO. 23-04
 CITY OF RAMSEY, MN
 BMI PROJECT NO. 0R1.129245



Date: 12/20/2022

ENGINEER'S ESTIMATE								ROADWAY		SHARED USE PATH		STORM SEWER		WATERMAIN	
ITEM NO.	MnDOT SPEC NO.	ITEM	NOTES	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
39	2573.502	STORM DRAIN INLET PROTECTION		2	EACH	\$200.00	\$400.00					2	\$400.00		
40	2573.502	CULVERT END CONTROLS		40	EACH	\$300.00	\$12,000.00					40	\$12,000.00		
41	2573.503	SILT FENCE, TYPE MS		2,000	LIN FT	\$2.00	\$4,000.00	1000	\$2,000.00	1000	\$2,000.00				
42	2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER		500	LIN FT	\$2.50	\$1,250.00	250	\$625.00	250	\$625.00				
43	2574.505	FERTILIZER TYPE 3		700	POUND	\$1.50	\$1,050.00	350	\$525.00	350	\$525.00				
44	2574.507	COMMON TOPSOIL BORROW		1,620	CU YD	\$40.00	\$64,800.00	810	\$32,400.00	810	\$32,400.00				
45	2575.504	ROLLED EROSION PREVENTION CATEGORY 20		500	SQ YD	\$1.50	\$750.00	250	\$375.00	250	\$375.00				
46	2575.505	SEEDING		4	ACRE	\$500.00	\$2,000.00	2	\$1,000.00	2	\$1,000.00				
47	2575.508	SEED MIXTURE 25-121		370	POUND	\$5.00	\$1,850.00	185	\$925.00	185	\$925.00				
48	2575.508	HYDRAULIC BONDED FIBER MATRIX		22,875	POUND	\$1.50	\$34,312.50	11438	\$17,156.25	11438	\$17,156.25				
49	2582.503	4" SOLID LINE MULTI COMP		11,700	LIN FT	\$1.00	\$11,700.00	11700	\$11,700.00						
50	2582.503	24" SOLID LINE MULTI COMP		50	LIN FT	\$17.00	\$850.00	50	\$850.00						
51	2582.503	4" DOUBLE SOLID LINE MULTI COMP		5,850	LIN FT	\$2.00	\$11,700.00	5850	\$11,700.00						
52	2582.518	PAVEMENT MESSAGE MULTI COMP		100	SQ FT	\$20.00	\$2,000.00	100	\$2,000.00						

ESTIMATED CONSTRUCTION TOTAL:	<u>\$1,674,082.50</u>	<u>\$1,195,711.25</u>	<u>\$270,216.25</u>	<u>\$202,530.00</u>	<u>\$5,625.00</u>
10% CONSTRUCTION CONTINGENCY:	<u>\$167,408.25</u>	<u>\$119,571.13</u>	<u>\$27,021.63</u>	<u>\$20,253.00</u>	<u>\$562.50</u>
TOTAL ESTIMATED CONSTRUCTION COST:	<u>\$1,841,490.75</u>	<u>\$1,315,282.38</u>	<u>\$297,237.88</u>	<u>\$222,783.00</u>	<u>\$6,187.50</u>
TOTAL ESTIMATED WETLAND CREDIT COST:	<u>\$78,750.00</u>	(0.63 AC @ \$125,000/AC REPLACED @ 2:1 RATIO)			
TOTAL ESTIMATED PROPERTY ACQUISITION COST	<u>\$71,802.50</u>	(28,721 SQ FT @ \$2.50/SQ FT)			
RELOCATE POLE COST	<u>\$50,000.00</u>	(5 POLES @ \$10,000/POLE)			
TOTAL ESTIMATED PROJECT COST	<u>\$2,042,043.25</u>				

NOTES:

- (1) INCLUDES TOPSOIL STRIPPING AND STOCKPILING
- (2) STOCKPILE LOCATION: PUBLIC WORKS, 14199 JASPER STREET NW. CONTRACTOR SHALL USE ALL AVAILABLE STOCKPILE MATERIAL BEFORE IMPORTING AGGREGATE

Public Works Committee

5.3.

Meeting Date: 01/17/2023

Submitted For: Joe Feriancek, Engineering/Public Works

By: Joe Feriancek, Engineering/Public Works

Title:

Committee Update on Central Park Southern Parking Lot Reconstruction as part of 161st Avenue Reconstruction

Purpose/Background:

Purpose:

The purpose of this case is to update the Public Works Committee on the reconstruction of Central Park southern parking lot as part of the 161st Avenue Reconstruction.

Background:

The Central Park main parking lot reconstruction was discussed at the December 13th, 2022 City Council meeting. City Council gave Staff direction to include the Central Park southern parking lot as part of the Central Park main parking lot reconstruction or the 161st Avenue Reconstruction projects. Staff has reviewed the southern parking lot, and determined it would be more feasible to reconstruct the southern parking lot as part of the 161st Avenue reconstruction project. The determining factors are:

- Location – The bituminous trail being constructed as part of 161st Avenue reconstruction is between the parking lots
 - Construction limits for the trail construction and southern parking lot reconstruction are in conflict, meaning one impacts the other
 - The southern parking lot will likely be used as a staging area for 161st Avenue
 - Avoids conflicts if two different contractors are awarded contracts
- Project Timing – The contract time for the main (north) parking lot will be constricted due to public park use needs
 - Adding the south lot to the main (north) parking lot reconstruction would significantly extend the project schedule
 - Potential to add additional mobilization(s) and project costs
- Cost – Staff does not anticipate significant cost savings due to reconstructing the south lot with the main (north) lot
 - Both projects are large enough that unit costs are not anticipated to be impacted by this additional work

Preliminary Estimated Costs

Southern Parking Lot Project Cost (Includes 23% Indirect) \$164,000

Park Improvement Trust Fund \$164,000

Central Park Main Parking Lot Reconstruction Project Cost \$893,500

Park Improvement Trust Fund \$367,500

Capital Maintenance Fund \$340,000

Storm Sewer Utility Fund \$186,000

For note, approximately \$140,000 of the Central Park Main Parking Lot project cost is required for the center medians with trees and shrubbery. The funding source and cost would not be proposed to change based on which larger project the southern parking lot reconstruction is tied to.

Timeframe:

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

Observations/Alternatives:

Observation:

Staff is currently designing plans for both Improvement Project #23-01 and Improvement Project #23-02. It's anticipated Improvement Project #23-01 will be brought to City Council in March to approve the plans and authorize bidding. Because 161st Avenue is a Municipal State Aid street, Staff must submit plans and receive approval from MnDOT prior to opening bids.

Funding Source:

Funding for the Central Park southern parking lot reconstruction is proposed to come from Park Improvement Trust Funds.

Recommendation:

Staff recommends constructing the Central Park southern parking lot as part of Improvement Project #23-01, 161st Avenue Street Reconstruction.

On November 15, 2022, the Ramsey Public Works Committee recommended reconstruction of the Central Park southern parking lot after identifying that it was in similar condition as the main parking lot, and it would make the most sense to complete the reconstruction at the same time.

Action:

Motion to recommend the City Council authorize construction of the Central Park southern parking lot as part of Improvement Project #23-01, 161st Avenue Reconstruction.

Attachments

Parking Lot Exhibit

Form Review

Inbox

Bruce Westby

Brian Hagen

Form Started By: Joe Feriancek

Final Approval Date: 01/12/2023

Reviewed By

Bruce Westby

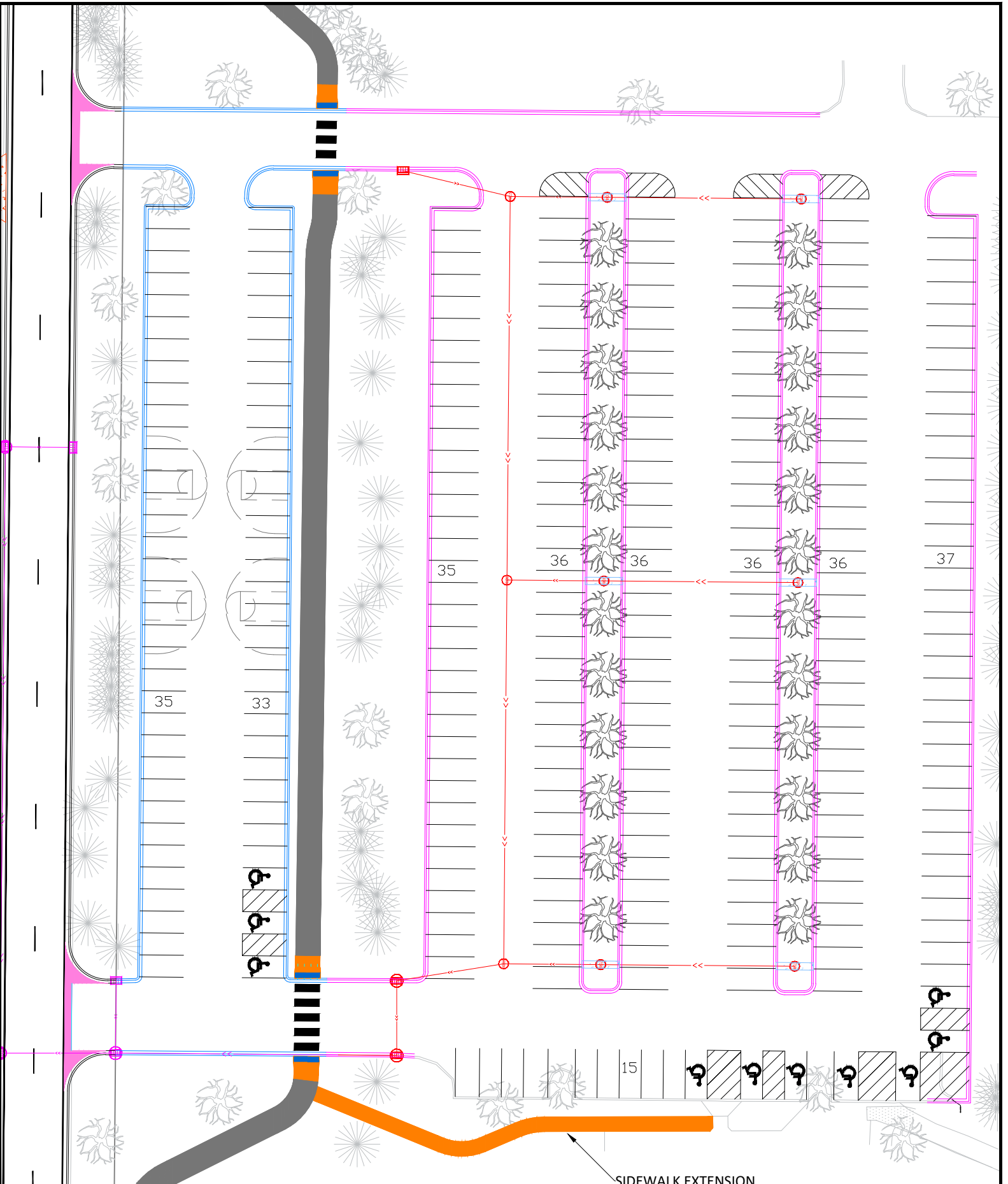
Brian Hagen

Date

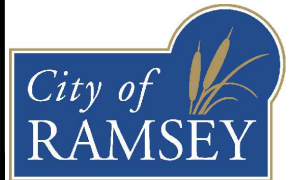
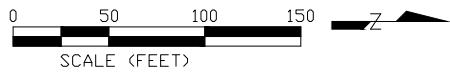
01/12/2023 11:51 AM

01/12/2023 02:17 PM

Started On: 01/09/2023 03:29 PM



CENTRAL PARK PARKING LOTS
 IP 23-01 SOUTH LOT 68 STALLS
 IP 23-02 MAIN LOT 231 STALLS



Public Works Committee

6. 1.

Meeting Date: 01/17/2023

By: Bruce Westby, Engineering/Public Works

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 is preparing plans and specifications
 - Staff is coordinating design with PACT Charter school
 - Staff applied for ATIP trail grant funding per Council approval
 - 2023 construction proposed
- **Central Park Parking Lot Reconstruction (IP #23-02)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **167th Avenue Reconstruction (IP #23-04)**
 - Bolton & Menk is preparing plans and specs per Council approval
 - Bolton & Menk is evaluating pedestrian facility options
 - Staff applied for ATIP trail grant funding per Council approval
 - 2023 construction proposed
- **Barthels Rum River Acres 2nd Reconstruction (IP #23-05)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **2023 MSA Pavement Overlay Improvements (IP #23-06)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **2023 Neighborhood Pavement Overlay Improvements (IP #23-07)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **2023 Crack Seal Improvements (IP #23-08)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **2023 Pavement Rejuvenator Improvements (IP #23-09)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **Whispering Pines Estates Plat 3 Reconstructions (IP #23-10)**
 - Staff is preparing plans and specifications
 - 2023 construction proposed
- **Trott Brook Crossing Sanitary Sewer Lift Station Improvements (IP #23-11)**
 - Bolton and Menk is preparing plans and specifications per Council approval
 - 2023 construction proposed
- **Ferret Street Reconstruction and Utility Improvements (IP #23-12)**
 - Bolton and Menk is preparing plans and specifications per EDA approval
 - 2023 construction proposed to support ARAA sports dome project
- **Sunwood Drive & Waco Street Reconstructions (IP #22-01)**
 - Construction complete è punch list mode

- **Autumn Heights Street Reconstructions (IP #22-02)**
 - Construction complete è punch list mode
- **2022 Neighborhood Street Overlay Improvements (IP #22-04)**
 - Construction complete è punch list mode
- **Riverdale Drive Trunk Utility Improvements (IP #22-05)**
 - Construction complete è punch list mode
- **Wood Pond Hills 2nd, 3rd, 4th, 5th Street Reconstructions (IP #22-06)**
 - Construction complete è punch list mode
- **15410 Argon Street Drainage Improvements (IP #22-14)**
 - Construction complete è removing from list
- **Highway 47 Sound Wall north of Xkimo Street (IP #22-17)**
 - City Council will consider authorizing bids on 01/24/23
- **WTP Trunk Watermain Improvements (#21-08)**
 - Plans are being revised to minimize project costs and include WTP commissioning improvements (well-house valves, etc.)
 - City Council will consider authorizing bids when plans are complete
- **Centralized Water Treatment Plant (#21-09)**
 - AE2S finalizing plans and specs
 - City Council will consider authorizing bids on 01/24/23
- **Ramsey Gateway Highway 10 Improvements (IP #20-11)**
 - Final design nearly complete
 - Property/easement acquisitions in progress
 - Construction anticipated 2023 through early 2026 (2024 - 2025 majority)
 - Riverdale Drive east of SLB & temp US 10 widening Spring/Summer 2023
- **Riverdale Drive Extension – Llama Street to Bowers Drive (IP #20-05)**
 - Construction substantially complete è Hwy 10 improvements still needed
- **Wetland 114P Outlet Control Improvements (#19-07)**
 - City Council will consider authorizing bids on 01/24/23

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)
 - JPA includes City cost share of \$28,667.64
 - Construction proposed for 2023 pending final City & County approvals

MnDOT Improvement Projects

- **Anoka Solution Highway 10 Improvements**
 - Final completion Spring 2024
 - 2-lanes open for winter
 - 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**
 - Final completion 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**
 - Final completion Spring 2024
 - Three lanes each direction
 - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy10-anoka/>

Studies & Items of Interest

- **Sunfish Lake Sedimentation Basin Improvements**
 - Property owner interested in pursuing request to fill swale and grade basin
 - Staff delineated rear property line last Fall and notified property owner
 - Staff anticipates presenting an update in February 2023
- **CSAH 5 / Nowthen Boulevard Corridor Study**
 - Staff will present the final report when available
- **Elk River Highway 10 Corridor Study**
 - Staff will present the final report when available
 - Study website <https://www.highway10corridorstudy.com/>

Timeframe:

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

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

N/A

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	01/12/2023 02:17 PM
Form Started By: Bruce Westby		Started On: 01/11/2023 10:37 AM
Final Approval Date: 01/12/2023		

Public Works Committee

6. 2.

Meeting Date: 01/17/2023

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:

Less than 5 minutes is anticipated to be necessary to review the future topics calendar and address questions.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

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

Action:

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

Attachments

PWC Calendar Jan2023

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 01/12/2023

Reviewed By

Brian Hagen

Date

01/12/2023 02:17 PM

Started On: 01/11/2023 10:38 AM

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
February 2023	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
Future/TBD	Sunwood Drive Roundabout Landscaping (<i>Riverblood</i>)
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Blvd./CSAH 57 Speed Study Results (<i>Westby</i>)
Future/TBD	Bunker Lake Blvd./CSAH 116 Speed Study Results (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riverblood</i>)
March 2023	Draft Trail Maintenance Policy (<i>Riverblood</i>)
March 2023	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
February 2023	Asset Management Programming Update (<i>Westby</i>)
February 2023	Replace City monument sign TH 47 & Bunker Lk Blvd. (<i>Riverblood</i>)
February 2023	Targeted Trail Gap Connection Planning (<i>Riverblood</i>)
Ongoing	EAB Diseased Boulevard Tree Removal/Replacement Plan
Date	Topics for Discussion – Staff Updates
February 2023	Elk River Highway 10 Corridor Study (<i>Westby</i>)
February 2023	Anoka County Nowthen Blvd/CSAH 5 Corridor Study (<i>Westby</i>)
Ongoing	Project Review Process Improvements (<i>Westby</i>)
Ongoing	Flashing Yellow Arrow Improvement Opportunities (<i>Westby</i>)
Ongoing	TH 47 Improvements, Bunker Lk Blvd to Hwy 10 (<i>Westby</i>)

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