

City of Ramsey
Agenda
Public Works Committee
Tuesday, March 21, 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 February 21, 2023.

5. Committee Business

1. Receive Presentation on CSAH 5 (Nowthen Boulevard) Corridor Traffic Study
2. Consider Recommending City Council Approval of Ordering Requests for Proposals for 2024 Capital Improvement Program Project Topographic Surveys, Geotechnical Services, Utility Testing and Engineering Services
3. Consider Recommending City Council Approval of Plans and Specifications and Award of Contract for Improvement Project #23-09, 2023 Pavement Rejuvenation Improvements
4. Consider Recommendation to City Council to Accept Bids and Award Contract for Improvement Project #21-09, Centralized Water Treatment Plant

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: 03/21/2023

By: Bruce Westby, Engineering/Public Works

Title:

Approve the following meeting minutes.

- 1. Public Works Committee meeting dated February 21, 2023.

Purpose/Background:

Purpose:

To review and approve meeting minutes.

Background:

The meeting minutes dated February 21, 2023, are attached for review.

Timeframe:

Staff anticipates this case will take less than 5 minutes.

Observations/Alternatives:

N/A

Funding Source:

N/A

Recommendation:

To review and approve meeting minutes dated February 21, 2023.

Action:

Motion to approve meeting minutes dated February 21, 2023.

Attachments

02.21.23 PWC Mtg Minutes

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 03/16/2023

Reviewed By

Brian Hagen

Date

03/16/2023 01:50 PM

Started On: 03/16/2023 11:16 AM

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

The Public Works Committee conducted a regular meeting on Tuesday, February 21, 2023, 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/Public Works Director Bruce Westby
 Parks & Assistant Public Works Director Mark Riverblood
 City Administrator Brian Hagen
 Economic Development Manager Sean Sullivan

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, removing Item 5.1 and postponing that to the next meeting.

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

4. APPROVE MINUTES

4.01: Approve January 17, 2023 Meeting Minutes

Councilmember Musgrove noted that Brian Hagen was not present at the meeting and should be removed.

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

Regular Meeting Minutes dated January 17, 2023

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

5. COMMITTEE BUSINESS

~~5.01: Receive Presentation on CSAH 5 (Nowthen Boulevard) Corridor Traffic Study~~

Item postponed to the next meeting.

5.02: Review COR Analysis Update

City Engineer/Public Works Director Westby provided an update on the status of the COR analysis update.

Economic Development Manager Sullivan provided more information on the waterfront excavation and mass site grading of undeveloped land which could be funded through TIF. He provided more information on wetlands and potential mitigation.

Councilmember Woestehoff asked the balance of that TIF District, acknowledging that there are other eligible improvements that could be done with those funds as well.

Economic Development Manager Sullivan provided clarification on eligible and ineligible TIF expenses. He stated that the City is currently working with Ehlers to update the analysis on the TIF District and eligible balance. He hoped that work would be done before this moves forward to the City Council.

Councilmember Musgrove asked for clarification on the wetlands.

Economic Development Manager Sullivan identified the higher value wetlands that would require more mitigation efforts. He also provided additional background information on the changes made in 2016 to the wetland rules.

Councilmember Musgrove asked if the wetland marked in teal is part of the stormwater pond/area and whether that would remain in place with development.

Economic Development Manager Sullivan replied that is an incidental wetland and could be moved.

City Administrator Hagen commented that the wetlands marked in red are historic whereas the wetlands marked in blue are created/incidental and could be filled.

Economic Development Manager Sullivan provided more details on potential development, where access could be provided, and the different concepts that could be considered that would keep/eliminate different wetlands.

Councilmember Woestehoff noted that this comes down to the ultimate priorities. He stated that the waterfront is a completely worthwhile investment for this entire area and will spur more development. He stated that perhaps the fill could be moved to a site so that it is available for the developer to use in the future.

Economic Development Manager Sullivan commented that dirt piles can be stored but then there will be questions from residents if it is left for long periods of time. He stated that fill is needed in the entire area, not just the holes to bring it up to grade. He stated that there has been development interest that does not move forward because of the unknowns with the cost for fill and potential wetland impacts. He stated that the Council needs to determine how much it is willing to spend, and when that should occur in order to spur development.

Parks & Assistant Public Works Director Riverblood stated that in terms of priorities, he would think the Council would want to move all the soil that needs to be moved right away, even if they do not move forward with the infrastructure improvements because of the cost of mobilization and dewatering.

Councilmember Woestehoff agreed. He stated that if they can make investments and improvements that benefit future development, perhaps the developer is willing to invest more. He stated that he would like to see a path where the developer takes on more costs as well. He stated that if the hotel, Aldis, and the waterfront improvements are completed, that will most likely spur more development. He believed that parcel 46 will be a problem for a long time and therefore the question is whether that is left for the future.

Councilmember Musgrove referenced the scenario that the City completes the dirt work and makes parcel 46 into a development ready site, keeping wetland two, and asked if the City would be reimbursed through higher sale purchase of that property. She stated that she would support that scenario.

Economic Development Manager Sullivan commented that the road has been shifted south and therefore that creates more space for housing than previously discussed in the concept of mixed use. He stated that if the wetlands are not able to be filled that would reduce the number of housing units that could be created. He stated that there will need to be discussion as to how many housing units would be needed to make a residential development feasible.

Councilmember Woestehoff noted that it would then seem that in order to keep the wetlands in what they would assume would be residential development, it would need to be an apartment to be feasible.

Economic Development Manager Sullivan replied that it would not need to be an apartment and could be attached or detached townhomes, depending how the roads are laid out. He noted that a portion of the site could be an apartment in order to reach the number to make a project feasible.

Chairperson Riley commented that they have been waiting for the wetland delineation in order to make these decisions.

Economic Development Manager Sullivan commented that the results turned out worse than they were expecting in terms of mitigation.

Councilmember Woestehoff asked if the City sells wetland credits.

Economic Development Manager Sullivan commented that the City has 1.7 acres in banked credits available. He explained that those credits can be used for road projects to mitigate impacts as well.

City Engineer/Public Works Director Westby replied that those credits have been saved for years in anticipation of these projects.

Economic Development Manager Sullivan commented that the last time they checked, the cost per acre for wetland credits was \$128,000. He stated that some of these wetland become expensive because one acre of mitigation would have a financial cost of two acres of credits. He stated that the waterfront is only going to be dug once and therefore anything the City does not do at this time will be a future cost of a developer.

Chairperson Riley asked for input on priority.

City Engineer/Public Works Director Westby provided details on the hotel project and proposed access points. He stated that the profile of Zeolite needs to be determined so that access can be properly created. He noted another site with development potential, as well as the waterfront that would require realignment of Center Street. He believed that those roadway improvements should be considered.

City Administrator Hagen stated that this study looked at this area as a whole. He noted that Veterans Drive would have the right-in/right-out created with the Highway 10 project and the remainder of the site is up to grade and is in essence shovel ready. He stated that most of the benefit would be in the western side of the COR and around the waterfront area.

Councilmember Musgrove stated that this study provides a lot of information and more tasks than could be done in one year. She asked for details on the number of priorities that could be accomplished. She agreed that if the hotel is coming in and wants to access off Zeolite, that should then be a priority. She also agreed that Center Street should be a priority because of the waterfront. She stated that if the digging and fill for parcel 46 is also included, that would be three big projects and asked if that would take multiple years.

City Administrator Hagen stated that priority one would focus on this year and TIF eligible expenses. He asked and received confirmation that the TIF funds would need to be spent by November. He stated that they should choose projects that they can complete this year before winter. He noted that the waterfront improvements would be TIF eligible.

Councilmember Musgrove stated that it would be helpful to know which expenses are TIF eligible and which ones could be completed. She noted that this is a lot of information and a lot of projects and having that additional information would help to create priorities.

Economic Development Manager Sullivan replied that any new road that will be constructed would be TIF eligible. He stated that putting utilities under the road would be TIF eligible. He noted that the majority of the expenses would be TIF eligible with the exception of park improvements and road overlays. He stated that currently the TIF will expire in November 2023 and therefore they need to focus on that work. He stated that if the TIF is extended, they could review more but would agree to focus on Zeolite and Center Street because those developers are here now. He stated that the next process could be to develop plans and specifications for Center Street and Zeolite. He stated that they could also haul the dirt across Zeolite now, before it is constructed.

Parks & Assistant Public Works Director Riverblood commented that this is a lot of material to move and asked if it would be achievable. He noted that perhaps the grading plans could be created, and a dewatering contractor secured because that project could take about six months to complete. He stated that this would not be a small-scale dewatering project.

Councilmember Musgrove asked how long the approval process would be for wetland mitigation if the fill is moved and one or more wetlands are filled.

Economic Development Manager Sullivan commented that with the developer interest in the area, it would be helpful to hear from developers to find out more information on whether a project would be financially feasible with the wetland there. He stated that when they work through the process with a contractor, they could include some of that work as add on's because they may not have time to get through the WMO process.

Councilmember Musgrove did not recall approving credits as part of the WMO process.

City Engineer/Public Works Director Westby explained that other entities are involved in the review, but the ultimate review would be done by the WMO.

Chairperson Riley commented that it seems the priority would be to move the dirt and focus on the two roads.

Councilmember Woestehoff agreed but asked what would be feasible to complete by November as it is already February.

Economic Development Manager Sullivan replied that the street design could be completed under that TIF window to tee that project up for the next year. He noted that would keep the projects moving.

Chairperson Riley asked if there is design needed for the excavation.

Parks & Assistant Public Works Director Riverblood provided an update on the plans that are available and additional design work that would be needed, noting that it could be completed in under two months. He stated that if the wetlands are not in the initial phase, they would probably be fine with the volume.

Councilmember Musgrove asked if lot C would be filled or whether that would be a developer task.

Economic Development Manager Sullivan provided details on the hotel project, noting that the developer assumes they would bring in their own fill at this time.

Councilmember Musgrove commented that there are two areas where less fill could be needed if the City sold the dirt, or the City could use the dirt itself.

Chairperson Riley commented that it seems the priority would be excavation and moving the fill and then Zeolite and Center Street as feasible.

City Administrator Hagen asked for details on Ramsey Parkway as that is kind of a cut through and near the waterfront.

Councilmember Musgrove asked if Ramsey Parkway would be fourth on the list.

Economic Development Manager Sullivan replied that he would agree for the western arm of Ramsey Parkway and reviewed different development potential in that area.

City Administrator Hagen noted that it would be helpful for the TIF District to be extended.

Chairperson Riley asked if there has been an all staff meeting on this topic to ensure everything is being considered.

Parks & Assistant Public Works Director Riverblood confirmed that they are going to have a meeting to discuss that, and what could be completed within the TIF window.

City Administrator Hagen confirmed that once the information from the analysis is completed, they are going to have a staff meeting to determine what could be done.

Councilmember Woestehoff asked if the available TIF funding is \$2,000,000 or \$20,000,000 or whether there is any sense of the available balance. He stated that if the available balance is less than the cost to move the dirt, that may change his opinion.

City Administrator Hagen stated that if the goal is to have the COR pay for itself, they need to determine if that is feasible. He stated that some of the development that has come was not anticipated. He stated that the analysis will provide those more accurate numbers so they can make those decisions.

Economic Development Manager Sullivan explained that the Sapphire development did not use TIF funds and was not in the TIF projections but will generate TIF funds for the next 20 years. He stated that there are some scenarios that he provided on potential development and the impacts that would have on TIF going forward that will be included in the Ehlers presentation. He estimated between \$2,000,000 and \$12,000,000 that may be unallocated depending on what development is projected and what comes. He stated that if the Waterfront is excavated and the dirt is placed and

that is all that could be done, that still creates 20 acres of land that could be ready for development therefore there are benefits created by only moving the dirt. He noted that also begins the Waterfront project, which is important.

Parks & Assistant Public Works Director Riverblood stated that the soil boring chart was included and shows that this dirt that would be excavated would be excellent fill, so that is a known factor.

Councilmember Musgrove asked the status of the TIF extension request to the legislature.

City Administrator Hagen stated that it is at the revisor's office with many other bills and is drafted to be an amendment rather than a new bill. He stated that if the City also has a plan and is ready to act, as they are developing, that will also help at the legislature. He stated that once they have this information, they will be requested committee hearings.

Councilmember Musgrove stated that if it would be helpful, the Council could call members of the legislature.

City Administrator Hagen summarized the priorities and next steps as confirmed by the consensus of the Committee.

Councilmember Musgrove requested more bookmarks to be inserted to make The COR Analysis document easier to navigate.

5.03: Review HY-10 Ramsey Improvements Feasibility Study

City Engineer/Public Works Director Westby reviewed the status of the HY-10 Ramsey Improvements Feasibility Study.

Councilmember Woestehoff stated that generically that makes sense. He asked if option two is cheaper because it does not include land acquisition and asked if that would connect to the driveway for the new West Armstrong Retail development.

City Engineer/Public Works Director Westby confirmed that there would be a drive access into that street.

City Administrator Hagen commented that the cul-de-sac would redo what exists today.

Councilmember Woestehoff referenced the proposed concrete walk, noting that there is very little and asked if the developers would take on additional portions along their undeveloped parcels.

City Engineer/Public Works Director Westby confirmed that to be correct.

Economic Development Manager Sullivan commented that staff wanted to ensure a connection from the ARAA dome to the COR and it was not yet determined if additional sidewalk would be needed, depending on what development occurs. He noted that there might be something planned

to go along Armstrong and did not necessarily think it was planned to have sidewalks fully throughout this area.

Councilmember Woestehoff commented that he would support the sidewalk connection to the COR but also the north/south connection because of the new homes in the vicinity. He noted that perhaps kids will be biking to the dome in the summer. He confirmed the segment he would be thinking of would be along Ferret.

City Administrator Hagen noted that there is not sidewalk or trail along the south side of Bunker, and he would not want to promote a mid-walk crossing. He stated that there is trail on the east side of Armstrong, along with stoplights to allow safer pedestrian crossing. He noted that additional sidewalk could be added as it seems to make sense.

Councilmember Musgrove commented that she does support the safe crossing for pedestrians to get to the COR. She asked if the parcels are zoned commercial or COR.

City Administrator Hagen stated the east of Ferret is COR and west is E-3.

Chairperson Riley stated that the EDA discussed the ponding and asked if there would be a reason to go larger on the ponding if ARAA does not want to participate.

City Administrator Hagen stated that they looked at that extensively and the dome project was the largest component and wants to provide ponding onsite, therefore larger regional ponding would not provide the same benefit.

Chairperson Riley asked for details on assessment. He asked how the City would justify assessment for the project when it has removed assessments from other road projects.

City Engineer/Public Works Director Westby replied that the City does have a special assessment policy and the ability to assess. He noted that does not address the question of justification.

Councilmember Woestehoff stated that he does not feel it prudent for Ferret Street or 146th as it exists, but where the new road is created, that could have assessment opportunity because it is a new road being created. He also acknowledged that new extension would benefit that entire area. He stated that he most likely would not want to assess for the project.

City Engineer/Public Works Director Westby stated that right-of-way will need to be acquired to make that connection.

Councilmember Musgrove stated that she would support putting in the road and not assessing the existing properties but perhaps deferring an assessment for future development of parcels. She stated that this would be a City led project that provides value for future development.

Chairperson Riley asked if that would be possible.

City Engineer/Public Works Director Westby replied that there can be a deferred assessment and provided a past example. He stated that staff could further explore that potential.

Parks & Assistant Public Works Director Riverblood commented that if the City is trying to secure right-of-way for no cost, it would be difficult to add on a deferred assessment.

Councilmember Musgrove asked if the right-of-way would need to be purchased.

Economic Development Manager Sullivan commented that there is some easement, but not a road easement. He noted another deferred assessment situation, noting that although finance does not prefer that method, it has been used in the past.

Chairperson Riley commented that there could be some merit to the deferred assessment concept.

City Engineer/Public Works Director Westby commented that it seems there is agreement in connecting to Bunker Lake Boulevard.

Economic Development Manager Sullivan asked if the group is comfortable building the project this year.

Chairperson Riley asked if engineering could handle that task.

City Engineer/Public Works Director Westby replied that Bolton & Menk is working on the plans currently and is at 90 percent completion. He stated that plan development is being funded through the PIR fund and the funding for the road project is yet to be determined, which is why there were discussing the possibility of assessment. He stated that it seems there is consensus not to assess the current properties.

Councilmember Musgrove asked if the assessment could be used in negotiation for the purchase of right-of-way.

City Administrator Hagen confirmed that could be done, explaining that otherwise the parties would just be handing checks back and forth for the different costs.

Councilmember Musgrove stated that it would be worth it to determine what an assessment might look like and compare that to the purchase of right-of-way costs. She stated that she would be interested in seeing the full option for the project, but also narrowed down to just the new portion of the road.

Chairperson Riley stated that the City has eliminated assessments first with the franchise fee and then changing that to being on the tax roll, therefore he would feel uncomfortable assessing for the road project.

Councilmember Musgrove acknowledged that point but stated that with development the cost of roads is assessed.

Chairperson Riley stated that he could entertain the idea of assessment for the new road, but not reconstruction of the existing road.

City Administrator Hagen identified the parcels that would be assessed under that scenario because the other parcels have access to roads.

Councilmember Woestehoff stated that he would prefer to move this project forward this year to ensure people are not driving on a dirt road to reach the dome. He commented that it would be similar to his concerns for other roads leading to parks that draw outside users as that sets the tone of a road in poor condition to access a great park. He stated that he could not imagine that the City would gain much in assessment of a few parcels and compared that to the low value that would be gained for those properties to have that access.

Councilmember Musgrove asked how the new road related to PACT and the new school being built. It was noted that PACT was not assessed for that project.

Councilmember Woestehoff stated that fixing Ferret Street is not caused by specific development as it already exists and the City is just improving it, similar to the PACT scenario.

Councilmember Musgrove asked the time and energy it would take staff to determine what an assessment would be, to determine whether that task is necessary.

Chairperson Riley asked if staff could easily decide whether or not an assessment would make sense.

City Engineer/Public Works Director Westby replied that staff could put their best effort forward as there is good data available for comparison of Sunwood Drive. He noted that staff could make an educated guess.

Economic Development Manager Sullivan commented that running sewer and water down the road increases the value of the land significantly. He stated that is being done throughout the entire area. He noted that without the utilities he would argue that the dome could not be built as it would require a large septic system without that.

City Engineer/Public Works Director Westby noted that the utilities cannot be run without redoing the road.

City Administrator Hagen noted that he would estimate the right-of-way acquisition would be very similar to the assessment cost.

Councilmember Woestehoff appreciated the thought of saying the City needs the land to build the road and uses that as a negotiation, saying that if the land is provided there would be no assessment for the project.

5.04: Recommend City Council Approval of Plans and Authorization to Advertise Bids for 2023 Crackseal Improvements

City Engineer/Public Works Director Westby reviewed the staff report and recommended City Council approval of plans and authorization to advertise bids for City Improvement Project #23-08, 2023 Crackseal Improvements.

Chairperson Riley asked if Bowers Drive is a six that is trying to limp along.

City Engineer/Public Works Director Westby replied that they did do some targeted mill and overlay last year. He stated that Bowers Drive is not currently proposed for a reconstruction or overlay.

Councilmember Musgrove asked the average number of miles done per year.

City Engineer/Public Works Director Westy replied that each year about 15 to 25 miles.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of plans and authorization to advertise bids for City Improvement Project #23-08, 2023 Crackseal Improvements.

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

Chairperson Riley asked if a similar case would come forward for spray patching.

City Engineer/Public Works Director Westby replied that staff is currently developing the proposed plan for spray patching. He noted that a mill and overlay would be more cost-effective on some roads. He explained that spray patching does not hold up for more than one or two years.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer/Public Works Director Westby provided an update on improvement projects and other items of interest to the Committee.

Councilmember Musgrove asked if there would be value to holding several open house meetings on the same night or combining them.

City Engineer/Public Works Director Westby replied that the project details are specific to the street and therefore they would not combine them together, but they do attempt to schedule some for the same night, just at different times. He confirmed that he could provide the Council with the list of open house meetings if they would like to attend for projects within their ward.

Chairperson Riley noted that the 180th drainage issues is not on this list.

City Engineer/Public Works Director Westby stated that he spoke with the property owner last week and alerted them that once the plans are ready in one- or two-weeks staff would speak with the property owner before bringing it forward to the Committee. He noted that he will update the corridor study on the calendar and will bring that forward in March or April depending on County availability.

Councilmember Woestehoff asked if it would be feasible to add a flashing crosswalk near the elementary school.

City Engineer/Public Works Director Westby stated that he did not see that mentioned in the study presentation provided by the County.

Councilmember Woestehoff stated that many families park across the street and walk over and that will increase next year with Franklin closing and additional students being added to Ramsey Elementary.

City Engineer/Public Works Director Westby provided additional details on the elementary school segment of the road, noting that it is not well addressed but is mentioned in the CSAH 5 study.

6.02: Review Future Topics Calendar

City Engineer/Public Works Director Westby reviewed the future topics calendar.

Chairperson Riley commented that he would like to see dates added to some more items.

City Engineer/Public Works Director Westby provided additional details on the status of certain items and stated that he will assign dates when possible.

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 7:29 p.m.

Respectfully submitted,

Bruce Westby
City Engineer/Public Works Director

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 03/21/2023

By: Bruce Westby, Engineering/Public Works

Title:

Receive Presentation on CSAH 5 (Nowthen Boulevard) Corridor Traffic Study

Purpose/Background:

In 2021, Anoka County enlisted the services of SRF Consulting Group to complete a corridor traffic study for County State Aid Highway (CSAH) 5 (Nowthen Boulevard) between State Highway 47 and CSAH 64 (181st Avenue) through the City of Ramsey.

In 2022, SRF Consulting Group completed the CSAH 5 (Nowthen Boulevard) Corridor Traffic Study, which is attached for review and reference.

Jack Forslund, Transportation Planner for the Anoka County Highway Department, will attend the February Public Works Committee meeting to present the highlights, results and findings of the attached study.

Timeframe:

Staff anticipates 20 minutes will be necessary to present the final study and respond to questions.

Observations/Alternatives:

Based on the results of the existing and future year condition analysis which was completed for the CSAH 5 Corridor Traffic Study, four intersections along the CSAH 5 corridor were reviewed for capacity and safety performance. These intersections include:

- CSAH 5 and CSAH 63 (Green Valley Road and 175th Avenue)
- CASH 5 and 167th Avenue
- CSAH 5 and CSAH 56 (Ramsey Boulevard)
- CSAH 5 and Sunwood Drive

The following key findings and recommendations for each of the four intersections along CSAH 5 were developed as a result of the analysis. In general, opportunities for additional pedestrian accommodations and creating a cohesive roadside environment should be sought throughout the corridor.

CSAH 5 and CSAH 63 (175th Avenue West of CSAH 5 / Green Valley Road East of CSAH 5)

An elevated crash history was observed at both the east and west intersections of CSAH 5 and CSAH 63. Traffic volumes are anticipated to increase at this intersection as the surrounding area develops. Additional turn lanes will reduce the conflicts and crash risks under future year conditions. Furthermore, the installation of lighting will help alert drivers to the intersections at night. The marginal costs of the proposed improvements at this intersection would potentially decrease if the improvements are coordinated with future corridor investments.

Recommendation: Implement turn lane improvements and lighting as part of the next preservation investment to improve safety and modernize intersections to support future growth.

CSAH 5 and 167th Avenue NW

167th Avenue NW functions as an east-west roadway. Higher crash rates were observed at the CSAH 5 and 167th Avenue NW intersection compared to the majority of the intersections along the CSAH 5 corridor. The roundabout concept was found to be the most cost-effective improvement for this intersection with a 12-year return on investment.

Recommendation: Implement a roundabout as part of the next preservation investment to improve safety and serve the function of 167th Avenue as an east-west corridor.

CSAH 5 and CASH 56 (Ramsey Boulevard)

An elevated crash history was observed at the CSAH 56 (Ramsey Boulevard) intersection, including injury crashes. The traffic volume from northbound CSAH 56 to northbound CSAH 5 is expected to increase with the completion of the interchanges on US Highway 10. Turn lane and roundabout concepts were considered for this location; both concepts have a similar construction cost, approximately \$3,000,000, and impacts. The roundabout concept provides more effective safety and traffic benefits compared to the turn lane concept. Additionally, the roundabout concept will allow the CSAH 56 intersection to function as a node between similar volume roadways and offers some reserve capacity for future traffic growth.

Recommendation: Implement a roundabout before completion of the US Highway 10 grade separation to accommodate the anticipated traffic shift.

CSAH 5 and Sunwood Drive

An elevated crash history was observed at the Sunwood Drive intersection, including injury crashes. It was determined that a roundabout concept can help slow traffic through this area and improve access to/from the side street. Additionally, the roundabout concept can project safer pedestrian and bike crossings with the trail connections at this location.

Recommendation: Implement a roundabout as soon as funding and planning allows, including opportunities for improved trail crossings.

Funding Source:

City State Aid Funds are proposed to fund the majority of the City's share of each of the proposed improvements, as needed. Stormwater Funds could also be used to fund required storm sewer improvements. Other funding sources may be explored and used for off-roadway improvements at the time each project is implemented.

Recommendation:

N/A

Action:

No action is required or requested at this time.

Attachments

Final CSAH 5 Corridor Study

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Brian Hagen	03/16/2023 01:48 PM
Form Started By: Bruce Westby		Started On: 03/15/2023 12:12 PM
Final Approval Date: 03/16/2023		

CSAH 5 (Nowthen Boulevard) Corridor Traffic Study

Final Report

Draft Report Version 1

Anoka County

Prepared by:



May 2022

SRF No. 14949

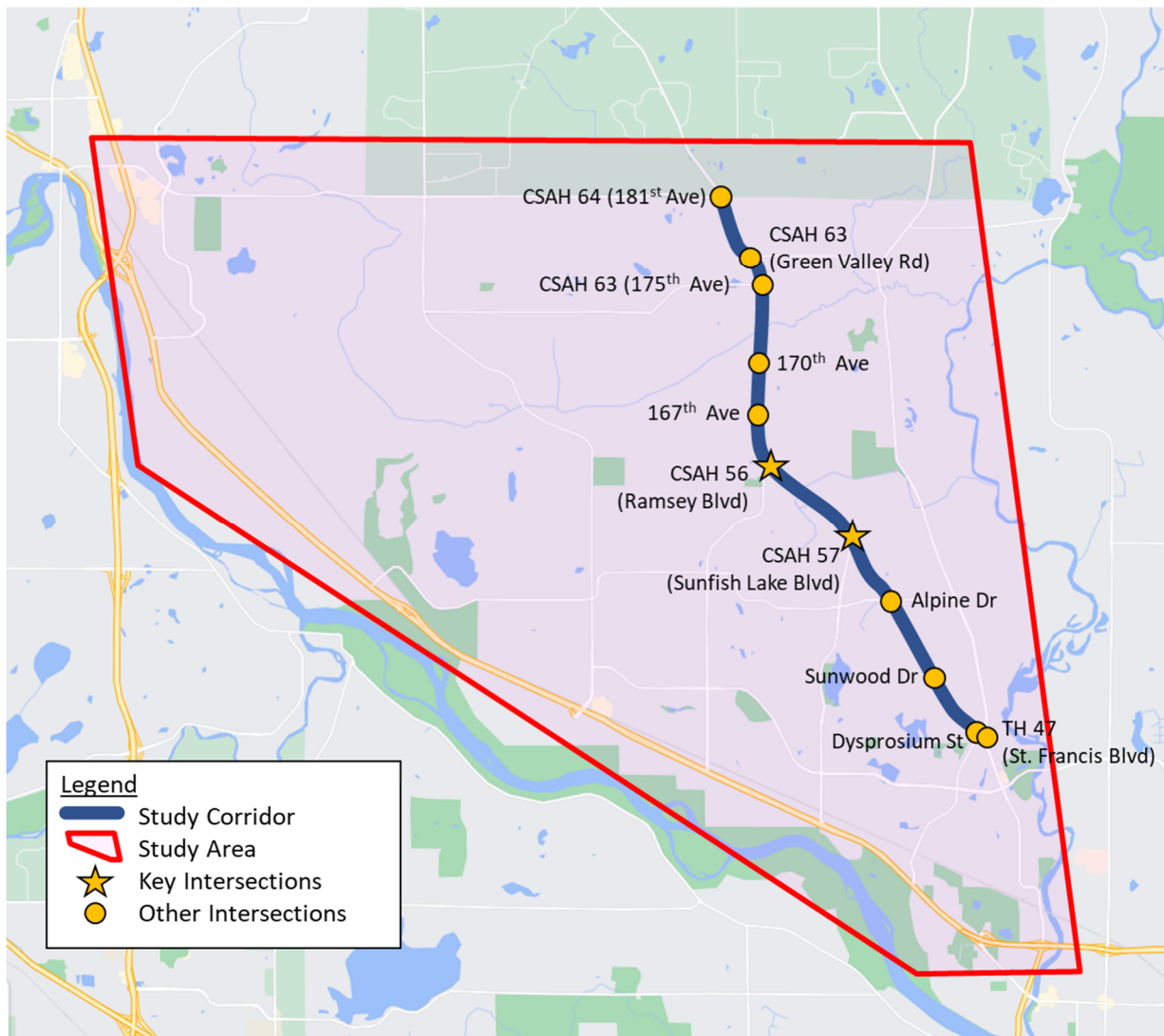
Table of Contents

Introduction	2
Key Findings and Recommendations	3
Existing Conditions.....	5
Traffic Forecasts	10
Concept Development	17
Future Year Traffic Analysis.....	24
Cost Estimates and Effectiveness Evaluation.....	27
Results and Findings	30

Introduction

This report documents a traffic study completed along CSAH 5 (Nowthen Boulevard) in Ramsey, MN. The project study area is shown in Figure 1. Anoka County desires to improve its understanding of future needs along this corridor, as it is anticipated that the corridor will be impacted by current and future improvements to US Highway 10 in the cities of Anoka and Ramsey. The main objectives of this study are to review existing operations, develop/evaluate future traffic forecasts for the corridor, and analyze potential intersection improvements which may help serve future traffic demands. The following information provides the assumptions, analysis, and recommendations offered for consideration.

Figure 1: CSAH 5 Study Area



Key Findings and Recommendations

Based on the results of the of the existing and future year analysis which was completed for the CSAH 5 Corridor Traffic Study, four intersections along the CSAH 5 corridor were considered in the development of improvements to address capacity and safety performance. These intersections include:

- CSAH 5 and CSAH 63 (Green Valley Road and 175th Avenue)
- CASH 5 and 167th Avenue NW
- CSAH 5 and CSAH 56 (Ramsey Boulevard)
- CSAH 5 and Sunwood Drive

The following key findings and recommendations for each of the four intersections along CSAH 5 were developed as a result of the CSAH 5 Corridor Traffic Study

CSAH 5 and CSAH 63

An elevated crash history was observed at both the east and west intersections of CSAH 5 and CSAH 63. Traffic volumes are anticipated to increase at these intersections as the surrounding area develops. Additional turn lanes will reduce the conflicts and crash risks under future year conditions. Furthermore, the installation of lighting will help alert drivers to the intersections at night. The marginal costs of the proposed improvements at this intersection would potentially decrease if the improvements are coordinated with future corridor investments.

Recommendation: Implement turn lane improvements and lighting as part of the next preservation investment to improve safety and modernize intersections to support future growth.

CSAH 5 and 167th Ave NW

167th Avenue NW functions as an east-west roadway. Higher crash rates were observed at the CSAH 5 and 167th Avenue NW intersection compared to the majority of the intersections along the CSAH 5 corridor. The roundabout concept was found to be the most cost-effective improvement for this intersection with an estimated 12-year return on investment.

Recommendation: Implement a roundabout as part of the next preservation investment to improve safety and serve the function of 167th Ave as an east-west corridor.

CSAH 5 and CASH 56 (Ramsey Blvd)

An elevated crash history was observed at the CSAH 56 (Ramsey Boulevard) intersection, including injury crashes. The traffic volume from northbound CSAH 56 to northbound CSAH 5 is expected to increase with the completion of the interchanges on US Highway 10. Turn lane and roundabout concepts were considered for this location; both concepts have a similar construction cost, approximately \$3,000,000, and impacts to surrounding land use. The roundabout concept provides

more effective safety and traffic improvement compared to the turn lane concept. Additionally, the roundabout concept will allow the CSAH 56 intersection to function as a node between similar volume roadways and offers some reserve capacity for future traffic growth.

Recommendation: Implement a roundabout before completion of US Highway 10 grade separation to accommodate the anticipated traffic shift.

CSAH 5 and Sunwood Drive

An elevated crash history was observed at the Sunwood Drive intersection, including injury crashes. It was determined that a roundabout concept can help slow traffic through this area and improve access to/from the side street. Additionally, the roundabout concept can project safer pedestrian and bike crossing with the trail connections at this location.

Recommendation: Implement a roundabout as soon as funding and planning allows, including opportunities for improved trail crossings.

Existing Conditions

Existing conditions were reviewed to establish a baseline to better understand the corridor operations and characteristics. The evaluation of existing conditions includes a review of area traffic volumes, intersection capacity analysis, and a safety analysis.

Traffic Volumes

Peak period traffic counts were collected at the following intersections along CSAH 5 during the month of November 2021:

- Key Intersections - 3-hour AM and PM peak period counts:
 - CSAH 56 (Ramsey Boulevard)
 - CSAH 57 (Sunfish Lake Boulevard)
 - TH 47 including pedestrian counts in crosswalks
- Other Major Intersections - 2-hour AM and PM peak period counts:
 - 181st Ave
 - CSAH 63 (Green Valley Road)
 - CSAH 63 (175th Avenue)
 - 170th Avenue (Brookside Elementary School) including pedestrian counts in crosswalks
 - Dysprosium Street
 - 167th Avenue
 - Sunwood Drive

In addition, recent traffic counts were supplied by Anoka County for the intersections along CSAH 5 at 167th Avenue, Alpine Drive, and Sunwood Drive.

Intersection Capacity Analysis

An intersection capacity analysis was conducted to determine how traffic is currently operating at the intersections in the study area during typical weekday AM and PM peak hour conditions. The traffic count data collected by SRF was supplemented by recent peak hour turning movement counts provided by Anoka County for the existing intersection capacity analysis. All intersections were analyzed using Synchro/SimTraffic software.

Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are graded from LOS A through LOS F. The LOS results are based on average delay per vehicle results from SimTraffic, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation and LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through D is generally considered acceptable by drivers in the Twin Cities Metropolitan Area.

Table 1: Level of Service for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersections Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection LOS. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay of the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (poor levels of service) on the side-street approaches, but have an acceptable overall intersection level of service during peak hour conditions.

Results of the existing intersection capacity analysis, shown in Table 2, indicate that all study intersections currently operate at an acceptable overall LOS C or better during the weekday peak hours.

Table 2: Existing Conditions Operations Analysis

Intersecting Roadway	AM Peak		PM Peak	
	LOS	Delay (sec.)	LOS	Delay (sec.)
CSAH 64 (181st Ave)*	A/A	5	A/A	6
CSAH 63 (Green Valley Rd)*	A/A	8	A/A	9
CSAH 63 (175th Ave)*	A/A	4	A/A	4
170th Ave	A	6	B	12
167th Ave*	A/A	9	A/A	9
Ramsey Blvd*	A/A	5	A/B	10
Sunfish Lake Blvd*	A/A	5	A/B	10
Alpine Dr*	B	14	B	19
Sunwood Dr*	A/B	10	A/A	7
Dysprosium St*	A/A	9	A/A	8
TH 47	B	14	C	24

* Side stop-controlled intersections show overall intersection LOS followed by the LOS of the worst of the worst performing approach. Delay shown is that of the worst performing approach.

Safety Analysis

Crash data along CSAH 5 was provided by MnDOT using the Minnesota Crash Mapping Analysis Tool (MnCMAT2). The crash history from 2015 to 2019 was reviewed, which represents the most recent five-year period available. The purpose of the crash review is to understand any high crash-frequency and/or any crash trends along CSAH 5 that should be addressed as part of the CSAH 5 corridor study. The crash types and severity for the study intersections are shown in Table 3 and Table 4, respectively.

Table 3: Crash Type Distribution (2015-2019)

Intersecting Roadway	Ran off Road	Sideswipe	Rear End	Head On	Left Turn	Angle	Other
CSAH 64 (181st Ave)		1	1			1	1
CSAH 63 (Green Valley Rd)			1			1	
CSAH 63 (175th Ave)			1				
167th Ave			1			4	2
Ramsey Blvd	1	1			1		2
Sunfish Lake Blvd							2
Alpine Dr	1		1			1	
Sunwood Dr		1	1			5	1
Dysprosium St			1		1		
TH 47	1	2	9	3	1	5	

Table 4: Crash Severity Distribution (2015-2019)

Intersecting Roadway	K	A	B	C	PD	Total
CSAH 64 (181st Ave)	1		1	1	1	4
CSAH 63 (Green Valley Rd)					2	2
CSAH 63(175th Ave)					1	1
167th Ave		1	3	1	2	7
Ramsey Blvd			1	1	3	5
Sunfish Lake Blvd		1			1	2
Alpine Dr				2	1	3
Sunwood Dr			1	1	6	8
Dysprosium St					2	2
TH 47			7	3	11	21

A detailed crash analysis was completed to compare the crash rates of the study intersections with other comparable intersections throughout the state. Additionally, the intersections were reviewed to determine if the crash rates are statistically significant using the critical rate method to determine if they warrant mitigation. The results of the crash analysis are shown in Table 5.

Table 5: Crash Analysis (2015-2019)

Intersecting Roadway	Crash Rate	Statewide Average	Critical Rate
CSAH 64 (181st Ave)	0.31	0.09	0.35
CSAH 63 (Green Valley Rd)	0.16	0.09	0.35
CSAH 63 (175th Ave)	0.08	0.09	0.35
167th Ave	0.45	0.09	0.32
Ramsey Blvd	0.31	0.09	0.31
Sunfish Lake Blvd	0.14	0.09	0.33
Alpine Dr	0.21	0.42	0.90
Sunwood Dr	0.46	0.09	0.30
Dysprosium St	0.09	0.09	0.27
TH 47	0.47	0.42	0.68

Results of the detailed crash analysis indicate that the crash rates at the CSAH 5 intersections with CSAH 64 (181st Avenue), CSAH 63 (Green Valley Road), CSAH 57 (Sunfish Lake Boulevard), and TH 47 exceed the statewide average crash rate of intersections with similar characteristics. These locations are shown in orange in Table 5. Additionally, a review of the critical crash rate was completed to determine if the actual crash rates are statistically significant. The results in Table 5 show the CSAH 5 intersections with 167th Avenue, Ramsey Boulevard, and Sunwood Drive exceeds the critical crash rates of intersections with similar characteristics. These locations are shown in red in Table 5. Based on the results of the detailed safety analysis, safety improvements should be considered at these locations along the CSAH 5 study corridor.

Traffic Forecasts

For this study, the Metropolitan Council Regional Activity Based Model (ABM) was used to estimate travel demand and to develop future year daily traffic forecasts.

Travel Demand Modeling and Traffic Forecasting Methodology

The ABM was developed in 2016 to analyze travel demand and assist planning efforts throughout the Twin Cities region. For this study, the ABM was reviewed to ensure roadway network and current land use assumptions were incorporated. Existing conditions model validation was performed in the study area.

Travel demand models provide an estimation of traffic forecasts that include many future year assumptions. However, all travel demand models contain residual error and results should be considered estimates with some margin of error. MnDOT currently considers long-range forecasts to have a precision of +/-15 percent. Decision-makers and designers should be aware of the uncertainty in long-range forecasts and whether that margin of error will affect outcomes of the recommended improvements.

Travel Demand Model Assumptions

Existing and future year socioeconomic (SE) development and roadway network assumptions were included in the ABM.

Socioeconomic Data

The development assumptions that were incorporated into the ABM and used for the CSAH 5 traffic study are shown in Table 6. The municipal totals are consistent with the Metropolitan Council's *Thrive MSP 2040*.

Table 6: CSAH 5 Study Area Development Assumptions

Municipality	Year 2018			Year 2040		
	Population	Households	Employment	Population	Households	Employment
Andover	32,610	10,532	5,864	39,800	13,500	7,100
Anoka	18,522	7,544	14,593	21,200	8,900	14,400
Elk River	24,891	8,658	11,783	26,900	9,900	11,500
Nowthen	4,703	1,518	693	5,500	2,100	680
Ramsey	26,821	9,226	7,142	39,150	13,500	8,400

Roadway Network

A total of six forecast scenarios were prepared for the CSAH 5 Corridor Traffic Study. This includes existing year 2018 conditions along with five scenarios representing future year 2040 conditions. The following scenarios were included in the CSAH 5 Corridor Traffic Study:

- Existing (2018) - year 2018 SE data and the year 2018 roadway network
- 2040 No Improvement – year 2040 SE data with year 2018 roadway network
- 2040 Baseline – year 2040 SE data with all programmed improvements; CSAH 5 as 2-lane undivided with 8-foot shoulders
- 2040 Alternative 1 – year 2040 SE data; CSAH 5 as 2-lane rural section with painted center median, 8-foot shoulders, and left and/or right turn lanes at major intersections
- 2040 Alternative 2 – year 2040 SE data; CSAH 5 as 2-lane rural section with a raised center median, 8-foot shoulders, and left and/or right turn lanes at major intersections
- 2040 Alternative 3 – year 2040 SE data; CSAH 5 as 4-lane rural section with a raised center median, 8-foot shoulders, and left and/or right turn lanes at major intersections

Additionally, the following programmed roadway capacity improvements within the study area were incorporated into the ABM roadway network for the year 2040 Baseline and Alternative Scenarios:

- Highway 47 and County Road 116/Bunker Lake Boulevard intersection improvements
- Highway 47/169 resurfacing
- Highway 10 Ramsey Boulevard /Sunfish Lake Boulevard interchange construction
- Highway 10 Rum River bridge replacement and corridor improvements
- Fair oak/Thurston/W Main Street interchange construction
- Highway 47 BNSF Railroad grade separation
- Highway 10 strategic congestion mitigation
- Highway 10 at Round Lake Boulevard intersection improvements
- Highway 169 Redefine/freeway construction

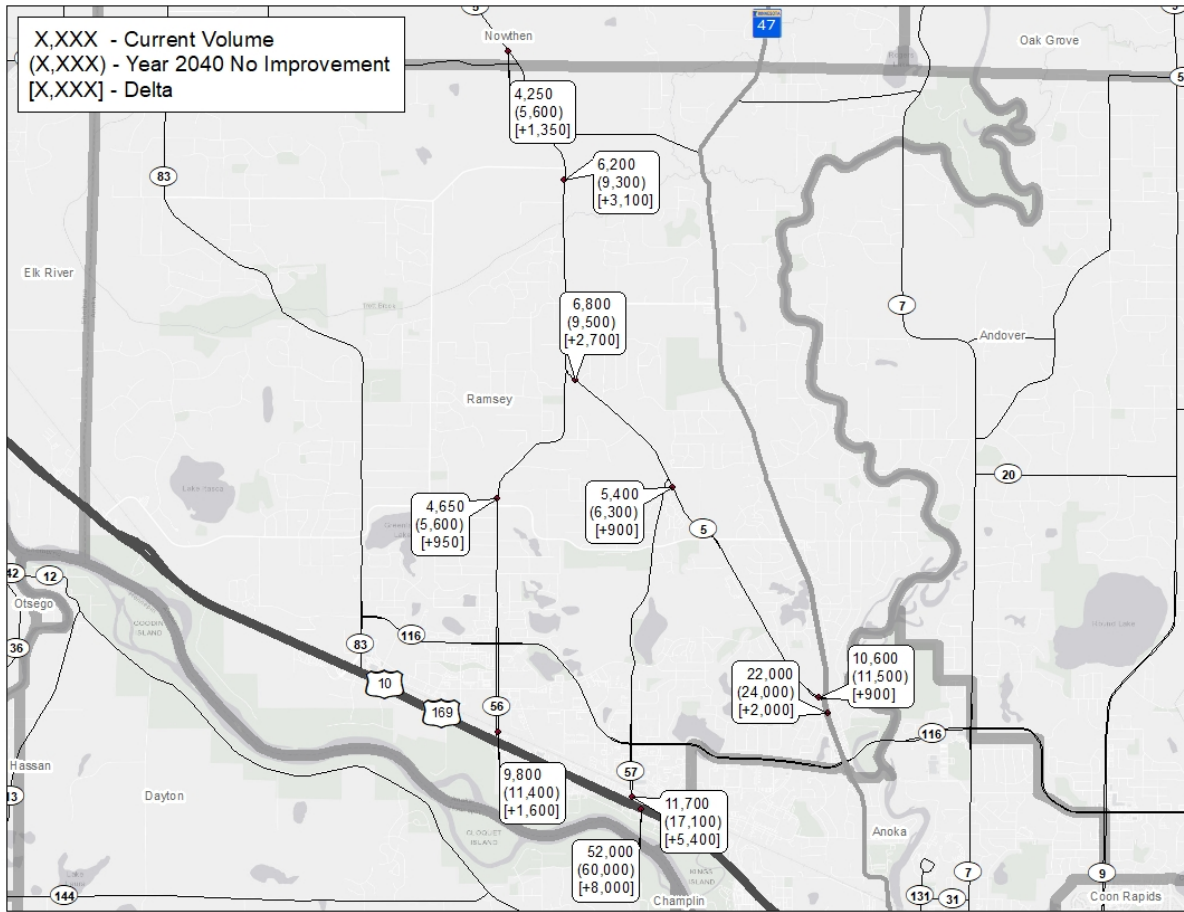
Travel Demand Model Validation

For this study, the ABM validation was reviewed in the study area shown in Figure 1. Validation is defined as the degree to which the travel demand model replicates known ground counts. The traffic counts used for the validation were obtained from the MnDOT Traffic Forecasting and Analysis published data. Based on the ABM validation review completed for this study, the model validates to accepted industry standards.

Traffic Forecast Results

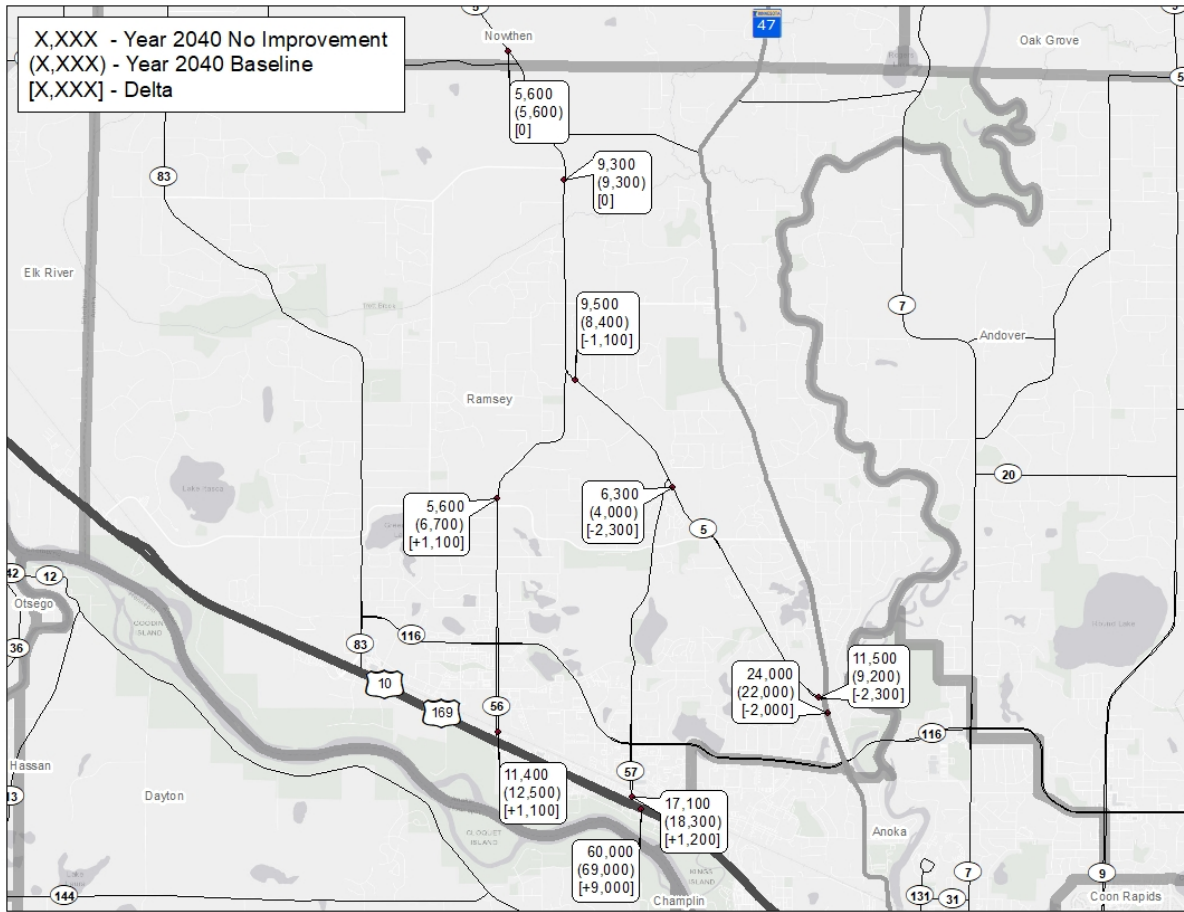
Daily traffic forecasts were prepared for the No Improvement scenario to capture the growth in the study area due to development growth. The No Improvement scenario forecasts are shown in Figure 2.

Figure 2: Year 2040 No Improvement Scenario Daily Traffic Forecasts



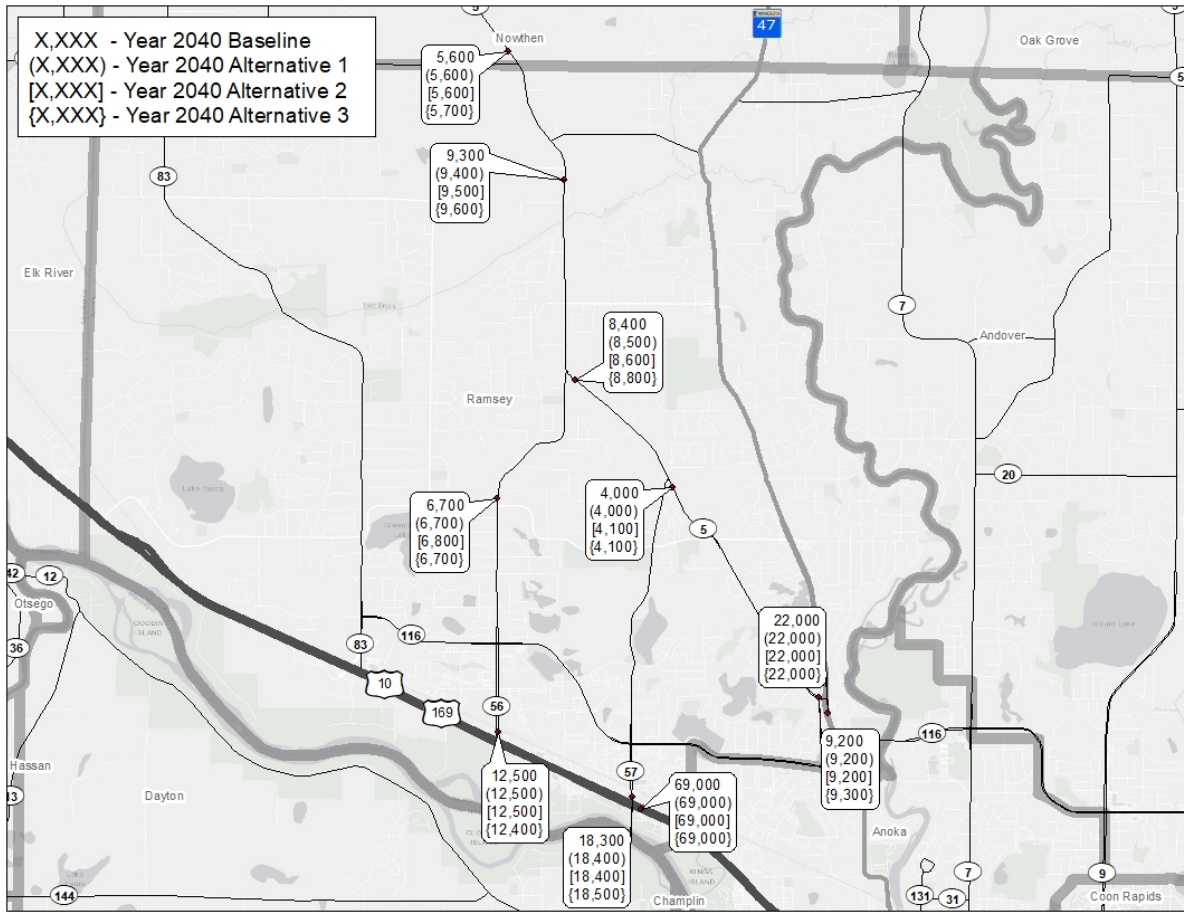
Daily traffic forecasts were prepared for the Baseline scenario to capture the impacts of the programmed improvements. The improvements on US 10 result in a significant number of regional trips shifting to US Highway 10 under the Baseline scenario. Additionally, under this scenario just over 2,000 daily trips in the study area shift from TH 47/Ferry Street to Sunfish Lake Boulevard and Ramsey Boulevard. The Baseline scenario daily traffic forecasts are shown in Figure 3.

Figure 3: Year 2040 Baseline Scenario Daily Traffic Forecasts



The daily traffic forecasts for Alternatives 1-3 are shown in Figure 4. There is a minimal increase in volumes along CSAH 5 at the daily level under all alternative conditions.

Figure 4: Year 2040 Alternative Scenario Daily Traffic Forecasts



Future Year Traffic Operations Analysis

Turning movements were estimated for the year 2040 No Improvement and Baseline scenarios. The future year turning movements were estimated using the existing turning movements and adjustments were applied based on future traffic growth and travel pattern shifts predicted for each scenario. These future year turning movements were evaluated in the traffic operations model to evaluate the performance of each scenario. The results of the future year traffic operations analysis are reported as level of service (LOS) and include estimated delay at each approach.

Year 2040 No Improvement Scenario

The Year 2040 No Improvement Scenario includes the year 2040 SE data assumptions and the existing year 2018 roadway network. To determine how the CSAH 5 corridor will accommodate the Year 2040 No Improvement Scenario forecasts, an intersection capacity analysis was completed using Synchro/SimTraffic software. Results of the Year 2040 No Improvement Scenario capacity analysis are shown in Table 7.

Table 7: Year 2040 No Improvement Scenario Operations Analysis

Intersecting Roadway	AM Peak		PM Peak	
	LOS	Delay (sec.)	LOS	Delay (sec.)
CSAH 64 (181st Ave)*	A/A	8	A/A	9
CSAH 63 (Green Valley Rd)*	A/C	18	C/F	71
CSAH 63 (175th Ave)*	A/A	6	A/A	7
170th Ave	A	8	B	17
167th Ave*	A/C	16	A/D	33
Ramsey Blvd*	A/A	7	A/C	25
Sunfish Lake Blvd*	A/A	5	A/B	12
Alpine Dr*	B	16	B	20
Sunwood Dr*	A/B	13	A/A	10
Dysprosium St*	A/A	9	A/A	9
TH 47	B	14	C	26

* Side stop-controlled intersections show overall intersection LOS followed by the LOS of the worst of the worst performing approach. Delay shown is that of the worst performing approach.

Results of the Year 2040 No Improvement scenario capacity analysis indicate that all study intersections currently operate at an overall acceptable overall LOS C or better during the weekday peak hours. The westbound approach at the CSAH 62 (Green Valley Road) intersection operates at a LOS F with a delay of 71 seconds.

Year 2040 Baseline Scenario

The year 2040 Baseline Scenario includes the year 2040 SE data and all programmed roadway network improvements. CSAH 5 is a 2-lane undivided section with 8-foot shoulders under this scenario. To determine how the CSAH 5 corridor will accommodate the Year 2040 Baseline Scenario forecasts, an intersection capacity analysis was completed using Synchro/SimTraffic software. Results of the Year 2040 No Improvement Scenario capacity analysis are shown in Table 8.

Table 8: Year 2040 Baseline Scenario Operations Analysis

Intersecting Roadway	AM Peak		PM Peak	
	LOS	Delay (sec.)	LOS	Delay (sec.)
CSAH 64 (181st Ave)*	A/A	8	A/A	9
CSAH 63 (Green Valley Rd)*	A/C	18	B/F	56
CSAH 63 (175th Ave)*	A/A	7	A/A	7
170th Ave	A	8	B	18
167th Ave*	A/C	19	A/D	33
Ramsey Blvd*	A/A	7	A/E	45
Sunfish Lake Blvd*	A/A	5	A/B	12
Alpine Dr*	B	17	C	21
Sunwood Dr*	A/B	10	A/A	7
Dysprosium St*	A/A	6	A/A	7
TH 47	B	15	C	27

*Side stop-controlled intersections show overall intersection LOS followed by the LOS of the worst of the worst performing approach. Delay shown is that of the worst performing approach.

Results of the Year 2040 Baseline scenario capacity analysis indicate that all study intersections currently operate at an overall acceptable overall LOS C or better during the weekday peak hours. Both the CSAH 63 (Green Valley Road) and Ramsey Boulevard intersections have approaches which operate below LOS C. Additionally, the results of the Year 2040 Baseline scenario capacity forecasts showed that the improvements to US Highway 10 are expected to shift traffic from TH 47 to CSAH 56 (Ramsey Boulevard) and CSAH 57 (Sunfish Lake Boulevard). The operations results shown here demonstrate that the CSAH 56 northbound approach to CSAH 5 deteriorates to a poor level of service when accounting for the traffic shift anticipated from the improvement to US Highway 10.

Concept Development

Intersection improvement concepts were developed at the intersections of CSAH 5 at CR 63, 167th Avenue, CSAH 56 (Ramsey Boulevard), and Sunwood Drive NW. Each intersection was examined for any possible minor improvements that could accommodate future volumes as well as increase safety. Additional turn lanes, realignments, and full intersection alterations were considered at each location.

CSAH 5 and CR 63

Concepts were developed for both CR 63 intersections with CSAH 5 - Green Valley Road to the north and 175th Avenue NW to the south. The concept for the improvements at CSAH 5 and CR 63 (Green Valley Road) is shown in Figure 5.

Figure 5: CSAH 5 and CR 63 (Green Valley Road) Intersection Improvement Concept



The improvements for this concept include:

- Slight realignment of CR 63 (Green Valley Road) to be more perpendicular to CSAH 5
- Right turn lane addition to CR 63
- Changed southbound bypass lane configuration to dedicated left turn and through lane

The estimated construction cost of the intersection improvement at CSAH 5/CR 63 (Green Valley Road) is \$3,100,000.

The concept for the improvements at CSAH 5 and CR 63 (175th Avenue NW) is shown in Figure 6.

Figure 6: CSAH 5 and CR 63 (175th Avenue NW) Intersection Improvement Concept



The improvements for this concept include:

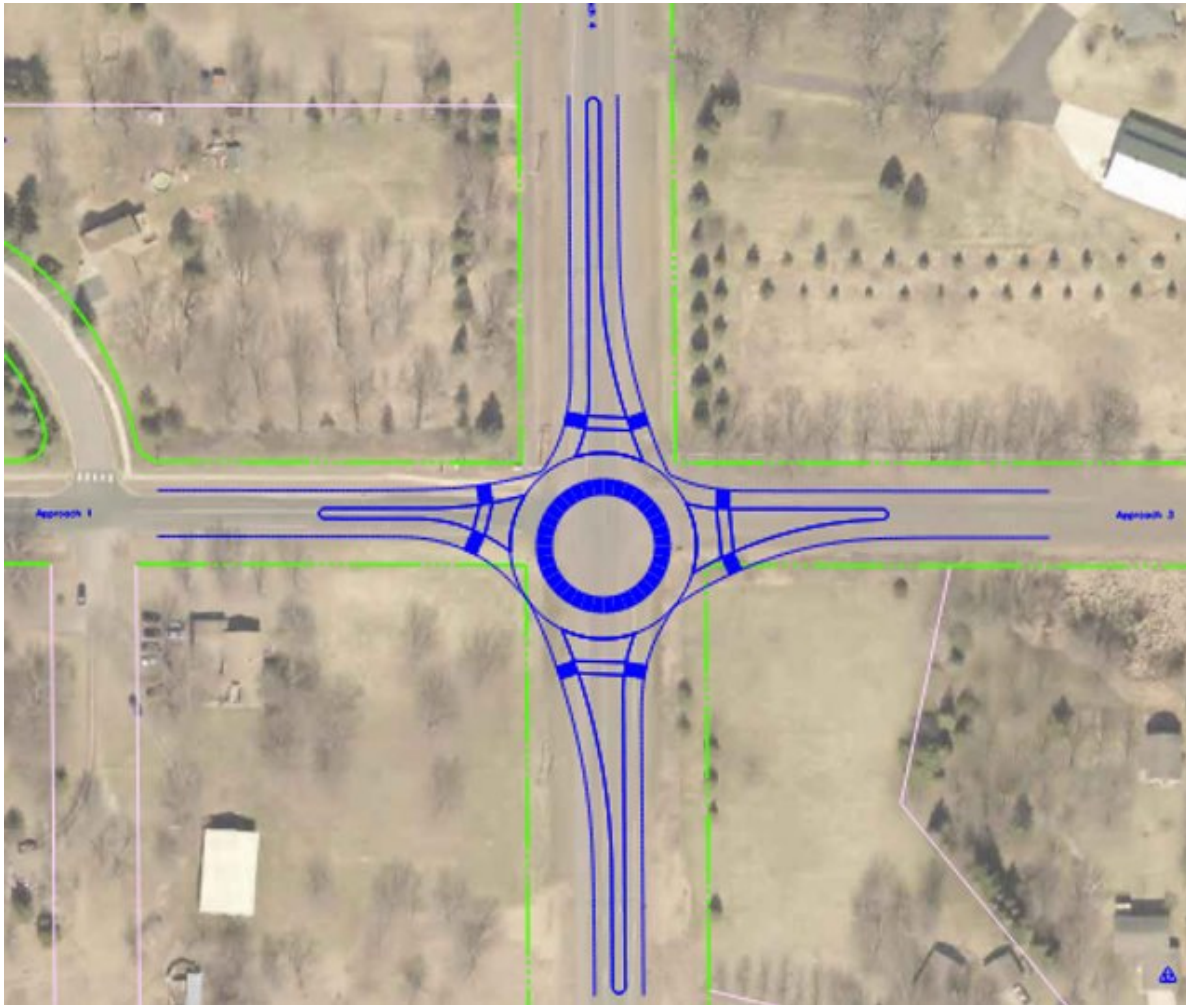
- Northbound and Southbound bypass at CR 63 (175th Avenue NW) lanes converted to dedicated left turn lanes.

The estimated construction cost of the intersection improvement at CSAH 5/CR 63 (175th Avenue NW) is \$1,200,000.

CSAH 5 and 167th Avenue

The intersection improvement concept for the CSAH 5/167th Avenue intersection includes converting the intersection into a roundabout. The roundabout option slows traffic to allow for safer turn moves and improved sightlines. The roundabout improvement concept for the CSAH 5/167th Avenue intersection is shown in Figure 7.

Figure 7: CSAH 5 and 167th Avenue Intersection Improvement Concept

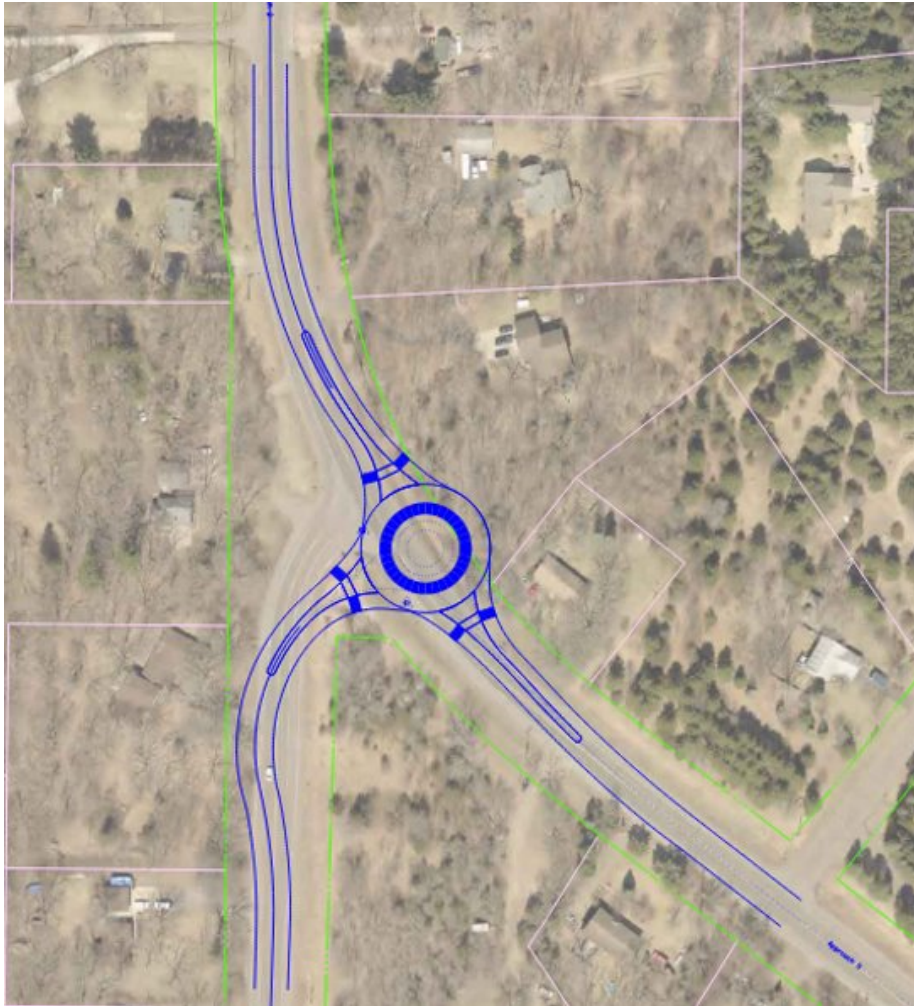


This improvement concept would require new right of way and would likely require a pond. The estimated construction cost of this improvement concept is \$3,000,000 - \$4,000,000.

CSAH 5 and CSAH 56 (Ramsey Boulevard)

Two intersection improvement concepts were developed for the CSAH 5/CSAH 56 (Ramsey Boulevard) intersection. The first improvement includes converting the intersection into a roundabout. The roundabout option slows traffic to allow for safer turn moves and improves sightlines. The roundabout improvement concept for the CSAH 5/CSAH 56 (Ramsey Boulevard) Ave intersection is shown in Figure 8.

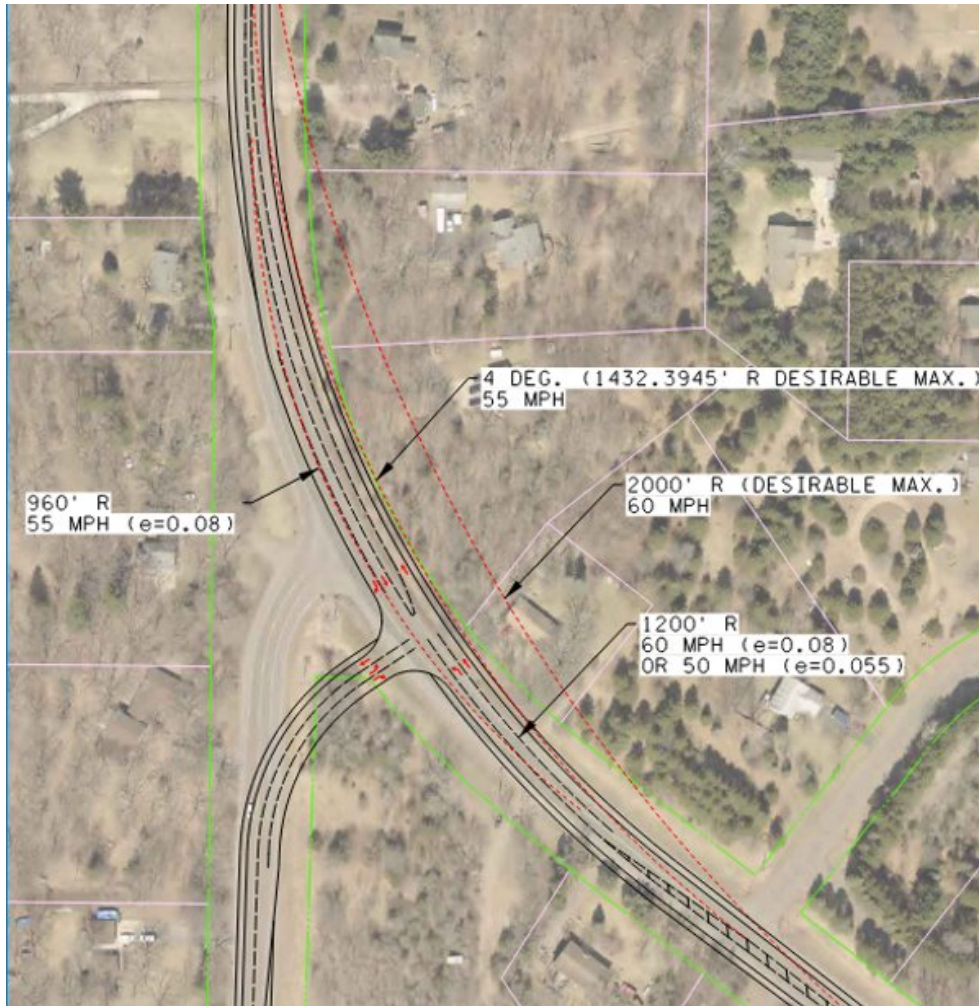
Figure 8: CSAH 5 and CSAH 56 (Ramsey Boulevard) Roundabout Improvement Concept



The intersection improvement concept shown in Figure 8 will require new right of way and would likely require a pond. The estimated construction cost for the roundabout improvement concept at CSAH 5/CSAH 56 (Ramsey Boulevard) is \$3,000,000 - \$4,000,000.

The second improvement concept for the CSAH 5/CSAH 56 (Ramsey Boulevard) intersection includes a realignment of CSAH 56 (Ramsey Boulevard) and CSAH 5. This concept is shown in Figure 9.

Figure 9: CSAH 5 and CSAH 56 (Ramsey Boulevard) Realignment Improvement Concept



This intersection improvement includes:

- Realignment of CSAH 56 (Ramsey Boulevard) to be more perpendicular to CSAH 5
- Converted northbound CSAH 5 bypass lane configuration to dedicated left turn and through lane
- Increased centerline radius of CSAH 5 to 1,200 feet from 870 feet. This brings the curve closer to the existing speed limit of 55 mph.

The estimated construction cost for the realignment improvement concept at CSAH 5/CSAH 56 (Ramsey Boulevard) is \$2,300,000 - \$3,100,000.

Various realignment alternatives were considered to balance safety improvements and property impacts. As shown in Figure 9 the larger the radii, the longer the length of improvements needed as well as more property impacts to the east. While larger radii allow vehicles to navigate a curve at a more consistent rate of speed for the corridor, a design speed can vary based on the superelevation cross slope corresponding to a specific centerline radii. A comparison of various realignment alternatives for this intersection is shown in Table 9.

Table 9: CSAH 5/CSAH 56 (Ramsey Boulevard) Comparison Table

Radius (Feet)	Superelevation	Design/Advisory Speed	Right of Way Impacts	Cost
870 (existing)	0.06	50 mph advisory	N/A	N/A
960	0.08	55 mph	Minor	\$2,300,000
1,200	0.08	60 mph	Moderate	\$2,300,000
1,200	0.055	55 mph advisory	Moderate	\$2,300,000
1,432	0.057	55 mph	Possible total takes	\$2,600,000
2,000	0.054	60 mph	Total Takes	\$3,100,000

The optimal design among these options is understood to be the 1,200 foot radius with a 0.055 superelevation and 55 mph advisory speed. This option balances bringing the design of the curve up to the posted speed without incurring extreme right of way cost impacts.

CSAH 5 and Sunwood Drive NW

The improvement concept developed for the CSAH 5/Sunwood Drive intersection includes converting the intersection into a roundabout. The roundabout improvement concept for the CSAH 5/Sunwood Drive NW intersection is shown in Figure 10.

Figure 10: CSAH 5 and Sunwood Drive NW Intersection Improvement Concept



The roundabout option slows traffic to allow for safer turn moves. Additionally, the roundabout concept provides safer pedestrian accommodations. The roundabout concept does require new right of way and may require a pond. The estimated construction cost for the realignment improvement concept at CSAH 5/Sunwood Drive is \$2,000,000 - \$4,000,000.

Future Year Concept Traffic Analysis

Future Year Safety Analysis

To quantify the reduction in crashes for each concept, the CMF Clearinghouse website was used. The Clearinghouse website provides crash modification factors (CMFs) for various countermeasures implemented on a segment or at an intersection. Using the Clearinghouse, CMFs were selected based on the relevance of the countermeasure to the concept analyzed. The CMFs used for the various improvement concepts are shown in Table 10 through Table 13.

Table 10: Roundabout Crash Modification Factors

CMF	Crash Type	Crash Severity	Area Type
0.57 - 0.62	All	All	All
0.17 - 0.21	All	K,A,B,C	All

Table 11: Bypass to Turn Lane Crash Modification Factors

CMF	Crash Type	Crash Severity	Area Type
0.88*	All	All	All

*Value was calculated by combining two CMFs since there was no CMF for bypass to dedicated turn lane

Table 12: Turn Lane on Minor Approach Crash Modification Factors

CMF	Crash Type	Crash Severity	Area Type
0.75	All	All	All

Table 13: Increased Horizontal Curve Radius Crash Modification Factors

CMF	Crash Type	Crash Severity	Area Type
0.77	All	All	Rural

The CMFs for increased horizontal curve radius show in Table 13 were calculated using the following equation:

$$CMF = \frac{e^{\left[4.101 * \left(\frac{V_{proposed}^2}{15 * R_{proposed}} - 0.01 * X_{proposed}\right)\right]}}{e^{\left[4.101 * \left(\frac{V_{existing}^2}{15 * R_{existing}} - 0.01 * X_{existing}\right)\right]}}$$

$V_{proposed}$ = proposed posted speed limit (mph)

$R_{proposed}$ = proposed horizontal curve radius (ft)

$X_{proposed}$ = proposed curve superelevation (degrees)

$V_{existing}$ = existing speed limit (mph)

$R_{existing}$ = existing horizontal curve radius (ft)

$X_{existing}$ = existing curve superelevation (degrees)

CMFs are used to estimate safety performance after implementation of an improvement by multiplying the CMF with the historical crash rate to compute the estimated future crash rate.

Future Year Capacity Analysis

A year 2040 intersection capacity analysis was completed to evaluate how the study intersections are expected to operate in the future when the roundabout concepts are implemented. The operational analysis for the roundabout concepts was performed using RODEL. RODEL is a software program that is based on existing roundabout operational research and uses an empirical formula method to determine roundabout delay based on geometric features and traffic flows. RODEL results for a Confidence Level (CL) of 50 percent were determined, which is typically used for roundabout analysis and is considered comparable to other analysis software. The results of the roundabout operational analysis for Year 2040 forecast conditions is shown in Table 14. For the roundabout operational analysis, all RODEL models were built as the roundabouts were designed in the intersection improvement concepts shown in Figure 5 to Figure 10.

Table 14: Year 2040 Roundabout Operations Analysis

Intersecting Roadway	AM Peak		PM Peak	
	LOS	Delay (sec.)	LOS	Delay (sec.)
167th Ave	A	8	A	10
Ramsey Blvd (CSAH 56)	A	8	A	7
Sunwood Dr	A	5	A	5

Operations analysis results for future year conditions indicate the roundabout control alternatives operate at acceptable levels of service.

Future year intersection operational analysis for the remaining intersections was not completed for this study due to the minimal increase in traffic volumes under Year 2040 conditions. In addition, with the roadway network improvements along Highway 10 under the Year 2040 conditions, volume decreases along CSAH 5 east of CSAH 56 (Ramsey Boulevard) were observed compared to existing conditions. Therefore, it was assumed that the study area intersection operations would not worsen under future year conditions and a future year operations analysis for the non-roundabout intersections was not completed.

Future Year Warrants Analysis

Based on existing and future year operations at the CSAH 5 intersections with Ramsey Blvd and Sunwood Drive, a traffic signal warrant analysis was performed to see if a traffic signal is warranted. The results of the traffic signal warrant analysis are shown in Table 15 and Table 16.

Table 15: CSAH 5/Ramsey Boulevard Warrant Analysis

Warrant	Existing Volumes		Year 2040 Volumes	
	Hours Met	Hours Required	Hours Met	Hours Required
1A: Minimum Vehicular Volume	0	8	1	8
1B: Interruption of Continuous Traffic	3	8	6*	8
1C: Combination of Warrants	0	8	0	8
2: Four Hour Volumes	0	4	3	4
3: Peak Hour Volume	0	1	2	1
All-Way-Stop-Control	1	8	4	8

*Six hours of counts available with current data; warrant 1B likely to be met in 2040

Table 16: CSAH 5/Sunwood Drive Warrant Analysis

Warrant	Existing Volumes		Year 2040 Volumes	
	Hours Met	Hours Required	Hours Met	Hours Required
1A: Minimum Vehicular Volume	0	8	0	8
1B: Interruption of Continuous Traffic	4	8	0	8
1C: Combination of Warrants	4	8	0	8
2: Four Hour Volumes	4	4	0	4
3: Peak Hour Volume	0	1	0	1
All-Way-Stop-Control	1	8	1	8

Based on the traffic signal warrant analysis, under future year conditions warrant 1B is likely satisfied and warrant 3 is satisfied for the CSAH 5/Ramsey Boulevard intersection while warrant 2 is satisfied for the CSAH 5/Sunwood Drive intersection.

Cost Estimates and Effectiveness Evaluation

Planning-level cost estimates were prepared for each concept. These estimates use unit cost estimates multiplied by estimated quantities for key elements such as pavement and shoulder area, as well as other major items such as earthwork, erosion control, and traffic control.

Cost Estimates

The cost estimates for intersection improvements on CSAH 5 at CR 63 (Green Valley Road), 175th Avenue, and CSAH 56 (Ramsey Boulevard) assumed full highway reconstruction within the limits of geometric improvements. The roundabout cost estimate is a general cost based on the size and configuration of the concept. For the realignment concepts it was assumed the county road would remain a rural typical section with no signals, or shared use paths, and intersection lighting only. A conservative pavement section was included to determine pavement, excavation, and subgrade costs. A detailed fee sheet is included in the appendix.

Cost Savings from Improvements

Year 2040 crashes were estimated using the existing crash data and existing year and year 2040 daily volumes at each study area intersection. The expected reduction in crashes were calculated by applying the crash reduction factors for each concept to the year 2040 crashes. To convert the crash reductions into a dollar amount, the crash cost for each severity type was applied to the reduction in that corresponding severity. The crash costs for each crash severity were provided by the *Highway Safety Improvement Program* from the Minnesota Department of Transportation. The expected crash cost savings are shown in Table 17 to Table 22.

Table 17: Expected Cost Savings from Improvements - CSAH 5/ CR 63 (Green Valley Road)

Crash Severity	Cost per Crash	Recorded Crashes	Crash Reduction	Savings/5 Years
K	\$13,300,000	0		
A	\$750,000	0		
B	\$230,000	0		
C	\$120,000	0		
PD	\$13,000	2	0.68	\$8,840
			Total	\$8,840

Table 18: Expected Cost Savings from Improvements - CSAH 5/ CR 63 (175th Avenue NW)

Crash Severity	Cost per Crash	Recorded Crashes	Crash Reduction	Savings/5 Years
K	\$13,300,000	0		
A	\$750,000	0		
B	\$230,000	0		
C	\$120,000	0		
PD	\$13,000	1	0.34	\$4,420
			Total	\$4,420

Table 19: Expected Cost Savings from Improvements - CSAH 5/167th Avenue

Crash Severity	Cost per Crash	Recorded Crashes	Crash Reduction	Savings/5 Years
K	\$13,300,000	0		
A	\$750,000	1	0.81	\$607,500
B	\$230,000	3	2.43	\$558,900
C	\$120,000	1	0.81	\$97,200
PD	\$13,000	2	1.62	\$21,060
			Total	\$1,284,660

Table 20: Expected Cost Savings from Improvements - CSAH 5/CSAH 56 (Ramsey Boulevard) Roundabout Concept

Crash Severity	Cost per Crash	Recorded Crashes	Crash Reduction	Savings/5 Years
K	\$13,300,000	0		
A	\$750,000	0		
B	\$230,000	1	0.81	\$186,300
C	\$120,000	1	0.81	\$97,200
PD	\$13,000	3	2.43	\$31,590
			Total	\$255,090

In addition to the expected cost savings shown in Table 20, there is estimated to be savings from reduced delay of approximately 1,000 hours per year or \$29,000 per year.

Table 21: Expected Cost Savings from Improvements - CSAH 5/CSAH 56 (Ramsey Blvd) Realignment Concept

Type of Crash	Cost per Crash	Recorded Crashes	Crash Reduction	Savings/5 Years
K	\$13,300,000	0		
A	\$750,000	0		
B	\$230,000	1	0.32	\$73,600
C	\$120,000	1	0.32	\$38,400
PD	\$13,000	3	0.96	\$12,480
			Total	\$124,480

Table 22: Expected Cost Savings from Improvements - CSAH 5/Sunwood Dr Roundabout Concept

Type of Crash	Cost per Crash	Recorded Crashes	Crash Reduction	Savings/5 Years
K	\$13,300,000	0		
A	\$750,000	0		
B	\$230,000	1	0.81	\$186,300
C	\$120,000	1	0.81	\$97,200
PD	\$13,000	6	4.86	\$63,180
			Total	\$346,680

Results and Findings

Based on the results of the existing and future year condition analysis which was completed for the CSAH 5 Corridor Traffic Study, four intersections along the CSAH 5 corridor were reviewed for capacity and safety performance. These intersections include:

- CSAH 5 and CSAH 63 (Green Valley Road and 175th Avenue)
- CASH 5 and 167th Avenue NW
- CSAH 5 and CSAH 56 (Ramsey Boulevard)
- CSAH 5 and Sunwood Drive

The following key findings and recommendations for each of the four intersections along CSAH 5 were developed as a result of the analysis. In general, opportunities for additional pedestrian accommodations and create a cohesive roadside environment should be sought throughout the corridor.

CSAH 5 and CSAH 63

An elevated crash history was observed at both the east and west intersections of CSAH 5 and CSAH 63. Traffic volumes are anticipated to increase at this intersection as the surrounding area develops. Additional turn lanes will reduce the conflicts and crash risks under future year conditions. Furthermore, the installation of lighting will help alert drivers to the intersections at night. The marginal costs of the proposed improvements at this intersection would potentially decrease if the improvements are coordinated with future corridor investments.

Recommendation: Implement turn lane improvements and lighting as part of the next preservation investment to improve safety and modernize intersections to support future growth.

CSAH 5 and 167th Avenue NW

167th Avenue NW functions as an east-west roadway. Higher crash rates were observed at the CSAH 5 and 167th Avenue NW intersection compared to the majority of the intersections along the CSAH 5 corridor. The roundabout concept was found to be the most cost-effective improvement for this intersection with a 12-year return on investment.

Recommendation: Implement a roundabout as part of the next preservation investment to improve safety and serve function of 167th Avenue as an east-west corridor.

CSAH 5 and CASH 56 (Ramsey Boulevard)

An elevated crash history was observed at the CSAH 56 (Ramsey Boulevard) intersection, including injury crashes. The traffic volume from northbound CSAH 56 to northbound CSAH 5 is expected to increase with the completion of the interchanges on US Highway 10. Turn lane and roundabout concepts were considered for this location; both concepts have a similar construction cost,

approximately \$3,000,000, and impacts. The roundabout concept provides more effective safety and traffic benefits compared to the turn lane concept. Additionally, the roundabout concept will allow the CSAH 56 intersection to function as a node between similar volume roadways and offers some reserve capacity for future traffic growth.

Recommendation: Implement a roundabout before completion of the US Highway 10 grade separation to accommodate anticipated traffic shift.

CSAH 5 and Sunwood Drive

An elevated crash history was observed at the Sunwood Drive intersection, including injury crashes. It was determined that a roundabout concept can help slow traffic through this area and improve access to/from the side street. Additionally, the roundabout concept can project safer pedestrian and bike crossings with the trail connections at this location.

Recommendation: Implement a roundabout as soon as funding and planning allows, including opportunities for improved trail crossings.

Public Works Committee

5. 2.

Meeting Date: 03/21/2023

Submitted For: Joe Feriancek, Engineering/Public Works

By: Joe Feriancek, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Ordering Requests for Proposals for 2024 Capital Improvement Program Project Topographic Surveys, Geotechnical Services, Utility Testing and Engineering Services

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of ordering Requests for Proposals for 2024 Capital Improvement Program Project Topographic Surveys, Geotechnical Services, Utility Testing and Engineering Services.

Background:

The current 2023 through 2032 10-Year Capital Improvement Program (CIP) proposes street reconstructions in the following subdivisions in 2024:

- IP 24-01 Barthel's Rum River & White Pines Estates Street Reconstructions
- IP 24-02 Halls Dover Acres Street Reconstructions
- IP 24-03 Rodeo Hills Estates & Valley View Acres Street Reconstructions
- IP 24-04 Ford Brook Estates 3rd Street Reconstructions
- IP 24-05 MSA Xkimo Street Reconstruction
- IP 24-06 2024 MSA Pavement Overlay Improvements
- IP 24-07 2024 Neighborhood Pavement Overlay Improvements
- IP 24-10 Section 01 Unplatted (North of CR 27) Street Reconstructions
- IP 24-11 MSA Alpine Drive Reconstruction
- IP 24-12 Juniper Wood 1st – 3rd Street Reconstructions

Staff requires this data to properly design the proposed Pavement Management Program projects.

Topographic surveys are essential to locate all existing site features and to create an existing ground surface, used as the base for designing the project.

Geotechnical Reports inform Staff of subsoil conditions, which is essential when designing the pavement section for the reconstructed streets. Also included are groundwater elevations and support capabilities of the soils for utilities and trenches, as well as associated backfilling recommendations.

Televising sewer pipes informs staff of the condition of the pipes and locates existing damage. This allows Staff to include fixing damaged pipes into the construction plans, which is more cost effective than doing repairs as standalone projects, or as change orders during the reconstruction project.

A summary of the proposed Requests for Proposals and a 2024 Pavement Management Program Map are attached to this case for reference.

Timeframe:

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

Observations/Alternatives:

Observations:

Staff preliminarily reviewed the proposed projects for 2024, and determined the majority of plans and specifications can be produced in-house. As called out in the attached summary, four of the projects include engineering design services. Staff feels three of these projects will likely be combined together due to proximity, relatively small project size of two of the projects, and similar project scope and potential impacts.

Alternatives:

Alternative #1 – Motion to recommend City Council approval of ordering Requests for Proposals for 2024 Capital Improvement Program Project Topographic Surveys, Geotechnical Services, Utility Testing and Engineering Services.

Alternative #2 – Motion of other.

Funding Source:

Funding for these services would come from a combination of Municipal State Aid Funds, Pavement Management Funds, and the respective Utility Funds. Municipal State Aid Funds will fund all non-utility costs for streets proposed for reconstruction that are part of the City's Municipal State Aid System. The Pavement Management Fund will fund all non-utility costs for streets proposed for reconstruction that are not part of the City's MSA System.

Recommendation:

Staff recommends alternative #1.

Action:

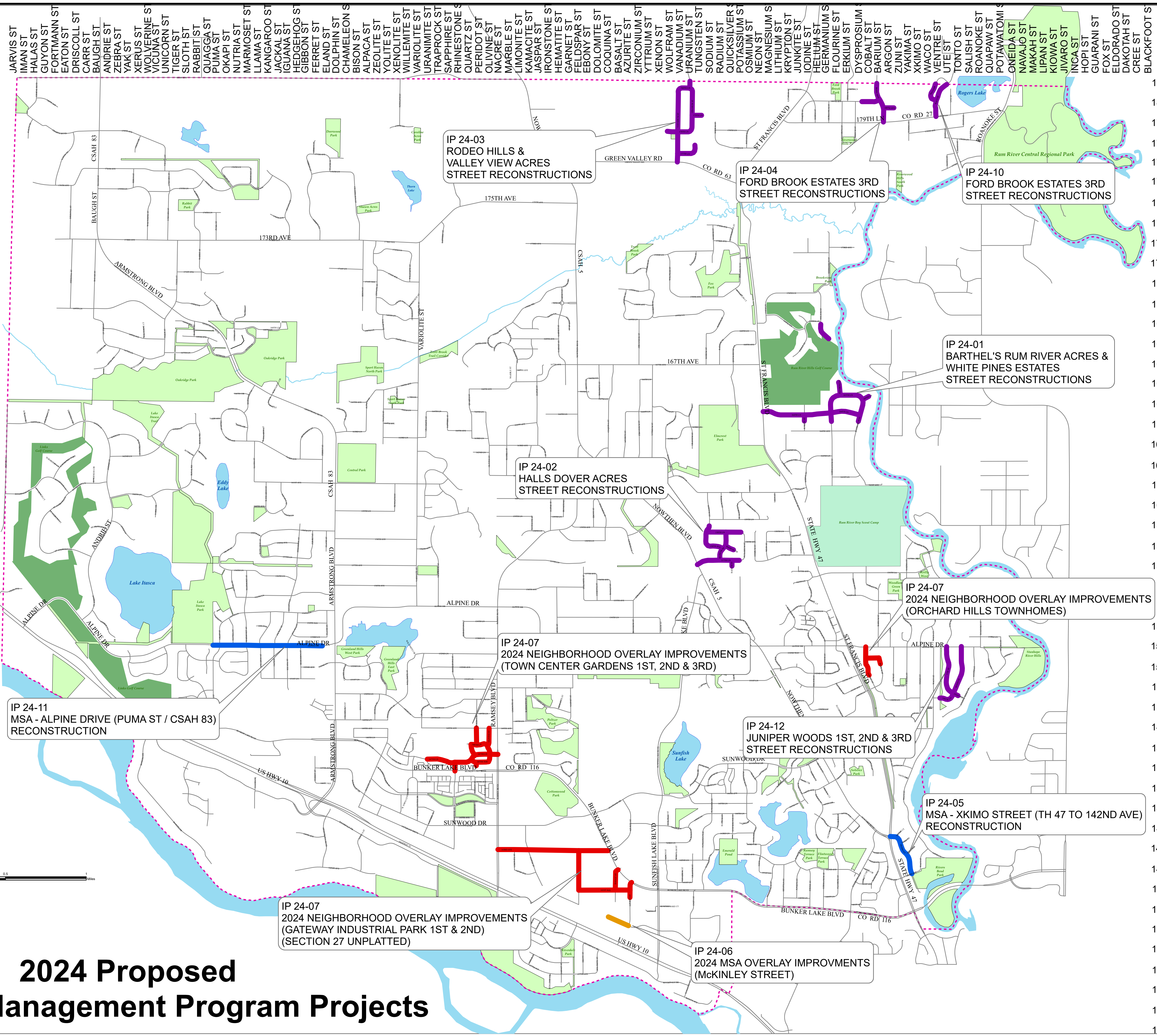
Motion to recommend City Council approval of ordering Requests for Proposals for 2024 Capital Improvement Program project topographic surveys, geotechnical services, utility testing and engineering services.

Attachments

- 2024 PMP Project Map
- 2024 PMP RFP Summary

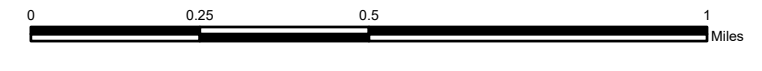
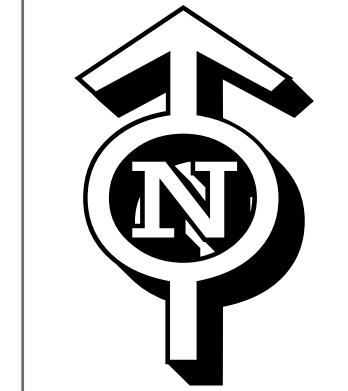
Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	03/16/2023 12:09 PM
Brian Hagen	Brian Hagen	03/16/2023 01:50 PM
Form Started By: Joe Feriancek		Started On: 03/15/2023 10:32 PM
Final Approval Date: 03/16/2023		



Legend

- 2024 MSA Recon.
- 2024 MSA Overlay
- 2024 Overlay
- 2024 Reconstruction
- Streets
- Street Centerlines
- ScoutCamp
- Golf_Courses
- Parks
- Rivers
- Lakes_Ponds
- Creeks



2024 Proposed Pavement Management Program Projects

181ST AVE
180TH AVE
179TH AVE
178TH AVE
177TH AVE
176TH AVE
175TH AVE
174TH AVE
173RD AVE
172ND AVE
171ST AVE
170TH AVE
169TH AVE
168TH AVE
167TH AVE
166TH AVE
165TH AVE
164TH AVE
163RD AVE
162ND AVE
161ST AVE
160TH AVE
159TH AVE
158TH AVE
157TH AVE
156TH AVE
155TH AVE
154TH AVE
153RD AVE
152ND AVE
151ST AVE
150TH AVE
149TH AVE

181ST AVE
180TH AVE
179TH AVE
178TH AVE
177TH AVE
176TH AVE
175TH AVE
174TH AVE
173RD AVE
172ND AVE
171ST AVE
170TH AVE
169TH AVE
168TH AVE
167TH AVE
166TH AVE
165TH AVE
164TH AVE
163RD AVE
162ND AVE
161ST AVE
160TH AVE
159TH AVE
158TH AVE
157TH AVE
156TH AVE
155TH AVE
154TH AVE
153RD AVE
152ND AVE
151ST AVE
150TH AVE
149TH AVE
148TH AVE
147TH AVE
146TH AVE
145TH AVE
144TH AVE
143RD AVE
142ND AVE
141ST AVE
140TH AVE
139TH AVE
138TH AVE
137TH AVE
136TH AVE
135TH AVE
134TH AVE

JARVIS ST
IMAN ST
HALAS ST
GUYON ST
FORTMANN ST
EATON ST
DRISCOLL ST
CARR ST
BAUGH ST
ANDRIE ST
ZEBRA ST
YAK ST
KERUS ST
WOLVERINE S
VICUNA ST
UNICORN ST
TIGER ST
SLOTH ST
RABBIT ST
QUAGGA ST
PUMA ST
OKAPI ST
NUTRIA ST
MARMOSSET ST
LLAMA ST
KANGAROO ST
JACKAL ST
IGUANA ST
HEDGEHOG ST
GIBBON ST
FERRET ST
ELAND ST
DOLPHIN ST
CHAMELEON S
BISON ST
ALPACA ST
ZEOLITE ST
YOLITE ST
XENOLITE ST
WILLEMITE ST
VAROLITE ST
URANIMITE ST
TRAPROCK ST
SAPPHIRE ST
RHINESTONE S
QUARTZ ST
PERIDOT ST
OLIVINE ST
NACRE ST
MARBLE ST
LIMONITE ST
KAMAGITE ST
JASPAR ST
IRONSTONE S
HEMATITE ST
GARNET ST
FELDSPAR ST
EBONY ST
DOLOMITE ST
COQUINA ST
BASALT ST
AZURITE ST
ZIRCONIUM ST
YTTRIUM ST
XENON ST
VANADIUM ST
URANIUM ST
TUNGSTEN ST
SODIUM ST
RADIUM ST
QUICKSILVER
POTASSIUM ST
OSMIUM ST
NEON ST
MAGNESIUM S
LITHIUM ST
KRYPTON ST
JUNKITE ST
IODINE ST
HELIUM ST
GERMANIUM S
FLUORINE ST
ERKLIUM ST
DYSPROSIUM
COBALT ST
BARIUM ST
ARGON ST
ZUNI ST
YAKIMA ST
XKIMO ST
WACO ST
VENTRE ST
UTE ST
TONTO ST
SALISH ST
ROANOKE ST
QUAPAW ST
POTAWATOMI S
ONEIDA ST
NAVAJO ST
MAKAH ST
LIPAN ST
KIOWA ST
JIVARO ST
INGA ST
HOPI ST
GUARANI ST
FOX ST
ELDORADO ST
DAKOTAH ST
CREE ST
BLACKFOOT S

IP 24-03
RODEO HILLS &
VALLEY VIEW ACRES
STREET RECONSTRUCTIONS

IP 24-04
FORD BROOK ESTATES 3RD
STREET RECONSTRUCTIONS

IP 24-10
FORD BROOK ESTATES 3RD
STREET RECONSTRUCTIONS

IP 24-01
BARTHEL'S RUM RIVER ACRES &
WHITE PINES ESTATES
STREET RECONSTRUCTIONS

IP 24-02
HALLS DOVER ACRES
STREET RECONSTRUCTIONS

IP 24-07
2024 NEIGHBORHOOD OVERLAY IMPROVEMENTS
(TOWN CENTER GARDENS 1ST, 2ND & 3RD)

IP 24-07
2024 NEIGHBORHOOD OVERLAY IMPROVEMENTS
(ORCHARD HILLS TOWNHOMES)

IP 24-11
MSA - ALPINE DRIVE (PUMA ST / CSAH 83)
RECONSTRUCTION

IP 24-12
JUNIPER WOODS 1ST, 2ND & 3RD
STREET RECONSTRUCTIONS

IP 24-05
MSA - XKIMO STREET (TH 47 TO 142ND AVE)
RECONSTRUCTION

IP 24-07
2024 NEIGHBORHOOD OVERLAY IMPROVEMENTS
(GATEWAY INDUSTRIAL PARK 1ST & 2ND)
(SECTION 27 UNPLATTED)

IP 24-06
2024 MSA OVERLAY IMPROVMENTS
(MCKINLEY STREET)

**2024 Pavement Management Projects
Design Request for Proposals**

Project No.	Project Name	Miles	Project Cost (CIP Level)	Necessary Preliminary Design Proposals	Notes
24-01	Barthel's Rum River & White Pines Estates Street Reconstructions	1.35	\$ 1,277,606.00	Topographic Survey Geotechnical Report	FDR plus 50% subsoil corrections (Barthels Streets)
24-02	Halls Dover Acres Street Reconstructions	0.98	\$ 859,717.00	Topographic Survey Geotechnical Report	FDR
24-03	Rodeo Hills Estates & Valley View Acres Street Reconstructions	1.18	\$ 1,237,565.00	Engineering Design Services (Outsource) Topographic Survey Geotechnical Report	FDR plus 50% subsoil corrections Connection to City of Nowthen
24-04	Ford Brook Estates 3rd Street Reconstructions	0.42	\$ 783,922.00	Engineering Design Services (Outsource) Topographic Survey Geotechnical Report	Full Reconstruction plus subsoil corrections Connection to City of Nowthen
24-05	MSA Xkimo Street Reconstruction	0.29	\$ 483,285.00	Engineering Design Services (Outsource) Topographic Survey Geotechnical Report Sanitary Sewer & Storm Sewer Televising Watermain Leak Testing	Trunk Highway 47 to 142nd Avenue Full Reconstruction TH 47 Impacts
24-06	2024 MSA Pavement Overlay Improvements	0.14	\$ 48,606.00	Topographic Survey	Mill & Overlay
24-07	2024 Neighborhood Pavement Overlay Improvements	2.98	\$ 929,907.00	Topographic Survey	Mill & Overlay
24-10	Section 01 Unplatted N/O CR 27 Street Reconstructions	0.35	\$ 373,296.00	Engineering Design Services (Outsource) Topographic Survey Geotechnical Report	Full Reconstruction Connection to City of Nowthen
24-11	MSA Alpine Drive Reconstruction	0.68	\$ 1,314,878.00	Topographic Survey Geotechnical Report	Full Reconstruction Puma Street to 400 ft west of Armstrong Boulevard
24-12	Juniper Woods 1st - 3rd Street Reconstructions	0.74	\$ 575,498.00	Topographic Survey Geotechnical Report Sanitary Sewer & Storm Sewer Televising Watermain Leak Testing	FDR
2024 Pavement Management Program Totals		9.11	\$ 7,884,280.00		

Public Works Committee

5.3.

Meeting Date: 03/21/2023

Submitted For: Joe Feriancek, Engineering/Public Works

By: Joe Feriancek, Engineering/Public Works

Title:

Consider Recommending City Council Approval of Plans and Specifications and Award of Contract for Improvement Project #23-09, 2023 Pavement Rejuvenation Improvements

Purpose/Background:

Purpose:

The purpose of this case is to consider recommending City Council approval of plans and specifications and award of a contract for Improvement Project #23-09, 2023 Pavement Rejuvenation Improvements.

Background:

Rejuvenator Use History:

In 2019, the City Council indefinitely suspended seal coat improvements due to observed issues of pavement stripping under seal coat, which causes approximately the top inch of pavement to strip away from underlying pavement. These areas of stripping originally show as small spots in the surface of the pavement, but quickly migrate across the pavement into large sections.

In alignment with many other metro cities confronted with these same pavement issues, Staff feels pavement rejuvenators will provide the greatest overall benefit at the lowest cost. The City is proposing to use Reclamite, a maltene-based petroleum product with the ability to penetrate into asphalt pavement and restore reactive components (maltenes) that have been lost due to the natural process of oxidation.

Reclamite has been used nationally for more than 50 years and is proven to add 5 to 7 years of service life to pavements. The application is intended to be performed on pavements 5 years old or less, though several cities are completing pilot project applications on pavement sections older than 5 years. Staff will continue to monitor such applications and adjust future projects within the City of Ramsey based on observed results.

Future Considerations:

Regional contractors have taken note of metro Cities moving away from seal coating and toward pavement rejuvenators. In 2020 a new product was released by Flint Hills Resources called Replentify. Replentify was tested by other metro cities in 2021 and 2022. Staff is aware comparison testing is being performed by other metro cities which shows promising results that both products improve pavement performance, though more data is needed to confirm the added benefits of Reclamite over Replentify. At this time, Staff recommends continuing to observe how the new Replentify product performs in other cities before using the product in Ramsey.

2021 & 2022 Reclamite Rejuvenator Review

In 2021 and 2022, the City treated 2.56 miles and 9.00 miles of pavement respectively with Reclamite. This spring, Staff visually inspected several of the treated streets, and found they had held up well. In general, Staff observed the treated streets to have less additional cracks in the pavement than untreated pavement. When viewed up close, the pavement appears to show less exposed aggregate than untreated segments.

2023 Proposed Rejuvenator Improvements

A map and street segment summary of the proposed 2023 Pavement Rejuvenator Improvements is attached to this case. The project proposes to cover 4.04 miles (87,850 square yards) of bituminous pavement across 5 MSA street segments within the City. Because of a larger crack seal improvement program in 2023, Staff focused on MSA street segments, which will use MSA maintenance funding. The streets selected are 6 years old or less and include

both reconstructed and overlay street segments.

Staff has been in contact with Corrective Asphalt Materials (CAM) who is the sole source provider in Minnesota for Reclamite. A proposal for the work is attached to this case. Though not anticipated, based upon the bid results of the 2023 Crack Seal Improvements, bid opening scheduled for April 3, 2023, Staff may adjust the street segments included in the project to match available funding.

Timeframe:

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

Observations/Alternatives:

Observations:

Staff will present a comparison of Brookfield 6th Addition, treated versus untreated segments.

Alternatives:

Alternative #1 – Motion to recommend City Council approval of plans and specifications and award of contract for Improvement Project #23-09, 2023 Pavement Rejuvenation Improvements.

Alternative #2 – Motion of other.

Funding Source:

Per the attached proposal from CAM the proposed construction costs of this project is \$93,710.60. With 5% indirect costs, the proposed project costs are \$98,396.16. Funds are proposed to come from Municipal State Aid maintenance funds. If favorable Crack Seal bids make funds from the \$200,000 budgeted for crack seal improvements available, those could be spent on additional pavement rejuvenation of non-MSA streets within the City.

Recommendation:

Staff recommends alternative #1.

Action:

Motion to recommend City Council approval of plans and specifications and award of contract for Improvement Project #23-09, 2023 Pavement Rejuvenation Improvements.

Attachments

CAM Proposal
CAM Reclamite Brochure
23-09 Project Map
23-09 Street Summary

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	03/16/2023 11:49 AM
Brian Hagen	Brian Hagen	03/16/2023 01:48 PM
Form Started By: Joe Feriancek		Started On: 03/15/2023 02:24 PM
Final Approval Date: 03/16/2023		



Mailing Address:
300 Daniel Boone Trail
South Roxana, IL 62087
Phone: 618-254-3855
Fax: 618-254-2200

Locations:
300 Daniel Boone Trail, South Roxana, IL 62087
43W630 Wheeler Road, Sugar Grove, IL 60554

March 9, 2023
Joe Feriancek
City of Ramsey
7550 Sunwood Drive NW
Ramsey, Minnesota 55303
Email: Jferiancek@ci.ramsey.mn.us

RE: 2023 Reclamite Project

Dear Mr. Feriancek,
Corrective Asphalt Materials, LLC, (CAM) thanks you for the opportunity to bid the City of Ramsey Reclamite project. Please accept the following as our formal proposal to apply Reclamite Maltene Based Rejuvenating Agent to selected asphalt pavement.

- **Apply Reclamite to approximately 87,580 SY of selected asphalt pavement.**
- **CAM’s responsibilities:**
 - **Furnish and apply Reclamite**
 - **Furnish and apply limestone screenings**
 - **Post sweeping of limestone screenings**
 - **All traffic control and signage related to project**
 - **No Parking signs as necessary**
 - **Handle any complaints or issues that may arise from application**
- **City of Ramsey’s Responsibilities:**
 - **Resident Notifications**
 - **Provide location for offloading of street sweepings.**
- **Unit Price: \$1.07 / SY**

Total Price \$93,710.60

Price good for 30 days. Payment Net 30

Mike Sumrall, Operations Manager will be contacting you to schedule the project.
Info: mike@cammidwest.com, Cell: 630-465-4142.

Billing Information (please fill out upon acceptance)

Name: _____ Address: _____

Phone Number: _____

Again, thank you for the opportunity. We look forward to providing our professional services.

Sincerely,

Colleen West
Business Development
Corrective Asphalt Materials, LLC

Mike Sumrall
Operations Manager
Corrective Asphalt Materials, LLC

APPROVED BY: _____

Sign

Date

Reclamite® Petroleum Maltene-Based Rejuvenating Agent

► What is Reclamite?

According to the National Center for Pavement Preservation “a true asphalt rejuvenator is a maltene-based petroleum product which has the ability to absorb or penetrate into an asphaltic concrete pavement and restore those reactive components (maltenes) that have been lost from the asphalt cement binder due to the natural process of oxidation.”

Reclamite comprises the same maltene fractions as the asphalt binder. Reclamite is refined from a naphthenic (wax free) base that seals and preserves the surface “in-depth”.



► How does it work?

Reclamite has been used for more than 50 years and is proven to add 5-7 years service life to pavements. It penetrates, rejuvenates and seals the surface by replenishing the lost maltene fraction in the asphalt binder. Maltene is necessary to make the surface durable and flexible. Reclamite fluxes with the asphalt binder, restoring the aggregate/asphalt bond.

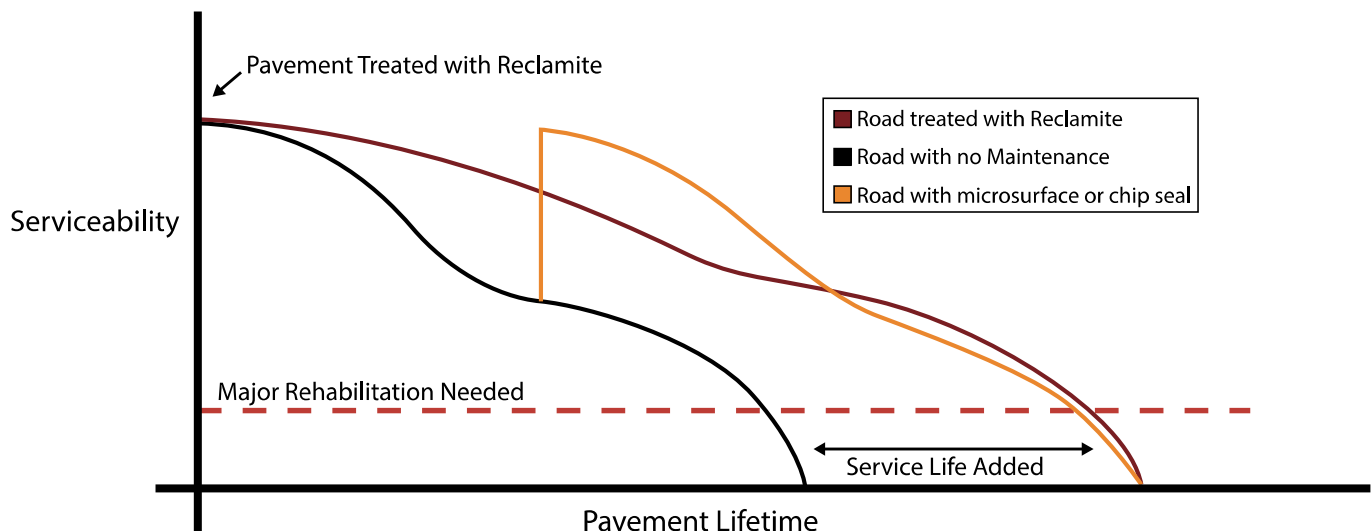
Reclamite prevents raveling and stripping and, by densifying the pavement’s surface, it helps address compaction issues, reduces surface permeability, and prevents air and moisture intrusion. It adjusts viscosity and penetration values. It does not contain degreasers, solvents or creosotes.

Components of Asphalt.



► When should Reclamite be used?

Reclamite is a “top-of-the-curve” application. Apply to newer pavement (less than six years old in northern climates, less than ten years old in southern climates) that shows minimal signs of surface deterioration.



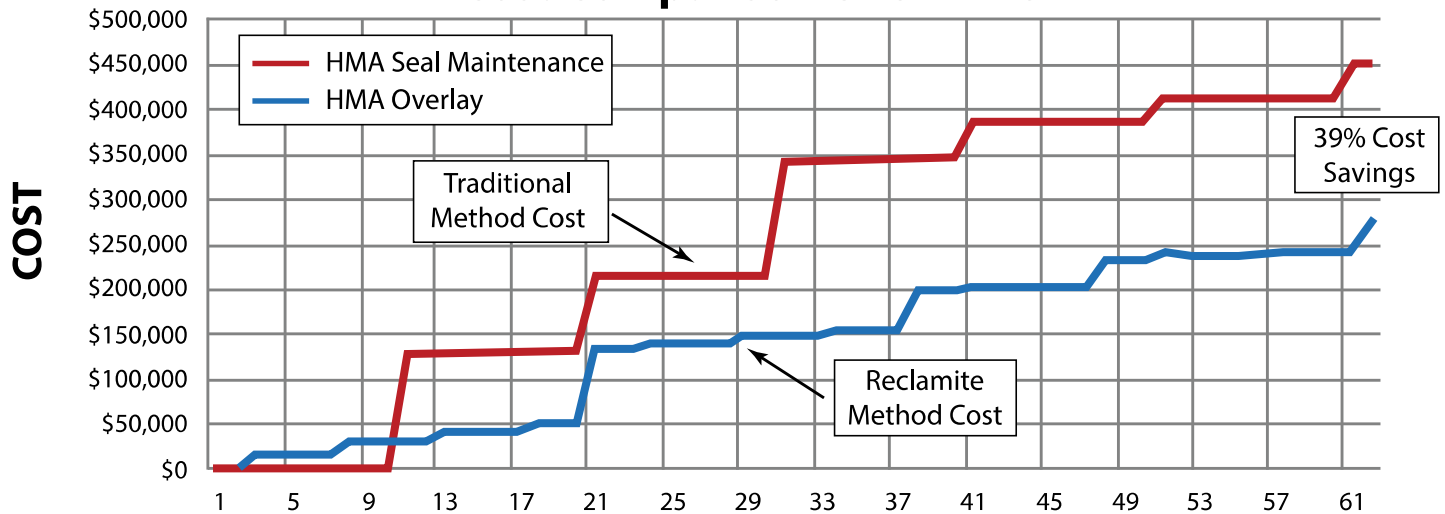
► How is Reclamite applied?

Reclamite is sprayed like a fog seal. The emulsion is diluted with water to 60 percent Reclamite. Application rates average between .05-.08 gallons per square yard. It is applied in one pass, has a 20-45 minute cure time and leaves no surface coating. Then a light coating of sand or limestone screenings is applied (1-2 pounds per square yard). The screenings are swept between 1-2 days after application. Striping is not compromised and remains visible throughout the application process.



Application of Reclamite

Cost Comparison Over Time



Source: Town of Avon, Indiana Preservation Study. Schneider Engineering Case Study Presented at Purdue University www.youtube.com/watch?v=dYIDAA2Ey4k

AVON PASER AVG. 1999-2013

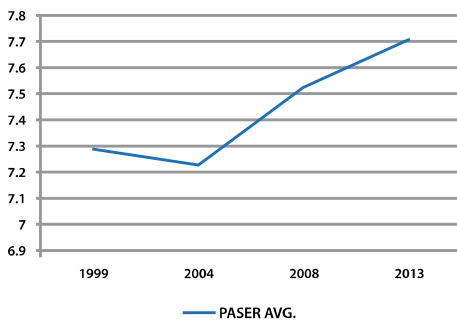


Chart shows average Paser ratings increasing after Reclamite program was initiated

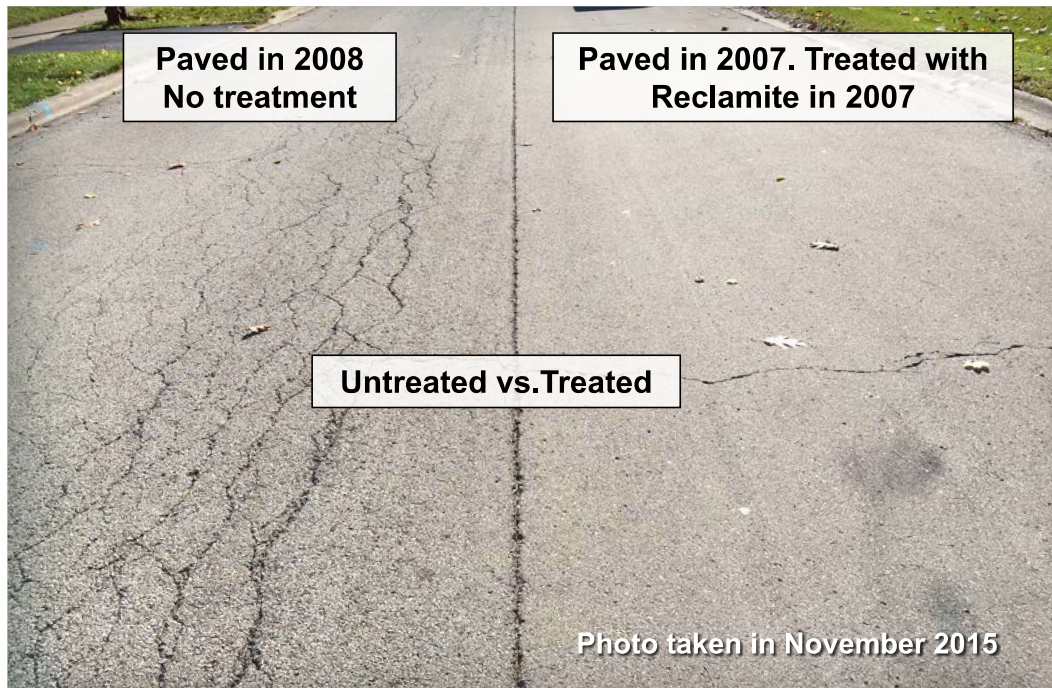


Photo taken in November 2015

**MATERIALS ESTIMATE
CITY OF RAMSEY
2023 PAVEMENT REJUVENATOR IMPROVEMENTS**
Updated 3/3/2023

PROGRAM	SUBDIVISION	SEGMENT DESCRIPTION	CONC. C&G (YES/NO)	LENGTH (MILES)	LENGTH (FEET)	AREA (SF)	AREA (SY)	CUL-DE- SAC AREA (SF)	CUL-DE- SAC AREA (SY)	Construction Year	Overlay Year	Reconstruciton Year	2021 PASER
REJ	MSA	156TH LANE (JUNIPER RIDGE DR / W EOP REILLEY ESTATES)	NO	0.20	1079	33266	3696	0	0.0	1976	2021		9
REJ	MSA	ALPINE DRIVE (100' EAST OF ARMSTRONG BLVD / VARIOLITE ST)	YES	0.66	3487	113430	12603	0	0.0	2001		2017	9
REJ	MSA	RIVERDALE DRIVE (FELDSPAR ST / 150' WEST OF SUNFISH LAKE BLVD)	YES	0.56	2981	93866	10430	0	0.0	1989		2021	10
REJ	MSA	RIVERDALE DRIVE (TRAPROCK ST / 600' WEST OF RAMSEY BLVD)	YES	0.36	1900	70300	7811	0	0.0	2017			9
REJ	MSA	VARIOLITE STREET (ALPINE DR / 173RD AVE)	YES	2.25	11859	477354	53039	0	0.0	1981		2020	10
				LENGTH (MILES)	LENGTH (FEET)	AREA (SF)	AREA (SY)	CUL-DE- SAC AREA (SF)	CUL-DE- SAC AREA (SY)				
				4.04	21,306	788,216	87,580	0	0				

Public Works Committee

5. 4.

Meeting Date: 03/21/2023

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommendation to City Council to Accept Bids and Award Contract for Improvement Project #21-09, Centralized Water Treatment Plant

Purpose/Background:

Purpose:

Consider Recommendation to City Council to Accept Bids and Award Contract for Improvement Project #21-09, Centralized Water Treatment Plant.

Background:

In early 2019, the Minnesota Department of Health detected manganese concentrations above recommended health guidelines in several of Ramsey's city wells. Since then, the following actions have been completed.

- Staff drafted a letter outlining the new manganese issue and the City's short and long-term plans to address the issue and mailed the letter on 5/15/2019 to 5,600 Ramsey households.
- A public meeting was held at city hall to address concerns with residents.
- Wells #5, 6 and 7 have been exclusively utilized since these wells have the lowest concentrations of manganese. Unfortunately, these three wells have the largest concentrations of Iron leading to increased rusty water complaints.
- Wells #1, 3, 4 and 8 have Manganese concentrations above the MDH guidelines. These wells have only been utilized when water demand increases beyond the capabilities of wells #5, 6 and 7.
- A Manganese hot line was established and Staff spoke to 88 concerned residents regarding Manganese and Iron in Ramsey's municipal water supply.
- Several articles have been published on Facebook and in the Ramsey Resident
- Monthly updates are being made to Ramsey's website regarding current Manganese concentrations. Staff collects and tests 15 random water samples monthly and publishes results on the City website.
- SEH, Inc. completed a pilot plant study on Wells #3 and #4 to determine the correct filtering process to remove Manganese and Iron from Ramsey's municipal supply.
- SEH, Inc. completed a water treatment plant Feasibility Study.
- SEH, Inc. prepared final plans and specifications for the required raw and finished water trunk lines needed to serve the proposed water treatment plant. The plans were advertised for bids but all bids were rejected as they significantly exceeded the engineer's estimate.
- AE2S prepared final plans and specifications for the proposed WTP and administered the bid process and will provide construction administration services upon award of the project to the lowest responsible bidder.

The proposed City of Ramsey Water Treatment Plant (WTP) project generally consists of constructing a new 10 million gallons per day (MGD) gravity filtration WTP. In general;

- Building construction consists of cast in place concrete and concrete masonry units.
- Processes include a backwash reclaim basin, conventional dual-media gravity filters, a clear well, a reservoir, general process piping ranging in size from 3 to 30-inches, numerous valves, fittings, and appurtenances.
- Chemical feed systems include chemical storage tanks, containment, and feed equipment for chlorine, permanganate, phosphate, hydrofluorosilicic acid, and polymer; high service pumps; general mechanical work including HVAC work, ductwork, drain, waste, and vent piping; and other mechanical equipment and appurtenances.
- Electrical systems consist of electrical circuits and controls including lighting, power, instrumentation and controls, and associated conduit and wiring.

- A standby generator sized to meet emergency and load management electrical requirements.
- Sitework includes grading, seeding, influent water main, sanitary sewer, storm sewer, piping appurtenances, an asphalt access road and parking lot, and a stormwater filtration basin.

AE2S completed plans and specifications January of 2023.

Advertisements for bids were published in the Anoka County Union Herald and in Finance & Commerce on Friday, January 27, and Friday, February 3, 2023. The project was also advertised and bid electronically through QuestCDN.

Three bids were received and publicly opened on March 9, 2023. Attached is the project bid tabulation.

Timeframe:

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

Observations/Alternatives:

Observations:

The WTP trunk watermain improvements are proposed to be bid this Summer/Fall. Construction is anticipated to take 3 to 4 months to complete so these improvements can be constructed in 2024 and/or early 2025 to support a WTP commissioning date in Summer/Fall of 2025

Peak water use season typically begins early June and ends early September. A non-mandatory pre-bid meeting was held on February 15th and representatives from all 3 bidders attended. During that meeting several items were discussed including that the bidders recommended allowing more than 24 months for completion of construction from the date a contract is awarded. The bidders stated that it generally takes 3 to 4 months to execute contracts with their subcontractors and to order materials before construction can begin. This then only leaves the contractor 20 to 21 months to construct the WTP. As such they will likely increase their bids to account for the risk of financial penalties for not meeting specified completion deadlines.

Staff discussed the contractor's comments with AE2S and an addendum was subsequently issued to include an alternate bid to extend the project completion deadline by 4 months at an overall project cost savings to the City. Below are the base bid and alternate bid project completion deadlines.

Base Bid Completion Dates:

1. Substantial Completion by May 1, 2025.
2. Final Completion by August 1, 2025

Bid Alternate No. 1 Completion Dates:

1. Substantial Completion by September 1, 2025.
2. Final Completion by December 1, 2025

On April 28th the City Council will consider accepting the three (3) bids and awarding a contract for construction to the lowest bidder, potentially including their alternate bid saving the City approximately \$50,000.

Alternatives:

Alternative #1:

Motion recommending City Council acceptance of bids and award of construction contract for Improvement Project #21-09, Centralized Water Treatment Plant, to Magney Construction, Inc. in the amount of \$31,478,500.

Alternative #2:

Motion of other.

Funding Source:

The 2023-2032 CIP lists total project costs for all required WTP improvements at \$47.6M. This includes costs for both the WTP and the trunk watermain improvements, which will be bid at a later date. Funding was proposed to come from the following:

- \$33.6M from sewer and water utility funds
- \$14M from bonding

With the need to write investments down to market value in an amount of approximately \$5M, this will decrease the amount of internal funding. So, as of January it was estimated that the sewer & water utility funds will provide about \$29M and bonding the rest. The amount of bonding needed will determine how much the sewer and water rates will need to increase. A 10% rate increase was calculated, but this may need to be increased based on final bonding amount. Any funds received from the legislative session will have the direct result of reducing bonding needs and the possible reduction of double-digit utility rate increases.

Recommendation:

Staff recommends alternative #1.

Action:

Adopt Resolution #23-032 approving plans and specifications and authorizing advertisements for bids for Improvement Project #21-09, Centralized Water Treatment Plant.

Attachments

Bid Tabulation IP 21-09

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 03/16/2023

Reviewed By

Brian Hagen

Date

03/16/2023 03:38 PM

Started On: 03/15/2023 12:13 PM

Ramsey Water Treatment Plant
City of Ramsey
Ramsey, MN
AE2S Project No. P05434-2020-002
Bid Opening 1:00 PM CST, Thursday, March 9, 2023

Contractor	Download Addenda 1-3	Bid Security	Completed Bid Form	Contractor's License or Renewal	Responsible Contractor Certifications	Non-collusion Affidavit	MIN Affirmative Action Certification Form	Governmental Certifications Form	Completed vBid Worksheet	Section 01 21 00 Allowances	Base Bid: Ramsey Water Treatment Plant Construction	Bid Alternate No. 1: Alternative Construction Completion Dates (Deduct)	Total Project Bid Price (Sum of Bid Prices A+B+C)
1 Magney Construction, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	\$1,300,000.00	\$30,228,500.00	-\$50,000.00	\$31,478,500.00
2 Rice Lake Construction Grp.	✓	✓	✓	✓	✓	✓	✓	✓	✓	\$1,300,000.00	\$34,325,300.00	-\$1,000,000.00	\$34,625,300.00
3 Gridor Constr., Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	\$1,300,000.00	\$37,672,500.00	-\$250,000.00	\$38,722,500.00
Engineer's Estimate											\$37,000,000.00		



Advanced Engineering and Environmental Services, LLC
Water Tower Place Business Center
6901 E Fish Lake Rd, Suite 184
Maple Grove, MN 55369
Tel: 763-763-5036

Aaron Vollmer

Aaron Vollmer, PE

Public Works Committee

6. 1.

Meeting Date: 03/21/2023

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)**
 - Plans and specifications were advertised for bids
 - Coordinating design and project schedule w/ 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
 - Staff is reviewing project schedule options based on current Park reservations
 - 2023 construction proposed, but some/all may occur in 2024
- **167th Avenue Reconstruction (IP #23-04)**
 - Bolton & Menk is preparing plans and specifications
 - 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
 - Coordinating design and project schedule w/ Trott Brook Crossing/TCLD
 - Final completion proposed for Fall 2023
- **HY-10 Ramsey Improvements (IP #23-12)**
 - Plans and specifications were advertised for bids
 - 2023 construction proposed to support existing uses and development
- **Highway 47 Sound Wall north of Xkimo Street (IP #22-17)**

- MnDOT is reviewing plans/preparing Cooperative Construction Agreement
- Staff anticipates requesting Council approval to authorize bids in April
- **WTP Trunk Watermain Improvements (#21-08)**
 - Staff anticipates requesting Council approval to amend SEH, Inc. agreement in April to revise plans and remove inspections
 - Staff anticipates requesting council approval to authorize bids Fall 2023
- **Centralized Water Treatment Plant (#21-09)**
 - *See PWC agenda case*
- **Ramsey Gateway Highway 10 Improvements (IP #20-11)**
 - Final design plans approaching 100-percent
 - Property/easement acquisitions nearly complete
 - Executing agreements
 - Construction anticipated mid-2023 through early 2026 (2024 - 2025 majority)
 - Riverdale Drive east of SLB & temp US 10 widening mid 2023
- **Riverdale Drive Extension – Llama Street to Bowers Drive (IP #20-05)**
 - Construction substantially complete → Hwy 10 improvements still needed
- **Wetland 114P Outlet Control Improvements (#19-07)**
 - Sanitary sewer manhole castings will be raised soon
 - Need DNR Permit to begin grading and outlet control improvements

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
 - Bids accepted and Contract awarded by Anoka County Board last week
 - Tree clearing anticipated to begin in March
 - 2023 construction

MnDOT Improvement Projects

- **Anoka Solution Highway 10 Improvements**
 - 2023 construction will start soon
 - Final completion 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**
 - Bridges over Highway 10 were removed last weekend
 - 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**
 - Three lanes each direction
 - Final completion Spring 2024
 - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy10-anoka/>

Studies & Items of Interest

- **Sunfish Lake Sedimentation Basin Improvements**
 - Property owner indicated interest in pursuing filling of swale and grading a sedimentation basin
 - Staff delineated rear property line last Fall and notified property owner
 - Staff working to contact property owner
- **CSAH 5 / Nowthen Boulevard Corridor Study**
 - *Final report will be presented February 21st*
- **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 10 minutes may be needed for updates and discussion.

Observations/Alternatives:

N/A

Funding Source:

Dependent on discussion.

Recommendation:

N/A

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 03/16/2023

Reviewed By

Brian Hagen

Date

03/16/2023 01:48 PM

Started On: 03/15/2023 12:14 PM

Public Works Committee

6. 2.

Meeting Date: 03/21/2023

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:

NA

Funding Source:

Dependent on discussion.

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 Mar2023

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 03/16/2023

Reviewed By

Brian Hagen

Date

03/16/2023 02:01 PM

Started On: 03/15/2023 12:15 PM

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
June 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>
May 2023	Draft Trail Maintenance Policy <i>(Riverblood)</i>
May 2023	Draft Stormwater Pond Maintenance Policy <i>(Westby)</i>
Date	Topics for Discussion – Planning and Budget
July 2023	Asset Management Programming Update <i>(Westby)</i>
Future/TBD	Replace City monument sign TH 47 & Bunker Lk Blvd. <i>(Riverblood)</i>
Future/TBD	Targeted Trail Gap Connection Planning <i>(Riverblood)</i>
Ongoing	EAB Diseased Boulevard Tree Removal/Replacement Plan Update
Date	Topics for Discussion – Staff Updates
August 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.