

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday, January 16, 2024**

**5:30 pm**

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

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

1. **Call to Order**
  
2. **Citizen Input**
  
3. **Approve Agenda**
  
4. **Approve Minutes**
  1. Approve the following meeting minutes.  
Public Works Committee meeting dated November 21, 2023.
  
5. **Committee Business**
  1. Appoint Chair and Vice-Chair of the Public Works Committee.
  
  2. Recommend Trail Gap Construction, a 2024 Capital Improvement Project
  
  3. Consider recommending City Council approval of adding streets within Riversbend 3<sup>rd</sup>, 4<sup>th</sup>, and Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05
  
  4. Consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08
  
  5. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11
  
  6. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstructions, Improvement Project #24-12

**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**

**Meeting Date:** 01/16/2024

**Primary Strategic Plan Initiative:** Not Applicable

**Title:**

Approve the following meeting minutes.  
Public Works Committee meeting dated November 21, 2023.

**Purpose/Background:**

To review and approve meeting minutes.  
The meeting minutes dated November 21, 2023, are attached for review.

**Time Frame/Observations/Alternatives:**

Staff anticipates this case will take less than 5 minutes.

**Funding Source:**

N/A

**Recommendation:**

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

**Outcome/Action:**

Motion to approve meeting minutes dated November 21, 2023.

**Attachments**

PWC Mtg. Min. 11.21.23

**Form Review**

| <b>Inbox</b>                    | <b>Reviewed By</b> | <b>Date</b>                     |
|---------------------------------|--------------------|---------------------------------|
| Bruce Westby                    | Bruce Westby       | 01/11/2024 09:45 AM             |
| Brian Hagen                     | Brian Hagen        | 01/11/2024 11:03 AM             |
| Form Started By: Marsha Weidner |                    | Started On: 01/11/2024 08:11 AM |
| Final Approval Date: 01/11/2024 |                    |                                 |

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

The Public Works Committee conducted a regular meeting on Tuesday, November 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  
                            Assistant City Engineer Joe Feriancek

**1.     CALL TO ORDER**

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

**2.     CITIZEN INPUT**

There was none.

**3.     APPROVE AGENDA**

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

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

**4.     APPROVE MINUTES**

**4.01: Approve October 17, 2023, Meeting Minutes**

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

Regular Meeting Minutes dated October 17, 2023

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

**5.     COMMITTEE BUSINESS**

**5.01: Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Barthel's Rum River Acres and White Pines Estates Street Reconstructions, Improvement Project #24-01**

Assistant City Engineer Feriancek reviewed the staff report and recommendation to recommend City Council approval of plans and specifications and authorization for advertisement for bids for Barthel's Rum River Acres and White Pines Estates Street Reconstructions, Improvement Project #24-01.

Chairperson Riley asked and received confirmation that a homeowner is allowed to put the type of driveway they want within the right-of-way.

Councilmember Musgrove asked if there is a policy which states that any above a base level concrete replacement would be at the owner's expense within the right-of-way.

Chairperson Riley commented that the group is making that decision now as this would be the process going forward.

Assistant City Engineer Feriancek provided some photos of different driveway types they have encountered and stated that they have replaced with in-kind materials which results in a large range of expense.

Chairperson Riley commented that he does recall the problems on Andre Street.

Councilmember Musgrove asked if raising the road would result in going further up into a driveway.

Assistant City Engineer Feriancek confirmed that up 16 to 18 feet of one driveway will need to be replaced to add a culvert under a driveway to correct a drainage issue.

Councilmember Musgrove asked if the pipe could be lowered instead.

Assistant City Engineer Feriancek replied that if the pipe were lowered, it would just be full of water and would not function.

Chairperson Riley commented that he would tend to follow the current practice of replacing what is there.

Councilmember Woestehoff stated that he would tend to agree. He asked if there would be an option to put a concrete driveway cost as a separate line item. He stated that for those that have the driveways above regular concrete (colored/stamped), they could be offered replacement of regular concrete or to receive that credit towards having their own contractor replace the driveway as they choose. He stated that he does not want the City to be involved in attempting to match colored concrete.

Councilmember Musgrove commented that she gets the point of not wanting to be in it, but is also concerned that homeowners may not complete the job. She stated that she would prefer that the dollars be placed direct to the contractor, versus the homeowner to ensure the work is done. She asked what other cities do. She stated that she does not like doing some more than others because that is within the right-of-way and therefore it should be standard.

Chairperson Riley commented that this is a City project and therefore it needs to be done with the project.

Councilmember Woestehoff stated that he does want the City to have to stamp the concrete or deal with that contractor and should instead keep it equal.

City Engineer/Public Works Director Westby commented that there are fewer stamped/colored concrete contractors compared to regular concrete contractors. He stated that staff could bid standard concrete for all driveways and bid special concrete driveways as alternate bids if the City wanted to better understand the cost difference. He stated that they could then discuss whether the City or property owner wanted to pay the difference.

Councilmember Woestehoff commented that he partially supports the comments of Chairperson Riley to replace what exists, noting that it is a small scale compared to the total project price.

Chairperson Riley commented that he would say the City should make its best attempt to match and then move on, he would not support tearing it up and repeating.

City Engineer/Public Works Director Westby commented that if there is stamped, colored concrete the resident is most likely fussy on what it looks like. He stated that would be an expectation they set with the property owner up front.

Chairperson Riley agreed that it would be important to communicate that expectation that the City will do its best to match, otherwise it could be replaced with regular concrete.

Assistant City Engineer Feriancek stated that they would follow the typical process and bid the special concrete as a separate pay item. He stated that unless the cost appears out of line, they would proceed as typical but if the cost is much higher, they could bring that back to the Committee for additional discussion.

Chairperson Riley commented that the alternative would be to create a policy similar to sprinklers, which allows different types of driveways in the right-of-way, but it is the responsibility of the resident to replace.

Councilmember Musgrove asked if they could see the policy for sprinklers in order to consider a driveway policy.

Chairperson Riley commented that it would seem harsh to make the residents pay for that cost when they have been replacing the driveways for 50 years.

Councilmember Woestehoff stated that perhaps the alternative would be to do standard concrete going forward.

Assistant City Engineer Feriancek completed the review of the proposed project.

Councilmember Woestehoff referenced the storm sewer portion of the project which mentioned culverts. He referenced the Ford Brook Estates street reconstruction project that was completed in 2019 but additional storm sewer improvements are now being considered there, asking if there are similar concerns for this area.

Assistant City Engineer Feriancek provided additional details on the differences. He stated that this would be graded to the same existing outfall.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council approval of plans and specifications and authorizing advertisement for bids for Barthel's Rum River Acres and White Pines Estates Street Reconstructions, Improvement Project #24-01.

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

#### **5.02: Update on Halls Dover Acres Street Reconstructions, Improvement Project #24-02**

Assistant City Engineer Feriancek reviewed the staff report and recommendation from staff to complete the 12-inch trunk watermain extension from Potassium Street to the Sodium way cul-de-sac off of Sunfish Lake Boulevard. Additionally, staff recommends allowing service connections off of the trunk watermain to properties along the proposed route. However, staff only supports allowing connections which will be ready for immediate hook-up, and does not recommend extending watermain in the subdivision beyond what is necessary for the trunk watermain loop connection as identified in the Comprehensive Plan.

Councilmember Riley commented that if they are putting water through the neighborhood, it would seem short sighted to not offer the connections to residents.

Assistant City Engineer Feriancek asked that if it is supported to allow connections to the trunk line for the proposed route, would the Committee want staff to be proactive and reach out to residents or wait for them to reach out. He stated that if the connections are supported, they would only want to allow that for residents that want immediate hook up rather than extending services just to do so as some people choose not to connect.

Councilmember Musgrove asked the differences between the trunk extension and not on the map.

Assistant City Engineer Feriancek reviewed those options.

Councilmember Woestehoff commented that the purpose is to connect the loop and he supports that completion. He also agreed that if they are going to do that, he would want to be proactive,

asking residents if they would like to hook up at this time. He stated that some people may choose to do so while others may not.

Chairperson Riley commented that if the road is going to be open, they could offer the residents the lower price to connect now, noting that if they choose to connect later it would be a higher price. He asked if the short-term fix would hold up for another year.

Assistant City Engineer Feriancek replied that was related to sanitary sewer.

City Engineer/Public Works Director Westby replied that as long as people respond prior to bidding, adding the connections would not slow the project down.

Councilmember Musgrove commented that she agrees with the watermain loop. She asked and received confirmation that the offer to connect to water would only be for residents along that route. She referenced the dead-end and asked if that utility stub is water or sewer.

Assistant City Engineer Feriancek replied that would be water coming down the Radium Street stub with a hydrant for flushing. He stated that sewer is already stubbed across Sunfish Lake Boulevard for that area.

Councilmember Woestehoff asked if this street would receive fire hydrants.

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

Chairperson Riley asked if there is consideration to install sewer at this time.

City Engineer/Public Works Director Westby replied that is not part of the Comprehensive Plan and they do not anticipate that sewer will be added within the next 60 years.

Chairperson Riley echoed that it would make sense to offer connection to water for residents with clear communication that it would be much more expensive to connect in the future.

City Engineer/Public Works Director Westby referenced a few properties on the west side where the street is not being torn up, but trunk water is being extended and asked if staff should reach out to those properties. He stated that they would run the water down the east side of the street and therefore it would be more costly to offer connections to properties on the west side since the street would need to be patched.

The Committee confirmed the consensus that water should only be offered along the route where the street project is occurring.

Assistant City Engineer Feriancek confirmed the consensus of the Committee to complete the entire trunk extension and staff will reach out to the residents along 157<sup>th</sup> to provide the option for them to immediately connect to water with the project.

Chairperson Riley stressed the importance of clear communication with a cutoff date for residents to make that choice.

Assistant City Engineer Feriancek provided photos of a resident that recently installed a driveway and culvert where stormwater work will be completed, noting that they will attempt to match with that. He also completed the review of the proposed project details.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend to the City Council for the Dover Hills Acres Street Reconstruction to complete the 12-inch trunk watermain extension from Potassium Street to the Sodium Way cul-de-sac off of Sunfish Lake Boulevard and offer residents immediate service connections off of the trunk watermain to properties along the proposed street reconstruction route.

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

**5.03: Consider Recommending City Council Authorization to Prepare Plans and Specifications for 2024 MSA Pavement Overlay Improvements, Improvement Project #24-06**

Assistant City Engineer Feriancek reviewed the staff report and recommendation to recommend City Council authorization to prepare plans and specifications for 2024 MSA (Municipal State Aid) Pavement Overlay Improvements, Improvement Project #24-06.

Councilmember Woestehoff referenced 142<sup>nd</sup> and noted that 144<sup>th</sup> spurs off of there but does not appear to be included. He asked if that section could easily be included.

Assistant City Engineer Feriancek replied that they could look at that option as it would not be difficult at this stage to include it.

Chairperson Riley noted a north/south road as well.

Assistant City Engineer Feriancek stated that those streets may be in worse shape, but staff could look into that.

Chairperson Riley commented that would seem to make sense as it would complete the neighborhood. He asked why 142<sup>nd</sup> is an MSA road.

City Engineer/Public Works Director Westby replied that previously an MSA route could be designated for a non-existing route and the idea was to connect to Bowers Drive, which did not occur. He stated that the non-existing routes will eventually need to be removed from the MSA street system.

Councilmember Musgrove stated that she would be interested to know if 144<sup>th</sup> is included in a future project for reconstruction. She stated that if the road is already included and moved up that would seem to make sense.

Assistant City Engineer Feriancek confirmed that staff would look at that option. He stated that they have not yet started producing plans for the project and in 2023 they added an additional segment to the project, so it would not be odd to do so again.

Councilmember Musgrove referenced McKinley Street and asked how close that is to the Sunfish interchange.

City Engineer/Public Works Director Westby replied it is about one-half mile from the interchange.

Assistant City Engineer Feriancek reviewed the different projects that have been completed in the immediate area and noted that over the course of a few years most of the streets in the area will be reconstructed or receive pavement overlays. He stated it would make sense to add McKinley Street to this MSA project.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council authorization to prepare plans and specifications for 2024 MSA Pavement Overlay Improvements, Improvement Project #24-06.

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

**5.04: Consider Recommending City Council Authorization to Prepare Plans and Specifications for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07**

Assistant City Engineer Feriancek reviewed the staff report and recommendation to recommend City Council authorization to prepare plans and specifications for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07.

Councilmember Woestehoff referenced the Bowers Drive cul-de-sac, which is the longest in the city, and asked the anticipated length of time for that portion of the project.

Assistant City Engineer Feriancek anticipated that it would take several weeks and provided more details on the different activities that would occur.

City Engineer/Public Works Director Westby commented that the road would remain passable and usable throughout.

Assistant City Engineer Feriancek referenced the stub street section of Basalt Street which is gravel and could be converted to bituminous, providing a high-level estimate and noting that a funding source is not identified.

Chairperson Riley confirmed the consensus of the Committee to proceed with the estimate to convert that segment to bituminous. He asked and received confirmation that the roads proposed for overlay are the best candidates for that type of improvement.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council authorization to prepare plans and specifications for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07 with the additional extension of Basalt and potentially adding 144<sup>th</sup> and Alpaca.

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

**5.05: Consider Recommendation for City Council to Accept Bids and Award Contract for Water Treatment Plant Trunk Watermain Improvements, Improvement Project #21-08**

City Engineer/Public Works Director Westby reviewed the staff report and recommendation from staff and SEH to recommend that the City Council accept bids and award a construction contract for Improvement Project #21-08 to Northdale Construction Company Inc. in the amount of \$6,671,414 for the Alternate bid. Upon approval from the Public Works Committee, staff will present a case to the City Council to accept bids and award a contract for construction on November 28, 2023.

Councilmember Musgrove commented that she was happy to see the bids come in the City's favor.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend that the City Council accept bids and award a construction contract for Improvement Project #21-08 to Northdale Construction Company Inc. in the amount of \$6,671,414 for the Alternate bid.

Further discussion: Councilmember Woestehoff asked for additional input from staff on the "free road". City Engineer/Public Works Director Westby replied that the reconstruction of 143<sup>rd</sup> Avenue is part of the bid for this project whereas 143<sup>rd</sup> Avenue was not proposed to be improved with the previous project when bids were rejected.

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

**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 current and proposed City, County, and MnDOT improvement projects and studies, and on other items of interest to the Committee.

Councilmember Musgrove asked for an update on pavement management funding and bonding. She recognized that the intent was to increase projects in 2024 and asked for an update on how that is going in terms of staff pressure and planning.

Assistant City Engineer Feriancek replied that bond dollars would be used for 2024 and remaining bond dollars would be used in 2025. He stated that in 2023 the City spent about \$1,000,000 less than anticipated in the CIP. He confirmed that all bond dollars would be spent by 2025.

City Engineer/Public Works Director Westby commented that staff has been very busy delivering the projects but believed that 2024 and 2025 will be easier as staff is now able to work on plans earlier and get ahead of the process, whereas in 2023 they scrambled to get plans prepared and out for bids in time for construction.

Assistant City Engineer Feriancek confirmed that they are a few months ahead of where they were last year in terms of planning and plan preparation, which is helpful.

Councilmember Musgrove commended staff for their work, noting that the completed roads and trails are nice.

#### **6.02: Review Future Topics Calendar**

City Engineer/Public Works Director Westby commented that they are trying to work on the listed items to move them off the list as appropriate.

Chairperson Riley referenced the replacement of the monument sign at 47 and Bunker and confirmed that should be removed from the list as the Committee has already provided a recommendation.

Councilmember Woestehoff asked if the pothole plan for spring should occur a bit earlier than it did last year, as it seemed rushed.

City Engineer/Public Works Director Westby commented that this last year was an anomaly and they learned a lot through that process. He stated that they will watch the roads closely this Winter and have projects ready for the Council to consider in the Spring, as needed.

Councilmember Musgrove commented that she did not see the sound wall listed.

City Engineer/Public Works Director Westby replied that this project is addressed in the improvement project updates and that he has a meeting scheduled with MnDOT in the coming weeks and plans to bring that project forward for bids as a 2024 project.

#### **7. ADJOURNMENT**

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:38 p.m.

Respectfully submitted,



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Bruce Westby  
City Engineer/Public Works Director

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

**Public Works Committee****Meeting Date:** 01/16/2024**Primary Strategic Plan Initiative:** Not Applicable**Title:**

Appoint Chair and Vice-Chair of the Public Works Committee.

**Purpose/Background:**

The Public Works Committee annually appoints a Chair and Vice-Chair for the Committee.

The following City Council members were officially appointed to the Public Works Committee for 2024 on January 9th;

- Debra Musgrove
- Chelsee Howell
- Michael Olson
- Chris Riley (Alternate)

**Time Frame/Observations/Alternatives:****Time Frame:**

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

**Observations:**

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

**Recommendation:**

Staff recommends appointing one Committee member as Chairperson, and one Committee member as Vice-Chairperson.

**Outcome/Action:**

Motion to appoint \_\_\_\_\_ as Chairperson, and \_\_\_\_\_ as Vice-Chairperson, of the Public Works Committee for the term January 16, 2024, to December 31, 2024.

**Attachments***No file(s) attached.***Form Review****Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 01/11/2024

**Reviewed By**

Brian Hagen

**Date**

01/11/2024 11:03 AM

Started On: 01/10/2024 02:49 PM

**Public Works Committee**

**Meeting Date:** 01/16/2024

**Primary Strategic Plan Initiative:** Connect the community through Parks, Trails and Recreational Programming.

**Title:**

Recommend Trail Gap Construction, a 2024 Capital Improvement Project

**Purpose/Background:**

The purpose of this case, is to proceed with the project development for a 2024 Capital Improvement Project, specifically the approximate 1,000' foot trail east of T.H. #47, south of the Holiday gas station and north of 142nd Avenue.

**Time Frame/Observations/Alternatives:**

Five minutes may be required to highlight the background on this proposed capital improvement, including the expected action by the Park & Recreation Commission on January 11th, 2024.

**Funding Source:**

Funding is proposed to be from the Park Trust Fund, which has a present balance of \$7.4M. Approving the funds would be a City Council consideration, later in 2024.

**Recommendation:**

The Park & Recreation Commission and Staff recommend proceeding to obtain bids for the T.H.#47 Trail gap.

**Outcome/Action:**

Motion to recommend to City Council the authorization of a Topographic Survey and subsequent preparation of Plans and Specifications—and authorization to obtain bids for T.H.#47 Trail gap.

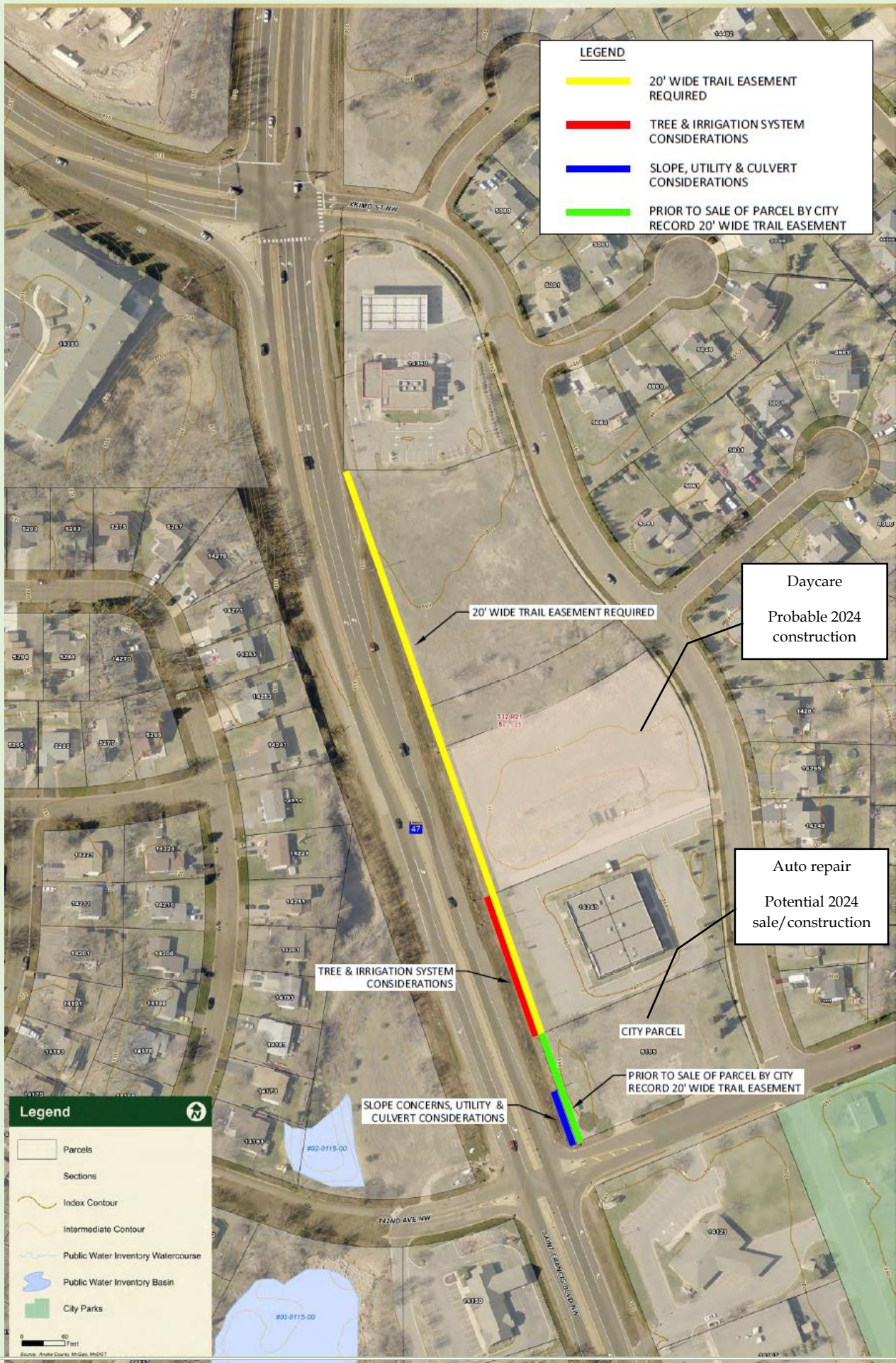
**Attachments**

- Cost estimates
- Context Exhibit
- CIP worksheet

**Form Review**

| <b>Inbox</b>                     | <b>Reviewed By</b> | <b>Date</b>                     |
|----------------------------------|--------------------|---------------------------------|
| Bruce Westby                     | Bruce Westby       | 01/11/2024 09:44 AM             |
| Brian Hagen                      | Brian Hagen        | 01/11/2024 11:01 AM             |
| Form Started By: Mark Riverblood |                    | Started On: 01/10/2024 10:22 AM |
| Final Approval Date: 01/11/2024  |                    |                                 |

# 2024 Cost Estimates



**LEGEND**

- █ 20' WIDE TRAIL EASEMENT REQUIRED
- █ TREE & IRRIGATION SYSTEM CONSIDERATIONS
- █ SLOPE, UTILITY & CULVERT CONSIDERATIONS
- █ PRIOR TO SALE OF PARCEL BY CITY RECORD 20' WIDE TRAIL EASEMENT

Daycare  
Probable 2024 construction

Auto repair  
Potential 2024 sale/construction

20' WIDE TRAIL EASEMENT REQUIRED

TREE & IRRIGATION SYSTEM CONSIDERATIONS

CITY PARCEL

PRIOR TO SALE OF PARCEL BY CITY RECORD 20' WIDE TRAIL EASEMENT

SLOPE CONCERNS, UTILITY & CULVERT CONSIDERATIONS

**Legend**

- Parcels
- Sections
- Index Contour
- Intermediate Contour
- Public Water Inventory Watercourse
- █ Public Water Inventory Basin
- █ City Parks

0 60 120 Feet

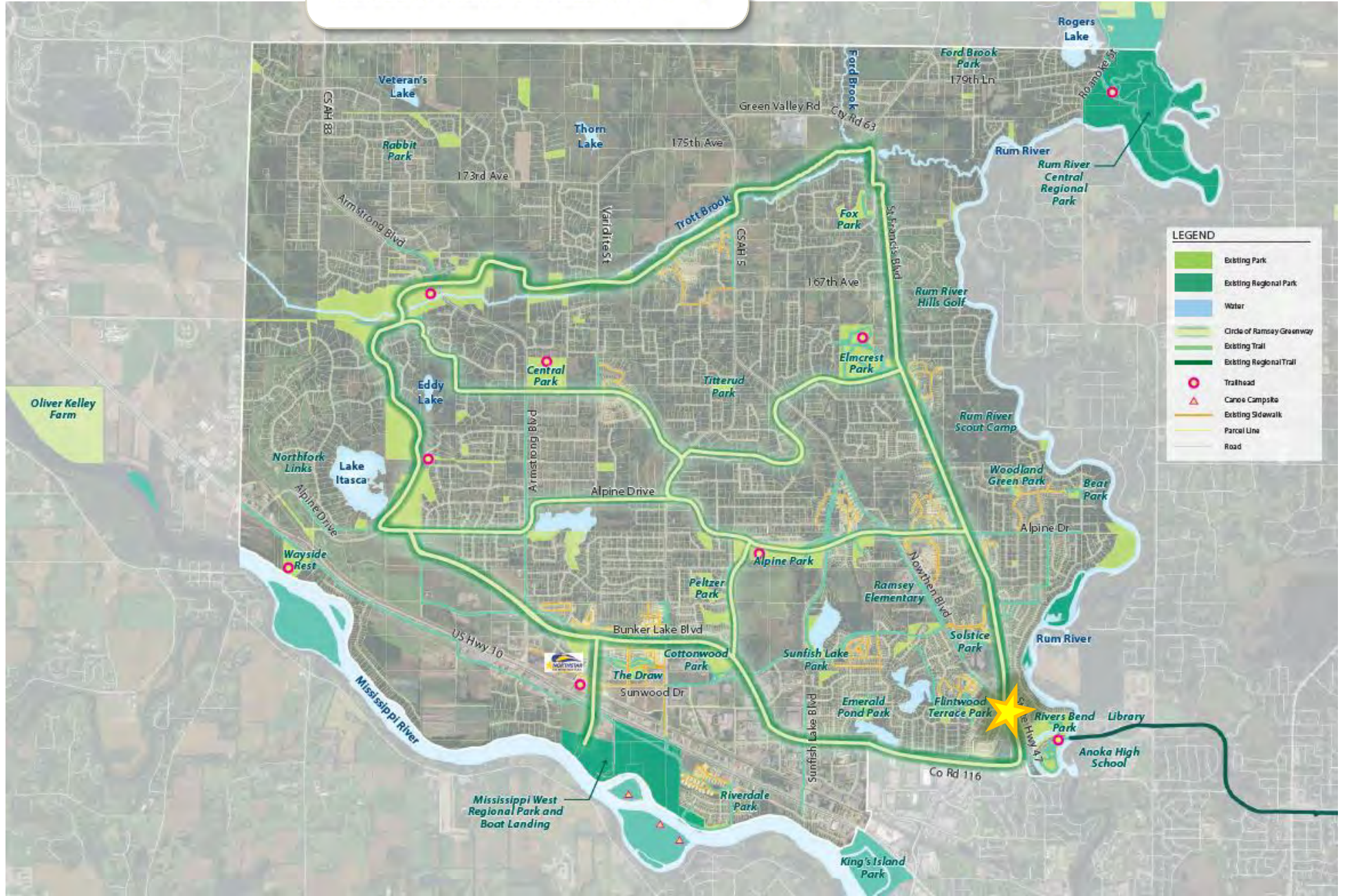
Source: Aerial County, MDCGIS, MDCOT

2024 Cost Estimates

|  | Length/Area | Unit Price | Cost                                 |   |
|--|-------------|------------|--------------------------------------|---|
|  Base Trail                    | 1000        | \$56.00    | \$56,000.00                          | Holiday to 142 <sup>nd</sup> Ave                      |
|  Special Slope Areas           | 100         | \$120.00   | \$12,000.00                          | South end, includes utility and culvert conflicts.    |
|  Irrigation and Tree Conflicts | 200         | \$60.00    | \$12,000.00                          | Allowance for tree relocation and irrigation repairs. |
| -----  |             |            |                                      |   |
| Subtotal   |             |            | \$80,000.00                          |   |
| Mobilization   |             | 8.0%       | \$6,400.00                           |   |
| Traffic Control  |             | 3.0%       | \$2,400.00                           |   |
| <b>Total Construction Estimate</b>   |             |            | <b>\$88,800.00</b>                   |   |
| Length   |             |            | 1,000                                |   |
| Cost per LF check  |             |            | \$88.80                              |   |
| <b>Administrative (Low)</b>  |             |            | <b>\$13,320.00</b>                   | 15-percent for a locally funded trail                 |
| Administrative (High)  |             |            | \$22,200.00                          | 25-percent for a federally funded trail               |
| <b><u>Estimated Total Project Cost Range</u></b>   |             |            | <b><u>\$102,120 to \$111,000</u></b> |   |

# City of RAMSEY

CIRCLE OF RAMSEY GREENWAY



Capital Improvement Program  
 City of Ramsey, Minnesota

2024 *thru* 2033

|              |                   |
|--------------|-------------------|
| Project #    | 06-PARK-019       |
| Project Name | Trail Connections |

|             |                       |
|-------------|-----------------------|
| Department  | Park Improvements     |
| Contact     |                       |
| Type        | Improvement           |
| Useful Life | 20 Years              |
| Category    | Park Improvement      |
| Priority    | 2-New Addition (High) |
| Status      | Active                |

|  |                      |
|--|----------------------|
| Description  | Total Cost \$110,000 |
| This project would include the installation of one or more of the several high priority connections linking segments of the city's trail system as opportunities and funding become available.<br><br>Examples:<br>-142nd Ave, east of TH#47, north to Xkimo Street (Est \$80,000)<br>-North Commons Neighborhood Trail Link at Zeolite Street - Projected for 2023 (Est.\$30,000)<br>-Boardwalk parallel with Trott Brook, west of Variolite Street (Est \$110,000) |                      |

|  |
|--|
| Justification  |
| The increase demand in use of the city's trail system compells the continued development of the trail system.<br><br>Resident requests for improved trail system connections are reflected in priority projects. Trails will also move people off high speed roadways and improve transportation and safety - an objective that is aligned within the strategic goal of a Connected Community. |

| Expenditures                          | 2024          | 2025          | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | Total          |
|---------------------------------------|---------------|---------------|------|------|------|------|------|------|------|------|----------------|
| Improvements Other than Building Cost | 30,000        | 80,000        |      |      |      |      |      |      |      |      | 110,000        |
| <b>Total</b>                          | <b>30,000</b> | <b>80,000</b> |      |      |      |      |      |      |      |      | <b>110,000</b> |

| Funding Sources             | 2024          | 2025          | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | Total          |
|-----------------------------|---------------|---------------|------|------|------|------|------|------|------|------|----------------|
| Park Improvement Trust Fund | 30,000        | 80,000        |      |      |      |      |      |      |      |      | 110,000        |
| <b>Total</b>                | <b>30,000</b> | <b>80,000</b> |      |      |      |      |      |      |      |      | <b>110,000</b> |

**Public Works Committee****Meeting Date:** 01/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider recommending City Council approval of adding streets within Riversbend 3rd, 4th, and Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05

**Purpose/Background:****Purpose:**

The purpose of this case is to consider recommending City Council approval of adding streets within Riversbend 3rd, Riversbend 4th, and Riversbend Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05.

**Background:**

On August 22, 2023, the Ramsey City Council directed the Mayor and City Administrator to execute the proposal from Hakanson Anderson to prepare final plans and specifications for MSA Xkimo Street Reconstruction, Improvement Project #24-05. This project proposes to reconstruct 0.29 miles of Xkimo Street between 142nd Avenue and Trunk Highway 47.

At previous Public Works Committee meetings, including the November 21, 2023 meeting during review of the 2024 MSA and Neighborhood Overlay Improvement projects, the committee has made recommendations to complete improvements of entire subdivisions when possible and practical. This avoids going into the same area multiple times, and minimizing disturbance and impacts to the property owners.

During the public open house for this improvement project held on December 14, 2023, Staff received comments from residents of how poor condition the pavement on the cul-de-sacs adjacent to Xkimo Street are.

Staff is aware of the poor condition of the 143rd Avenue, 143rd Lane, and Xkimo Court cul-de-sacs adjacent to Xkimo Street, and believe extensive patching will likely be required annually on the streets until the streets are reconstructed. The Xkimo Street cul-de-sac, which is the continuation of the street south of 142nd Avenue will likely require some patching in the coming years, though not to the extent of the other three. During sight plan review Staff noted block cracking and additional alligator cracking on the edge of the pavement, which was not apparent or noted during the PASER evaluations in the summer. Due to this, Staff does not feel a pavement overlay is the most economical pavement treatment for this segment and a reclamation type reconstruction is recommended.

The current 2024 through 2033 10-year Capital Improvement Program (CIP) proposes street reconstruction of Riversbend 3rd and 4th in 2027. The CIP proposes a pavement mill and overlay of Riversbend Plaza (Xkimo Street cul-de-sac) in 2027. Staff proposes to move the improvements up to 2024 and to include as part of the MSA Xkimo Street Reconstruction project as street reconstructions.

Hakanson Anderson is currently working on plan development for Xkimo Street Reconstruction. City Staff has had some initial discussions with Hakanson Anderson and does not believe adding the additional streets will impact the project timelines. Currently, Staff is anticipating bringing final plans to City Council in March for approval, allowing bid opening to occur in late March or April, and construction to begin in May to June of 2024.

**Notification:**

Engineering Staff maintains a project website. If the Public Works Committee recommends City Council approval, Staff will update the project website accordingly, including noting the upcoming City Council meeting where a case for approval will be presented.

**Time Frame/Observations/Alternatives:**

**Timeframe:**

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

**Observations:**

Addition of the additional streets may require some additional work by Hakanson Anderson. Because the existing concrete curb and gutter is generally in good condition, only spot replacements are required. This will additionally reduce the amount of additional plan development time required. If the Public Works Committee makes the recommendation, and City Council approves expanding the scope of the project, City Staff will discuss with Hakanson Anderson, and determine if an addendum to their proposal is required.

Staff feels adding these subdivisions to Improvement Project #24-05 will have an overall cost savings for the City by avoiding potentially 3-4 seasons of pothole patching maintenance. At the same time, this allows maintenance crews to focus their efforts in different neighborhoods. Additionally, because Xkimo Street and the individual cul-de-sacs are not large projects, combining them may result in construction mobilization savings.

**Alternatives:**

Alternative #1 – Motion to recommend City Council approval of adding streets within Riversbend 3rd, Riversbend 4th, and Riversbend Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05.

Alternative #2 – Motion of other.

**Funding Source:**

Funding for the improvements within the Xkimo Street right of way is proposed to come from a combination of Municipal State Aid fund and Storm Water Utility Funds. Improvements within the Riversbend 3rd, Riversbend 4th, and Riversbend Plaza subdivisions is proposed to come from a combination of Pavement Management Funds and Storm Water Utility Funds. Improvements to the existing watermain and sanitary sewer are not anticipated, but if necessary would be funded by their associated utility funds.

CIP Level Estimates:

| <b>Subdivision</b>                   | <b>MSA Funds</b> | <b>PM Funds</b>  | <b>Storm Sewer Funds</b> | <b>Total</b>     |
|--------------------------------------|------------------|------------------|--------------------------|------------------|
| MSA Xkimo Street (142nd Ave / TH 47) | \$435,000        | -                | \$65,250                 | \$500,250        |
| Riversbend 3rd & 4th                 |                  | \$146,775        | \$22,016                 | \$168,791        |
| Riversbend Plaza                     |                  | \$198,000        | \$29,700                 | \$227,700        |
| <i>Funding Totals</i>                | <i>\$435,000</i> | <i>\$344,775</i> | <i>\$116,966</i>         | <i>\$896,741</i> |

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

**Action:**

Motion to recommend City Council approval of adding streets within Riversbend 3rd, Riversbend 4th, and Riversbend Plaza subdivisions to MSA Xkimo Street Reconstruction, Improvement Project #24-05.

---

## Attachments

24-05 Project Scope - Revised  
24-05 Street Summary - Revised  
Existing Condition Pictures  
2024-2033 CIP Map

## Form Review

### Inbox

Bruce Westby

Brian Hagen

Form Started By: Joe Feriancek

Final Approval Date: 01/11/2024

### Reviewed By

Bruce Westby

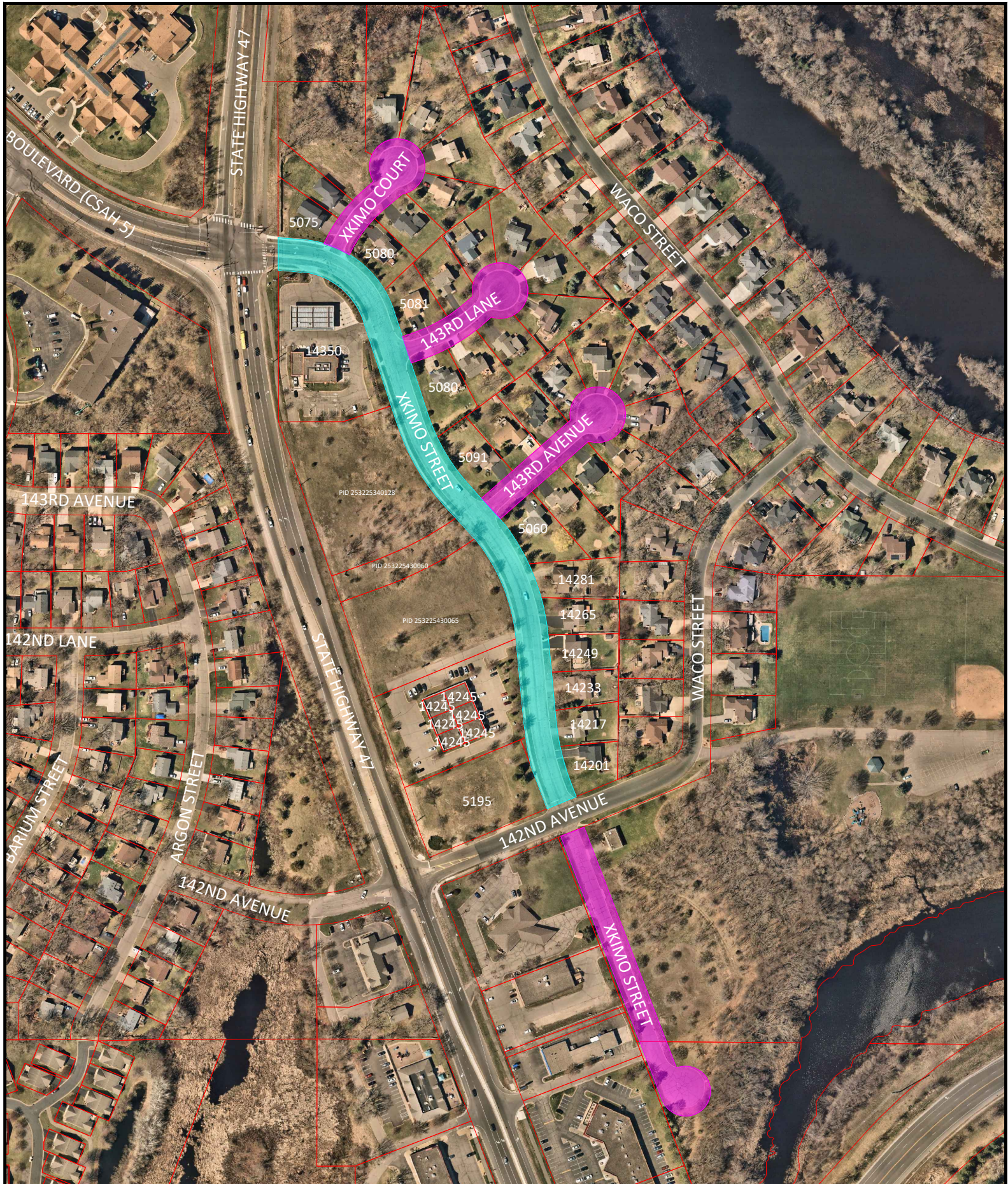
Brian Hagen

### Date

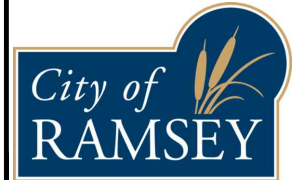
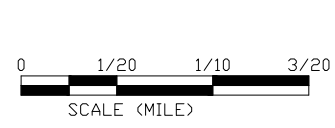
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01/11/2024 10:49 AM

Started On: 01/04/2024 03:49 PM



**IMPROVEMENT PROJECT No. 24-05**  
**XKIMO STREET RECONSTRUCTION**  
**PROJECT SCOPE**



**IP 24-05 MSA Xkimo Street Reconstruction  
Street Segment Summary**

| Subdivision                          | Street                               | Segment Description            | Length (feet) | Section (Urban / Rural) | 2023 PASER  | Year Built | Maint. 1   | Maint. 2   | Maint. 3   | Maint. 4   | Avg HMA (inches) | Avg Agg. Base (inches) | Avg Section (inches) |
|--------------------------------------|--------------------------------------|--------------------------------|---------------|-------------------------|---|------------|------------|------------|------------|------------|------------------|------------------------|----------------------|
| MSA                                  | Xkimo Street                         | 142nd Avenue / 143rd Avenue    | 692           | Urban                   | 4   | 1993       | SC<br>2001 | SC<br>2011 |            |            | 3.8              | 6.8                    | 10.6                 |
|                                      | Xkimo Street                         | 143rd Avenue / Xkimo Court     | 656           | Urban                   | 3   | 1995       | SC<br>2001 | SC<br>2011 |            |            | 3.8              | 6.8                    | 10.6                 |
|                                      | Xkimo Street                         | Xkimo Court / Trunk Highway 47 | 196           | Urban                   | 3   | 2000       | SC<br>2011 |            |            |            | 3.8              | 6.8                    | 10.6                 |
|                                      | <i>Xkimo Street Total Length</i>     |                                | <i>1544</i>   | <i>0.29 mi.</i>         |   |            |            |            |            |            |                  |                        |                      |
| Riversbend 3rd                       | 143rd Avenue                         | Xkimo Street / cul-de-sac      | 391           | Urban                   | 3   | 1993       | SC<br>2001 | SC<br>2011 |            |            | 2.8              | 5.3                    | 8.1                  |
|                                      | <i>Riversbend 3rd Total Length</i>   |                                | <i>391</i>    | <i>0.07 mi.</i>         |   |            |            |            |            |            |                  |                        |                      |
| Riversbend 4th                       | 143rd Lane                           | Xkimo Street / cul-de-sac      | 334           | Urban                   | 5   | 1995       | SC<br>2001 | SC<br>2011 |            |            | 2.5              | 3.6*                   | 6.1                  |
|                                      | Xkimo Court                          | Xkimo Street / cul-de-sac      | 302           | Urban                   | 4   | 1995       | SC<br>2001 | SC<br>2011 |            |            | 2.6              | 0.0*                   | 6.0**                |
|                                      | <i>Riversbend 4th Total Length</i>   |                                | <i>636</i>    | <i>0.12 mi.</i>         | <i>*GPR Limited or no base visible ** (Original Grading Plan, 2" bit over 4" Agg. Base)</i> |            |            |            |            |            |                  |                        |                      |
| Riversbend Plaza                     | Xkimo Street                         | 142nd Avenue / cul-de-sac      | 936           | Urban                   | 7   | 1985       | SC<br>1988 | SC<br>1995 | OL<br>2010 | CS<br>2020 | 4.4              | 6.4                    | 10.8                 |
|                                      | <i>Riversbend Plaza Total Length</i> |                                | <i>936</i>    | <i>0.18 mi.</i>         |   |            |            |            |            |            |                  |                        |                      |
| <b>IP 24-05 Project Total Length</b> |                                      |                                | <b>3507</b>   | <b>0.66 mi.</b>         |   |            |            |            |            |            |                  |                        |                      |



Xkimo Street: North of 142<sup>nd</sup> Avenue, facing north



Xkimo Street: South of 142<sup>nd</sup> Avenue, facing south



143<sup>rd</sup> Avenue: At Xkimo Street, facing east



143<sup>rd</sup> Avenue: east of Xkimo Street, facing east



143<sup>rd</sup> Lane: cul-de-sac east, facing west



143<sup>rd</sup> Lane: cul-de-sac close up



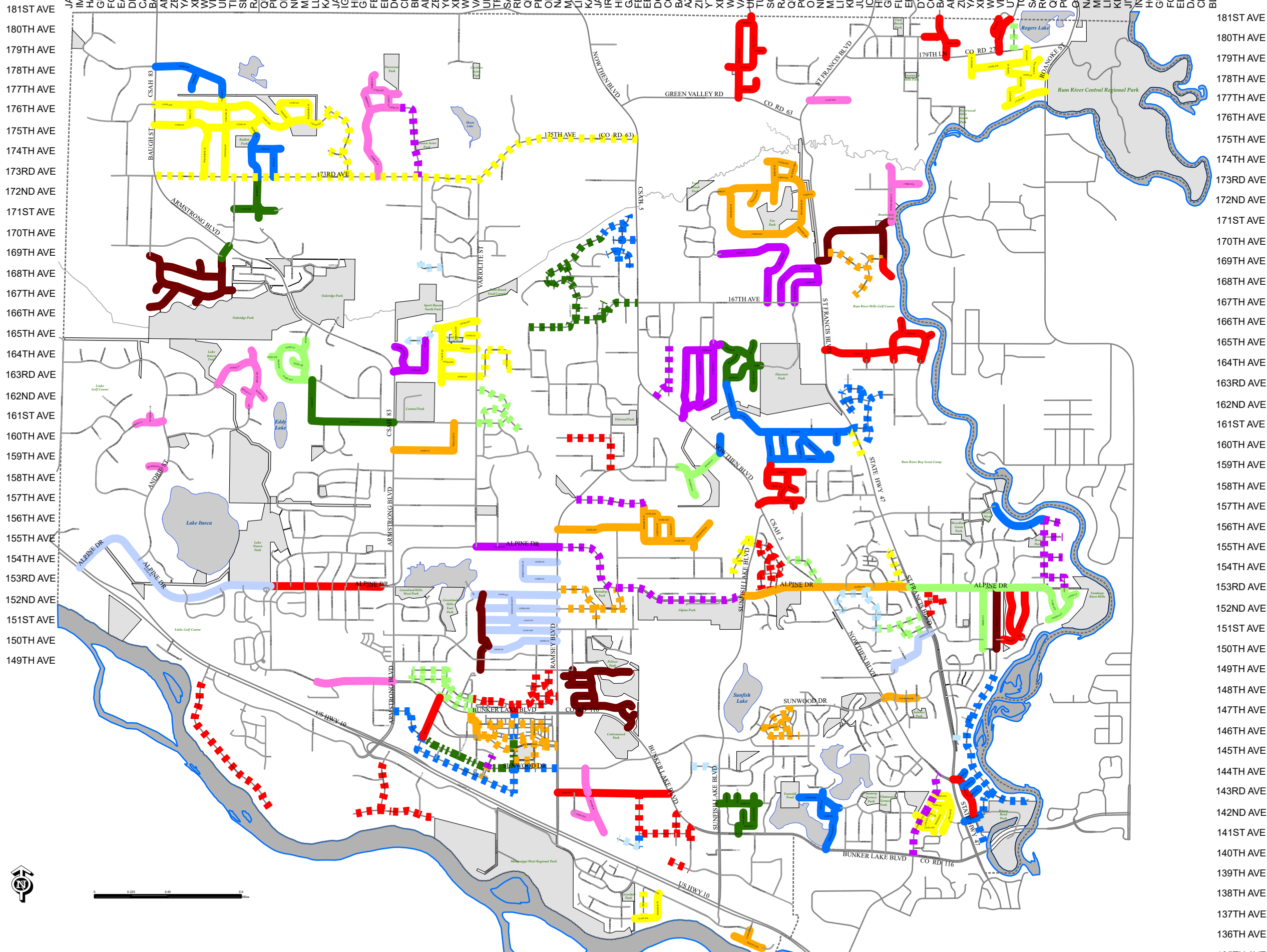
Xkimo Court: at Xkimo Street, facing north



Xkimo Court: cul-de-sac north end, facing south

# CITY OF RAMSEY

Pavement Management Program  
2024 - 2033 CIP Projects



## LEGEND

RC = RECONSTRUCTION  
OL = OVERLAY  
CONC REP = CONCRETE REPAIR

CIP YEAR, PROJECT TYPE

- <all other values>
- 2033, RC
- 2032, RC
- 2031, OL
- 2031, RC
- 2030, RC
- 2030, OL
- 2029, RC
- 2029, OL
- 2029, CONC REP
- 2028, RC
- 2028, OL
- 2027, RC
- 2027, OL
- 2026, RC
- 2026, OL
- 2025, RC
- 2025, OL
- 2024, RC
- 2024, OL
- Road\_Centerlines
- MuniBndry
- Parks
- Rivers
- Lakes\_Ponds
- Creeks



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

JARVIS ST  
IMAN ST  
HALAS ST  
GUYON ST  
FORTMANN ST  
EATON ST  
DRISCOLL ST  
CARR ST  
BAUGH ST  
ANDRIE ST  
ZEBRA ST  
YAK ST  
XERUS ST  
WOLVERINE ST  
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  
MACRE ST  
MARBLE ST  
LIMONITE ST  
KAMACITE ST  
JASPAR ST  
IRONSTONE ST  
HEMATITE ST  
GARNET ST  
FELDSPAR ST  
EBONY ST  
DOLOMITE ST  
COQUINA ST  
BASALT ST  
AZURITE ST  
ZIRCONIUM ST  
YTRIUM ST  
XENON ST  
WOLFRAM ST  
VANADIUM ST  
URANIUM ST  
TUNGSTEN ST  
SODIUM ST  
RADIUM ST  
QUICKSILVER S  
POTASSIUM ST  
OSMIUM ST  
NEON ST  
MAGNESIUM ST  
LITHIUM ST  
KRYPTON ST  
JUNKITE ST  
IODINE ST  
GERMANIUM ST  
FLOURINE ST  
ERKLUM ST  
DYSPROSIUM S  
COBALT ST  
BARIUM ST  
ARGON ST  
ZUNI ST  
YAKIMA ST  
XKIMO ST  
WACO ST  
VENTRE ST  
UTE ST  
TONTTO ST  
SALISH ST  
ROANOKE ST  
QUAPAW ST  
POTAWATOMI S  
OMEIDA 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 ST

**Public Works Committee****Meeting Date:** 01/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08

**Purpose/Background:****Purpose:**

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08.

**Background:**

Crack seal improvements are completed annually on between 10 and 23 miles of public street segments to cost-effectively maximize the life of the bituminous pavement.

Crack sealing protects pavement by preventing stormwater runoff from seeping through cracks in the pavement and joints between the pavement and concrete curb and gutter, and utility castings. Reducing future pavement damage due to wet subgrade soils, especially during freeze-thaw cycles.

The City's current pavement maintenance schedule calls for public streets to be crack sealed in the third, seventh, and fourteenth year following construction, reconstruction, and overlay improvements. However, while this is the typical maintenance schedule, it is important to note that Staff reviews the condition of all streets annually and adjusts the schedule of maintenance operations based on actual pavement conditions.

A total of 13.70 miles of public street segments are proposed to receive crack seal improvements in 2024. These street segments were selected based on age, pavement maintenance history, and Pavement and Surface Evaluation Rating (PASER) values. Selected streets generally have PASER values between 7 and 10.

Plans and specifications for the 2024 Crack Sealing Improvements were prepared in-house as part of Staff's normal duties. A copy of the plans is attached to this case.

Preliminary Schedule Remaining

- Council approves plans and specifications, authorizes advertisement for bids
  - January 23, 2024
- Bids are publicly opened
  - Week of March 18, 2024
- Council awards contract to the lowest responsible bidder
  - March 26, 2024
- Contractor begins improvements
  - Late April / early May 2024
- Contractor completes improvements
  - May 31, 2024

Pavement Rejuvenation Update

On January 9, 2024, City Council ordered plans for the 2024 Pavement Rejuvenation Improvements, Improvement Project #24-09. Based on initial review, Staff estimated 16.08 miles of public streets will be included in the 2024 project. Based on a general cost per mile estimate from previous projects, Staff estimates the

total project costs to be \$402,000. Staff has had preliminary discussions with the contractor, Correction Asphalt Material (CAM), and prices are anticipated to increase approximately 3-percent per square yard from 2023. Staff will work with CAM over the winter to finalize a proposal. We also have started preliminary discussions about when we would prefer the project to occur, which is mid to late summer.

#### Project Coordination

Outside of pothole patching, major street maintenance in 2024 includes crack sealing, pavement rejuvenation, and pavement striping. Pavement striping generally occurs on MSA streets. However, it should be noted that work on the striping project has not yet been started. Staff is aware of several street segments proposed to be within both the crack seal and pavement rejuvenation project, similar to 2023. Because of this Staff is proposing to schedule pavement maintenance projects accordingly:

|               |                       |
|---------------|-----------------------|
| May           | Crack Seal            |
| June / July   | Pavement Striping     |
| July / August | Pavement Rejuvenation |

As we continue with the annual pavement maintenance, the ultimate goal is to not require street segments to have overlapping projects on the same year, but to catch up with pavement rejuvenating and pavement striping, this cannot be avoided in 2024.

#### **Notification:**

Notification is not required for this case.

#### **Time Frame/Observations/Alternatives:**

##### **Timeframe:**

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

##### **Observations:**

Approximately 40-percent of the proposed project area is composed of Municipal State Aid (MSA) street segments. If actual bid prices are more than estimated costs, MSA maintenance funds may be used on up to 40-percent of the costs.

##### **Alternatives:**

Alternative #1 – Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08.

Alternative #2 – Motion of other.

##### **Funding Source:**

Estimated project costs for the proposed 2024 Crack Seal Improvements total \$165,000 This includes 5% indirect costs for administrative, engineering, legal and financing.

The City budgeted \$575,000 for crack seal and pavement rejuvenation improvements in 2024.

City Staff proposed to administer and inspect construction in-house, as part of their normal duties.

##### **Recommendation:**

Staff recommends Alternative #1.

##### **Outcome/Action:**

**Action:**

Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Crack Seal Improvements, Improvement Project #24-08.

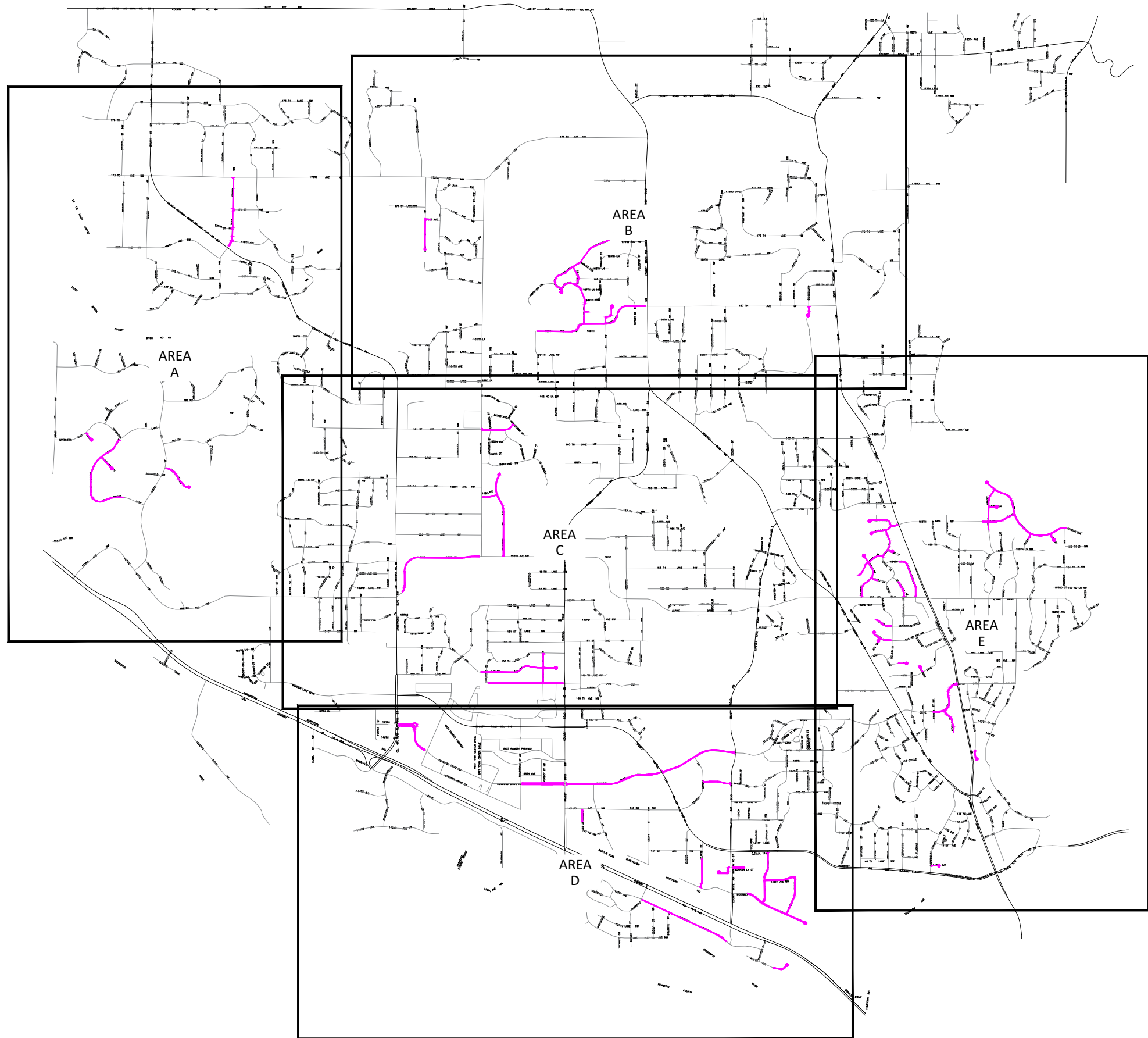
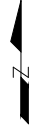
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**Attachments**

24-08 Final Plans  
24-08 Street Summary

**Form Review**

| <b>Inbox</b>                    | <b>Reviewed By</b> | <b>Date</b>                     |
|---------------------------------|--------------------|---------------------------------|
| Bruce Westby                    | Joe Feriancek      | 01/10/2024 03:25 PM             |
| Bruce Westby                    | Bruce Westby       | 01/11/2024 09:48 AM             |
| Brian Hagen                     | Brian Hagen        | 01/11/2024 10:51 AM             |
| Form Started By: Joe Feriancek  |                    | Started On: 01/09/2024 08:17 AM |
| Final Approval Date: 01/11/2024 |                    |                                 |



| 2024 CRACK SEAL SUMMARY |                |                      |
|-------------------------|----------------|----------------------|
| PROJECT AREA            | LENGTH (MILES) | CS MATERIAL (POUNDS) |
| A                       | 1.39           | 4184                 |
| B                       | 2.18           | 18253                |
| C                       | 2.51           | 13507                |
| D                       | 4.31           | 35888                |
| E                       | 3.31           | 22089                |
| <b>PROJECT TOTAL</b>    | <b>13.70</b>   | <b>93920</b>         |

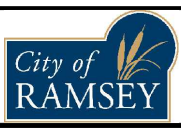
| DATE | REVISION |
|------|----------|
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|      |          |
|      |          |

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

JOE FERIANCEK  
Date: --/-- Lic. No. -----

DESIGNED BY: JJF  
DRAWN BY: JJF  
CHECKED BY: JJF

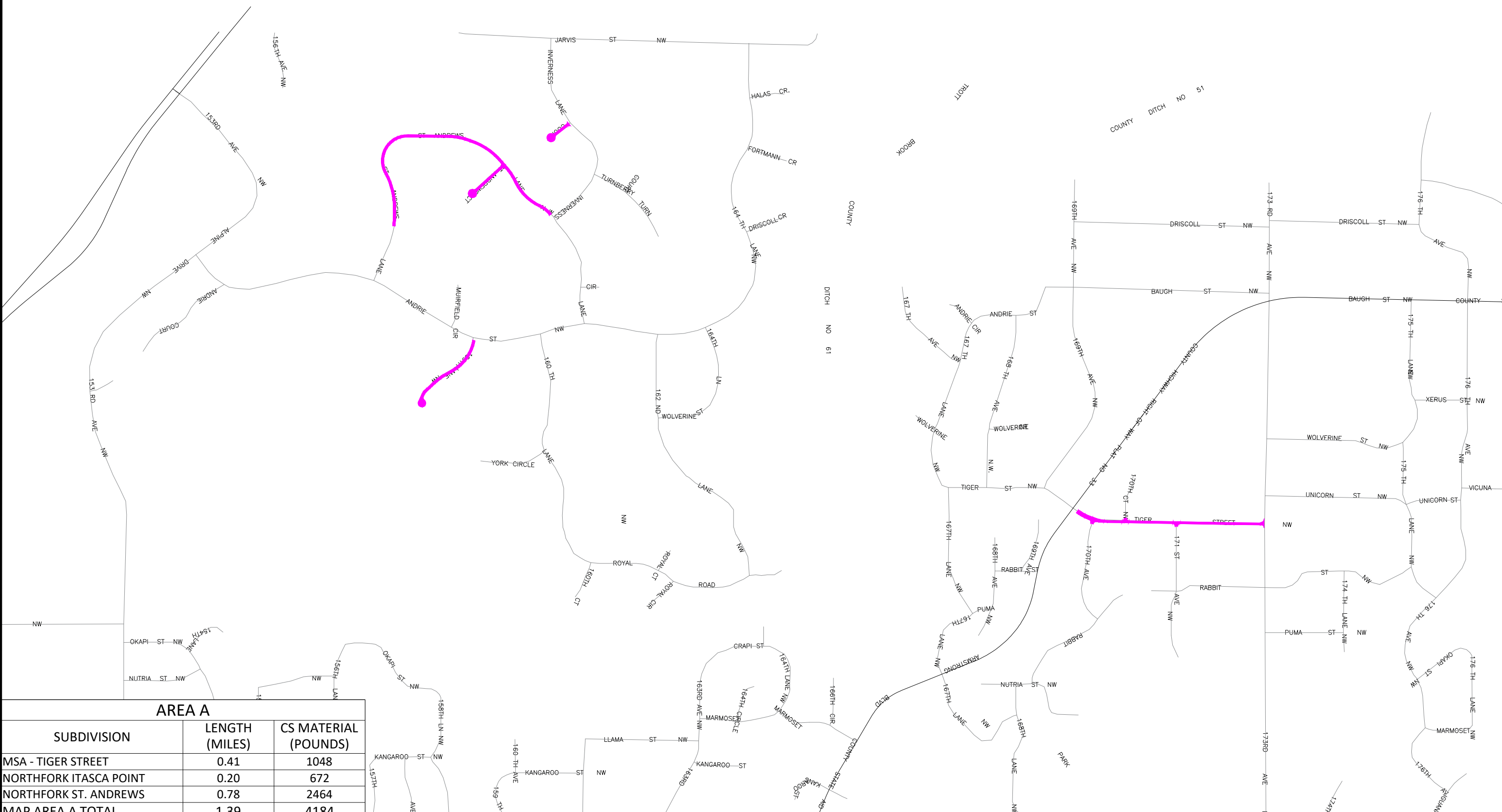
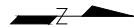
DATE: 01/07/24  
FILE: 24-08



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

# OVERALL

2024 CRACK SEAL IMPROVEMENTS  
CITY PROJECT NO. 24-08  
CITY OF RAMSEY, MINNESOTA



| AREA A                  |                |                      |
|-------------------------|----------------|----------------------|
| SUBDIVISION             | LENGTH (MILES) | CS MATERIAL (POUNDS) |
| MSA - TIGER STREET      | 0.41           | 1048                 |
| NORTHFORK ITASCA POINT  | 0.20           | 672                  |
| NORTHFORK ST. ANDREWS   | 0.78           | 2464                 |
| <b>MAP AREA A TOTAL</b> | <b>1.39</b>    | <b>4184</b>          |

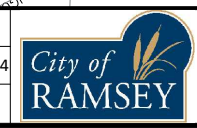
| DATE | REVISION |
|------|----------|
|      |          |
|      |          |

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

JOE FERIANCEK  
Date: 1/1/24 Lic. No. 1000000000

DESIGNED BY: JJF  
DRAWN BY: JJF  
CHECKED BY: JJF

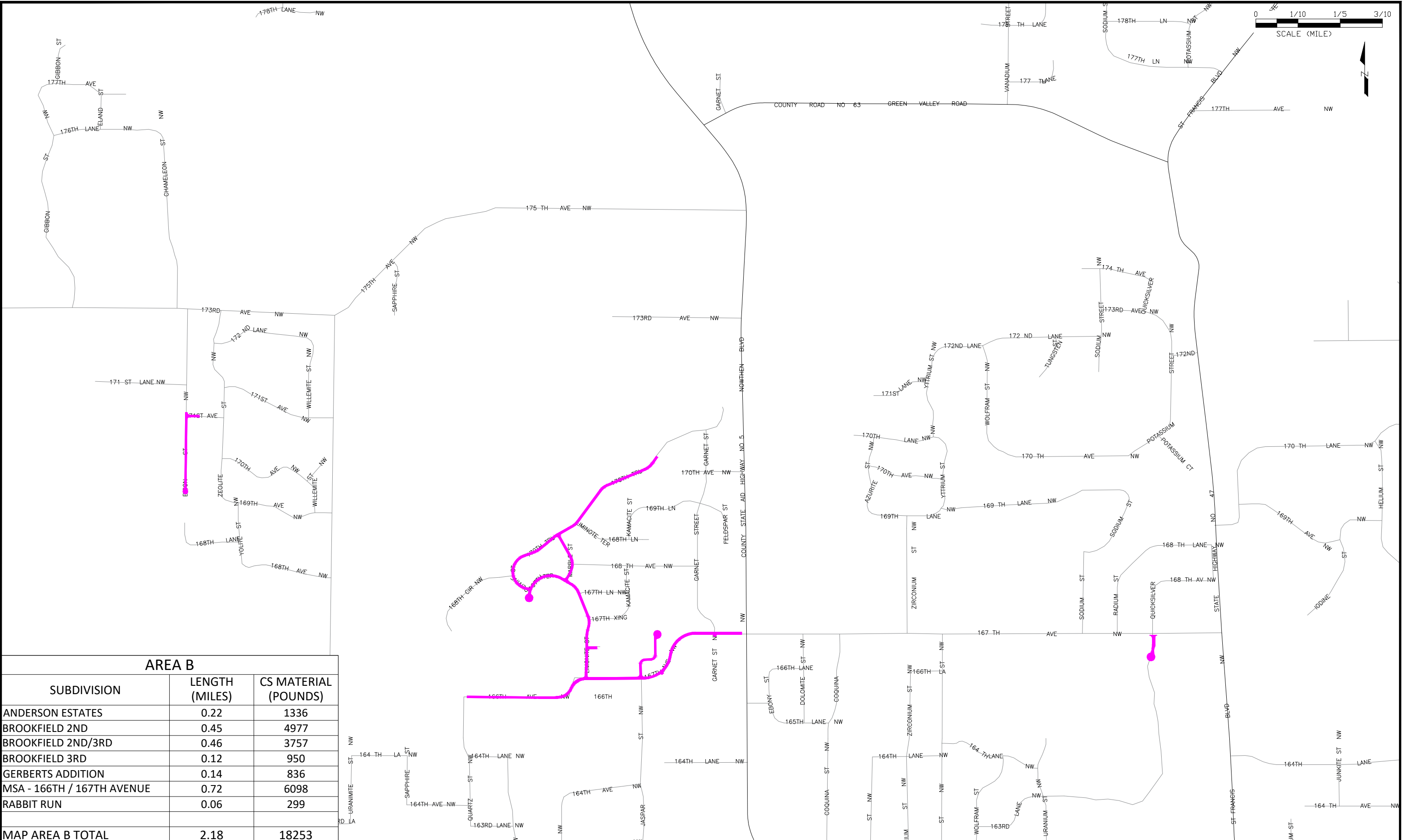
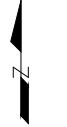
DATE: 01/07/24  
FILE: 24-08



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

# AREA A

2024 CRACK SEAL IMPROVEMENTS  
CITY PROJECT NO. 24-08  
CITY OF RAMSEY, MINNESOTA



| AREA B                     |                |                      |
|----------------------------|----------------|----------------------|
| SUBDIVISION                | LENGTH (MILES) | CS MATERIAL (POUNDS) |
| ANDERSON ESTATES           | 0.22           | 1336                 |
| BROOKFIELD 2ND             | 0.45           | 4977                 |
| BROOKFIELD 2ND/3RD         | 0.46           | 3757                 |
| BROOKFIELD 3RD             | 0.12           | 950                  |
| GERBERTS ADDITION          | 0.14           | 836                  |
| MSA - 166TH / 167TH AVENUE | 0.72           | 6098                 |
| RABBIT RUN                 | 0.06           | 299                  |
| <b>MAP AREA B TOTAL</b>    | <b>2.18</b>    | <b>18253</b>         |

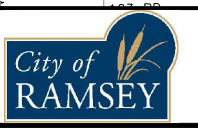
| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |

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

JOE FERIANECK  
Date: 1/1/24 Lic. No. 1000000000

DESIGNED BY: JJF  
DRAWN BY: JJF  
CHECKED BY: JJF

DATE: 01/07/24  
FILE: 24-08



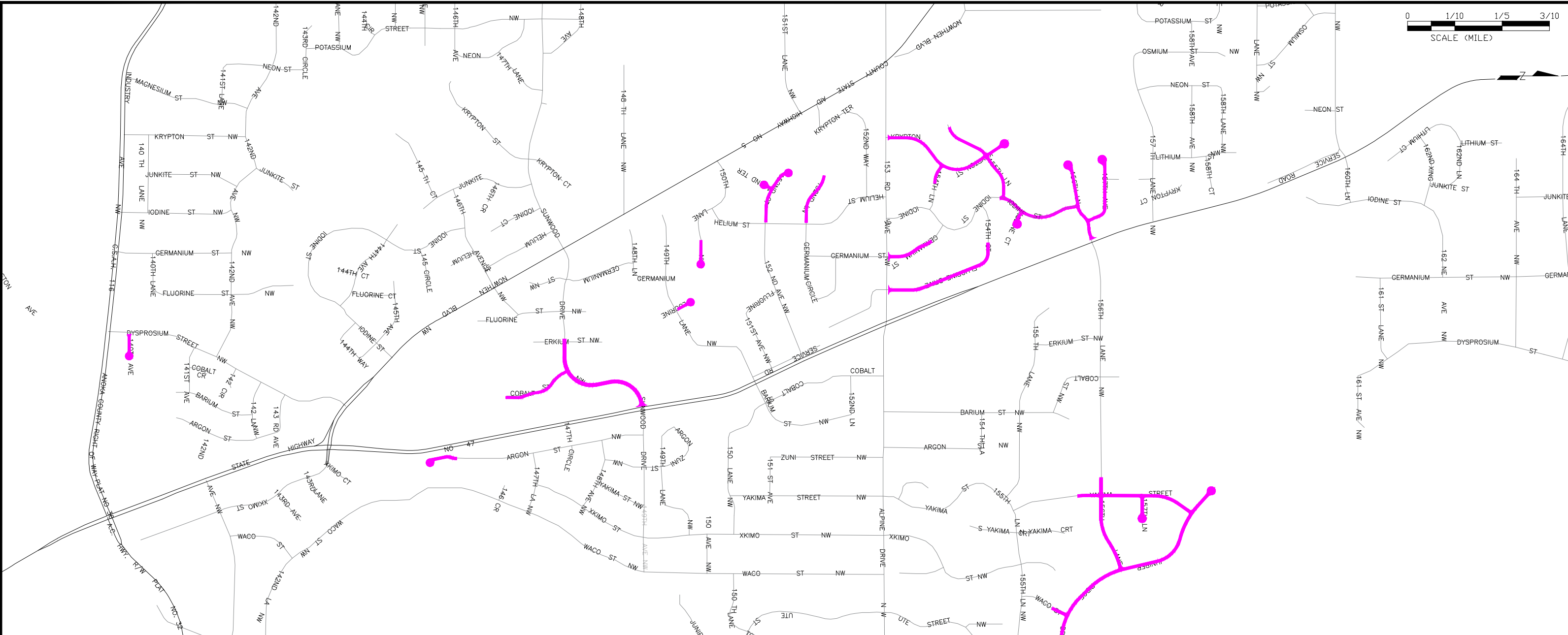
CITY OF RAMSEY  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

# AREA B

2024 CRACK SEAL IMPROVEMENTS  
CITY PROJECT NO. 24-08  
CITY OF RAMSEY, MINNESOTA







| AREA E                        |                |                      |
|-------------------------------|----------------|----------------------|
| SUBDIVISION                   | LENGTH (MILES) | CS MATERIAL (POUNDS) |
| AMBER RIDGE 2ND               | 0.07           | 646                  |
| BIRCH HILL LODGES             | 0.14           | 1150                 |
| EVERGREEN POINT TOWNHOMES     | 0.20           | 2203                 |
| EVERGREEN POINT TOWNHOMES 2ND | 0.16           | 1715                 |
| HARVEST ESTATES               | 0.27           | 1697                 |
| MALLARD PONDS                 | 0.05           | 382                  |
| MSA - 156TH LANE              | 0.20           | 554                  |
| RAMSEY MEADOWS 2ND            | 0.10           | 809                  |
| REILLEY ESTATES               | 0.46           | 1637                 |
| REILLEY ESTATES 2ND           | 0.31           | 1067                 |
| REILLEY ESTATES 3RD           | 0.26           | 918                  |
| WILDLIFE SANCTUARY 2ND        | 0.55           | 4877                 |
| WILDLIFE SANCTUARY 3RD        | 0.53           | 4435                 |
| <b>MAP AREA E TOTAL</b>       | <b>3.31</b>    | <b>22089</b>         |

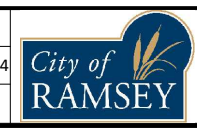
| DATE | REVISION |
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|      |          |

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

JOE FERIANECK  
Date: 1/1/24 Lic. No. 1000000000

DESIGNED BY: JJF  
DRAWN BY: JJF  
CHECKED BY: JJF

DATE: 01/07/24  
FILE: 24-08



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

# AREA E

2024 CRACK SEAL IMPROVEMENTS  
CITY PROJECT NO. 24-08  
CITY OF RAMSEY, MINNESOTA

**24-08 2024 CRACK SEAL STREET SUMMARY**

| <b>MAP AREA</b>      | <b>Length<br/>(miles)</b> | <b>CS MATERIAL<br/>(LBS)</b> |
|----------------------|---------------------------|------------------------------|
| MAP AREA A           | 1.39                      | 4,184                        |
| MAP AREA B           | 2.18                      | 18,253                       |
| MAP AREA C           | 2.51                      | 13,507                       |
| MAP AREA D           | 4.31                      | 35,888                       |
| MAP AREA E           | 3.31                      | 22,089                       |
| <b>PROJECT TOTAL</b> | <b>13.70</b>              | <b>93,920</b>                |

**MAP AREA A**

| <b>Subdivision</b>      | <b>Street</b>                                       | <b>Concrete<br/>Curb<br/>(yes/no)</b> | <b>Length<br/>(miles)</b> | <b>CS MATERIAL<br/>(LBS)</b> |
|-------------------------|---|---------------------------------------|---------------------------|------------------------------|
| MSA - TIGER STREET      | TIGER STREET (173RD AVE. / CR 83)                   | NO                                    | 0.41                      | 1,048                        |
|                         | <i>MSA - TIGER STREET TOTAL</i>                     |                                       | <i>0.41</i>               | <i>1,048</i>                 |
| NORTHFORK ITASCA POINT  | 159TH LANE (ANDRIE ST. / CDS)                       | NO                                    | 0.20                      | 672                          |
|                         | <i>NORTHFORK ITASCA POINT TOTAL</i>                 |                                       | <i>0.20</i>               | <i>672</i>                   |
| NORTHFORK ST. ANDREWS   | INVERNESS COURT (INVERNESS LN. / CDS)               | NO                                    | 0.06                      | 263                          |
|                         | ST. ANDREWS COURT (ST. ANDREWS LN. / CDS)           | NO                                    | 0.10                      | 388                          |
|                         | ST. ANDREWS LANE (INVERNESS LN. / ST. ANDREWS CRT.) | NO                                    | 0.15                      | 447                          |
|                         | ST. ANDREWS LANE (ST. ANDREWS CRT. / SE. EOP)       | NO                                    | 0.47                      | 1,366                        |
|                         | <i>NORTHFORK ST. ANDREWS TOTAL</i>                  |                                       | <i>0.78</i>               | <i>2,464</i>                 |
| <b>MAP AREA A TOTAL</b> |   |                                       | <b>1.39</b>               | <b>4,184</b>                 |

**Map Area B**

| <b>Subdivision</b>         | <b>Street</b>                             | <b>Concrete<br/>Curb<br/>(yes/no)</b> | <b>Length<br/>(miles)</b> | <b>CS MATERIAL<br/>(LBS)</b> |
|----------------------------|---|---------------------------------------|---------------------------|------------------------------|
| ANDERSON ESTATES           | 171ST AVENUE (E. EOP / BISON ST.)         | NO                                    | 0.03                      | 145                          |
|                            | BISON STREET (S. EOP / 171ST AVE.)        | NO                                    | 0.19                      | 1,191                        |
|                            | <i>ANDERSON ESTATES TOTAL</i>             |                                       | <i>0.22</i>               | <i>1,336</i>                 |
| BROOKFIELD 2ND             | 167TH COURT (LIMONITE ST. / E. EOP)       | YES                                   | 0.02                      | 231                          |
|                            | 167TH TERRACE (LIMONITE ST. / CDS)        | YES                                   | 0.13                      | 1,582                        |
|                            | LIMONITE STREET (168TH AVE. / 167TH TER.) | YES                                   | 0.25                      | 2,734                        |
|                            | OLIVINE STREET (167TH TER. / 170TH TR.)   | YES                                   | 0.05                      | 430                          |
|                            | <i>BROOKFIELD 2ND TOTAL</i>               |                                       | <i>0.45</i>               | <i>4,977</i>                 |
| BROOKFIELD 2ND/3RD         | 170TH TRAIL (MARBLE ST. / E. EOP)         | YES                                   | 0.31                      | 2,540                        |
|                            | 170TH TRAIL (OLIVINE ST. / MARBLE ST.)    | YES                                   | 0.15                      | 1,217                        |
|                            | <i>BROOKFIELD 2ND/3RD TOTAL</i>           |                                       | <i>0.46</i>               | <i>3,757</i>                 |
| BROOKFIELD 3RD             | MARBLE STREET (167TH TER. / 170TH TR.)    | YES                                   | 0.12                      | 950                          |
|                            | <i>BROOKFIELD 3RD TOTAL</i>               |                                       | <i>0.12</i>               | <i>950</i>                   |
| GERBERTS ADDITION          | JASPAR STREET (166TH AVE. / CDS)          | NO                                    | 0.14                      | 836                          |
|                            | <i>GERBERTS ADDITION TOTAL</i>            |                                       | <i>0.14</i>               | <i>836</i>                   |
| MSA - 166TH / 167TH AVENUE | 166TH AVENUE (QUARTZ ST. / E SEC. LINE)   | NO                                    | 0.17                      | 769                          |
|                            | 166TH AVENUE (W. SEC. LINE / JASPAR ST.)  | YES                                   | 0.25                      | 2,789                        |
|                            | 167TH AVENUE (JASPAR ST. / CSAH 5)        | YES                                   | 0.30                      | 2,540                        |
|                            | <i>MSA - 166TH / 167TH AVENUE TOTAL</i>   |                                       | <i>0.72</i>               | <i>6,098</i>                 |
| RABBIT RUN                 | QUICKSILVER STREET (167TH AVE. / CDS)     | NO                                    | 0.06                      | 299                          |
|                            | <i>RABBIT RUN TOTAL</i>                   |                                       | <i>0.06</i>               | <i>299</i>                   |
| <b>MAP AREA B TOTAL</b>    |   |                                       | <b>2.18</b>               | <b>18,253</b>                |

| Map Area C              |   |                        |                |                   |
|-------------------------|---|------------------------|----------------|-------------------|
| Subdivision             | Street  | Concrete Curb (yes/no) | Length (miles) | CS MATERIAL (LBS) |
| MSA - 161ST AVENUE      | 161ST AVENUE (VARIOLITE ST. / RHINESTONE ST.) | YES                    | 0.20           | 2,245             |
|                         | <i>MSA - 161ST AVENUE TOTAL</i>               |                        | <i>0.20</i>    | <i>2,245</i>      |
| MSA - ALPINE DRIVE      | ALPINE DRIVE (CR 83 / VARIOLITE ST.)          | YES                    | 0.63           | 5,507             |
|                         | <i>MSA - ALPINE DRIVE TOTAL</i>               |                        | <i>0.63</i>    | <i>5,507</i>      |
| PINEVIEW ESTATES        | 149TH AVENUE (URANIMITE ST. / RAMSEY BLVD.)   | NO                     | 0.45           | 1,530             |
|                         | 149TH LANE (W. EOP / CDS)                     | NO                     | 0.47           | 1,742             |
|                         | PERIDOT STREET (149TH AVE. / 150TH LN.)       | NO                     | 0.17           | 619               |
|                         | <i>PINEVIEW ESTATES TOTAL</i>                 |                        | <i>1.09</i>    | <i>3,891</i>      |
| TRAPROCK COMMONS        | 158TH AVENUE (TRAPROCK ST. / VARIOLITE ST.)   | NO                     | 0.08           | 259               |
|                         | TRAPROCK STREET (155TH AVE. / 158TH AVE.)     | NO                     | 0.37           | 1,139             |
|                         | TRAPROCK STREET (158TH AVE. / CDS)            | NO                     | 0.13           | 466               |
|                         | <i>TRAPROCK COMMONS TOTAL</i>                 |                        | <i>0.59</i>    | <i>1,864</i>      |
| <b>MAP AREA C TOTAL</b> |   |                        | <b>2.51</b>    | <b>13,507</b>     |

| Map Area D                       |   |                        |                |                   |
|----------------------------------|---|------------------------|----------------|-------------------|
| Subdivision                      | Street  | Concrete Curb (yes/no) | Length (miles) | CS MATERIAL (LBS) |
| BUSINESS PARK 95                 | McKINLEY STREET (UNITY ST. / 400 FT. E. OF SUNFISH LAKE BLVD) | YES                    | 0.11           | 675               |
|                                  | UNITY STREET (CR 116 / McKINLEY ST.)                          | YES                    | 0.31           | 1,816             |
|                                  | McKINLEY STREET (UNITY ST. / CDS)                             | YES                    | 0.29           | 1,877             |
|                                  | 140TH AVENUE (RADIUM ST. / UNITY ST.)                         | YES                    | 0.18           | 1,093             |
|                                  | RADIUM STREET (McKINLEY ST. / 140TH AVE.)                     | YES                    | 0.23           | 1,401             |
|                                  | <i>BUSINESS PARK 95 TOTAL</i>                                 |                        | <i>1.12</i>    | <i>6,861</i>      |
| FERRUM 1ST & 2ND                 | AZURITE STREET (McKINLEY ST. / 141ST AVE.)                    | YES                    | 0.17           | 1,540             |
|                                  | <i>FERRUM 1ST &amp; 2ND TOTAL</i>                             |                        | <i>0.17</i>    | <i>1,540</i>      |
| GATEWAY INDUSTRIAL PARK          | LIMONITE STREET (143RD AVE. / 280' N. OF 142ND AVE.)          | YES                    | 0.07           | 687               |
|                                  | <i>SUBDIVISION TOTALS</i>                                     |                        | <i>0.07</i>    | <i>687</i>        |
| MSA - RIVERDALE DRIVE            | RIVERDALE DRIVE (DOLOMITE ST. / SUNFISH LAKE BLVD.)           | YES                    | 0.38           | 2,085             |
|                                  | RIVERDALE DRIVE (FELDSPAR ST. / DOLOMITE ST.)                 | YES                    | 0.18           | 981               |
|                                  | <i>MSA - RIVERDALE DRIVE TOTAL</i>                            |                        | <i>0.56</i>    | <i>3,066</i>      |
| MSA - SUNWOOD DRIVE              | SUNWOOD DRIVE (CR 116 / CR 56)                                | YES                    | 0.57           | 5,352             |
|                                  | SUNWOOD DRIVE (CR 83 / ZEOLITE ST.)                           | YES                    | 0.41           | 5,000             |
|                                  | SUNWOOD DRIVE (CR 116 / CR 57)                                | YES                    | 0.46           | 3,135             |
|                                  | SUNWOOD DRIVE (ERKIUM ST. / TH 47)                            | YES                    | 0.27           | 1,833             |
|                                  | SUNWOOD DRIVE (PERIDOT ST. / CR 56)                           | YES                    | 0.13           | 2,358             |
|                                  | SUNWOOD DRIVE (RHINESTONE ST. / PERIDOT ST.)                  | YES                    | 0.12           | 2,072             |
| <i>MSA - SUNWOOD DRIVE TOTAL</i> |   | <i>1.95</i>            | <i>19,750</i>  |                   |
| OAKRIDGE INDUSTRIAL PARK         | SUNFISH LAKE COURT (CR 57 / E. CDS)                           | YES                    | 0.07           | 727               |
|                                  | <i>OAKRIDGE INDUSTRIAL PARK TOTAL</i>                         |                        | <i>0.07</i>    | <i>727</i>        |
| RIVERWALK VILLAGE                | RIVLYN AVENUE (W. EOP / CDS)                                  | YES                    | 0.10           | 596               |
|                                  | <i>RIVERWALK VILLAGE TOTAL</i>                                |                        | <i>0.10</i>    | <i>596</i>        |
| SUNFISH GATEWAY BUSINESS PARK    | 140TH COURT (CR 57 / CDS)                                     | YES                    | 0.10           | 777               |
|                                  | <i>SUNFISH GATEWAY BUSINESS PARK TOTAL</i>                    |                        | <i>0.10</i>    | <i>777</i>        |
| SUNFISH LAKE BUSINESS PARK 3RD   | 144TH AVENUE (SUNFISH LAKE BLVD. / AZURITE ST.)               | YES                    | 0.16           | 1,884             |
|                                  | <i>SUNFISH LAKE BUSINESS PARK 3RD TOTAL</i>                   |                        | <i>0.16</i>    | <i>1,884</i>      |
| <b>MAP AREA D TOTAL</b>          |   |                        | <b>4.31</b>    | <b>35,888</b>     |

| Map Area E                    |   |                        |                |                   |
|-------------------------------|---|------------------------|----------------|-------------------|
| Subdivision                   | Street  | Concrete Curb (yes/no) | Length (miles) | CS MATERIAL (LBS) |
| AMBER RIDGE 2ND               | ARGON STREET (N. EOP / CDS)                             | YES                    | 0.07           | 646               |
|                               | <i>AMBER RIDGE 2ND TOTAL</i>                            |                        | <i>0.07</i>    | <i>646</i>        |
| BIRCH HILL LODGES             | COBALT STREET (SUNWOOD DR. / S. EOP)                    | YES                    | 0.14           | 1,150             |
|                               | <i>BIRCH HILL LODGES TOTAL</i>                          |                        | <i>0.14</i>    | <i>1,150</i>      |
| EVERGREEN POINT TOWNHOMES     | FLUORINE STREET (ALPINE DR. / N. EOP)                   | YES                    | 0.10           | 1,106             |
|                               | GERMANIUM STREET (ALPINE DR. / W. EOP)                  | YES                    | 0.10           | 1,097             |
|                               | <i>EVERGREEN POINT TOWNHOMES TOTAL</i>                  |                        | <i>0.20</i>    | <i>2,203</i>      |
| EVERGREEN POINT TOWNHOMES 2ND | 154TH LANE (FLUORINE ST. / W. EOP)                      | YES                    | 0.04           | 415               |
|                               | FLUORINE STREET (154TH LN. / S. EOP)                    | YES                    | 0.12           | 1,300             |
|                               | <i>EVERGREEN POINT TOWNHOMES 2ND TOTAL</i>              |                        | <i>0.16</i>    | <i>1,715</i>      |
| HARVEST ESTATES               | 152ND COURT (HELIUM ST. / CDS)                          | YES                    | 0.13           | 837               |
|                               | 152ND LANE (HELIUM ST. / W. EOP)                        | YES                    | 0.11           | 639               |
|                               | 152ND TERRACE (152ND CRT. / CDS)                        | YES                    | 0.03           | 220               |
|                               | <i>HARVEST ESTATES TOTAL</i>                            |                        | <i>0.27</i>    | <i>1,697</i>      |
| MALLARD PONDS                 | 140TH AVENUE (DYSPROSIUM ST. / CDS)                     | YES                    | 0.05           | 382               |
|                               | <i>MALLARD PONDS TOTAL</i>                              |                        | <i>0.05</i>    | <i>382</i>        |
| MSA - 156TH LANE              | 156TH LANE (JUNIPER RIDGE DR. / W. EOP REILLEY ESTATES) | NO                     | 0.20           | 554               |
|                               | <i>MSA - 156TH LANE TOTAL</i>                           |                        | <i>0.20</i>    | <i>554</i>        |
| RAMSEY MEADOWS 2ND            | 150TH LANE (W. EOP / CDS)                               | YES                    | 0.06           | 404               |
|                               | FLUORINE STREET (149TH LN. / CDS)                       | YES                    | 0.04           | 405               |
|                               | <i>RAMSEY MEADOWS 2ND TOTAL</i>                         |                        | <i>0.10</i>    | <i>809</i>        |
| REILLEY ESTATES               | JUNIPER RIDGE DRIVE (156TH LN. / N. EOP)                | NO                     | 0.37           | 1,174             |
|                               | SALISH STREET (JUNIPER RIDGE DR. / CDS)                 | NO                     | 0.05           | 355               |
|                               | WACO STREET (S. EOP / JUNIPER RIDGE DR.)                | NO                     | 0.03           | 108               |
|                               | <i>REILLEY ESTATES TOTAL</i>                            |                        | <i>0.46</i>    | <i>1,637</i>      |
| REILLEY ESTATES 2ND           | JUNIPER RIDGE DRIVE (CDS / EOP)                         | NO                     | 0.28           | 962               |
|                               | YAKIMA STREET (SW. EOP / JUNIPER RIDGE DR.)             | NO                     | 0.03           | 105               |
|                               | <i>REILLEY ESTATES 2ND TOTAL</i>                        |                        | <i>0.31</i>    | <i>1,067</i>      |
| REILLEY ESTATES 3RD           | 157TH LANE (YAKIMA ST. / CDS)                           | NO                     | 0.05           | 252               |
|                               | YAKIMA STREET (S. EOP / N. EOP)                         | NO                     | 0.21           | 666               |
|                               | <i>REILLEY ESTATES 3RD TOTAL</i>                        |                        | <i>0.26</i>    | <i>918</i>        |
| WILDLIFE SANCTUARY 2ND        | 156TH LANE (IODINE ST. / CDS)                           | YES                    | 0.10           | 943               |
|                               | 156TH LANE (TH 47 / IODINE ST.)                         | YES                    | 0.08           | 634               |
|                               | 157TH AVENUE (156TH LN. / KRYPTON ST.)                  | YES                    | 0.11           | 874               |
|                               | 157TH AVENUE (KRYPTON ST. / CDS)                        | YES                    | 0.05           | 559               |
|                               | IODINE COURT (IODINE ST. / CDS)                         | YES                    | 0.04           | 417               |
|                               | IODINE STREET (156TH LN. / S. EOP)                      | YES                    | 0.18           | 1,450             |
|                               | <i>WILDLIFE SANCTUARY 2ND TOTAL</i>                     |                        | <i>0.55</i>    | <i>4,877</i>      |
| WILDLIFE SANCTUARY 3RD        | 154TH LANE (KRYPTON ST. / E. EOP)                       | YES                    | 0.04           | 325               |
|                               | 155TH LANE (KRYPTON ST. / IODINE ST.)                   | YES                    | 0.10           | 783               |
|                               | 155TH LANE (KRYPTON ST. / W. EOP)                       | YES                    | 0.10           | 805               |
|                               | KRYPTON STREET (155TH LN. / CDS)                        | YES                    | 0.06           | 580               |
|                               | KRYPTON STREET (ALPINE DR. / 155TH LN.)                 | YES                    | 0.24           | 1,942             |
|                               | <i>WILDLIFE SANCTUARY 3RD TOTAL</i>                     |                        | <i>0.53</i>    | <i>4,435</i>      |
| <b>MAP AREA E TOTAL</b>       |   |                        | <b>3.31</b>    | <b>22,089</b>     |

**Public Works Committee****Meeting Date:** 01/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11

**Purpose/Background:****Purpose:**

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11.

**Background:**

The 2024 – 2033 Capital Improvement Program (CIP) identifies Alpine Drive between Puma Street and Armstrong Boulevard (CSAH 83) for street reconstruction in 2024. Additionally, the CIP identifies extension of trunk watermain between Armstrong Boulevard and Puma Street to complete a critical watermain loop. The street totals approximately 3,600 lineal feet (0.68 miles) in length, and is 32 feet wide as measured to the face of curb.

Project History

On June 13, 2023, the Ramsey City Council adopted Resolution #23-130, accepting and awarding a proposal to Bolton & Menk, Inc. for topographic survey of the project area.

On June 27, 2023, the Ramsey City Council adopted Resolution #23-129, accepting and awarding a proposal to Independent Testing Technologies Inc. for a geotechnical report of the project area.

On August 22, 2023, the Ramsey City Council adopted Resolution #23-201, ordering plans and specifications for MSA Alpine Drive Reconstruction, Improvement Project #24-11.

On November 14, 2023, the Ramsey City Council adopted Resolution #23-282, accepting and awarding a proposal to American Engineering Testing, Inc. for a stabilized full-depth reclamation mix design for the project.

Pavement History

- 1977 Construction
- 1981 & 1989 Crack Seal / Seal Coat
- 2002 Mill & Overlay
- 2007 & 2017 Crack Seal / Seal Coat
- 2023 PASER Value of 3
- Ground Penetrating Radar Results
  - 4.8-inch HMA average thickness
  - 4.2-inch aggregate base average thickness
  - 9.0-inch average section thickness

Proposed Improvements

This project proposes to reconstruct Alpine Drive between Puma Street and approximately 400 feet west of Armstrong Boulevard (CSAH 83) where it will tie into the new pavement section built by Anoka County in 2023 as part of the Armstrong Boulevard and Alpine Drive roundabout project.

City trunk watermain was also extended to the west side of Armstrong Boulevard as part of the 2023 roundabout

project, to avoid future impacts. Watermain exists on the west end of the project area, and sanitary sewer also exists near the west end of the proposed project area. The subdivisions on both sides of Alpine Drive are not within the MUSA. Sanitary sewer is not proposed to be extended. However, trunk watermain is proposed to be extended between Armstrong Boulevard and Puma Street to provide a critical trunk watermain loop connection as all water west of Armstrong Boulevard, north of 147<sup>th</sup> Avenue, is currently served by one trunk line. This is also identified in the 2040 Comprehensive Plan Water Plan.

During design, the majority of concrete curb and gutter was found to be in good condition, however on the east block of the project all concrete curb and gutter is proposed to be replaced. The trunk watermain construction will be via directional drilling, which will allow for spot concrete curb and gutter replacements on the rest of the project. No service connections are proposed with this project.

Alpine Drive is a Municipal State Aid (MSA) street and must comply with State Aid design requirements. MSA design requires a 10-ton pavement strength design. This is proposed to be achieved using a 5-inch thick stabilized full-depth reclamation (SFDR) under 4-inches of new bituminous pavement.

An existing bituminous trail runs in the boulevard along the north side of Alpine Drive throughout the entire project area. In general, this project does not propose any improvements to the trail, which has existing pedestrian ramps, generally compliant with current ADA requirements. During design, Staff found drainage issues at two side streets, Iguana Street and Kangaroo Street. Drainage improvements will require replacing the concrete curb and gutter around the radii to the side streets, and result in three pedestrian ramps being replaced as well.

Stormwater runoff along Alpine Drive is handled by carrying water in the curb and gutter to the adjacent neighborhood streets and associated drainage swales, eventually carrying runoff to existing low areas within drainage and utility easements. MSA approval requires storm water analysis, which Staff is currently working through. No additional improvement to the storm sewer system, such as adding curb inlets, are anticipated.

#### Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes advertisement for bids
  - January 23, 2024
- Staff receives bids
  - March 20, 2024
- Council awards contract to the lowest responsible bidder
  - March 26, 2024
- Contractor begins construction
  - On or around May 1, 2024 (dependent on contractor's schedule)
- Substantial completion
  - August 2, 2024
- Final completion
  - August 31, 2024

#### Additional Permitting

Plans are currently being routed through State Aid for approval, which is required before project bids can be accepted. Staff does not anticipate significant comments from State Aid, which could require moving the proposed project bid opening date out.

A Minnesota Department of Health Water Extension Permit will be required before completing the trunk watermain extension. This permit is required before work begins on the watermain construction and is not tied to bidding the project.

Full plans are not attached to this case to prevent potential bidders from downloading plans attached to the case to prepare and submit their bids, rather than purchasing the plans through QuestCDN, the electronic bidding software used by the City of Ramsey. This ensures all bidders are bidding off the same set of plans, and all bidders are notified of any plan revisions (addenda) issued during the bidding process. Attached is the title sheet

showing the scope of the improvements, as well as a plan sheet showing the typical sections, which includes information on the proposed pavement section. Plans are available upon request from the City Engineer.

**Notification:**

Notifications is not required with this case.

**Time Frame/Observations/Alternatives:**

**Timeframe:**

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

**Alternatives:**

Alternative #1 – Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11.

Alternative #2 – Motion of other.

**Funding Source:**

Funding for this improvement is proposed to come from Municipal State Aid Funds and Water Utility Funds. Funds below include 23-percent indirect costs for administrative, engineering, finance, and legal costs.

| Municipal State Aid Funds | Water Utility Funds | Total Project Funds |  |
|---------------------------|---------------------|---------------------|--|
| \$619,610.66              | \$589,972.58        | \$1,209,583.23      |  |

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

**Action:**

Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for MSA Alpine Drive Reconstruction, Improvement Project #24-11.

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**Attachments**

- 24-11 Title Sheet
- 24-11 Typical Section
- 24-11 Street Summary

**Form Review**

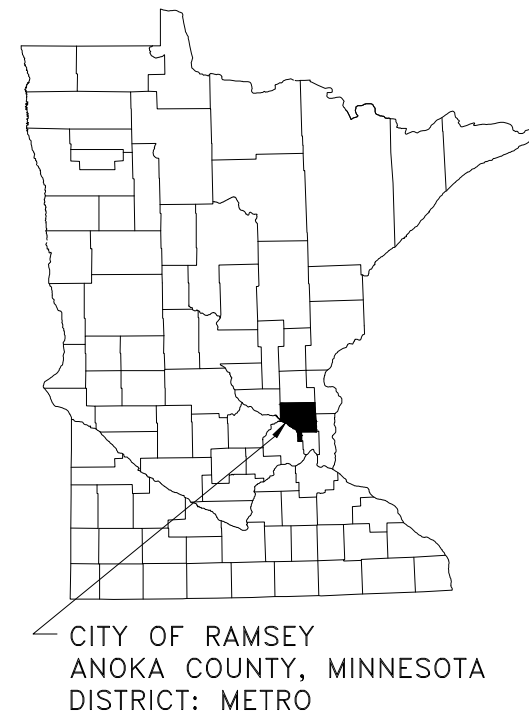
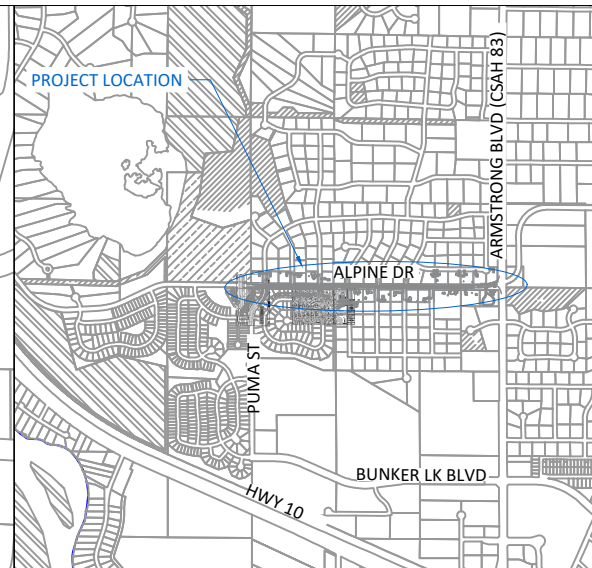
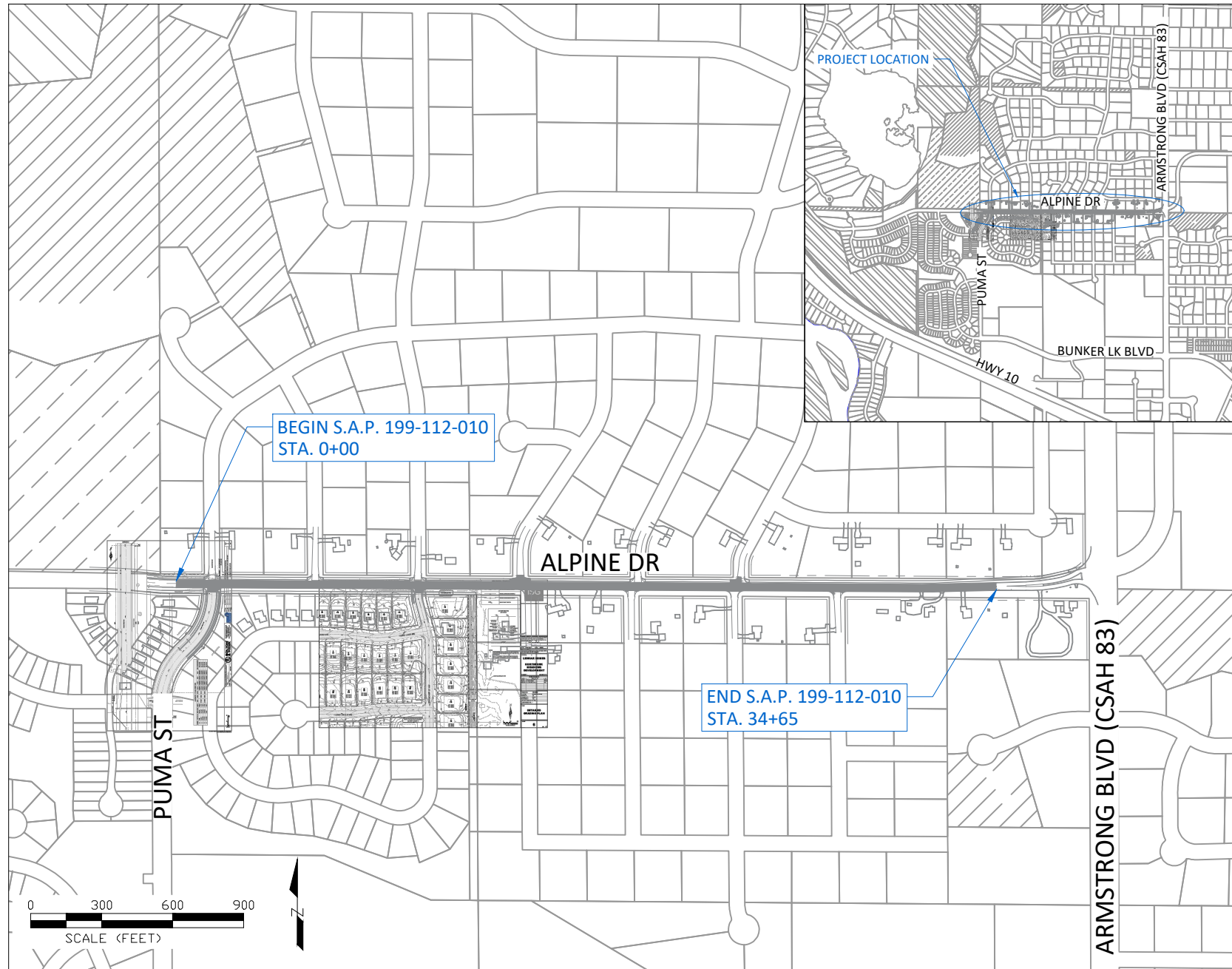
| Inbox                           | Reviewed By  | Date                            |
|---------------------------------|--------------|---------------------------------|
| Bruce Westby                    | Bruce Westby | 01/11/2024 10:09 AM             |
| Brian Hagen                     | Brian Hagen  | 01/11/2024 10:56 AM             |
| Form Started By: Joe Feriancek  |              | Started On: 01/09/2024 08:53 AM |
| Final Approval Date: 01/11/2024 |              |                                 |

# CITY OF RAMSEY

## ALPINE DRIVE MSA (PUMA STREET TO CSAH 83) RECONSTRUCTION

### CITY IMPROVEMENT PROJECT NO. 24-11

S.A.P. 199-112-010 LOCATED ON ALPINE DRIVE BETWEEN PUMA STREET AND ARMSTRONG BOULEVARD (CSAH 83)  
FROM NW 1/4 OF THE S 1/2 OF S20, T32, R25 TO NE 1/4 OF THE S 1/2 OF S20, T32, R25



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

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



Call before you dig  
811  
651 454-0002 Metro  
800 252-1166 Outstate  
www.gopherstateonecall.org

## GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND THE "SUPPLEMENTAL SPECIFICATIONS" DATED SEPTEMBER 2022 SHALL GOVERN.

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

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

### SHEET INDEX

THIS PLAN CONTAINS 32 SHEETS

#### SHEET No. DESCRIPTION

|       |                                   |
|-------|-----------------------------------|
| 01    | TITLE SHEET                       |
| 02    | STATEMENT OF ESTIMATED QUANTITIES |
| 03    | TABULATIONS                       |
| 04    | ALIGNMENT LAYOUT                  |
| 05    | TYPICAL SECTION                   |
| 06    | CITY DETAILS                      |
| 07    | INTERSECTION DETAILS              |
| 08-13 | MNDOT PEDESTRIAN RAMP DETAILS     |
| 14-15 | SWPPP                             |
| 16-17 | EROSION CONTROL                   |
| 18-19 | REMOVALS                          |
| 20-23 | STREET IMPROVEMENTS               |
| 24    | PAVEMENT MARKING PLAN             |
| 25-31 | CROSS SECTIONS                    |

#### LEGEND

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

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

*Joe Feriancek*  
JOE FERIANCEK, P.E.      57095      DATE 01/08/24  
LIC. NO.

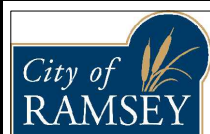
APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
CITY ENGINEER, CITY OF RAMSEY

DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY      DATE \_\_\_\_\_

STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING      DATE \_\_\_\_\_

SHEET 01 OF 32 SHEETS

| PROJECT                      | STA. TO STA.                                       | GROSS LENGTH | BRIDGE LENGTH | NET LENGTH | NET LENGTH (MILES) | ADT (2022) | ADT (2042) | DESIGN ESAL | R VALUE | TON DESIGN | DESIGN SPEED | NUMBER OF LANES | WIDTH OF LANES | FUNCTIONAL CLASSIFICATION |
|------------------------------|--|--------------|---------------|------------|--------------------|------------|------------|-------------|---------|------------|--------------|-----------------|----------------|---------------------------|
| S.A.P. 199-112-010 ALPINE DR | 0+00 TO 34+65                                      | 3,465 FT     | 0 FT          | 3,465 FT   | 0.66 MI            | 2,855      | 3,900      | 374,000     | 70      | 10         | 40 MPH       | 2               | 16'            | COLLECTOR                 |
| TRAIL ALPINE DR (NORTH SIDE) | 14+09 TO 14+36<br>14+72 TO 14+97<br>23+40 TO 23+68 | 80 FT        | 0 FT          | 80 FT      | 0.02 MI            | N/A        | N/A        | N/A         | 50      | N/A        | 20 MPH       | 1               | 10'            | TRAIL                     |

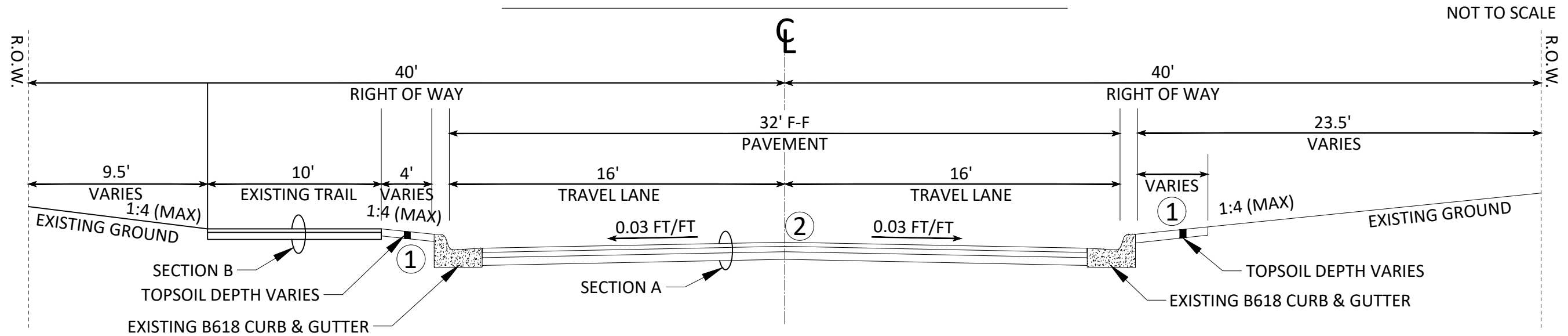


CITY OF RAMSEY  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

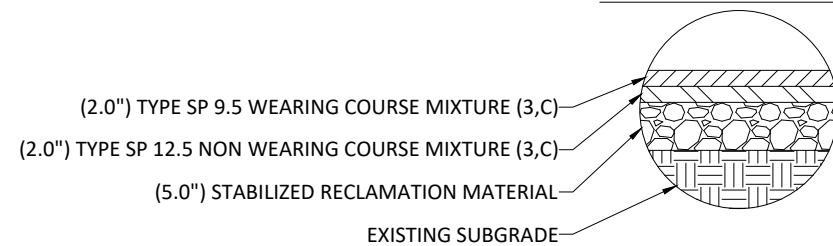
SAP 199-112-010

| DATE | REVISION |
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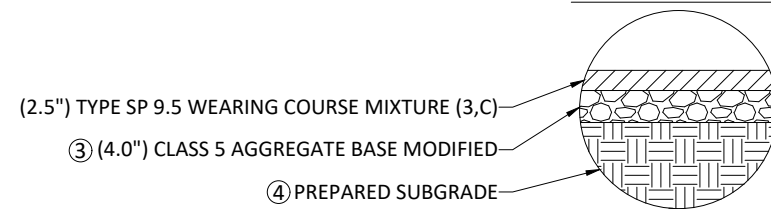
# TYPICAL SECTION: RECONSTRUCTION



SECTION A: ROADWAY



SECTION B: TRAIL



## REFERENCE NOTES:

- ① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING A MINIMUM OF 4" TOPSOIL AND HYDROSEED WITH MNDOT SEED MIXTURE 25-151. SEE CITY DETAIL ERO-6 FOR TOPSOIL REQUIREMENTS.
- ② BITUMINOUS PAVEMENT SHALL BE INSTALLED ON COMPACTED, IN PLACE, STABILIZED RECLAIM MATERIAL
- ③ MODIFY CLASS 5 AGGREGATE BASE PER CITY STANDARD DETAIL STR-26. SEE SHEET 09. RECYCLED RECLAMATION MATERIAL MEETING STR-26 MAY BE USED AS AGGREGATE BASE.
- ④ CONTRACTOR SHALL SCARIFY AND COMPACT, ACCORDING TO THE SPECIFIED DENSITY METHOD, THE TOP 12 INCHES OF MATERIAL PRIOR TO PLACING CLASS 5 AGGREGATE BASE. THIS PROCESS SHALL BE INCIDENTAL TO THE SUBGRADE PREPARATION PAY ITEM.

| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |

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

*Joe Feriancek*  
 JOE FERIANCEK  
 Date 01/08/24 Lic. No. 57095

DESIGNED BY: LWC  
 DRAWN BY: LWC DATE: 01/08/24  
 CHECKED BY: JJF FILE: 24-11



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

TYPICAL SECTION

ALPINE DRIVE MSA (PUMA STREET TO CSAH 83)  
 RECONSTRUCTION  
 CITY PROJECT NO. 24-11  
 CITY OF RAMSEY, MINNESOTA

SHEET 05 OF 32 SHEETS

**24-11 Alpine Dr MSA (Puma St to CSAH 83) Street Reconstruction**

| Street                           | Segment Description  | Length (feet) | Section (Urban / Rural) | 2023 PASER  | Year Built | Maint. 1   | Maint. 2   | Maint. 3   | Maint. 4   | Maint. 5   | Avg HMA (inches) | Avg Agg. Base (inches) | Avg Section (inches) |
|----------------------------------|--|---------------|-------------------------|---|------------|------------|------------|------------|------------|------------|------------------|------------------------|----------------------|
| Alpine Dr                        | Puma Street / 400 feet west of Armstrong Bouelvard (CSAH 83) | 3571          | Urban                   | 3   | 1977       | SC<br>1981 | SC<br>1989 | OL<br>2002 | SC<br>2007 | SC<br>2017 | 4.8              | 4.2                    | 9.0                  |
| <i>Alpine Drive Total Length</i> |  | 3571          | 0.68 mi.                | <i>*GPR not available, depth based off asbuilts</i> |            |            |            |            |            |            |                  |                        |                      |

**Public Works Committee****Meeting Date:** 01/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Juniper Woods 1st – 3rd Street Reconstructions, Improvement Project #24-12

**Purpose/Background:****Purpose:**

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for Juniper Woods 1st – 3rd Street Reconstructions, Improvement Project #24-12.

**Background:**

City Improvement Project #24-12 proposes to reconstruct the streets within the Juniper Woods 1st, 2nd, and 3rd subdivision, generally located south of Alpine Drive between Tonto Street and Ute Street. The 2024 – 2033 Capital Improvement Plan (CIP) identifies these streets for reconstruction in 2024. Street segment summaries are attached to this case.

Existing Conditions

The streets are 31-foot wide urban section with concrete curb and gutter, totaling 0.75 miles in length. Traffic counts have not been taken, but Staff anticipates typical neighborhood traffic levels due to the location of the subdivision and lack of destinations in the area.

The existing pavement section is approximately 2.3-inches of bituminous over 4.3-inches aggregate base, for an average total section thickness of 6.6-inches.

Sanitary sewer, watermain, and storm sewer exist within the project area. During the summer of 2023, watermain leak testing was performed across the City. No issues were found within this subdivision. As part of preliminary design, televising of the sanitary and storm sewers was performed. No issues were found with the sanitary sewer.

During review of the storm sewer, a broken pipe and a large root ball were discovered. This occurred on the storm sewer pipe which carries back yard drainage between the properties at 15190 and 15200 Ute Street. Replacing the pipe will require removal of at least one tree, and require the properties owners to move the chain link fence which runs over the pipe. All work is proposed to occur within drainage & utility easement, and the fence will be allowed to be replaced after the storm sewer work is complete. Staff is coordinating moving the fence with the property owners. There are two other short runs of pipe which will require replacement, but occur under the street.

Project History

- 2024 – 2033 Capital Improvement Program – listed as street reconstruction for 2024.
- June 13, 2023, Resolution #23-130 the Ramsey City Council accepted proposals for topographic survey of the project area.
- June 27, 2023, Resolution #23-129 the Ramsey City Council accepted proposals for geotechnical report of the project area.
- August 22, 2023, Resolution #23-202 the Ramsey City Council ordered Staff to prepare plans and specifications.

- October 10, 2023, Resolution #23-252 the Ramsey City Council accepted proposals for sewer cleaning and televising.

### Pavement History

The streets within Juniper Woods 1<sup>st</sup> and 2<sup>nd</sup> were built in 1990, and Juniper Woods 3<sup>rd</sup> was built in 1993. Since construction, the only large pavement maintenance was crack seal / seal coat improvements to 1<sup>st</sup> and 2<sup>nd</sup> additions in 1995, and crack seal / seal coat improvements to all the streets in 2001. Maintenance crews have performed patching as needed over the last several years. 150<sup>th</sup> Lane in particular has received pothole patching on an annual basis for several years.

### Proposed Improvements

Staff review of the geotechnical report found generally sandy subsoil make up the roadway embankment throughout the project area, which are excellent for both utility installation and roadway support.

As mentioned previously, storm sewer utility improvements are proposed to be limited to three short runs of storm sewer piping. Additionally, catch basins will be re-grouted as part of the project. Additionally, the project proposes replacing the existing sanitary sewer castings which are no longer specified, to the new castings.

In general, the existing concrete curb and gutter is in good condition, only spot replacements are proposed. Restoration of the impacted boulevard areas will include a minimum of 4-inches topsoil and hydroseed with a residential turf seed mix.

Because of the existing pavement section thickness, and the excellent sand subsoils, Staff is proposing a reclamation rehabilitation for this project. This will include reclaiming (grinding up) the existing bituminous pavement and underlying aggregate base, approximately 6.5-inches thick. 2.5-inches of excess material will be removed, with the remaining 4-inches being shaped and compacted to remain as the new aggregate base. Finally, 2.5-inches of new bituminous will be placed on top in a single lift.

During design site review, Staff noted the 300-foot segment of Waco Street between 150<sup>th</sup> Lane and 150<sup>th</sup> Avenue are in very poor condition. This was also commented on by residents at the November 9<sup>th</sup> open house meeting held at City Hall. The remaining Waco Street north to Alpine Drive is in considerably better condition, and listed in the CIP as a street reconstruction in 2033. To avoid potentially 9 seasons of pavement patching, and bring overall cost savings to the City, Staff included this segment of Waco Street in the project.

An existing 8-foot wide bituminous trail runs in back yards from Waco Street south of 150<sup>th</sup> Lane to Alpine Drive, where there is an existing curb cut but no marked crossing or on-road pedestrian facility. The City's general budget allocated \$120,000 in 2024 to repave trails. Typically, the Parks Department sends out requests for proposals to perform this trail repaving work. Engineering and Parks Department Staff worked together and determined it would be both more efficient and cost-effective to include the trail repaving as part of this project, rather than a stand-alone project. The work will include removing approximately 12 undesirable trees which are immediately adjacent to the trail, including roots under the trail which cause trip hazards because of tenting of the pavement. The existing trail and underlying aggregate base will be reclaimed, in the same manner as the street pavement, and compacted in-place. 2.5-inches of new bituminous pavement will be placed on top, with topsoil and hydro-seeding placed on the edges to taper into the existing ground. ADA compliant pedestrian ramps are required at the trail crossing at 150<sup>th</sup> Lane. The project is proposing to remove the curb cut at Alpine Drive, which is mid-block and has no landing on the north side of Alpine Drive. An 8-foot trail will be extended in the south boulevard of Alpine Drive over to Ute Street, approximately 150 feet east. A pedestrian ramp will be placed at Ute Street, lining up with the pedestrian ramp on the north side of Alpine Drive. Staff is proposing to bid the trail as an alternate bid, to split out the cost, in case the bid prices come in higher than the \$120,000 budgeted funds allow for.

### Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes ad for bids

- January 23, 2024
- Staff receives bids
  - March 4, 2024
- Council awards contract to the lowest responsible bidder
  - March 12, 2024
- Contractor begins construction
  - Spring 2024
- Contractor substantially completes construction
  - New bituminous pavement in-place, topsoil and seed in-place
  - August 2, 2024
- Contractor final completion
  - Verify final restoration; punch list created
  - August 31, 2024

Final plans are not attached to this case. Attached is the title sheet showing the scope of the improvements, as well as a plan sheet showing the typical sections, which includes information on the proposed pavement section. Plans are available upon request from the City Engineer.

**Notification:**

Notification is not required for this case.

**Time Frame/Observations/Alternatives:**

**Timeframe:**

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

**Alternatives**

Alternative #1 – Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Juniper Woods 1st – 3rd Street Reconstructions, Improvement Project #24-12.

Alternative #2 – Motion of other.

**Funding Source:**

Funding for this improvement is proposed to come from Pavement Management Funds, Stormwater Utility Funds, Sanitary Sewer Utility Funds, and 2024 General Levy Budgeted Trail Funds.

Staff has completed an estimate based on final plans and anticipated 2024 construction costs, with a total estimated project cost of \$585,459.09, which includes 23-percent indirect costs for administrative, engineering, finance, and legal costs.

|   |              |
|---|--------------|
| ● Street Project Costs (PM)                   | \$417,484.14 |
| ● Trail Project Costs (General Levy)          | \$105,244.95 |
| ● Storm Sewer Project Costs (Strm. Utility)   | \$25,830.00  |
| ● Sanitary Sewer Project Costs (San. Utility) | \$36,900.00  |
| ● Total Estimated Costs                       | \$585,459.09 |

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

**Action:**

Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Juniper Woods 1st – 3rd Street Reconstructions, Improvement Project #24-12.

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**Attachments**

- 24-12 Title Sheet
- 24-12 Typical Section
- 24-12 Street Summary
- 24-12 Geotech Report

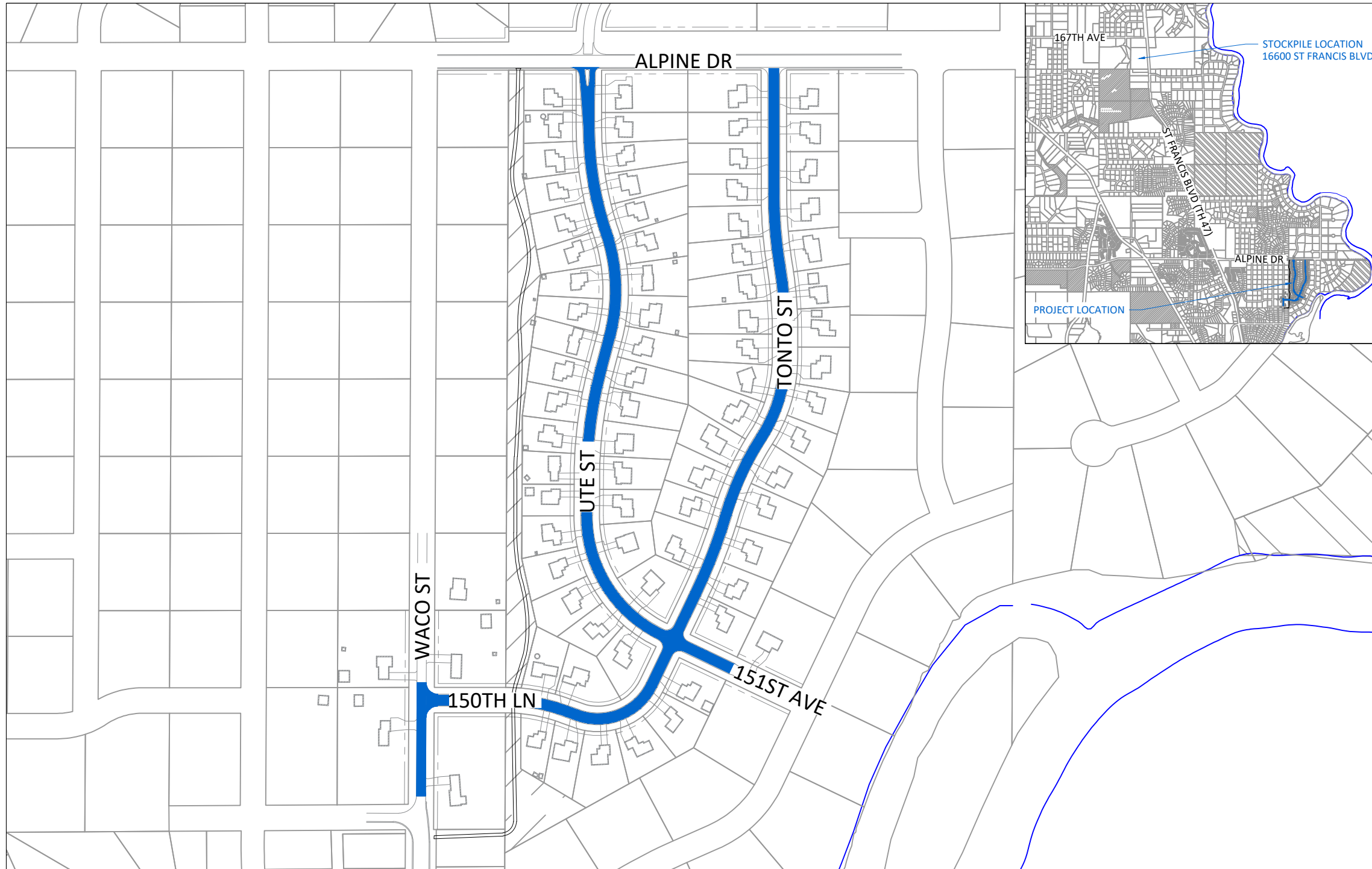
**Form Review**

| <b>Inbox</b>                    | <b>Reviewed By</b> | <b>Date</b>                     |
|---------------------------------|--------------------|---------------------------------|
| Bruce Westby                    | Bruce Westby       | 01/11/2024 10:19 AM             |
| Brian Hagen                     | Brian Hagen        | 01/11/2024 11:02 AM             |
| Form Started By: Joe Feriancek  |                    | Started On: 01/09/2024 08:55 AM |
| Final Approval Date: 01/11/2024 |                    |                                 |

# CITY OF RAMSEY

## JUNIPER WOODS 1ST - 3RD STREET RECONSTRUCTIONS

### CITY IMPROVEMENT PROJECT NO. 24-12



### GOVERNING SPECIFICATIONS

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| 15 - 17   | EROSION CONTROL                   |
| 18 - 20   | REMOVALS                          |
| 21 - 26   | STREET IMPROVEMENTS               |
| 27        | PAVEMENT MARKING                  |

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|  |                            |  |                                 |
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|  | HAND HOLE                  |  | INLET PROTECTION                |
|  | SAWCUT                     |  | MINOR CONTOUR                   |
|  | CURB & GUTTER B618         |  | MAJOR CONTOUR                   |
|  | CURB & GUTTER SURMOUNTABLE |  | DRAINAGE ARROW                  |
|  | DRIVE - BITUMINOUS         |  | WATERMAIN                       |
|  | DRIVE - CONCRETE           |  | SANITARY SEWER                  |
|  | DRIVE - GRAVEL             |  | STORM SEWER                     |
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|  | RIPRAP CLASS III           |  | PR. CONCRETE                    |
|  |                            |  | PR. SEEDING AREA                |

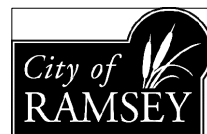
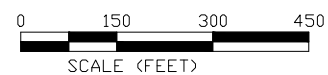
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

JOE FERIANCEK, P.E.  
ASSISTANT CITY ENGINEER

XXXXX DATE XX/XX/XX  
LIC. NO.

| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |
|      |          |

SHEET 01 OF 31 SHEETS



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

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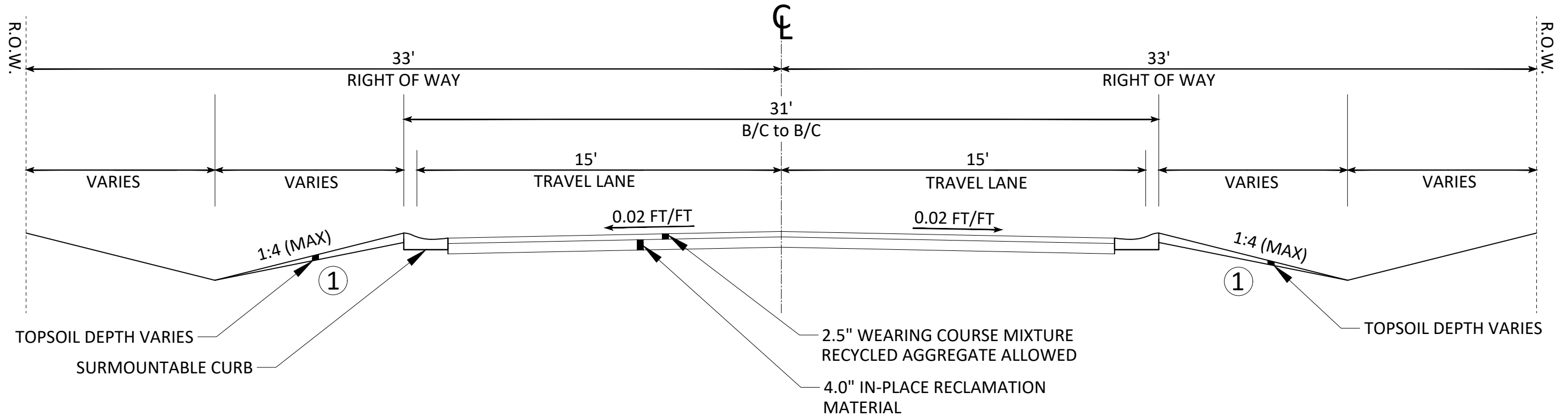
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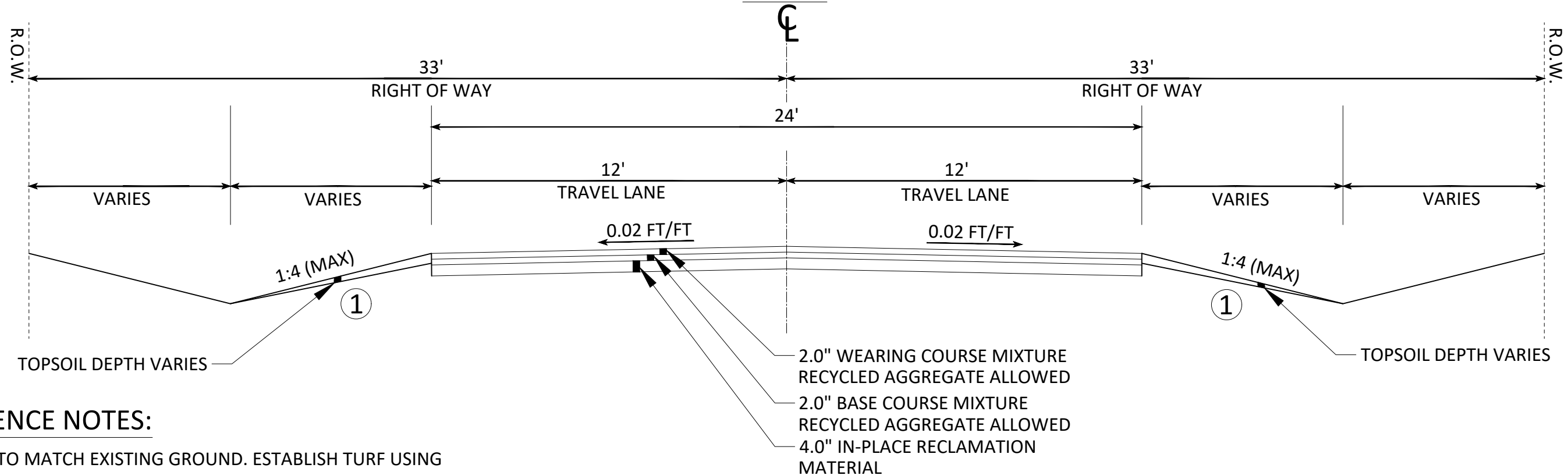
# TYPICAL SECTION

UTE ST, TONTO ST, 150TH AVE, 151ST LN



# TYPICAL SECTION

WACO ST



## REFERENCE NOTES:

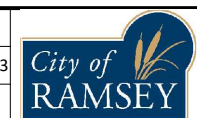
- ① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING TOPSOIL AND HYDROSEED WITH MNDOT SEED MIXTURE 25-151.

| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |

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JOE FERIANCEK  
Date 12/12/23 Lic. No. 57095

|              |     |
|--------------|-----|
| DESIGNED BY: | LWC |
| DRAWN BY:    | LWC |
| CHECKED BY:  | JJF |



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

TYPICAL SECTION

JUNIPER WOODS 1ST - 3RD RECONSTRUCTION  
CITY PROJECT NO. 24-01  
CITY OF RAMSEY, MINNESOTA

**IP 24-12 Juniper Woods 1st - 3rd Street Reconstruction  
Street Segment Summary**

| Subdivision   | Street                                | Segment Description                 | Length (feet) | Section (Urban / Rural) | 2021 PASER       | Year Built | Maint. 1 | Maint. 2 | Maint. 3 | Maint. 4 | Maint. 5 | Avg HMA (inches) | Avg Agg. Base (inches) | Avg Section (inches) |
|---|---------------------------------------|-------------------------------------|---------------|-------------------------|------------------|------------|----------|----------|----------|----------|----------|------------------|------------------------|----------------------|
| Juniper Woods   | 150th Lane                            | Ute Street & 151st Avenue / W EOP   | 554           | Urban                   | 3                | 1990       | SC 1995  | SC 2001  |          |          |          | 2.7              | 0*                     | 2.7*                 |
|   | 151st Avenue                          | Tonto Street & 150th Avenue / E EOP | 176           | Urban                   | 3                | 1990       | SC 1995  | SC 2001  |          |          |          | 2.6              | 4.4                    | 7.0                  |
|   | Tonto Street                          | N EOP / Ute Street & 151st Avenue   | 194           | Urban                   | 3                | 1990       | SC 1995  | SC 2001  |          |          |          | 2.7              | 3.2                    | 5.9                  |
|   | Ute Street                            | N EOP / Tonto Street & 150th Lane   | 581           | Urban                   | 3                | 1990       | SC 1995  | SC 2001  |          |          |          | 2.6              | 4.4                    | 7.0                  |
|   | <i>Juniper Woods Total Length</i>     |                                     |               | 1505                    | <i>0.285 mi.</i> |            |          |          |          |          |          |                  |                        |                      |
| Juniper Woods 2nd   | Ute Street                            | 153rd Avenue / S EOP                | 1054          | Urban                   | 3                | 1990       | SC 1995  | SC 2001  |          |          |          | 2.6              | 4.4                    | 7.0                  |
|   | <i>Juniper Woods 2nd Total Length</i> |                                     |               | 1054                    | <i>0.2 mi.</i>   |            |          |          |          |          |          |                  |                        |                      |
| Juniper Woods 3rd   | Tonto Street                          | 153rd Avenue / S EOP                | 1394          | Urban                   | 3                | 1993       | SC 2001  |          |          |          |          | 1.6              | 4.3                    | 5.9                  |
|   | <i>Juniper Woods 3rd Total Length</i> |                                     |               | 1394                    | <i>0.264 mi.</i> |            |          |          |          |          |          |                  |                        |                      |
| <b>Juniper Woods 1st - 3rd Street Reconstruction Total Length</b> |                                       |                                     | <b>3953</b>   | <b>0.749 mi.</b>        |                  |            |          |          |          |          |          |                  |                        |                      |

*\*GPR poor signal, no reading*



**INDEPENDENT TESTING TECHNOLOGIES**

337 31<sup>st</sup> Avenue South • Waite Park, MN 56387 • (320) 253-4338 • [www.independenttestingtech.com](http://www.independenttestingtech.com)

**AUGUST 8, 2023**

**ITT PROJECT 23-192  
REPORT OF GEOTECHNICAL EXPLORATIONS**

**For**

**CITY PROJECT NO. 24-12  
JUNIPER WOODS 1-3  
STREET RECONSTRUCTION  
RAMSEY, MINNESOTA**

**Prepared For:**

**CITY OF RAMSEY**



# INDEPENDENT TESTING TECHNOLOGIES

337 31<sup>st</sup> Avenue South • Waite Park, MN 56387 • (320) 253-4338 • [www.independenttestingtech.com](http://www.independenttestingtech.com)

August 8, 2023

Mr. Joe Jeriancek  
City of Ramsey  
7550 Sunfish Drive NW  
Ramsey, MN 55303

RE: 23-192                      Report of Geotechnical Exploration  
    City Project No. 24-12  
    Juniper Woods 1-3  
    Ramsey, Minnesota

Dear Mr. Jeriancek:

Independent Testing Technologies, Inc. is pleased to submit the results of our subsurface investigation program for this project in Ramsey, Minnesota. This report represents our work on this project as authorized by you. It includes our recommendations regarding earthwork, fill and compaction, subgrade preparation, and pavement design. An electronic copy is enclosed.

The soils encountered were mostly fine grained sandy outwash (SP, SP, SP-SM) soils. No peat (PT), organic or expansive soils were encountered in any of the borings. Groundwater was not observed in any of the borings during our investigation. The soils appear to be excellent for the proposed utility and street reconstruction.

Mr. Jeriancek, it has been our pleasure to work with you on this project. Independent Testing appreciated the opportunity to perform this geotechnical evaluation and look forward to continuing our participation during the construction phase of this project. Please contact Patrick Johnson if you have any questions regarding this report. Please contact Tyler Burkes if you would like a proposal for the materials testing services that will be needed.

Sincerely,

Patrick A. Johnson, P.E.  
Minnesota License #22037

Kevin T. Reller  
President

## CERTIFICATION

**I hereby certify that this report was prepared  
by me or under my direct supervision and that I am a  
duly Licensed Engineer under the laws  
of the State of Minnesota.**

  
\_\_\_\_\_

**Patrick A. Johnson**

**Date: August 8, 2023 License No.: 22037**

## TABLE OF CONTENTS

|  |            |
|--|------------|
| A. Introduction .....                  | 1          |
| Purpose.....                           | 1          |
| Scope of Services.....                 | 1          |
| General Site Conditions .....          | 2          |
| Available Subsurface Information ..... | 2          |
| B. Exploration Program.....            | 2          |
| Exploration Results.....               | 2          |
| Penetration Test Results.....          | 4          |
| Water Level Observations .....         | 4          |
| Laboratory Testing.....                | 4          |
| C. Engineering Review.....             | 5          |
| Discussion.....                        | 5          |
| D. Recommendations .....               | 5          |
| Utility Installation .....             | 5          |
| Trench Backfill .....                  | 6          |
| Embankment/ Road Fill.....             | 7          |
| E. Pavement Recommendations .....      | 7          |
| F. Closing .....                       | 8          |
| <br>                                   |            |
| Boring Location Plan.....              | Appendix 1 |
| Soil Boring Logs.....                  | Appendix 2 |

**GEOTECHNICAL EXPLORATIONS  
CITY PROJECT 24-12  
JUNIPER WOODS 1-3 STREET IMPROVEMENTS  
RAMSEY, MINNESOTA  
PROJECT 23-192**

## **A. Introduction**

**This report is being prepared for use by our client on this specific project. We intend to present this report and our findings in the same logical manner that led us to arrive at our recommendations. This report is based on some general assumptions regarding the anticipated construction based on experience with similar projects. These assumptions and the entire report should be reviewed immediately upon receipt.**

### **Purpose:**

The purpose of our investigation was to evaluate the existing soil and water conditions on this site for the purpose of reconstructing the existing roadway. The project will consist of reconstruction of Ute Street NE and Tonto Street NE south of Alpine Drive NE in Ramsey, Minnesota. The streets will be reconstructed to an urban section with concrete curb and gutter. In accordance with your written authorization, we have conducted a subsurface exploration program for the proposed project.

### **Scope of Services:**

Our authorized scope of services included the following:

1. To core the pavement at ten (10) locations to determine the existing pavement thickness.
2. To investigate the subsurface soil and water conditions encountered at those same ten (10) locations using split spoon sampling. The borings were planned to depths of just under fifteen (15) feet to eighteen (18) feet at each location.
3. To provide a report of our findings including a summary of our findings with pavement thickness at each boring location as well as recommendations regarding earthwork, fill and compaction, subgrade preparation, and pavement design with an estimated design R-value.

**General Site Conditions:**

The project is on Ute Street NW and Tonto Street NW, south of Alpine Drive in eastern part of the City of Ramsey. The streets are in a single family residential neighborhood.

The site is relatively flat, with slopes of 2-4 percent.

**Available Subsurface Information:**

According to the Geologic Map of Minnesota, Quaternary Geology, prepared by Howard C. Hobbs and Joseph E. Goebel (1982, Minnesota Geological Survey), this site lies within an outwash unit not associated with a particular moraine. It is associated with the Des Moines glaciation of Pleistocene, Late Wisconsinan age. The drift is derived from parent material in North Dakota and Manitoba.

According to the Soil Survey of Anoka County prepared by the Soil Conservation Service, the site lies within the Hubbard- Nymore Soil Associations. These consist of nearly level to gently sloping, excessively drained soils that are sandy throughout. The individual soils mapped on this site are sandy and have few limitations for development of local roads and streets.

**B. Exploration Program**

Ten (10) split-spoon soil borings were conducted on this project. The borings were advanced to depths of just under 15 feet to 20 feet using a 3 ¼ inch I.D. hollow stem auger. Samples were obtained every 2 ½ feet for the first 10 feet and every 5 feet, thereafter, using a 2-inch O.D. split-spoon sampler in accordance with the American Society for Testing and Materials (ASTM D1586). Standard penetration values (N-values) were obtained at each sample interval by driving the sampler into the soil using a 140-pound hammer falling 30 inches. After an initial set of 6 inches, the number of blows required to drive the sampler 12 inches is known as the standard penetration resistance or N-value. Where the sampler cannot be driven at least 6 inches by 50 blows of the hammer, the total number of blows as well as the distance driven is reported on the boring logs.

Groundwater levels were noted during drilling and immediately after completion. The holes were backfilled with the auger cuttings and patched with bituminous cold patch. Some settlement of the bore holes may be expected. All the borings were conducted with a truck mounted rig.

**Exploration Results:**

The pavement was cored at each boring location prior to drilling the boring. The cores were obtained to get accurate pavement thickness. Photos of each core are included in appendix 1.

The borings were all conducted in the existing paved road and encountered 1.0 to 3.0 inches of bituminous over 3.0 to 5.5 inches of aggregate base. The depth of bituminous and aggregate encountered at each location are shown in the following table:

| Boring | Bituminous | Aggregate | Boring | Bituminous | Aggregate |
|--------|------------|-----------|--------|------------|-----------|
| SB-1   | 1.75"      | 5.5"      | SB-6   | 2.75"      | 4.5"      |
| SB-2   | 2.75"      | 4.0"      | SB-7   | 2.5"       | 3.0"      |
| SB-3   | 2.0"       | 5.5"      | SB-8   | 1.5"       | 4.5"      |
| SB-4   | 2.5"       | 4.5"      | SB-9   | 1.75"      | 5.0"      |
| SB-5   | 3.0"       | 5.0"      | SB-10  | 1.0"       | 4.0"      |

Below the pavement and aggregate, borings SB-1, SB-5 and SB-6 all encountered native, fine grained, poorly graded sand (SP) to termination at 14.9 feet. Below the pavement and aggregate, boring SB-2 encountered native, fine grained, poorly graded sand with silt (SP-SM) to 6.0 feet, followed by poorly graded sand (SP) to termination at 14.9 feet. Below the pavement and aggregate, boring SB-3 encountered native, fine grained, poorly graded sand with silt (SP-SM) to 4.0 feet, followed by poorly graded sand (SP) to termination at 14.9 feet. Below the pavement and aggregate, boring SB-4 encountered fine grained, poorly graded sand with silt (SP-SM) fill to 7.0 feet, followed by native, fine grained silty sand (SM) to 9.0 feet and then poorly graded sand (SP) to termination at 14.9 feet.

Below the pavement and aggregate, boring SB-7 encountered native, fine grained, poorly graded sand with silt (SP-SM) to 10.0 feet, followed by poorly graded sand (SP) to termination at 21.5 feet. Below the pavement and aggregate, boring SB-8 encountered native, fine grained, poorly graded sand (SP) to 4.0 feet, followed by poorly graded sand with silt (SP-SM) to 9.0 feet, followed by poorly graded sand (SP) to termination at 21.5 feet. Below the pavement and aggregate, boring SB-9 encountered native, fine grained, poorly graded sand with silt (SP-SM) to 9.0 feet, followed by poorly graded sand (SP) to termination at 14.9 feet. Below the pavement and aggregate, boring SB-10 encountered poorly graded sand (SP) fill to 4.0 feet, followed by native, fine grained, poorly graded sand with silt (SP-SM) to 6.0 feet, and then poorly graded sand (SP) to termination at 14.9 feet.

### **Penetration Test Results:**

The blow counts in the sandy fill soils (SP, SM) ranged from 10 to 43, which are low to high, indicating they are in a loose to dense condition. The blow counts in the native, sandy soils (SP, SP-SM, SM) ranged from 2 to 22, which are very low to moderate, indicating they are in a very loose to medium dense condition. Refusal of the spoon or auger did not occur in any of the borings. Drilling was relatively easy.

### **Water Level Observations:**

Observations of the subsurface water conditions were made during drilling operations. Groundwater was not encountered in any of the borings at the time of drilling.

The water levels were observed over a short period of time. However, we feel they are an accurate representation of the true groundwater conditions on this site due to the high permeability of the native sandy soils. It should be noted that fluctuations in the level of the groundwater can occur due to variations in rainfall, temperature, spring thaw and other factors not evident at the time of our investigation.

Mottled soils were not observed. Mottled native soils are a historical indication of a temporarily or seasonally saturated soil condition. Some greyish soils were observed. Grey native soils are an indication of a permanently saturated soil condition.

### **Laboratory Testing**

Moisture Content Tests- Moisture content tests were performed on every split spoon sample in accordance with ASTM method D2216; *Standard Test Method for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass*. Individual test results are shown on the boring logs adjacent to the sample that was tested. The natural water contents ranged from 2.2% to 9.0%, indicating the soils are very dry.

## C. Engineering Review

### **Discussion:**

The soils encountered near the surface on this site are predominantly fine grained silty sand (SM), poorly graded sand with silt (SP-SM), and poorly graded sands (SP). They appear to mostly be outwash materials. The native sands (SP, SP-SM, SM) are considered excellent material for use as roadway subgrade material and for bituminous pavement support.

Based on our observation, it appears the roadway embankment was stable through the entire project area. Unless it is known that there is some issue in the embankment in the project area, it is our opinion that the existing roadway embankment can remain in place.

## D. Recommendations

**The following recommendations are based on our understanding of the proposed project. If our understanding of the project is not accurate or if changes are made to the project scope, please inform us so that our recommendations can be amended, if necessary. We have included recommendations regarding earthwork and construction that may help in cost estimates and aid in design. We should be allowed to review the proposed construction plans to provide further detailed recommendations, if necessary. Without the opportunity to review the final construction plans, the recommendations made in this report may no longer be valid.**

### **Utility Installation:**

We recommend that all utility pipes lay in non-organic mineral soils capable of supporting the pipes. Excessive over-excavation beneath the pipes should be avoided. We recommend that 2 to 6 inches of granular bedding material be placed and compacted around the pipe to aid in aligning the pipe for line and grade. The natural sand (SP) soils appear suitable for this purpose.

Compaction should be done very carefully by hand to prevent the pipe from shifting. We recommend that the backfill be compacted with a vibratory sheep's foot roller after the backfill is 2 feet above the top of the pipe. Vibratory compaction should only be used on clean sands or silty sands at or below optimum moisture.

We recommend that excavations slope at a 1.5:1 (horizontal: vertical) ratio from the bottom of

the excavation to the surface. Stockpiled material should be kept at least 2 feet from the edge of the excavation. This is the minimum required by OSHA. We recommend all construction vehicles be kept at least 5 feet from the edge of the excavation. An escape ladder should be provided at all times while workers are in the excavation. All excavations must meet OSHA standards (29 CFR1926).

**Trench Backfill:**

The on-site soils consisting of poorly graded sands (SP, SP-SM, SM) are considered excellent for use as utility trench backfill. These soils are generally easy to work with and compact with vibratory compaction equipment. They are dry and may require additional moisture to reach optimum moisture for compaction.

No organic soils, roots, stumps, logs, brush, etc. should be used as structural fill below any foundation or pavement section. We recommend that all fill material be free of soft, wet, or frozen soils, highly expansive soils, rubble, debris, and rocks in excess of 6 inches in diameter. The fill should be as uniform as possible both in composition and moisture content.

We recommend all fill be compacted to the minimum relative density levels shown in the table below:

| Location   | Recommended Compaction Level<br>(Percent of Std. Proctor ASTM D698) |
|--|---|
| Below Pavements, deeper than 3 feet from finished subgrade | 95%   |
| Below Pavements within 3 feet of finished subgrade         | 100%  |
| Landscape Areas  | 90%   |

We recommend all fill placed in the roadway areas be compacted in 8-inch loose lifts. All fill should be compacted at a moisture content within plus 2% or minus 3% of the optimum moisture as determined by a standard proctor. We recommend compaction tests be taken on any utility trench backfill at a rate of one test per 200 feet in the bottom, middle and top thirds of the trench backfill. We recommend compaction tests be taken at a rate of one test for two feet depth of embankment fill per 200 linear feet of roadway fill. We recommend compaction tests be taken at

a rate of one test per 200 linear feet on the finished roadway subgrade and aggregate base layer.

**Embankment/ Road Fill:**

The on-site soils consisting of fine grained, poorly graded sand (SP, SP-SM, SM) are considered excellent material for use as roadway subgrade material. These soils are easy to compact using vibratory compaction equipment near their optimum moisture contents.

We recommend that any imported fill and utility trench backfill material consist of mineral soils meeting the requirements specified below. No organic soils, roots, stumps, logs, brush, etc. should be used as structural fill below any utility structure or pavement section. We recommend that all fill and utility trench backfill material be free of soft, wet, or frozen soils, highly expansive soils, rubble, debris, and rocks in excess of 6 inches in diameter. The fill material should be as uniform as possible both in composition and moisture content.

We recommend that all embankment fill material be placed in 12-inch loose lifts and compacted to a minimum of 95% of standard proctor maximum density (ASTM D698). Any fill placed in the top 3 feet of the road subgrade should be compacted to at least 100% of standard proctor maximum density. All fill material should be compacted at a moisture content within plus 2% or minus 3% of the optimum moisture as determined by a standard proctor. We recommend compaction tests be taken at a minimum rate of one test per two feet of fill per 200 linear feet of roadway subgrade, and aggregate base material.

**E. Pavement Recommendations**

The poorly graded sand (SP, SP-SM, SM) outwash soils on site this site are classified as A-3 soils in accordance with the American Association of State Highway Transportation Officials (AASHTO) classification system. A-3 soils are rated as excellent material for use as roadway subgrade material. Without benefit of a laboratory R-value determination and based on Mn/Dot guidelines, we recommend an R-value of 70 be assumed for the onsite soils.

In using the above R-value for bituminous pavement design, it is essential that the subgrade be constructed of uniform soils at a moisture content and density in accordance with Mn Dot specification 2105 and capable of passing a test roll in accordance with Mn Dot specification 2111. The native, undisturbed soils may need preparation (drying and compacting) to pass a proof roll. If the subgrade is not compacted, uniform and capable of passing a test roll, then we recommend the subgrade be scarified and recompactd or subcut and geotextile fabric placed along with select granular material meeting Mn Dot specification 3149. The top of subgrade should be compacted to a minimum of 100% of standard proctor maximum density. The subgrade should be sloped towards the edges to provide drainage.

### **F. Closing**

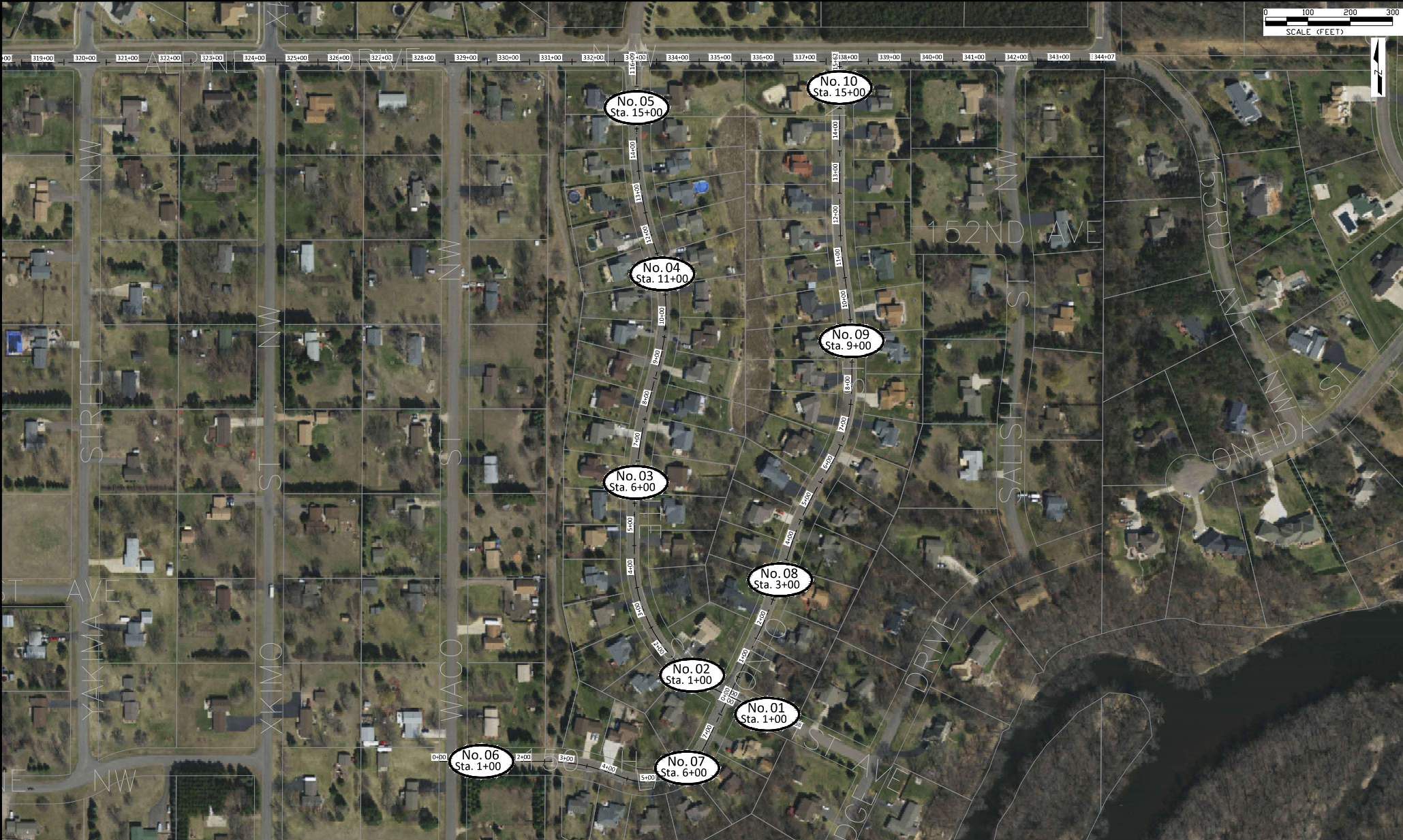
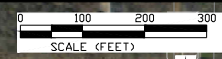
Our work was performed for geotechnical purposes only and not to document the presence or extent of any contamination on the site. We can note that our crew did not detect any obvious contamination by sight or smell during drilling operations. However, human senses are limited in terms of contamination detection and, therefore, the lack of detection through human sensing does not preclude the possibility of the presence of contamination of the site.

This report represents the result of our subsurface investigation and is based on information gathered at specific locations. Subsurface conditions can change a great deal over short horizontal distances. Also, the actual interface between strata will likely be a gradual transition rather than an abrupt change as represented on the boring logs.

Geotechnical engineering is based extensively on opinion. Therefore, the data contained in this report should be used as a guide, and we recommend that construction monitoring be performed by a qualified geotechnical engineer or technician. We recommend ITT be retained to perform construction observation and materials testing on this project due to our familiarity with the soils. Any changes in the subsurface conditions from those found during this geotechnical exploration should be brought to the attention of a soils engineer.

# APPENDIX 1

## BORING LOCATION PLAN



| DATE | REVISION |
|------|----------|
|      |          |
|      |          |
|      |          |
|      |          |

|                  |
|------------------|
| DESIGNED BY: --- |
| DRAWN BY: LWC    |
| CHECKED BY: ---  |

|                |
|----------------|
| DATE: 05/31/23 |
| FILE: 24-12    |

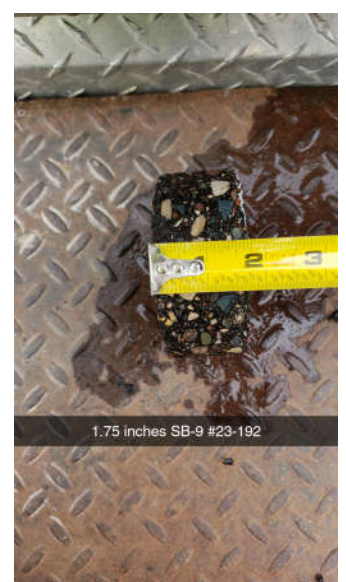
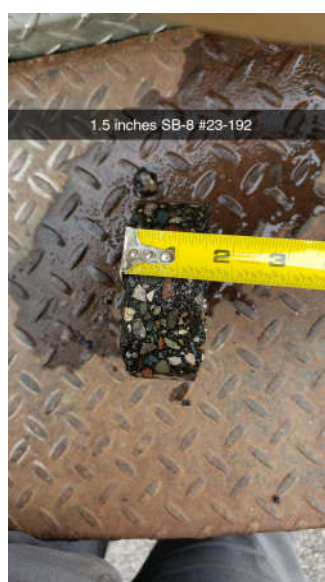
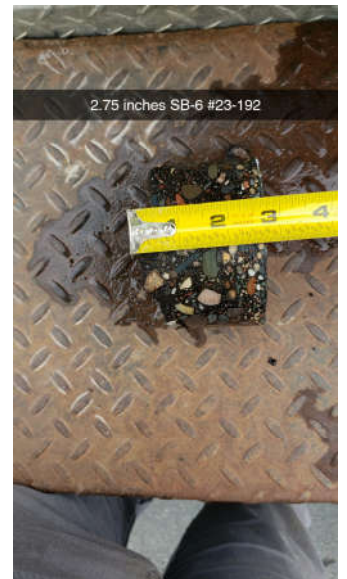
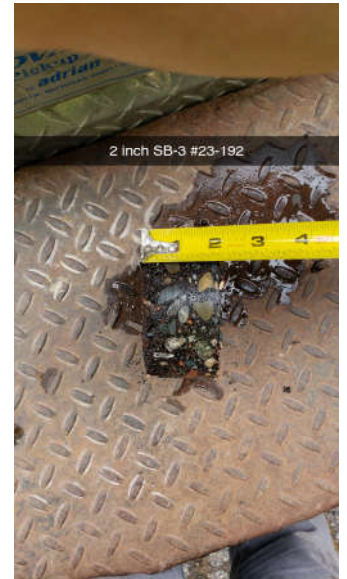
CITY OF RAMSEY  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

24-12 SOIL BORING LOCATION MAP

JUNIPER WOODS 1ST - 3RD RECONSTRUCTION CITY  
 PROJECT NO. 24-12 CITY OF RAMSEY, MINNESOTA

## APPENDIX 2

# SOIL BORING LOGS





# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-1  
 START TIME: 2:50 END TIME: 3:20**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: 151st Ave NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description   | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|---|-------------|------------|----------------|-------|
| 7.25"           |                | <b>1.75 inches Bituminous, 5.5 inches of Aggregate</b>  |             |            |                |       |
|                 | <b>SP</b>      | <b>POORLY GRADED SAND, fine grained, brown.</b>   |             |            |                |       |
| 5.0             |                | fine to medium grained  | <b>1</b>    | <b>17</b>  | 2.3            |       |
|                 |                |   | <b>2</b>    | <b>8</b>   | 4.0            |       |
|                 |                |   | <b>3</b>    | <b>7</b>   | 4.5            |       |
| 10.0            |                | light greyish brown   | <b>4</b>    | <b>9</b>   | 4.8            |       |
|                 |                |   | <b>5</b>    | <b>12</b>  | 3.3            |       |
| 14.9            |                | <b>Boring complete to 14.9 feet.<br/>                     No water encountered during drilling.<br/>                     No water encountered to cave-in at 9' 4" after completion.</b> |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC.      LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23      BORING #: SB-2  
 START TIME: 2:30      END TIME: 2:50**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Ute St NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description   | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|---|-------------|------------|----------------|-------|
| 6.75'           |                | <b>2.75 inches Bituminous, 4.0 inches of Aggregate</b>  |             |            |                |       |
|                 | SP-SM          | POORLY GRADED SAND w/ SILT, fine grained, brown.  | 1           | 22         | 6.2            |       |
| 5.0             |                |   |             |            |                |       |
| 6.0             |                |   | 2           | 21         | 4.7            |       |
|                 | SP             | POORLY GRADED SAND, fine grained, brown.  |             |            |                |       |
|                 |                |   | 3           | 22         | 5.6            |       |
| 10.0            |                | fine to medium grained, light greyish brown.  |             |            |                |       |
|                 |                |   | 4           | 15         | 5.7            |       |
|                 |                |   |             |            |                |       |
| 14.9            |                |   | 5           | 11         | 2.9            |       |
|                 |                | Boring complete to 14.9 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 10' 5" after completion. |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-3  
 START TIME: 2:10 END TIME: 2:30**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Ute St NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description  | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|--|-------------|------------|----------------|-------|
| 7.5"            |                | <b>2.0 inches Bituminous, 5.5 inches of Aggregate</b>  |             |            |                |       |
| 4.0             | SP-SM          | POORLY GRADED SAND w/ SILT, fine grained, dark brown.  | 1           | 15         | 3.3            |       |
| 5.0             | SP             | POORLY GRADED SAND, fine grained, brown.   | 2           | 16         | 6.1            |       |
| 10.0            |                | light greyish brown.   | 3           | 12         | 7.8            |       |
|                 |                |  | 4           | 6          | 9.3            |       |
| 14.9            |                |  | 5           | 8          | 4.6            |       |
|                 |                | Boring complete to 14.9 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 9' 9" after completion. |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-4  
 START TIME: 1:45 END TIME: 2:10**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Ute St NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description   | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|---|-------------|------------|----------------|-------|
| 7.0"            |                | <b>2.5 inches Bituminous, 4.5 inches of Aggregate</b>   |             |            |                |       |
| 5.0             | SP-SM          | POORLY GRADED SAND w/ SILT, fine grained, brown.<br><br>FILL  | 1           | 10         | 3.4            |       |
| 7.0             |                |   | 2           | 13         | 3.4            |       |
| 9.0             | SM             | SILTY SAND, fine grained, brown.  | 3           | 19         | 4.6            |       |
| 10.0            | SP             | POORLY GRADED SAND, fine grained, brown.  | 4           | 8          | 5.5            |       |
| 14.9            |                |   | 5           | 4          | 7.7            |       |
|                 |                | Boring complete to 14.9 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 10' 2" after completion. |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-5  
 START TIME: 12:30 END TIME: 1:00**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Ute St NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description  | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|--|-------------|------------|----------------|-------|
| <b>8.0"</b>     |                | <b>3.0 inches Bituminous, 5.0 inches of Aggregate</b>  |             |            |                |       |
|                 | <b>SP</b>      | <b>POORLY GRADED SAND, fine grained, brown.</b>  |             |            |                |       |
| <b>5.0</b>      |                |  | <b>1</b>    | <b>23</b>  | 4.9            |       |
|                 |                |  | <b>2</b>    | <b>12</b>  | 3.9            |       |
|                 |                | light greyish brown.   | <b>3</b>    | <b>4</b>   | 4.5            |       |
| <b>10.0</b>     |                |  | <b>4</b>    | <b>5</b>   | 5.7            |       |
|                 |                |  | <b>5</b>    | <b>8</b>   | 4.9            |       |
| <b>14.9</b>     |                | fine grained   |             |            |                |       |
|                 |                | Boring complete to 14.9 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 9' 4" after completion. |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC.      LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23      BORING #: SB-6  
 START TIME: 9:00      END TIME: 9:40**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: 150th LN NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description   | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|---|-------------|------------|----------------|-------|
| 7.25'           |                | <b>2.75 inches Bituminous, 4.5 inches of Aggregate</b>  |             |            |                |       |
|                 | <b>SP</b>      | <b>POORLY GRADED SAND, fine grained, brown.</b>   |             |            |                |       |
| 5.0             |                | light brown   | <b>1</b>    | <b>17</b>  | 3.6            |       |
|                 |                |   | <b>2</b>    | <b>9</b>   | 3.4            |       |
|                 |                |   | <b>3</b>    | <b>9</b>   | 4.6            |       |
| 10.0            |                | light greyish brown.  | <b>4</b>    | <b>6</b>   | 6.0            |       |
|                 |                |   | <b>5</b>    | <b>9</b>   | 4.4            |       |
| 14.9            |                | <b>Boring complete to 14.9 feet.<br/>                     No water encountered during drilling.<br/>                     No water encountered to cave-in at 9' 4" after completion.</b> |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-7  
 START TIME: 9:40 END TIME: 10:40**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: 150th LN NW- See Boring Location Plan**

**ELEVATION:**

| Depth (Feet) | ASTM Symbol | Soil Description  | Sample # | N Value | W <sub>n</sub> | Notes |
|--------------|-------------|---|----------|---------|----------------|-------|
| 5.5"         |             | <b>2.5 inches Bituminous, 3.0 inches of Aggregate</b>   |          |         |                |       |
| 5.0          | SP-SM       | POORLY GRADED SAND w/ SILT, fine grained, dark brown.   | 1        | 14      | 5.3            |       |
|              |             |   | 2        | 10      | 5.5            |       |
|              |             |   | 3        | 13      | 7.8            |       |
| 10.0         | SP          | POORLY GRADED SAND, fine grained, brown.  | 4        | 13      | 13.7           |       |
| 15.0         |             | light grey  | 5        | 20      | 4.4            |       |
| 20.0         |             |   |          |         |                |       |
| 21.5         |             |   | 6        | 6       | 5.1            |       |
|              |             | Boring complete to 21.5 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 13' 8" after completion. |          |         |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-8  
 START TIME: 10:40 END TIME: 11:40**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Tonto St NW- See Boring Location Plan**

**ELEVATION:**

**Page 1 of 1**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description   | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|---|-------------|------------|----------------|-------|
| 6.0"            |                | 1.5 inches Bituminous, 4.5 inches of Aggregate  |             |            |                |       |
|                 | SP             | POORLY GRADED SAND, fine grained, brown.  | 1           | 21         | 4.3            |       |
| 4.0             |                |   |             |            |                |       |
| 5.0             | SP-SM          | POORLY GRADED SAND w/ SILT, fine grained, brown.  | 2           | 7          | 4.5            |       |
|                 |                |   |             |            |                |       |
| 9.0             |                |   | 3           | 10         | 7.2            |       |
| 10.0            | SP             | POORLY GRADED SAND, fine grained, brown.  | 4           | 3          | 5.1            |       |
|                 |                |   |             |            |                |       |
| 15.0            |                |   | 5           | 9          | 3.9            |       |
|                 |                |   |             |            |                |       |
| 20.0            |                | fine to medium grained, light grey.   |             |            |                |       |
| 21.5            |                |   | 6           | 16         | 4.8            |       |
|                 |                | Boring complete to 21.5 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 13' 9" after completion. |             |            |                |       |

# INDEPENDENT TESTING TECHNOLOGIES, INC.      LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23      BORING #: SB-9  
 START TIME: 11:40      END TIME: 12:00**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Tonto St NW- See Boring Location Plan**

**ELEVATION:**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description  | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |  |
|-----------------|----------------|--|-------------|------------|----------------|-------|--|
| 6.75'           |                | <b>1.75 inches Bituminous, 5.0 inches of Aggregate</b>   |             |            |                |       |  |
| 5.0             | SP-SM          | POORLY GRADED SAND w/ SILT, fine grained, brown.   | 1           | 11         | 4.3            |       |  |
|                 |                |  | 2           | 6          | 5.3            |       |  |
| 9.0             |                |  | 3           | 2          | 7.4            |       |  |
| 10.0            | SP             | POORLY GRADED SAND, fine grained, light greyish brown.   | 4           | 8          | 2.7            |       |  |
| 14.9            |                |  | 5           | 17         | 3.7            |       |  |
|                 |                | Boring complete to 14.9 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 9' 9" after completion. |             |            |                |       |  |

# INDEPENDENT TESTING TECHNOLOGIES, INC. LOG OF SOIL BORING

**PROJECT: 23-192 CITY OF RAMSEY  
 JUNIPER WOODS 1-3  
 STREET RECONSTRUCTION  
 RAMSEY, MINNESOTA**

**DATE: 7/18/23 BORING #: SB-10  
 START TIME: 12:00 END TIME: 12:20**

**METHOD: 3 1/4" I.D. Hollow Stem Auger  
 CREW: CD/ NH**

**LOCATION: Tonto St NW- See Boring Location Plan**

**ELEVATION:**

**Page 1 of 1**

| Depth<br>(Feet) | ASTM<br>Symbol | Soil<br>Description   | Sample<br># | N<br>Value | W <sub>n</sub> | Notes |
|-----------------|----------------|---|-------------|------------|----------------|-------|
| 5.0"            |                | 1.0 inches Bituminous, 4.0 inches of Aggregate  |             |            |                |       |
|                 | SP             | POORLY GRADED SAND, fine grained, brown.<br><br>FILL  | 1           | 43         | 4.4            |       |
| 4.0             |                |   |             |            |                |       |
| 5.0             | SP-SM          | POORLY GRADED SAND w/ SILT, fine grained, dark brown.   | 2           | 28         | 5.3            |       |
| 6.0             |                |   |             |            |                |       |
|                 | SP             | POORLY GRADED SAND, fine grained, brown.  | 3           | 7          | 5.2            |       |
| 10.0            |                |   | 4           | 7          | 11.1           |       |
|                 |                | light greyish brown.  | 5           | 5          | 6.9            |       |
| 14.9            |                | Boring complete to 14.9 feet.<br>No water encountered during drilling.<br>No water encountered to cave-in at 10' 1" after completion. |             |            |                |       |

## Unified Soil Classification (USC) System (from ASTM D 2487)

| Major Divisions   |  | Group Symbol  | Typical Names  |
|---|--|---|--|
| <b>Course-Grained Soils</b><br>More than 50% retained on the 0.075 mm (No. 200) sieve | <b>Gravels</b><br>50% or more of course fraction retained on the 4.75 mm (No. 4) sieve | Clean Gravels   | GW<br>Well-graded gravels and gravel-sand mixtures, little or no fines   |
|   |  | Gravels with Fines  | GP<br>Poorly graded gravels and gravel-sand mixtures, little or no fines |
|   |  | Gravels with Fines  | GM<br>Silty gravels, gravel-sand-silt mixtures                           |
|   |  | Gravels with Fines  | GC<br>Clayey gravels, gravel-sand-clay mixtures                          |
|   | <b>Sands</b><br>50% or more of course fraction passes the 4.75 (No. 4) sieve           | Clean Sands   | SW<br>Well-graded sands and gravelly sands, little or no fines           |
|   |  | Clean Sands   | SP<br>Poorly graded sands and gravelly sands, little or no fines         |
|   |  | Sands with Fines  | SM<br>Silty sands, sand-silt mixtures                                    |
|   |  | Sands with Fines  | SC<br>Clayey sands, sand-clay mixtures                                   |
| <b>Fine-Grained Soils</b><br>More than 50% passes the 0.075 mm (No. 200) sieve        | <b>Silts and Clays</b><br>Liquid Limit 50% or less                                     | ML<br>Inorganic silts, very fine sands, rock four, silty or clayey fine sands       |  |
|   |  | CL<br>Inorganic clays of low to medium plasticity, gravelly/sandy/silty/lean clays  |  |
|   |  | OL<br>Organic silts and organic silty clays of low plasticity                       |  |
|   | <b>Silts and Clays</b><br>Liquid Limit greater than 50%                                | MH<br>Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts |  |
|   |  | CH<br>Inorganic clays or high plasticity, fat clays                                 |  |
|   |  | OH<br>Organic clays of medium to high plasticity                                    |  |
| <b>Highly Organic Soils</b>   |  | PT<br>Peat, muck, and other highly organic soils                                    |  |

Prefix: G = Gravel, S = Sand, M = Silt, C = Clay, O = Organic

Suffix: W = Well Graded, P = Poorly Graded, M = Silty, L = Clay, LL < 50%, H = Clay, LL > 50%

**Public Works Committee****Meeting Date:** 01/16/2024**Primary Strategic Plan Initiative:** Not Applicable**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**

- **2024 PMP Projects**
  - 11 projects total (7 recons, 2 overlays, 1 crack seal, 1 rejuvenator)
  - Public open houses conducted for street reconstruction projects
- **#24-01 Barthel's Rum River Acres & White Pine Estates**
  - Bid opening February 21, 2024
  - Award contract February 27, 2024
- **#24-02 Halls Dover Acres Street Reconstruction**
  - Bid opening February 21, 2024
  - Award contract February 27, 2024
- **#24-03 2024 NE Ramsey Street Reconstruction**
  - Plan preparation in progress (Hakanson Anderson)
- **#24-04 180<sup>th</sup> Lane Drainage Improvements**
  - Design in progress
- **#24-05 Xkimo St MSA (TH47 to 142<sup>nd</sup> Avenue) Reconstruction**
  - Plan preparation in progress (Hakanson Anderson)
- **#24-06 2024 MSA Pavement Overlay Improvements (McKinley St)**
  - Plan preparation in progress
- **#24-07 2024 Neighborhood Overlay Improvements**
  - Plan preparation in progress
- **#24-08 2024 Crack Seal Improvements**
  - Plan preparation in progress
- **#24-09 2024 Pavement Rejuvenator Improvements**
  - Plan preparation in progress
- **#24-11 Alpine Drive MSA Street Reconstruction (Puma St to CSAH 83)**
  - Plan preparation in progress
  - SFDR design (AET)
- **#24-12 Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstruction**
  - Plan preparation in progress
- **#23-01 161<sup>st</sup> Avenue Reconstruction**
  - Final payment anticipated Spring 2024
- **#23-02 Central Park Parking Lot Reconstruction**
  - Final payment anticipated Spring 2024
- **#23-04 167<sup>th</sup> Avenue Reconstruction**
  - Final payment anticipated Spring 2024
- **#23-05 Barthel's Rum River Acres 2<sup>nd</sup> Reconstruction**
  - Final payment anticipated Spring 2024
- **#23-10 Whispering Pines Estates Plat 3 Reconstructions**

- Final payment anticipated Spring 2024
- **#23-11 Trott Brook Crossing Sanitary Sewer Lift Station Improvements**
  - Final payment anticipated Spring/Summer 2024
- **#23-12 HY-10 Ramsey Improvements**
  - Final payment anticipated Spring 2024
- **#23-19 COR Infrastructure Improvements**
  - Plans approximately 90% complete
  - City Council to consider approving plans and authorizing bids February 13, 2024
- **#23-20 COR Mass Grading**
  - Approximately 90% complete
  - Completion anticipated Spring 2024
- **#22-17 Highway 47 Sound Wall north of Xkimo Street**
  - MnDOT is preparing a Cooperative Construction Agreement
  - Staff anticipates requesting Council approval to authorize bids Spring 2024
- **#21-08 WTP Trunk Watermain Improvements**
  - Construction start anticipated late March 2024
- **#21-09 Centralized Water Treatment Plant**
  - Construction in progress
  - Substantial completion scheduled for May 1, 2025
  - Final completion scheduled for August 1, 2025
- **#20-11 Ramsey Gateway Highway 10 Improvements**
  - Construction and building demo's in progress
  - Final completion anticipated June 2026

### City of Anoka Improvement Projects

- **Highway 47 Corridor Improvements**
  - 3-lane design proposed south of Bunker Lake Boulevard
  - City received regional solicitation funds for 2027 construction
  - Signal system at McKinley Street is proposed to be permanent
  - Anoka webpage <https://clients.bolton-menk.com/anokahwy47/>

### Anoka County Improvement Projects

- **2024 Pavement Overlay Improvements**
  - Portions of CSAH 83 and CR 27
  - City staff are reviewing final plans
  - No City funds requested
  - City Engineer to sign title sheet

### MnDOT Improvement Projects

- **Anoka Solution Highway 10 Improvements**
  - 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**
  - 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; exploring S-curve realignment and stormwater impacts
  - \$45M in bonds authorized October 2020
  - Construction proposed for 2024 to 2026, depending on final design
  - MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy47rr-anoka/>

## **Studies & Items of Interest**

- **Commercial/Industrial/Residential Developments**

- Staff can respond to questions as needed

### **Time Frame/Observations/Alternatives:**

Staff estimates up to 10 minutes will be needed for updates and discussion.

### **Recommendation:**

N/A

### **Outcome/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: 01/11/2024

### **Reviewed By**

Brian Hagen

### **Date**

01/11/2024 11:03 AM

Started On: 01/10/2024 03:04 PM

**Public Works Committee**

**Meeting Date:** 01/16/2024

**Primary Strategic Plan Initiative:** Not Applicable

**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.

**Time Frame/Observations/Alternatives:**

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

**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; \_\_\_\_\_.

**Outcome/Action:**

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

**Attachments**

PWC Calendar Jan2024

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 01/11/2024

**Reviewed By**

Brian Hagen

**Date**

01/11/2024 11:03 AM

Started On: 01/10/2024 03:06 PM

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

| <b>Date</b>   | <b>Topics for Discussion – Committee Action</b>                 |
|---------------|---|
| February 2024 | Sunfish Lake Sedimentation Basin Improvements <i>(Westby)</i>   |
| Future/TBD    | Sunwood Drive Roundabout Landscaping <i>(Riverblood)</i>        |
|               |   |
|               |   |
|               |   |
| <b>Date</b>   | <b>Topics for Discussion – Regulatory</b>                       |
| March 2024    | Sunfish Lake Blvd./CSAH 57 Speed Study Results <i>(Westby)</i>  |
| March 2024    | Bunker Lake Blvd./CSAH 116 Speed Study Results <i>(Westby)</i>  |
|               |   |
|               |   |
|               |   |
| <b>Date</b>   | <b>Topics for Discussion – Policy</b>                           |
| Future/TBD    | Landscaped Median Maintenance Policy <i>(Riverblood)</i>        |
| June 2024     | Draft Trail Maintenance Policy <i>(Riverblood)</i>              |
| June 2024     | Draft Stormwater Pond Maintenance Policy <i>(Westby)</i>        |
|               |   |
|               |   |
|               |   |
| <b>Date</b>   | <b>Topics for Discussion – Planning and Budget</b>              |
| May 2024      | Asset Management Programming Update <i>(Westby)</i>             |
| February 2024 | Targeted Trail Gap Connection Planning <i>(Riverblood)</i>      |
|               |   |
|               |   |
|               |   |
| <b>Date</b>   | <b>Topics for Discussion – Staff Updates</b>                    |
| March 2024    | Elk River Highway 10 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.