

City of Ramsey
Agenda
Public Works Committee
Tuesday, April 16, 2024

5:30 pm

Lake Itasca Room, 7550 Sunwood Drive NW

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

1. **Call to Order**

2. **Citizen Input**

3. **Approve Agenda**

4. **Approve Minutes**
 1. Approve the following meeting minutes: 1. Public Works Committee meeting dated March 19, 2024

5. **Committee Business**
 1. Consider Recommendation to City Council to Approve Cooperative Construction Agreement No. 1056358, Approve Plans, and Authorize Advertisements for Bids for Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements
 2. Consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 NE Ramsey Street Reconstructions, Improvement Project #24-03
 3. Consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07
 4. Consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2024 Pavement Rejuvenation Improvements, Improvement Project #24-09
 5. Consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2024 MSA Pavement Marking Improvements, Improvement Project #24-10

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: 04/16/2024

Primary Strategic Plan Initiative: Not Applicable

Title:

Approve the following meeting minutes: 1. Public Works Committee meeting dated March 19, 2024

Purpose/Background:

To review and approve meeting minutes.

Notification:

N/A

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 March 19, 2024.

Outcome/Action:

Motion to approve meeting minutes dated March 19, 2024.

Attachments

March PWC Minutes

Form Review

Inbox

Brian Hagen

Form Started By: Marsha Weidner

Final Approval Date: 04/11/2024

Reviewed By

Marsha Weidner

Date

04/11/2024 01:31 PM

Started On: 04/11/2024 01:09 PM

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

The Public Works Committee conducted a regular meeting on Tuesday, March 19, 2024, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Debra Musgrove
 Councilmember Chelsee Howell (virtual attendance)
 Councilmember Michael Olson

Also Present: City Engineer/Public Works Director Bruce Westby
 Assistant City Engineer Joe Feriancek
 Parks and Assistant Public Works Director Mark Riverblood
 Public Works Streets Supervisor Shane Turner
 Civil Engineer IV Leonard Linton
 City Administrator Brian Hagen

1. CALL TO ORDER

Chairperson Musgrove 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 Olson, seconded by Councilmember Howell, to approve the agenda, as presented.

A roll call vote was performed:

Councilmember Olson	aye
Councilmember Howell	aye
Chairperson Musgrove	aye

Motion carried.

4. APPROVE MINUTES

4.01: Approve February 20, 2024, Meeting Minutes

Motion by Councilmember Olson, seconded by Councilmember Howell, to approve the following minutes:

Regular Meeting Minutes dated February 20, 2024

A roll call vote was performed:

Councilmember Olson	aye
Councilmember Howell	aye
Chairperson Musgrove	aye

Motion carried.

5. COMMITTEE BUSINESS

5.01: Consider Recommending City Council Approval of Plans and Specifications and Authorizing Advertisement for Bids for MSA Xkimo Street Reconstruction, Improvement Project #24-05

Assistant City Engineer Feriancek reviewed the staff report and recommendation to recommend City Council approval of plans and specifications and authorizing advertisement for bids for MSA Xkimo Street Reconstruction, Improvement Project #24-05.

Chairperson Musgrove asked how the driveway for the pumphouse would be funded.

Assistant City Engineer Feriancek replied that would be funded from the Water Utility Fund.

Chairperson Musgrove asked if the median work was already completed in 2020.

Assistant City Engineer Feriancek replied that they will be putting that back as is, but the curb requires replacement as it is in poor condition.

Chairperson Musgrove asked if the reclaim material would be used in this project or another project.

Assistant City Engineer Feriancek replied that there is a specification that has to be met, which is not typically an issue. He stated that the material is reused on site and the remainder will be stocked at the Public Works site for use in other projects during the year.

Motion by Councilmember Olson, seconded by Councilmember Howell, to recommend City Council approval of plans and specifications and authorizing advertisement for bids for MSA Xkimo Street Reconstruction, Improvement Project #24-05.

A roll call vote was performed:

Councilmember Olson	aye
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Councilmember Howell aye
Chairperson Musgrove aye

Motion carried.

5.02: Consider Recommendation for City Council to Accept Bids and Award Contract for Improvement Project #23-19, COR Infrastructure Improvements

City Engineer/Public Works Director Westby reviewed the staff report and recommendation to recommend City Council acceptance of bids and award of a contract for construction for Improvement Project #23-19, COR Infrastructure Improvements, to Douglas-Kerr Underground, LLC in the amount of \$2,973,047.22. He noted that constructing all of the proposed COR Infrastructure Improvements at the same time will minimize project costs, duration of construction, and impacts to COR residents and businesses.

Chairperson Musgrove referenced a proposed roundabout at Center Street and Ramsey within the COR analysis and asked for more details.

Parks & Assistant Public Works Director Riverblood replied that was an iteration of a road plan 15 years ago.

Chairperson Musgrove asked if that should be marked in the updated analysis as something that is not being included.

City Engineer/Public Works Director Westby confirmed that element was proposed as an option in the past but did not work and therefore was not included in future plans. He stated that the center islands on Ramsey Parkway would make a roundabout difficult. He stated that the document Chairperson Musgrove referenced was developed a decade or more ago.

Chairperson Musgrove asked if the cost in the bid is for the three streets.

City Engineer/Public Works Director Westby replied that includes the work for the streets, utilities, and adjacent trails. He noted that other street projects within the COR would be opportunity driven as development occurs.

Motion by Councilmember Olson, seconded by Councilmember Howell, to recommend City Council acceptance of bids and award of a contract for construction for Improvement Project #23-19, COR Infrastructure Improvements, to Douglas-Kerr Underground, LLC in the amount of \$2,973,047.22.

A roll call vote was performed:

Councilmember Olson aye
Councilmember Howell aye
Chairperson Musgrove aye

Motion carried.

5.03: Refurbish the 25-Year-Old Okapi Street Boardwalk Connection

Parks & Assistant Public Works Director Riverblood presented the staff report and recommendation to proceed with the refurbishment of the 25-year-old boardwalk with the work to be performed by MN Boardwalks LLC, in the amount of \$25,872.

Councilmember Olson asked for details on the process of over decking.

Parks & Assistant Public Works Director Riverblood provided more details on that process.

Chairperson Musgrove asked how the Itasca boardwalk is holding up as the same process was used for that project.

Parks & Assistant Public Works Director Riverblood replied that boardwalk has been great after similar repair. He explained that the boardwalk has settled and is composed of treated material, which lends itself to being a good foundation. He noted that this process also eliminates the cost of removal and disposal which for the Itasca boardwalk had an estimate of \$36,000 to \$50,000.

Councilmember Olson asked if there is a plan to address areas where there may be more decay or substantive issues.

Parks & Assistant Public Works Director Riverblood replied that if there are areas that are soft or areas with voids that would not provide support, they would add additional support through the specifications in the bid.

Motion by Councilmember Howell, seconded by Councilmember Olson, to recommend City Council approval of the refurbishment of the Okapi Street Boardwalk in a not to exceed amount of \$25,872.

A roll call vote was performed:

Councilmember Olson	aye
Councilmember Howell	aye
Chairperson Musgrove	aye

Motion carried.

6. COMMITTEE / STAFF INPUT

6.01: Receive Update on Ford Brook Estates Drainage Improvements

City Engineer/Public Works Director Westby provided an update on the most recent findings while preparing plans and specifications for drainage improvements in the Ford Brook Estates residential development in the northeast corner of the city.

Councilmember Olson asked if the grade of the property at 18013 Krypton Street drains to the proposed inlet or whether grading would be necessary.

City Engineer/Public Works Director Westby replied that the inlet would be installed in the low spot requiring minimal grading.

City Engineer/Public Works Director Westby stated this property owner has requested that all of their future stormwater utility fees be waived. He noted that staff would recommend not waiving this fee since numerous properties across the city have drainage issues and that forgiving stormwater utility fees for this property owner could result in other property owners making similar fee forgiveness requests in the future.

Councilmember Olson stated that he would agree with the staff recommendation not to forgive the payment as requested from the property owner as he would not want to set that precedent. He stated that this property owner will now benefit from the fees they have paid over the years, proving the value of these fees.

Chairperson Musgrove referenced the property asking for the forgiveness and commented that hopefully this will address the issue that occurs in the springtime for the property.

City Engineer/Public Works Director Westby confirmed that this would prevent the area from filling up and will prevent the septic from being inundated as well as keeping water away from their home. He commented that water would pool for a few days after rain events, but it does eventually drain which is similar to many properties in Ramsey.

Chairperson Musgrove stated that she also would not support forgiving the payment.

City Engineer/Public Works Director Westby confirmed the consensus of the Committee to move forward with completing the plans and bringing the case forward to the City Council.

6.02: Receive Updates on Improvement Projects, Studies, 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.

6.03: Review Future Topics Calendar

Noted.

7. ADJOURNMENT

Motion by Councilmember Olson, seconded by Councilmember Howell, to adjourn the Public Works Committee meeting.

A roll call vote was performed:

Councilmember Olson	aye
Councilmember Howell	aye
Chairperson Musgrove	aye

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:29 p.m.

Respectfully submitted,



Bruce Westby
City Engineer/Public Works Director

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee**Meeting Date:** 04/16/2024**Primary Strategic Plan Initiative:** Not Applicable**Title:**

Consider Recommendation to City Council to Approve Cooperative Construction Agreement No. 1056358, Approve Plans, and Authorize Advertisements for Bids for Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements

Purpose/Background:**Purpose:**

To consider a recommendation to City Council to approve Minnesota Department of Transportation (MnDOT) Cooperative Construction Agreement No. 1056358, approve plans, and authorize advertisements for bids for Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements.

Background:

This project has been discussed with the Public Works Committee during the following regularly scheduled Committee meetings;

- October 19, 2021
- January 18, 2022
- February 15, 2022
- May 17, 2022
- November 15, 2022

Background information is included in the attached cases from each of these meetings, as well as in the attached meeting minutes. Attachments for these cases are not included but will be available at the meeting.

Attached to this case are the plans prepared by staff, which have been reviewed and approved by the Minnesota Department of Transportation (MnDOT).

Also attached to this case is the MnDOT transmittal letter and Cooperative Construction Agreement, which was reviewed and approved by staff and the City Attorney.

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

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

Observations:

Staff informed the Xkimo Court residents that this case would be presented this evening so one or more residents may be in attendance, either physically or remotely.

Alternatives:

Alternative #1 – Motion recommending City Council approval of plans and Cooperative Construction Agreement No. 1056358, and authorization to advertise bids for Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements.

Alternative #2 – Motion of other.

Funding Source:

Staff’s current cost estimate for constructing a new 265-foot long sound wall per the attached plans is \$80,000.

The construction cost estimate above does not include indirect project costs, which would include Staff time for preparing plans and administering and inspecting construction, and consultant fees required to stake construction. The construction cost estimates above also do not include any costs associated with working with MnDOT to develop the CCA, which is generally limited to staff’s and the City Attorney’s time, which was minimal.

City Improvement Project #22-17 can be funded using PIR Funds.

Recommendation:

Staff recommends Alternative #1 if the Public Works Committee supports constructing a sound wall along the west edge of the Ramsey Villas North residential development.

Outcome/Action:

Dependent on discussions.

Attachments

- IP 22-17 Plans
- PWCcase 101921
- PWCcase 011822
- PWCcase 021522
- PWCcase 051722
- PWCcase 111522
- PWC Mtg Mins 101921
- PWC Mtg Mins 011822
- PWC Mtg Mins 021522
- PWC Mtg Mins 051722
- PWC Mtg Mins 111522
- MnDOT CCA 1056358
- MnDOT TrnsLtr CCA 1056358

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Marsha Weidner	04/11/2024 02:42 PM
Form Started By: Bruce Westby		Started On: 04/10/2024 04:27 PM
Final Approval Date: 04/11/2024		

CITY OF RAMSEY

RAMSEY VILLAS NORTH SOUND WALL

CITY IMPROVEMENT PROJECT NO. 22-17

GOVERNING SPECIFICATIONS

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

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

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

SHEET INDEX

THIS PLAN CONTAINS 4 SHEETS

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	SOUND WALL DETAILS
3	SITE PLAN AND WALL PROFILE
4	CROSS SECTIONS



LEGEND

- | | | | |
|--|---------------------|--|-------------------------------|
| | SANITARY MANHOLE | | Easement - Drainage & Utility |
| | STORM SEWER MANHOLE | | Easement - Roadway |
| | CATCH BASIN MANHOLE | | LOT LINE |
| | CATCH BASIN | | ELECTRIC LINE |
| | CATCH BASIN - GROUT | | ELECTRIC LINE - BURIED |
| | CATCH BASIN - RESET | | ELECTRIC LINE - OVERHEAD |
| | FLARED END SECTION | | GAS LINE |
| | CULVERT END SECTION | | TELECOMMUNICATION LINE |
| | HYDRANT | | TELECOMM - OVERHEAD |
| | VALVE | | FIBER OPTIC LINE |
| | TREE - CONIFEROUS | | TREE LINE |
| | TREE - DECIDUOUS | | LANDSCAPE |
| | SHRUB | | SOUND WALL |
| | LIGHT POLE | | FENCE |
| | SIGN | | SILT FENCE |
| | MAILBOX | | WATERMAIN |
| | PEDESTAL - TELECOM | | SANITARY SEWER |
| | PEDESTAL - ELECTRIC | | STORM SEWER |
| | HAND HOLE | | DRAIN TILE |

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.

57095 DATE 2/10/23
 JOE FERIANCEK, P.E. LIC. NO.

DATE	REVISION



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

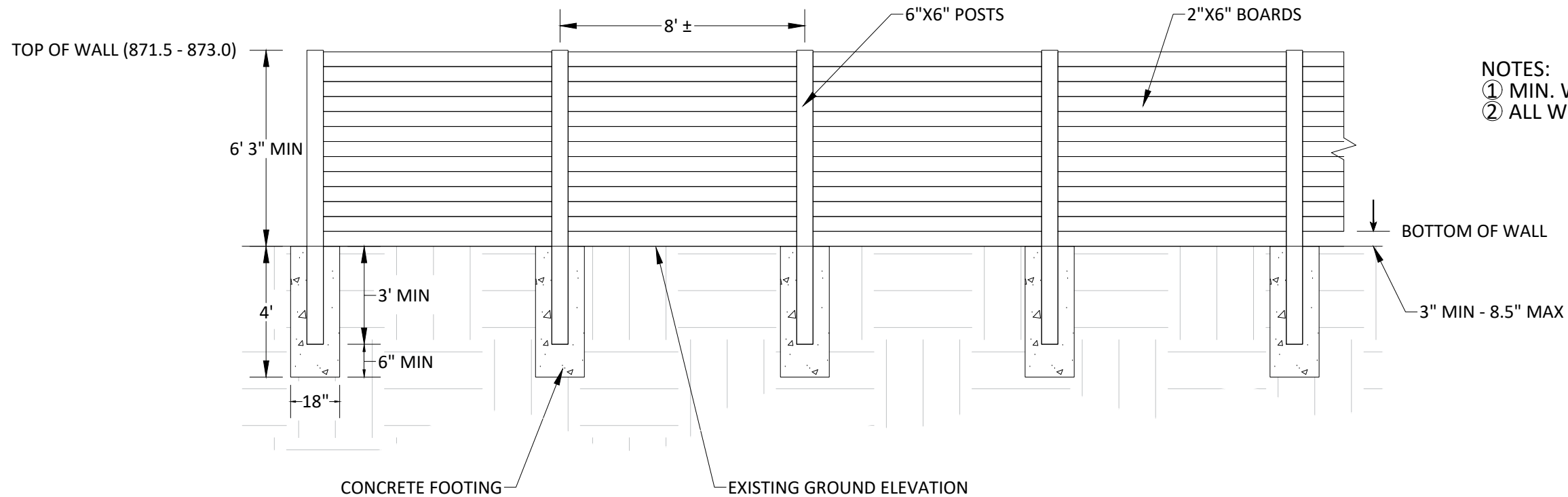
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

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



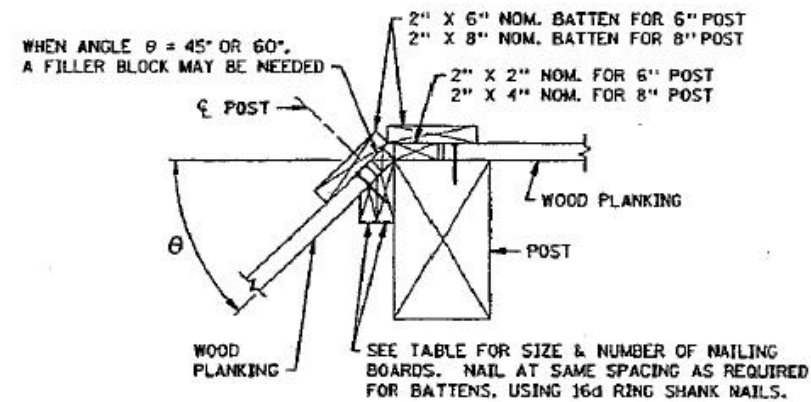
Call before you dig
 811
 651 454-0002 Metro
 800 252-1166 Outstate
www.gopherstateonecall.org

Feb 10, 2023 10:09am
 G:\Engineering\AutoCad Dwg\Projects N-Z\TH 47 & Xkimo Sound Wall 22-17\Support Drawings\22-17 Base Map.dwg

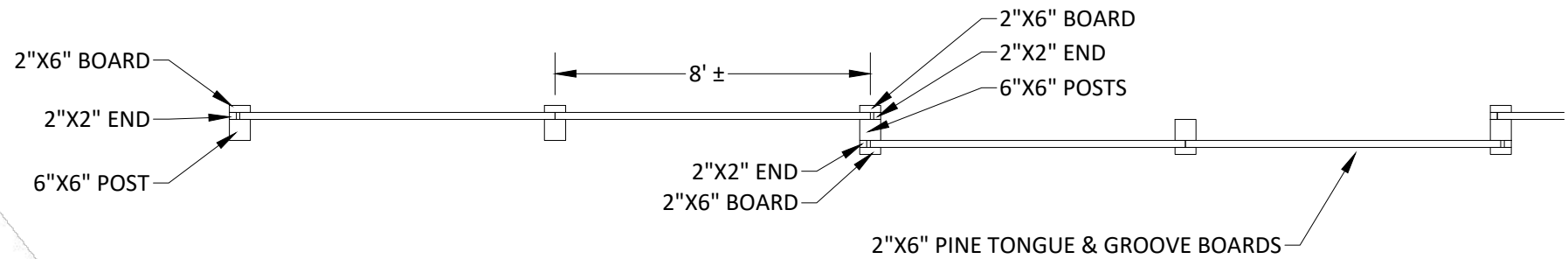
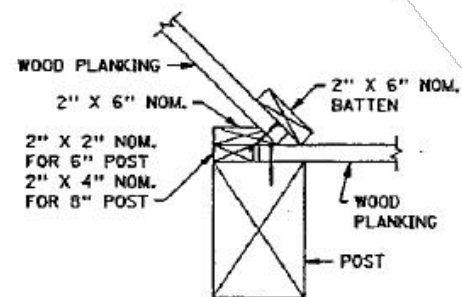


- NOTES:
 ① MIN. WALL HEIGHT 6 FEET ABOVE TH 47 EDGE OF PAVEMENT
 ② ALL WOOD MUST BE PRESSURE TREATED

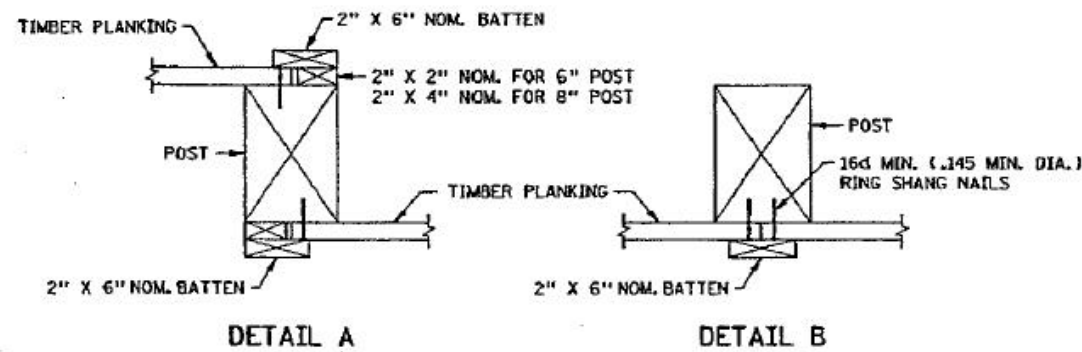
① PROPOSED WALL PROFILE: N.T.S.



POST LOCATIONS FOR ANGLE TURNS



② PROPOSED WALL PLAN: N.T.S.



NAILING BOARDS AND CORNER BATTEN SELECTION TABLE FOR ANGLE TURNS TOWARD POST

POST SIZE (IN.)	ANGLE $\theta = 30^\circ$		ANGLE $\theta = 45^\circ$		ANGLE $\theta = 60^\circ$	
	NAILING BOARDS SIZE (IN.)	CORNER BATTEN (IN.)	NAILING BOARDS SIZE (IN.)	CORNER BATTEN (IN.)	NAILING BOARDS SIZE (IN.)	CORNER BATTEN (IN.)
6 X 6	2 X 6	1	2 X 6	1	2 X 6	1
6 X 8	2 X 6	1	2 X 6	1	2 X 6	1
6 X 12	2 X 6	1	2 X 6	2	2 X 6	2
8 X 12	2 X 6	1	2 X 8	2	2 X 8	2
8 X 14	2 X 6	1	2 X 8	2	2 X 8	2
8 X 16	2 X 6	2	2 X 8	2	2 X 8	2
8 X 18	2 X 6	2	2 X 8	3	2 X 8	3
8 X 20	2 X 6	2	2 X 8	3	2 X 8	3

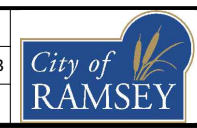
DATE	REVISION

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 2/10/23 Lic. No. 57095

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

DATE: 2/10/23
 FILE: 22-17

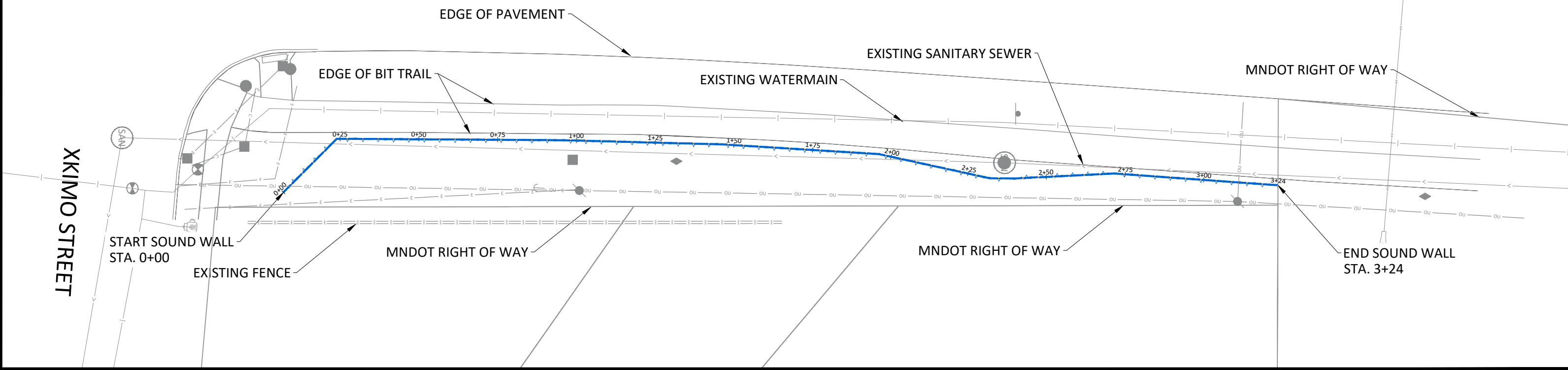
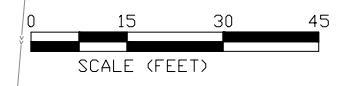


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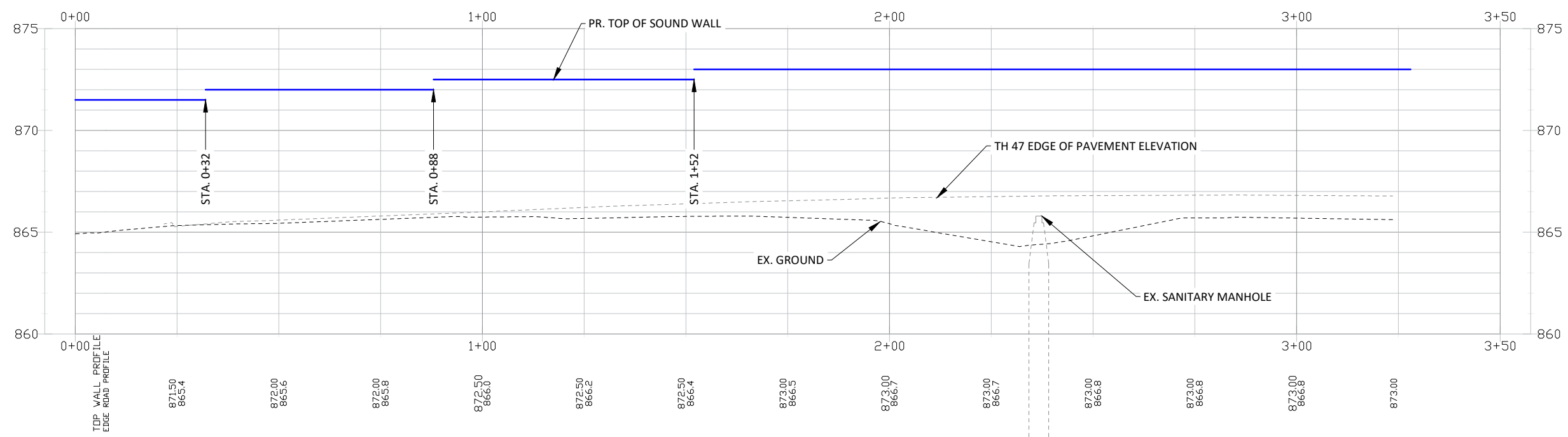
SOUND WALL DETAIL

TH 47 & XKIMO STREET SOUND WALL
 CITY PROJECT NO. 22-17
 CITY OF RAMSEY, MINNESOTA

SAINT FRANCIS BOULEVARD (TH 47)



Profile View of Sound Wall



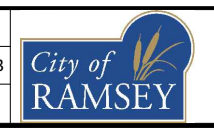
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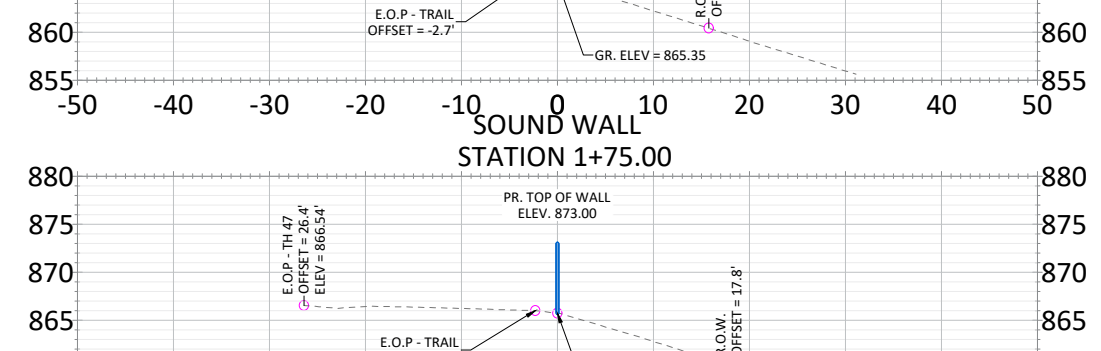
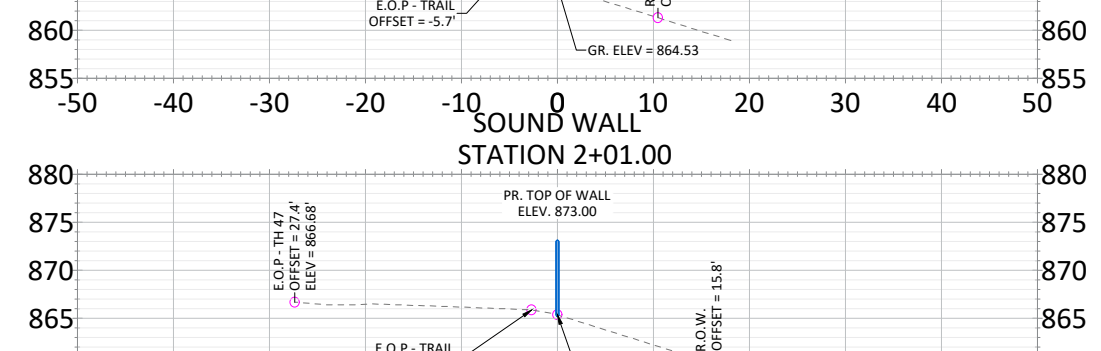
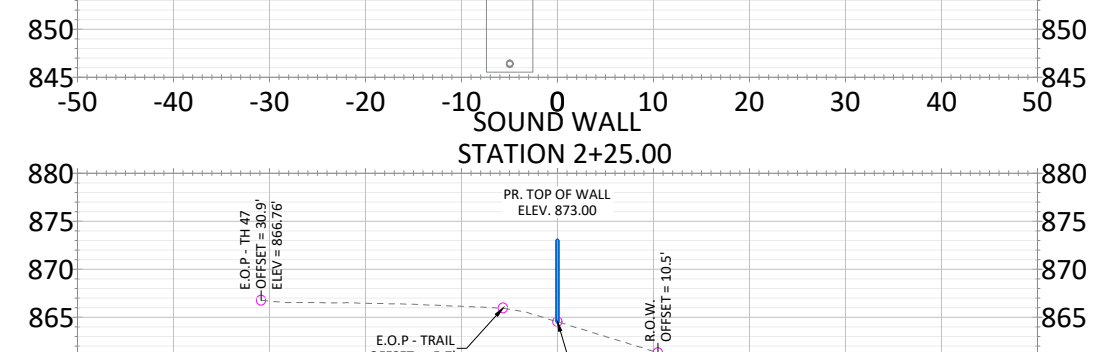
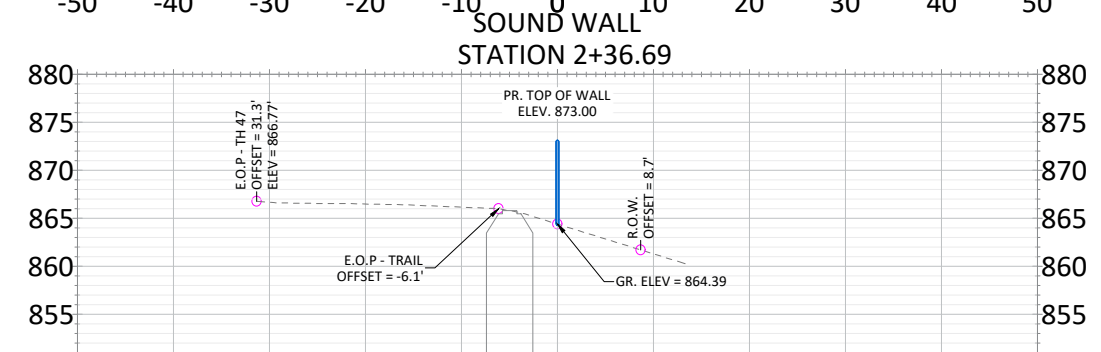
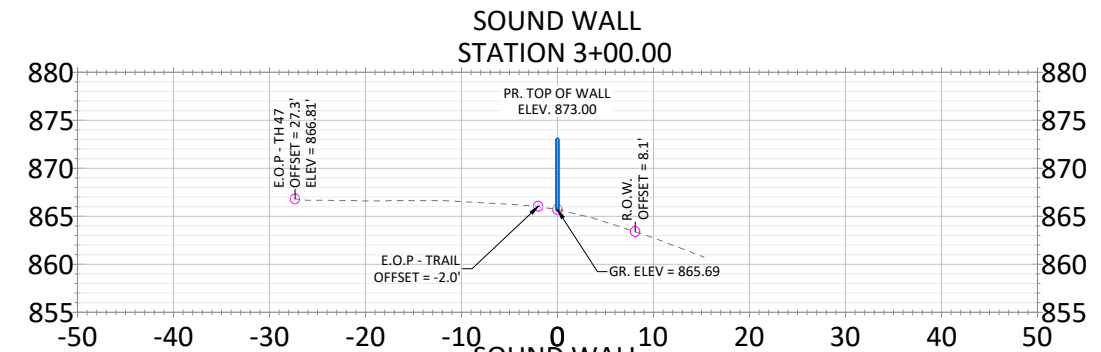
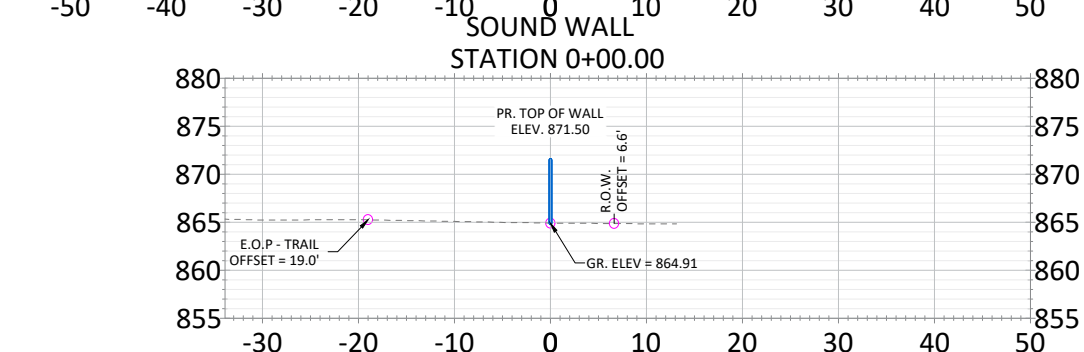
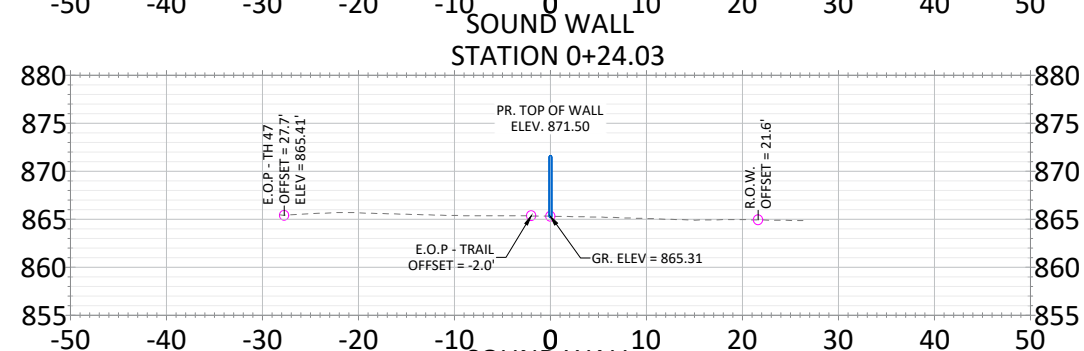
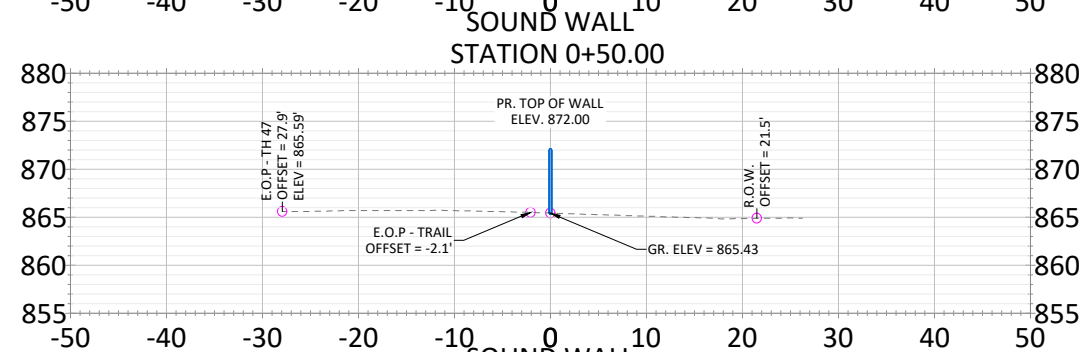
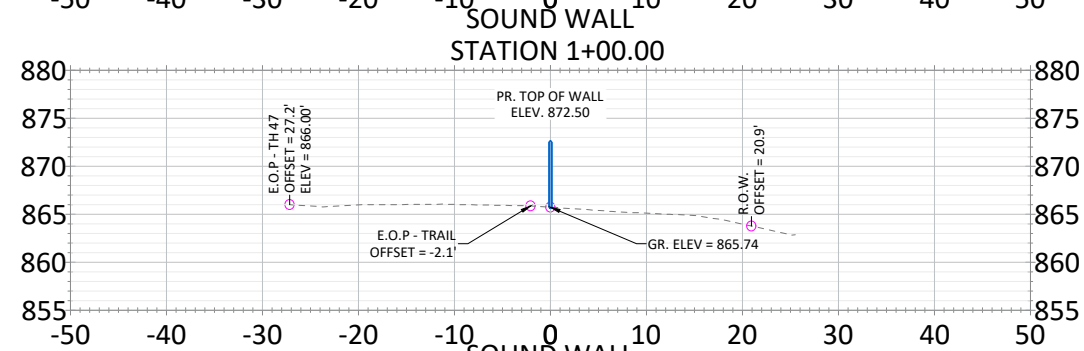
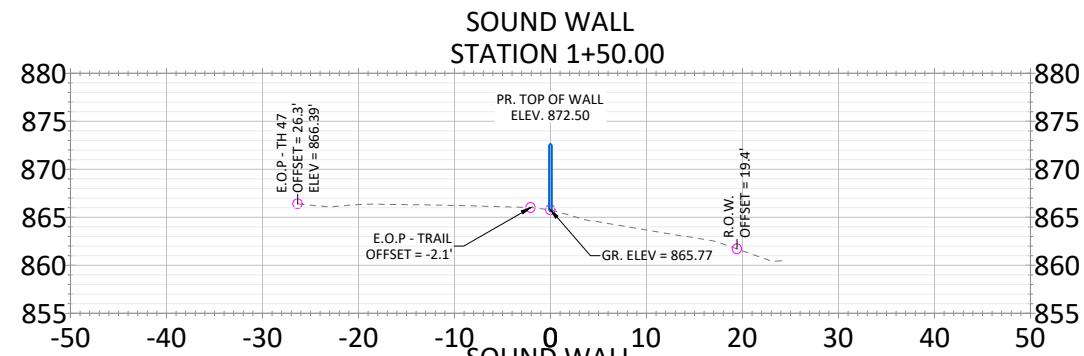
DATE: 2/10/23
 FILE: 22-17



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SITE PLAN

TH 47 & XKIMO STREET SOUND WALL
 CITY PROJECT NO. 22-17
 CITY OF RAMSEY, MINNESOTA

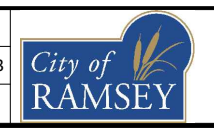


DATE	REVISION

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 JOE PERIANCEK
 Date 2/10/23 Lic. No. 57095

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 CHECKED BY: BRW



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CROSS SECTIONS

TH 47 & XKIMO STREET SOUND WALL
 CITY PROJECT NO. 22-17
 CITY OF RAMSEY, MINNESOTA

Public Works Committee

5. 3.

Meeting Date: 10/19/2021

By: Bruce Westby, Engineering/Public Works

Title:

Receive Sound Wall Request Letter from Residents East of State Highway 47, North of Xkimo Street

Purpose/Background:

Attached is a copy of an email recently received by the City Engineer/Interim Community Development Director from residents along Xkimo Court NW, east of State Highway 47 and north of Xkimo Street, after meeting with the residents on site. The email respectfully requests the following items be pursued by the City of Ramsey:

- *Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's*
- *If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47*
- *If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47*
- *Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection*
- *Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior*
- *Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey*
- *Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.*

Staff has not yet begun to work on a response letter, and is awaiting Committee direction.

If the Committee would like an estimate of the costs to construct sound walls as requested, Staff can prepare an estimate and present it at the next regular Public Works Committee meeting.

Attached is an email from MnDOT with responses to Staff's questions regarding external funding sources. At this time it does not appear that external funds are available to extend the sound wall. However, Staff will continue to explore external funding sources for such sound wall improvements.

It is too late in the year to begin construction of a sound wall in 2021, so at best this work could be completed in 2022. This would require the collection of topographic survey this fall or next spring to determine where a sound wall could effectively be constructed along this corridor. In order for a sound wall to be effective it should be constructed at a height extending at least 6-feet above the pavement of northbound Highway 47.

Attached is a figure showing how long the sound wall would need to extend to the north of the Ramsey Villas North plat to connect to the existing sound wall approximately 900 feet north.

Timeframe:

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

Observations/Alternatives:

Observations:

Staff informed the residents that submitted the email that this case would be presented at this evening's Public Works Committee meeting so Staff anticipates there will be several residents in attendance.

Alternatives:

Alternative #1 – Motion directing Staff to prepare a response letter addressing the requested actions per the email received from the residents of Xkimo Court NW, and to present a draft response letter for action at the next regular Public Works Committee meeting.

Alternative #2 – Motion of other.

Funding Source:

To be determined based on the Committee's direction to Staff.

Recommendation:

Staff does not have a recommendation to offer at this time.

Action:

Motion directing Staff to prepare a response letter addressing the requested actions per the email received from the residents of Xkimo Court NW, and to present a draft response letter for action at the next regular Public Works Committee meeting.

Attachments

- Xkimo Court Residents email
- MnDOT Sound Wall email
- Staff email to Xkimo Court residents
- Sound Wall Gap Figure

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	10/14/2021 04:08 PM
Kurt Ulrich	Kurt Ulrich	10/14/2021 04:13 PM
Form Started By: Bruce Westby		Started On: 10/14/2021 02:51 PM
Final Approval Date: 10/14/2021		

Public Works Committee

5. 2.

Meeting Date: 01/18/2022

By: Bruce Westby, Engineering/Public Works

Title:

Consider Sound Wall Improvements East of State Highway 47, North of Xkimo Street

Purpose/Background:

As discussed at the Public Works Committee meeting on October 19, 2021, the noise wall constructed as part of the three (3) single-family residential unit development called Ramsey Villas North, located in the northeast quadrant of State Highway 47 and Xkimo Street, was not constructed such that it will serve its intended purpose as a noise barrier.

Though plans for this development, including the noise wall, were approved by the City, the wall was designed and constructed to extend downwards into a low area such that the top of the wall is lower than Highway 47, which prevents the wall from being effective at reducing traffic noise.

During the project approval process, several residents from Xkimo Court contacted City staff to ask what could be done to reduce traffic noise from Highway 47. The residents were informed that the developer would construct a noise wall similar to the existing wall east of Highway 47 roughly 600 feet to the north, and that the wall would extend along the west edge of the Ramsey Villas North plat.

Attached is a copy of an email received by the City Engineer from residents along Xkimo Court NW, east of State Highway 47 and north of Xkimo Court, following a meeting between the City Engineer and the residents on site on Monday, September 27, 2021. The email requests that the City consider the following items:

- Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's
- If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along city 47
- If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along city 47
- Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection
- Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior
- Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey
- Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.

After the Public Works Committee considered the residents request on October 19, 2021, the committee directed

Staff to contact the developer and their engineer to determine if either or both are willing to partner with the City to redesign, reconstruct and/or extend the noise wall to serve its intended purpose. The Committee also directed Staff to return with estimated costs to reconstruct and/or extend the sound wall to the end of the plat and/or to connect to the existing wall to the north for consideration at a future meeting.

The City Engineer contacted the developer and received the attached letter in response. Based on this letter Staff does not anticipate that the developer will be willing to partner with the City to resolve the resident's concerns either by assisting with potential design modifications and/or by contributing to costs.

The City Engineer also contacted the project engineer with Bogart-Pederson to discuss this issue. The project engineer stated he would discuss this issue in more detail after the Public Works Committee discussed this issue again this evening.

Construction of a sound wall could not begin until the ground thaws in the spring of 2022, at the earliest. This would require the collection of topo survey to determine where a sound wall could effectively be constructed along this corridor. For a sound wall to be effective it should be constructed to a height of 6-feet or more above the pavement of northbound Highway 47.

Attached is a figure showing how long the sound wall would need to extend to the north of the Ramsey Villas North plat to connect to the existing sound wall approximately 900 feet north. Staff estimates construction costs for a similar noise wall would be approximately \$210 per linear foot at today's construction costs. This would equate to a minimum construction cost of \$50,000 to salvage and reinstall the section of wall that extends below the grade of Highway 47 and to then extend the wall to the north end of the Ramsey Villas North plat, and a minimum construction cost of \$125,000 to extend a similar wall along the undeveloped parcel to the north to connect to the existing wall. These costs do not include indirect costs or costs required to enter into a Limited Use Permit with MnDOT if the wall needs to be constructed within their right-of-way.

Timeframe:

Staff estimates 20 minutes will be needed to present this case and respond to questions.

Observations/Alternatives:

Observations:

Staff contacted MnDOT and was informed that their preference would be for the wall to be on the private property. However, MnDOT did confirm that they would be willing to discuss construction of a wall in MnDOT right-of-way, but that they do not have funds to pay for such work. Also, the City would need to execute a Limited Use Permit to define the responsibilities of the City related to maintenance and removal of the wall, if necessary in the future.

Staff informed the Xkimo Court residents that this case would be presented at this evening's Public Works Committee meeting so Staff anticipates there will be several residents in attendance, either in person or remotely.

Alternatives:

Alternative #1 – Motion directing Staff to further explore noise wall improvements along the Ramsey Villas North plat.

Alternative #2 – Motion directing Staff to further explore noise wall improvements along the Ramsey Villas North plat, and to further explore noise wall improvements along the undeveloped parcel to the north.

Alternative #2 – Motion of other.

Funding Source:

To be determined based on the Committee's direction to Staff.

MnDOT does not have funds to share in any of these costs, and Staff is continuing to explore external funding sources for such sound wall improvements.

Recommendation:

Staff does not have a recommendation to offer at this time.

Action:

To be determined following discussions.

Attachments

Noise Wall Gap Figure

Xkimo Court residents email

Ltr re Riverside Development Company Ramsey

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 01/13/2022

Reviewed By

Kathy Schmitz

Kathy Schmitz

Date

01/13/2022 04:07 PM

01/13/2022 04:07 PM

Started On: 01/11/2022 10:40 AM

Public Works Committee

6. 1.

Meeting Date: 02/15/2022

By: Bruce Westby, Engineering/Public Works

Title:

Receive Updates on Sound Wall East of State Highway 47, North of Xkimo Street

Purpose/Background:

The purpose of this case is to provide available updates. Staff will provide more information and will seek further direction from the Public Works Committee on March 15th.

As discussed at the Public Works Committee meeting on October 19, 2021, the sound wall constructed with the three (3) single-family residential unit development called Ramsey Villas North, located in the northeast quadrant of State Highway 47 and Xkimo Street, was not constructed such that it will serve it's intended purpose as a noise barrier.

Though plans for this development, including the noise wall, were approved by the City, the wall was designed and constructed to extend downwards into a low area such that the top of the wall is lower than Highway 47, which prevents the wall from being effective at reducing traffic noise.

During the project approval process, residents from Xkimo Court contacted City staff to ask what could be done to reduce traffic noise from Highway 47. Staff ultimately responded by conveying that the developer would be constructing a sound wall similar to the existing wall east of Highway 47 roughly 1,000 feet to the north, and that the wall would extend along the west edge of the Ramsey Villas North plat. Attached is a copy of an email submitted by a resident of Xkimo Court showing they were informed that the sound wall would extend along the entire west edge of the plat.

Also attached is a copy of an email received by the City Engineer from residents along Xkimo Court NW, east of State Highway 47 and north of Xkimo Court, following a meeting between the City Engineer and the residents on site on Monday, September 27, 2021. The email requests that the City consider the following items:

- Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's
- If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection
- Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior
- Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey

- Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.

After the Public Works Committee considered the residents request on October 19, 2021, the committee directed Staff to contact the developer and their engineer to determine if either or both would be willing to partner with the City to redesign, reconstruct and/or extend the noise wall to serve it's intended purpose. The Committee also directed Staff to return with estimated costs to reconstruct and/or extend the sound wall to the end of the plat and/or to connect to the existing wall to the north for consideration at a future meeting.

Staff contacted the developer, Riverside Development Company, and has since received three response letters from their attorney informing Staff that the developer is willing to assist the City in resolving this matter by providing a history of past discussions and to offer its opinion on any potential changes to the wall, but that they are not agreeable to assuming any financial liability associated with such changes. Their attorney also noted that the City cannot continue to retain any of their clients financial securities outside of what is allowed by the Development Agreement, namely their one-year warranty and landscaping warranty. Staff is therefore preparing to return all securities outside of the warranty securities outlined within the Development Agreement.

Staff also contacted the design engineer, Bogart-Pederson, to discuss their willingness to assist the City in resolving this matter. According to Bogart-Pederson they informed City Staff that any wall constructed on their client's property would not be able to serve as a noise wall due to the low elevations on site, and that constructing a wall within Highway 47 right-of-way would not likely be economically feasible due to the need to relocate existing buried utilities and overhead power lines, but Staff instructed them to construct the wall per the plans. However, Bogart-Pederson is willing to share their topographic survey with the City so we can look at the potential for relocating the wall within the Highway 47 right-of-way.

Any efforts to relocate or extend the existing sound wall could not begin until the ground thaws in the spring of 2022. This would include collection of additional topographic survey to determine where a sound wall could effectively be constructed along the corridor. For a sound wall to be effective it should be constructed to a height of 6-feet or more above the pavement on Highway 47.

Attached is the figure showing how long the sound wall would need to extend to the north of the Ramsey Villas North plat to connect to the existing sound wall approximately 900 feet north.

Staff estimates construction costs for a similar noise wall would be approximately \$210 per linear foot at today's construction costs. This would equate to a minimum construction cost of \$50,000 to salvage and reinstall the existing wall within the Highway 47 right-of-way and to extend the wall to the north end of the Ramsey Villas North plat, if possible, and a minimum construction cost of \$125,000 to extend the wall through the undeveloped parcel to the north to connect to the existing wall. These costs do not include indirect costs or costs required to enter into a Limited Use Permit with MnDOT if the wall can indeed be constructed within their right-of-way.

Timeframe:

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

Observations/Alternatives:

Staff informed the Xkimo Court residents that this case would be presented this evening so one or more residents may be in attendance.

Funding Source:

Funding amounts and sources will be discussed in detail on March 15th.

Recommendation:

Staff does not have a recommendation at this time.

Action:

No action is requested at this time. Staff will provide more information and will seek further direction from the Public Works Committee on March 15th.

Attachments

Xkimo Ct residents requests

Xkimo Ct resident email

Sound wall gap figure

Sound Wall Pictures

Form Review

Inbox	Reviewed By	Date
Grant Riemer	MaryJo Warner	02/10/2022 03:55 PM
Kurt Ulrich	Kurt Ulrich	02/10/2022 03:59 PM
Form Started By: Bruce Westby		Started On: 02/10/2022 10:49 AM
Final Approval Date: 02/10/2022		

Public Works Committee

5. 2.

Meeting Date: 05/17/2022

By: Bruce Westby, Engineering/Public Works

Title:

Receive Updates on Sound Wall East of State Highway 47, North of Xkimo Street

Purpose/Background:

As discussed at the Public Works Committee meeting on October 19, 2021, the sound wall constructed with the three (3) single-family residential unit development called Ramsey Villas North, located in the northeast quadrant of State Highway 47 and Xkimo Street, was not constructed such that it will serve it's intended purpose as a noise barrier.

Though plans for this development, including the noise wall, were approved by the City, the wall was designed and constructed to extend downwards into a low area such that the top of the wall is lower than Highway 47, which prevents the wall from being effective at reducing traffic noise.

During the project approval process, residents from Xkimo Court contacted City staff to ask what could be done to reduce traffic noise from Highway 47. Staff ultimately responded by conveying that the developer would be constructing a sound wall similar to the existing wall east of Highway 47 roughly 1,000 feet to the north, and that the wall would extend along the west edge of the Ramsey Villas North plat. Attached is a copy of an email submitted by a resident of Xkimo Court showing they were informed that the sound wall would extend along the entire west edge of the plat.

Also attached is a copy of an email received by the City Engineer from residents along Xkimo Court NW, east of State Highway 47 and north of Xkimo Court, following a meeting between the City Engineer and the residents on site on Monday, September 27, 2021. The email requests that the City consider the following items:

- Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's
- If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection
- Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior
- Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey
- Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.

The Public Works Committee reviewed and discussed the resident's requests with them on October 19, 2021, and afterwards the committee directed Staff to contact the developer and their engineer to determine if either or both would be willing to partner with the City to redesign, reconstruct and/or extend the noise wall to serve its intended purpose. The Committee also directed Staff to contact MnDOT to discuss the option of relocating the wall onto their right-of-way, and to present estimated costs to reconstruct and/or extend the sound wall to the end of the plat and/or to connect to the existing wall to the north during a future meeting.

Staff then contacted the developer, Riverside Development Company, and received three response letters from their attorney informing Staff that the developer is willing to assist the City in resolving this matter by providing a history of past discussions and to offer its opinion on any potential changes to the wall, but that they are not agreeable to assuming any financial liability associated with such changes. Their attorney also noted that the City cannot retain any of their client's financial securities outside of what is allowed by the Development Agreement, namely their one-year warranty and landscaping warranty. Staff therefore returned all securities outside of the warranty securities outlined within the Development Agreement.

Staff also contacted the design engineer, Bogart-Pederson, to discuss their willingness to assist the City in resolving this matter. Bogart-Pederson said they informed City Staff that a wall constructed on their client's property would not be able to serve as a noise wall due to the low elevations on site, and that constructing a wall within Highway 47 right-of-way would not likely be economically feasible due to the need to relocate existing buried utilities and overhead power lines, but that Staff instructed them to construct the wall per the plans, which was done. Bogart-Pederson said they would share their topo survey so the City could explore relocating the wall within Highway 47 right-of-way.

Staff also contacted MnDOT and was informed that their preference would be for the wall to be constructed on private property but MnDOT did confirm that they would be willing to discuss construction of a wall in MnDOT right-of-way, though they do not have funds to pay for such work. Also, the City would need to execute a Limited Use Permit to define the responsibilities of the City related to maintenance and removal of the wall, if necessary in the future.

On January 18, 2022, the Public Works Committee discussed this information, along with the estimated costs developed by Staff, and directed Staff to obtain the opinion of the new City Attorney as to the responsibilities of the developer and their engineer in this matter, to speak with the engineer to ask if they would at a minimum provide the required design services, to contact MnDOT to determine whether they would allow the wall to be relocated, reconstructed and/or extended within MnDOT right-of-way and whether any other funds may be available, to discuss available funding sources with the Finance Director, to review the site conditions, and to determine who the property owners are.

On February 15, 2022, the Public Works Committee received updates from Staff including responses received from the developer and their engineer, and estimated costs for the options previously discussed. After discussions, Staff noted that they would look at the grades to see if an opportunity might exist to cost-effectively add fill outside of MnDOT right-of-way while avoiding impacts to utilities, which could then be discussed in more detail at a future meeting.

Since February, Staff has confirmed that the developer's engineer will provide their topographic survey data and utility as-built data to allow City Staff to further explore options for relocating, constructing, or extending sound walls within MnDOT's Highway 47 right-of-way. Staff anticipates receiving this data very soon. However, additional topo survey will be needed to determine where a sound wall could effectively be constructed along the Highway 47 corridor, especially if the wall is to be connected to the existing 6-foot tall sound wall approximately 900-feet to the north. Attached is the figure showing how long the sound wall would need to extend to the north of the Ramsey Villas North plat to connect to the existing sound wall.

As previously discussed, Staff estimates construction costs for a similar sound wall to be approximately \$210 per linear foot at today's construction costs. This would equate to a minimum construction cost of \$50,000 to salvage

and reinstall the existing wall within the Highway 47 right-of-way. To extend the wall past the north end of the Ramsey Villas North plat and through the undeveloped parcel to the north to connect to the existing wall would require a minimum construction cost of \$125,000. These are construction cost estimates only and do not include indirect costs or costs required to enter into a Limited Use Permit with MnDOT if the wall can indeed be constructed within their right-of-way.

Four pictures of the existing sound wall are attached to this case. Staff anticipates bringing more detailed information to the Committee for discussion on June 21st.

Timeframe:

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

Observations/Alternatives:

Observations:

Staff informed the Xkimo Court residents that this case would be presented this evening so one or more residents may be in attendance, either physically or remotely.

Alternatives:

The purpose of this case is to provide new updates, with the intent of providing a more significant update on June 21st and to seek further direction from the Committee as to next steps at that time.

Funding Source:

Funding amounts and sources will be discussed in more detail on June 21st.

Recommendation:

Staff does not have a recommendation to offer at this time.

Action:

No action is requested at this time. Staff will provide more information and will seek further direction from the Public Works Committee on June 21st.

Attachments

Sound Wall Gap Diagram

Xkimo Ct resident email

Picture 1

Picture 2

Picture 3

Picture 4

Form Review

Inbox

Grant Riemer

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 05/12/2022

Reviewed By

Grant Riemer

Brian Hagen

Date

05/12/2022 01:48 PM

05/12/2022 03:25 PM

Started On: 05/11/2022 10:50 AM

Public Works Committee

5. 1.

Meeting Date: 11/15/2022

Submitted For: Bruce Westby, Engineering/Public Works

By: Bruce Westby, Engineering/Public Works

Title:

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

Purpose/Background:

As first discussed at the Public Works Committee meeting on October 19, 2021, the fence that was constructed with the Ramsey Villas North three (3) single-family residential unit development, located in the northeast quadrant of State Highway 47 and Xkimo Street, was not constructed such that it will serve it's intended purpose as a noise barrier/sound wall.

The plans for this development, including the sound wall plan, were approved by the City. However, the wall was designed and constructed such that it extends down into a low area where the top of the wall is lower than Highway 47, which prevents the wall from being effective at reducing traffic noise.

During the project approval process, residents from Xkimo Court contacted City staff to ask what could be done to reduce traffic noise from Highway 47. Staff ultimately responded by conveying that the developer would be constructing a sound wall similar to the existing wall east of Highway 47 roughly 1,000 feet to the north, and that the wall would extend along the west edge of the Ramsey Villas North plat. Attached is a copy of an email submitted by a resident of Xkimo Court showing they were informed that the sound wall would extend along the entire west edge of the plat.

Also attached is a copy of an email received by the City Engineer from residents along Xkimo Court NW, east of State Highway 47, following a meeting between the City Engineer and the residents on site on Monday, September 27, 2021. The email requests that the City consider the following items:

- Partner with MNDOT to determine if building an appropriate, effective noise wall would be their responsibility or the City's
- If MNDOT has the responsibility, then to partner and advocate for them to seek funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- If the City has the responsibility, pursue approval and prioritize allocating funding to build an effective noise wall on par with the height above street level of, and extending to, the existing noise wall further north along cty 47
- Establish a noise ordinance to discourage vehicles from excessive acceleration or jake-breaking at the 47/5 intersection
- Seek partnership with Ramsey PD and/or the Anoka County Sheriff, to establish a presence in the area [even if simply parking in-between calls or completing paperwork] to discourage the above behavior
- Post signs on Hwy 47 to notify drivers of the noise ordinance and that it is enforced by the City of Ramsey

- Provide a plan timeline, along with regular communication on progress, regarding the above to the residents of Xkimo Ct. Nw.

The Public Works Committee reviewed and discussed the resident's requests with them on October 19, 2021, and afterwards the committee directed Staff to contact the developer and their engineer to determine if either or both would be willing to partner with the City to redesign, reconstruct and/or extend the noise wall to serve its intended purpose. The Committee also directed Staff to contact MnDOT to discuss the option of relocating the wall onto their right-of-way, and to present estimated costs to reconstruct and/or extend the sound wall to the end of the plat and/or to connect to the existing wall to the north during a future meeting.

Staff contacted the developer, Riverside Development Company, and received three response letters from their attorney informing Staff that the developer is willing to assist the City in resolving this matter by providing a history of past discussions and to offer its opinion on any potential changes to the wall, but that they are not agreeable to assuming any financial liability associated with such changes. Their attorney also noted that the City cannot retain any of their client's financial securities outside of what is allowed by the Development Agreement, namely their one-year warranty and landscaping warranty. Staff therefore returned all securities outside of the warranty securities outlined within the Development Agreement.

Staff also contacted the design engineer, Bogart-Pederson, to discuss their willingness to assist the City in resolving this matter. According to Bogart-Pederson, they had informed City Staff that a wall constructed on their client's property would not be able to serve as a noise wall due to the low elevations on site, and that constructing a wall within Highway 47 right-of-way would not likely be economically feasible due to the need to relocate existing buried utilities and overhead power lines. Bogart-Pederson said Staff instructed them to construct the wall per the plans anyway, which was done. Bogart-Pederson then said they would share their topo survey so the City could explore relocating the wall within Highway 47 right-of-way as a City Improvement Project.

Staff then contacted MnDOT and was informed that their preference would be for the wall to be constructed on private property, but MnDOT did confirm they would be willing to discuss construction of a wall in MnDOT right-of-way, though they do not have funds to pay for such work. Also, the City would need to execute a Limited Use Permit to define the responsibilities of the City related to maintenance and removal of the wall, if necessary in the future.

On January 18, 2022, the Public Works Committee discussed this information, along with the estimated costs developed by Staff, and directed Staff to obtain the opinion of the new City Attorney as to the responsibilities of the developer and their engineer in this matter, to speak with the engineer to ask if they would at a minimum provide the required design services, to contact MnDOT to determine whether they would allow the wall to be relocated, reconstructed and/or extended within MnDOT right-of-way and whether any other funds may be available, to discuss available funding sources with the Finance Director, to review the site conditions, and to determine the current property owners.

On February 15, 2022, the Public Works Committee received updates from Staff including responses received from the developer and their engineer, and estimated costs for the options previously discussed. After discussions, Staff noted that they would look at the grades to see if an opportunity might exist to cost-effectively add fill outside of MnDOT right-of-way while avoiding impacts to utilities, which could then be discussed in more detail at a future meeting.

Staff has since received topographic survey data and utility as-built data from the developer's engineer, Bogart Pederson, allowing Staff to further explore options for relocating, constructing, or extending sound walls within Highway 47 right-of-way.

Staff also enlisted Bolton & Menk to collect additional topo survey to help determine if a sound wall could effectively be constructed within Highway 47 right-of-way, and whether the wall could eventually connect to the

south end of the existing 6-foot tall sound wall approximately 900-feet to the north.

Staff has not yet contacted the new property owners at 5065 and 5075 Xkimo Court to discuss the option of salvaging and reinstalling the existing sound wall constructed on their properties during development of Ramsey Villas North to the Highway 47 right-of-way per the attached plans. If the Public Works Committee would like Staff to explore the option of relocating this fence to the Highway 47 right-of-way per the attached plan and extending new sound wall fence to the north end of the plat, which could be bid as an alternate bid, Alternative #2 should be approved. Staff will then contact the property owners to see if they are open to this option and if so, will add this as an alternate bid. If the property owners are not open to this option, Staff will move forward with bidding the project using all new fence and leaving the existing fence in place.

Staff did not explore costs further to extend the wall past the north end of the Ramsey Villas North plat and through the undeveloped parcel to the north to connect to the existing wall per previous discussions with the Public Works Committee.

The construction cost estimates above also do not include any costs required to enter into a Limited Use Permit (LUP) with MnDOT, which would typically be limited to staff time and recording costs for the LUP. If the Public Works Committee approves Alternative #1 or #2, Staff will work with MnDOT to develop a LUP for City Council approval at the time bids are accepted and a construction contract is awarded.

Timeframe:

Staff estimates 20 minutes will be needed to present this case and respond to questions.

Observations/Alternatives:

Staff informed the Xkimo Court residents that this case would be presented this evening so one or more residents may be in attendance, either physically or remotely.

Alternatives:

Alternative #1 – Motion recommending City Council approval of plans and authorization to advertise bids for City Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements.

Alternative #2 – Motion recommending City Council approval of plans and authorization to advertise bids for City Improvement Project #22-17, Ramsey Villas North Sound Wall Improvements, including an alternate bid to salvage and install the existing fence on private properties to Highway 47 right-of-way and extending new sound wall fence to the north end of the Ramsey Villas North plat.

Alternative #3 – Motion of other.

Funding Source:

Staff's current cost estimate for constructing a new 265-foot long sound wall per the attached plans at \$230 per linear foot is \$61,000.

The construction cost estimate above does not include indirect project costs, which would include Staff time for preparing plans and administering and inspecting construction, and consultant fees required to stake construction.

City Improvement Project #22-17 can be funded using the PIR Fund.

Recommendation:

Staff recommends Alternative #1 if the Public Works Committee supports constructing a sound wall along the west edge of the Ramsey Villas North residential development.

Staff recommends Alternative #2 if the Public Works Committee supports constructing a sound wall along the west edge of the Ramsey Villas North residential development, including salvaging and installing the existing fence to the Highway 47 right-of-way.

Action:

Dependent on discussions.

Attachments

Plan

Cross Sections

Ramsey Villas North Fence Plan

Residents email

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 11/10/2022

Reviewed By

Brian Hagen

Date

11/10/2022 02:03 PM

Started On: 11/09/2022 11:17 AM

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

The Public Works Committee conducted a regular meeting on Tuesday, October 19, 2021, 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 Bruce Westby
 Economic Development Manager Sean Sullivan
 Civil Engineer II Joe Feriancek
 Tom Bakritges, Capstone Homes
 John Dobbs, Re/Max Results

1. CALL TO ORDER

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

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

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

4. APPROVE MINUTES

4.01: Approve September 21, 2021, Meeting Minutes

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

Regular Meeting Minutes dated September 21, 2021

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

5. COMMITTEE BUSINESS

5.01: Discuss Potential Pedestrian Crossing at Hwy 47/142nd Avenue

City Engineer Westby reviewed the case and the staff recommendation to work with MnDOT in 2027 to explore safe alternatives for a pedestrian crossing in the area.

Councilmember Musgrove asked if there are trails planned through the parks department for that area on that side of the street.

City Engineer Westby replied that there are no plans at this time.

Councilmember Woestehoff commented that it appears there is a section of sidewalk along 47 on the west side but a segment appears to be missing that would provide connection to a controlled intersection.

City Engineer Westby confirmed there is a segment missing and there are currently no plans to make such connections.

Councilmember Musgrove referenced the undeveloped parcels and asked if there has been discussion to improve the area where pedestrians have created a trail. She asked if there are plans to improve that trail area.

City Engineer Westby replied that he is unsure and noted that they are attempting to wait for development to bring that connection.

Economic Development Manager Sullivan commented that the undeveloped parcel is City owned and there had been discussion of the City putting in that trail segment, but it would be difficult to predict what development would bring and what the trail segment would need to look like.

Chairperson Riley stated that this segment has been identified on the trail gap list for many years. He stated that perhaps that segment should be pushed more.

Councilmember Musgrove stated that it would make sense to look into that option in working with MnDOT, as students use that segment to get to the high school. She agreed that it would be worth looking into because it has been discussed for a long time.

Councilmember Woestehoff stated that he would support the recommended motion to work with MnDOT in 2027 but would also support that segment being working into the parks system discussion for trail gaps. He did not however believe that striping and a flashing signal would create a safe pedestrian crossing in that location.

City Engineer Westby confirmed that there is no immediate plan to push the improvement before 2027, but to think about that area as opportunities arise to fill the trail gaps.

Councilmember Woestehoff stated that he would be interested in creating a trail improvement and if the eventual developer does not like that trail, they can change it. He clarified that the trail segment he is mentioning would go south, west of Hwy 47 to Bunker Lake Boulevard.

City Engineer Westby stated that staff can discuss that option and bring it back to the Committee.

Chairperson Riley stated that he was thinking about the east side of the road from 142nd towards Xkimo going north.

Councilmember Musgrove commented that both sides would be worth looking into.

Chairperson Riley agreed that it would not make sense to create a pedestrian crossing at 142nd.

City Engineer Westby commented that this would be added to the future topics list to bring back in the spring.

5.02: Consider Revised Cost Share Framework for Riverdale Drive Extension Improvement Project Related to Riverstone South; Case of Capstone Homes and Pearson Properties of Ramsey

Economic Development Manager Sullivan reviewed the staff report and noted that staff has worked hard to bring forward a creative solution to fund the Riverdale Drive Extension and tree preservation credit that utilizes MnDOT grants, Ramsey HRA funds and PIR funds. This project will open up more land for residential and commercial/industrial development and increase safety for existing and future Ramsey residents and businesses. Staff recommends that the City Council approve the revised Cost Share Framework including Tree Preservation, including the City contribution to the County property, updating planned grant fund revenue and ROW acquisition cost.

Chairperson Riley commented that there are a lot of numbers and there has been a lot of previous discussion on this topic. He asked if the developer is comfortable with the proposed plan.

Tom Bakritges, Capstone, confirmed that staff did an excellent job in its presentation, and this is several years in the making, through collaboration and they agree with what is presented. He stated that weather permitting, this plan would allow them to begin construction in February or March of 2022. He stated that they have been meeting weekly with staff and everyone agrees this would be the best path forward.

John Dobbs, representing the Pearsons, agreed with the comments of Tom Bakritges. He commented that Economic Development Manager Sullivan has stepped into this and done well in the past few months. He stated that the Pearsons support this proposal.

Councilmember Woestehoff stated that if the developer wants to build in early 2022, he would be curious as to when the road would be constructed.

City Engineer Westby replied that staff has been working through that in the past few weeks after receiving grant funds. He explained the review process that is necessary from MnDOT in order to use those funds. He stated that if the Committee accepts the framework, staff would bring this forward to the Council on October 26th and request development of plans for the road and utilities. He stated that they would propose to work on those two elements separately in order to complete the utilities while awaiting MnDOT approval for the road plans. He estimated that the road project could be bid in July with contract award and the work to be completed by September 2022.

Councilmember Woestehoff asked if that timeline would align with the schedule of the developer.

Mr. Bakritges replied that they will be constructing homes. He noted that there is an existing farm road that runs through the County property and can be utilized for construction. He stated that schedule should align with them.

Chairperson Riley asked for clarification on the numbers proposed with the cost share and the agreement for cost share between the Pearsons and Capstone.

Economic Development Manager Sullivan stated that the Pearsons and Capstone already have an agreement on how they will share the cost, based on the linear footage. He stated that Capstone does not want to contribute more than their linear footage and they are not willing to change their agreement.

Chairperson Riley understood there is a separate agreement between Capstone and the Pearsons but noted another option which would avoid using the PIR fund.

Economic Development Manager Sullivan stated that this scenario utilizes voluntary assessments. He stated that under the scenario that Chairperson Riley presented, Capstone would pay a larger assessment, which they have stated they are not willing to do. He stated that the scenario mentioned by Chairperson Riley would in essence reopen negotiations.

Mr. Dobbs stated that the Pearson agreement is in writing with Capstone and goes back to before a time when a proposal was presented to the City. He stated that it is not something that would easily be renegotiated as it goes back to the time the purchase of the property was first discussed.

Mr. Bakritges stated that the cost share that was previously agreed upon is still maintained through this revised agreement, although he understood that the funds the City will be using for its portion are now different. He stated that the City was unable to receive grant funds for the tree purchase and this would still allow for the project and road construction to move forward.

Economic Development Manager Sullivan commented that the point of Chairperson Riley is valid in that if everyone could agree, they could use HRA funds and not use the PIR fund but from a negotiation standpoint they could not reach that point.

Councilmember Musgrove commented that she is glad to see the County property price reduced. She stated that the City has asked for the tree area to be preserved and because staff has looked for other options, that did not work out, she would be comfortable moving forward in the method

proposed. She stated that there are a lot of benefits to having the Bowers Drive access changed onto Highway 10, which helps existing residents.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend that the City Council approve the revised Cost Share Framework including Tree Preservation, including the City contribution to the County Property, updating planned grant fund revenue and ROW acquisition costs, and the Public Works Committee feels that a contribution to a collector road has a broader public benefit and that the revised cost share framework is close to the original framework originally approved (non-binding) by the City Council.

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

5.03: Receive Sound Wall Request Letter from Residents East of State Highway 47, North of Xkimo Street

City Engineer Westby reviewed the staff report and asked for input from the Committee.

Chairperson Riley invited the residents to provide input.

Ted Blakely, 5041 Xkimo Court, commented that staff did a great job providing background and describing what they are looking for. He stated that he and his wife have lived in their home for about 20 years and when they first moved in there was less traffic on Highway 47. He stated that since that time there has been an increase in traffic and the noise levels increased after the senior living home was constructed west of Highway 47. He believed that perhaps the noise is bouncing off that building towards the other residential properties. He stated that when they sit on their deck, they often have to pause conversation until loud vehicles pass by. He stated that he can also hear traffic inside his home because of the noise level. He stated that there is a walking path along 47 and the sound wall further up the road provides a huge difference in mitigating the noise from traffic. He stated that many of the residents that live on the cul-de-sac now work from home and therefore have no escape from the traffic noise, therefore the issue can become a bigger problem.

Rick Bailey, 5021 Xkimo Court, commented that he is hugely dissatisfied with the experience they are having because of the impact of loud traffic noise. He agreed that he and his wife have to stop conversations when sitting outside because of loud traffic. He commented that he has lived in his home for 13 years and the problem has exponentially increased during that time. He commented on the impact the noise has perpetually and it impacts their quality of life.

Mr. Blakely agreed that the problem wears on them daily and decreases their level of satisfaction in living in that area.

Mr. Bailey commented that the speed increases at the stoplight and therefore traffic accelerates at that point.

Megan Blakely, 5041 Xkimo Court, commented that they are the closest house to the road. She stated that at some point they lost leverage with the builder and asked if there were a part of the

City process that would include visual inspection of the land. She asked whose responsibility it would be to ensure the intent of the sound wall is provided. She stated that she is concerned that this will result in a way that makes them want to move from the cul-de-sac.

Mr. Bailey stated that his email included a drawing showing the noise wall extension going further than it does extend.

Chairperson Riley asked if the error was on the City or developer. He asked if the recourse against the developer has been lost.

City Engineer Westby commented that he can see what was communicated with the residents and agreed that does not align with the plan. He stated that what was built did align with the approved plan. He stated that the last 18 months have been a difficult situation to operate in with numerous people working remotely, acknowledging that communication has lacked and there has been change in staff members that perhaps broke down the process. He stated that moving forward, staff needs to be clear with the residents and developers as to what a wall of this manner would be. He stated that it was never stated in resolution or agreement that the wall would be from the southwest corner of the plat to the northwest corner, that the wall would be six feet in height from the existing pavement, etc. He stated that in future cases, staff will ensure that language is clear, and those specifications are made. He did not think it was the fault of any one person or thing. He stated that the proposed grading was not on the noise wall plan, which only showed existing grading. He acknowledged that the existing and proposed grading are different.

Councilmember Woestehoff asked if the noise wall to the north is in the Highway right-of-way.

City Engineer Westby commented that he believes that is on private property.

Councilmember Woestehoff commented that he feels the pain of the residents as he lives off Variolite where traffic moves at high speeds. He stated that he would not support the sign about the noise law as he feels that will entice people to move at higher speeds. He stated that in terms of leverage with the developer, there were notes from the Planning Commission review which states that the wall would be consistent with the existing noise wall. He noted that the EPB also suggested a noise study.

City Engineer Westby replied that he is unsure if the study was completed.

Councilmember Woestehoff stated that he believes this should be continued to be worked on as it is a problem worth solving and the developer should be involved.

City Engineer Westby stated that he has not reached out to the former Community Development Director to see if he has input that could provide assistance. He commented that could be useful moving forward. He noted that he would also follow up on the study and review various past sets of minutes. He stated that the noise wall to the north appears to be within the easement, just outside of the MnDOT right-of-way.

Councilmember Woestehoff asked if the same conditions exist in the area being discussed.

City Engineer Westby replied that the easement ends where the noise wall ends. He stated that this is an undeveloped corridor moving south and there are some trees that provide a buffer as well.

Councilmember Musgrove stated that if a sound wall were built on the other side of the trail, they would not be in the right-of-way.

City Engineer Westby replied that when you reach the west plat line, MnDOT right-of-way comes into play which is why the wall was constructed in the area it exists.

Mr. Bailey stated that when standing on the trail, you can look down on the wall.

Chairperson Riley commented that it is a six-foot-tall wall, it is just in a hole.

City Engineer Westby commented that the developer believes that the wall covered the homes they constructed, whereas the expectation of the existing residents was that the wall would extend further. He confirmed that the plans were approved by the City in the manner constructed.

Councilmember Musgrove thanked the residents for providing input and continuing to express their opinions. She stated that from the beginning the concern of the residents and Planning Commission was that there would need to be a sound wall there. She stated that she agrees that there needs to be a change to how the description is recorded. She noted that the intent was to have a wall similar to the other walls along 47, which are up high and provide a barrier. She stated that she does not feel that it would be worth addressing it more with MnDOT. She stated that there are not funds available. She asked if MnDOT has any future project plans in that corridor that could impact that wall.

City Engineer Westby stated that MnDOT only has plans to complete an overlay of the corridor in 2027. He stated that when they complete that overlay, they will review whether widening or pedestrian improvements are needed but they do not plan for expansion. He stated that he is not aware of any such improvements, noting that pedestrian improvements were already made at this intersection and Alpine Drive.

Councilmember Musgrove commented that posting signs and increasing enforcement would not provide the desired outcome. She asked staff to focus on potential funding and cost estimates to have a sound wall installed that met in the intent of the Planning Commission and City Council. She was unsure how it would look to have two sound walls and was unsure if the developer would be in agreement with the City moving the wall of the developer to the desired location. She asked the typical timing for sound wall installation.

City Engineer Westby stated that in terms of timing for a noise wall, it would depend on the circumstances. He noted that generally grading would begin and the noise wall would be installed during that time when utility work is completed. He stated that if the noise study was not completed, the City could go back to the developer and that could provide leverage.

Councilmember Woestehoff commented that he believes that they should talk to MnDOT because of the right-of-way that would be needed to complete the sound wall for those additional properties. He commented that would make it a continuous wall with the property to the north, which is more visually pleasing and would provide sound mitigation. He stated that if a new wall were constructed on the other side of the trail, he would simply remove the existing wall.

Councilmember Musgrove commented that if a sound wall is placed on the street side of the sidewalk there would be less visual impact for drivers. She commented that if the sound wall is placed on the other side of the sidewalk, it would be less likely to have impacts on future road projects.

Councilmember Woestehoff agreed that as they move towards the intersection, he would want to ensure there is sufficient visibility for drivers.

Chairperson Riley asked if the direction is for staff to pursue what would be necessary to construct the wall. He also asked for input from staff on the different elements that have been discussed. He stated that he would prefer the wall extend to the end of the plat where it was intended. He stated that he would also want to engage the developer as it sounds like there is blame to be shared, therefore he would support a cost share.

Councilmember Musgrove asked if the additional could be priced out as it appears to be a small portion.

Chairperson Riley commented that he does not believe that section is small but noted that staff could provide a general cost estimate as an alternative.

Mr. Blakely asked if there could be a compromise to extend the wall further, although recognized it may not be able to extend all the way to the other sound wall.

City Engineer Westby confirmed that he has sufficient direction.

Mr. Blakely asked for input on the timeline for that process.

City Engineer Westby replied that the Committee will meet again in November but does not meet in December. He commented that staff has a lot of work to complete in order to provide meaningful answers and responses to address this issue. He noted that perhaps staff could bring this back in January or February.

5.04: Consider Recommending City Council Authorization to Prepare Plans and Specifications for 2022 Pavement Management Program Projects

City Engineer Westby reviewed the staff report and recommended that the Committee recommend that the City Council authorize preparation of plans and specifications for 2022 Pavement Management Program projects.

Councilmember Musgrove asked if there was a 79 percent increase in the cost.

City Engineer Westby replied that the cost should not have been that much different.

Councilmember Musgrove referenced Autumn Heights, which is projected similar to expected. She asked what staff used as an estimated cost increase.

Civil Engineer II Feriancek stated that he went back and reanalyzed using the cost per mile formula. He stated that they budgeted a one percent increase for the next five years in order to build in inflation. He stated that there may need to be some soil corrections in Autumn Heights, which may be reflected in the increase.

Councilmember Musgrove commented that she believed Autumn Heights to be a reasonable increase compared to the other projects.

Mr. Feriancek stated that those projects are looked at differently because of the improvements needed.

Councilmember Musgrove referenced Waco Street and asked if it would be cheaper to reconstruct and leave the curb where it is if the residents like that.

Mr. Feriancek replied that he believes the condition of the curb and gutter is good and there would be spot replacements. He stated that they have not looked at the alternative of leaving that in place. He noted that while the upfront costs may be higher, they would be doing multiple overlays in the future and there would be additional plowing time as well.

City Engineer Westby agreed that the upfront costs would be higher but there would be operational and maintenance savings in the future. He stated that staff could attempt to review the options on cost.

Councilmember Musgrove stated that she believes it would be worth getting the input from the residents on that road.

Chairperson Riley asked if that could be included as an alternative. He stated that he would be interested in the cost difference before they go out to bid.

City Engineer Westby stated that the item could be pushed to the next Committee meeting in order to provide that additional information.

Chairperson Riley stated that he is only interested in the cost estimates for the options and would not direct staff to solicit input from the neighborhood.

Councilmember Woestehoff stated that he likes the narrowing as it would save staff time and provide consistency. He recognized that there would be a higher cost now, but there would be savings in the future.

City Engineer Westby provided clarification on the width of the road and right-of-way. He noted that segment is extremely wide and is the only street of that width in the area.

Councilmember Woestehoff asked if the additional information could be a part of the recommendation to the Council, rather than bringing this back to the Committee and causing a delay. He stated that he is personally comfortable with the project as outlined but if there is a desire to see the other option, that should be presented at the Council to continue the timeline.

Councilmember Musgrove confirmed that she would be comfortable with the additional information being provided to the Council.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend City Council authorization to prepare plans and specifications for 2022 Pavement Management Program projects, along with alternative options for Waco Street.

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

6. COMMITTEE / STAFF INPUT

6.01: Receive Staff Updates on 148th Lane NW Cul-de-Sac and Easement Vacations

City Engineer Westby provided an update on the 148th Lane NW cul-de-sac and easement vacations.

Mr. St. Claire stated that their home was built before the easement was placed on the property and before the other neighbor constructed a home and moved into the property. He stated that when they had to obtain the variance there were some misleading things. He commented that they had to sign something, which they should not have had to. He explained that the current detached garage is 11 feet from the easement. He stated that when they wanted to construct the pole building, the opinion of City staff changed on where the front yard was for their property. He stated that the variance was based off the interpretation that the front yard was now their side yard. He stated that when they were going through the variance process, City staff encouraged them to pursue vacation of the easement as that would negate the need for a variance. He stated that when they spoke with the neighbor, they stated that they were not planning to develop but wanted the option to sell for development in the future, which is why they moved forward with the variance. He stated that they continued to do what staff said was necessary in order to move forward. He stated that if the City wants to make a turnaround, they do not have a problem with that, but if they plan to extend further, he would have an issue. He stated that the interpretation of City staff on where his side yard and front yard are located have complicated things. He identified where his garage and pole building are located. He commented that they are okay with whatever has to be done, they just want to be able to pave their driveway at some time and plan for what will be done in the future.

Councilmember Musgrove stated that the case mentions that public works would like a cul-de-sac or turnaround before winter. She stated that the St. Claires have been working on their variance

and issue for over 18 months. She asked what would be stopping the City from vacating the St. Claires' portion of the easement and allowing any future needs to be accommodated by the other property if that property wants to develop. She commented that the St. Claires have done a lot in trying to make things work and follow the path they are directed upon.

Chairperson Riley commented that the variance has been issued and clarified that the issue remaining is related to the vacation of the easement.

City Engineer Westby identified the right-of-way that would be necessary for a full cul-de-sac, which would go way into the driveway and therefore would not be an option. He stated that staff has discussed this and decided to take that off the menu because it would not work. He stated that in order to allow the other property to develop, perhaps four or five lots could be created on that other property. He stated that if that property owner wanted to retain the existing home, they would need to ensure the setbacks work. He stated that they are attempting to avoid issues in the future without knowing what would happen in the future. He stated that they want to ensure that whatever is done, the property could be served by the roadway. He stated that staff could work with the St. Claires to develop the solution.

Mr. St. Claire confirmed that they are willing to work with staff.

Chairperson Riley asked the benefit that this would provide to the City.

City Engineer Westby replied that he does not have an answer for that.

Chairperson Riley asked if it would be a mistake to let the easement go and then need it back in the future.

City Engineer Westby confirmed that would complicate future development if that were to occur.

Mr. St. Claire commented that Ramsey Elementary has a wetland preservation teaching path and walkway through the back of the school and the area behind his home. He stated that they have zero artificial light in the back of the property, which is home to several different types of wildlife. He stated that homes do not have to be built everywhere. He stated that the neighborhood is all old houses, and it would not make sense to develop new homes on the same road. He noted that if the other property is developed, it could be served by a private road.

Mrs. St. Claire commented that if there were a road put in, it would change the character and use of their property.

Mr. St. Claire commented that whatever the City wants to do, it would need to take over a section of their property. He commented on the landscaping, trees, and boulders on their property.

Mrs. St. Claire commented that they have been in a spot where they do not know what will happen and has put them in the position twice to have conversations with their neighbor which they do not want to have as they have not been pleasant.

Chairperson Riley commented that it would seem that the City would get a turnaround of some sort out of this, as there is currently not adequate space for a turnaround.

Councilmember Musgrove stated that there appears to be a 66-foot easement on the 25-foot-wide dirt road and asked if that is normal or unusually wide for a little country road. She asked if the road would ever be constructed wider.

City Engineer Westby replied that right-of-way varies from 60 to 80 feet. He stated that 66 feet of easement would accommodate any standard road design, gravel or bituminous.

Councilmember Musgrove stated that part of the recommendation to vacate the easement through the planning process was because there was no desire to develop. She stated that if a turnaround were constructed, trucks would be able to turn around and if there is future development the easement on the other side of the road could be used to make that happen.

City Engineer Westby stated that in the case the St. Claire easement is vacated, the easement on the other side would remain. He stated that the concern would be how to transition onto the other property.

Mr. St. Claire commented that it would be doable to use the turnaround to get onto that other property.

Councilmember Musgrove asked if a portion of the easement could be vacated due to the existing setbacks and variance issued. She noted that would help to alleviate concern that the St. Claires have with where the road would be located in the future.

Councilmember Woestehoff stated that he understands the perspective of the St. Claires, but the property to the south also has rights. He stated that it would be tough to vacate an easement that may be needed in the future.

Mrs. St. Claire stated that if the easement is vacated, she would be able to maintain a line of privacy between the properties.

Councilmember Woestehoff commented that there is nothing new impending or scheduled to occur, and therefore there is no urgency to make a decision. He stated that from his perspective, doing nothing is always an option and in this case is the option he would suggest.

Chairperson Riley asked if there would be intention to pave to the end of the easement, if and when it is paved.

City Engineer Westby stated that based on the other uses he would not see a benefit to paving to the end with the exception of building a cul-de-sac for full around ability for emergency vehicles. He stated that if an emergency vehicle had to go down the road, there is no way to turnaround with the exception of using a driveway.

Chairperson Riley asked if there would be any compromise, such as narrowing the easement and whether that would accomplish some goals but keep rights in place.

City Engineer Westby replied that if the intent is to serve properties with a road, if the property to the south develops, the road would need to swing south and that would probably preclude them from keeping the existing home.

Councilmember Woestehoff commented that would be the problem of the developer and not the City.

Councilmember Musgrove commented that it appears the home to the south is setback further than the St. Claire home.

Mrs. St. Claire confirmed that their home is close to the roadway, along with their garage and septic.

Councilmember Woestehoff stated that at the end of the day, everything is replaceable if it is gravel. He stated that perhaps there is a way to create a turnaround within the existing easement and it remain gravel.

Mr. St. Claire commented that the hammerhead they proposed would be 33 feet by 66 feet and would allow a large fire truck to complete a three-point turn.

Councilmember Musgrove commented that the hammerhead would allow for turnaround space for emergency vehicles and service vehicles than currently exists. She stated that would provide for the needs at this time. She stated that if the hammerhead is completed, she would like to see the St. Claire easement vacated.

Mr. St. Claire commented that they are okay with the way the road is.

Mrs. St. Claire commented that this situation just keeps coming up and it is stressful to not have a plan or something certain.

Mr. St. Claire commented that if the City wants to remove trees to create a large cul-de-sac, they would have to live with it but is unsure what the point would be.

Chairperson Riley asked if the hammerhead could be constructed at this time as it would exist within the easement.

Mr. St. Claire commented that would be 100 percent within the easement.

City Engineer Westby commented that the St. Claires agree with the hammerhead, but they would also need to consult the neighbors to the south.

Mr. St. Claire commented that the neighbors to the south support a hammerhead.

Mrs. St. Claire commented that it continues to be a loop where they need to react and respond to things that change on the City's end. She expressed frustration with the process they have gone through the past 18 months.

Councilmember Musgrove referenced direction from the Planning Commission that was given in April of 2020 for staff to begin work on vacating the easement, which did not happen and is where the frustration comes from. She noted that the residents follow through on what they needed to for the variance and home occupation permit, but the City never followed through on the vacation of the easement.

City Engineer Westby stated that generally 60 foot is the minimum right-of-way or easement the City would want. He stated that perhaps there could be an option to vacate a strip of the easement or whether the property owner desires the entire easement vacated.

Mr. St. Claire commented that it would not make sense to have a ten-foot strip, as that still creates a jam in the future. He commented that the property to the south does not intend to develop their property but does not want to lose the value of their property for the time it will be sold. He noted that the property to the south could still have buildable lots and maintain their value with the St. Claire portion of the easement vacated. He stated that someone could purchase the property that wants horses and then the property would not develop, but the value would still be realized at the time of sale.

Mrs. St. Claire commented that there could still be buildable lots on the property to the south with the vacated easement on their property, noting that the road could go through the property to the south to access homes, if homes are eventually built.

Chairperson Riley commented that his issue is that the City currently has something, and he would need to justify why the City would give away something it already has that could be needed in the future.

Mr. St. Claire commented that he would respond that it is because of bad planning. He stated that his home was allowed to be constructed where it is and where the detached garage was allowed to be placed. He noted that the opinion of front and side yard changed from City staff in 2020. He stated that he should have never been required to go through the expense and time to obtain a variance to construct the pole building. He stated that even during the variance discussions he was told by City staff to vacate the easement and they chose to go through the variance process in order to avoid problems for other properties.

Mrs. St. Claire stated that they had to go through the variance process because they were strong armed by City staff. She commented that they only live on the property, and they do not complete landscaping work on the property.

Mr. St. Claire commented that this would fix something the City was wrong about and would be a situation in which the City could do the right thing.

Chairperson Riley commented that if the City vacated this easement and the property to the south wanted to develop in the future, would it then be the responsibility of that property owner to provide sufficient easement for the road. He asked if there would be any liability for the City in vacating the easement.

City Engineer Westby replied that he could not answer that.

Councilmember Woestehoff acknowledged that the property owners have gone through a lot. He stated that if the easement is vacated, that could bring more problems in the future, perhaps just not for the St. Claires.

Mr. St. Claire commented that if a hammerhead were installed it would provide turnaround space. He noted that if a cul-de-sac were built, the City would need to purchase wetland credits.

Motion by Councilmember Riley, seconded by Councilmember Musgrove, to recommending City Council to keep the easement necessary to construct the turnaround and vacate any remaining easement on the St. Claire property the easement contingent upon consultation with the City Attorney to ensure that vacating the easement would not provide issues of liability for the City.

Further discussion: City Engineer Westby stated that staff would like to get the turnaround in before winter. Chairperson Riley commented that staff should determine what is necessary for the turnaround and then proceed. He stated that he would prefer the hammerhead design but would support what is needed.

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

Chairperson Riley briefly recessed the meeting.

Chairperson Riley reconvened the meeting.

5. COMMITTEE BUSINESS (Continued)

5.05: Consider Recommending City Council Authorization for Flashing Yellow Arrow Study at the Intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56

City Engineer Westby reviewed the staff report and asked for input from the Committee.

Chairperson Riley asked why this intersection was chosen.

City Engineer Westby replied that this was the intersection brought forward through resident request. He noted that this is one of the primary intersections in The COR that does not have flashing yellow.

Chairperson Riley asked if this would be the intersection staff would say is most pressing.

City Engineer Westby confirmed that it has the highest volume of traffic.

Councilmember Musgrove asked what would be different about this request compared to the other intersection the City reviewed and decided not to move forward on because of the cost. She stated that the City can do the traffic counts, could it also complete the study to provide a cost savings.

City Engineer Westby recognized that the Council reviewed this issue on other intersections but recognized the high cost to complete all the improvements. He stated that this request was brought forward by a resident. He stated that staff does not have a traffic engineer and therefore cannot complete the study.

Councilmember Woestehoff stated that perhaps it would make sense to look at the improvement in the future, closer to when Highway 10 work will be completed, as it would be helpful to have the flashing arrow when that is a detour route.

Chairperson Riley stated that the funding source would be the PIR fund. He stated that the City will end up doing this anyway and therefore the sooner it is done, the more benefit it provides to residents. He stated that perhaps direction is provided to complete one per year until the intersections are completed.

Councilmember Woestehoff agreed that the flashing yellow arrows are beneficial.

Councilmember Musgrove stated that she believed there is a list and estimated cost. She agreed that it would be helpful to create a plan to get these done.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommending City Council authorization to hire SEH Inc. to analyze the feasibility of modifying the signal system at the intersection of Sunwood Drive and Ramsey Boulevard/CSAH 56 to add flashing yellow arrow operations and direct staff to create a plan to improve one intersection annually.

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

5.06: Consider Recommending City Council Approval of Plans and Specifications and Authorization to Advertise Bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements

City Engineer Westby reviewed the staff report and recommendation to recommend City Council approval of plans and specifications and authorization to advertise bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements.

Councilmember Musgrove asked if this was the project the City hoped to save funds on by aligning the project with the County project on Bunker.

City Engineer Westby replied at previously the City was unsure of the timing of the Anoka County project and what that project would entail. He stated that the City prefers to get this work completed to avoid additional project costs that could come from completing the work after the County project.

Councilmember Musgrove commented that it seems to make sense to get ahead of this and attempt to obtain the best pricing.

Chairperson Riley asked the amount of the bids that were rejected.

City Engineer Westby replied that this was not bid because they anticipated steep price inclines.

Chairperson Riley agreed that it makes sense to provide as much time as possible for a contractor to lock in the best pricing.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to recommend City Council approval of Plans and Specifications and authorization to advertise for bids for Improvement Project #21-08, Water Treatment Plant Trunk Watermain Improvements.

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

6. COMMITTEE / STAFF INPUT (Continued)

6.02: Review Final Northwest Metro Regional Surface Water Supply Study

City Engineer Westby reviewed the executive summary of the final Northwest Metro Regional Surface Water Supply Study. He stated that the cost would be too high to move forward unless the option of groundwater is no longer an option.

6.03: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided an update on current and proposed City, County and MnDOT improvement projects and studies and on other items of interest.

Councilmember Musgrove referenced the Ramsey gateway sign that was previously located at the Bunker and 47 intersection and asked when that discussion would come back.

Chairperson Riley agreed that sign should be discussed.

City Engineer Westby confirmed he would add that to the future topics calendar.

6.04: Review Future Topics Calendar

City Engineer Westby and the Committee reviewed the future topics calendar.

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 9:06 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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

The Public Works Committee conducted a regular meeting on Tuesday, January 18, 2022, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

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

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Economic Development Manager Sean Sullivan
 Parks and Assistant Public Works Superintendent Mark Riverblood

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

Musgrove asked to change the order of the cases to consider Case 5.06 before Case 5.05.

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

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

4. APPROVE MINUTES

4.01: Approve November 16, 2021, Meeting Minutes

None.

5. COMMITTEE BUSINESS

5.01: Cost of Gravel Road Maintenance/Cost of Paving Remaining Gravel Roads

Public Works Superintendent Riemer reviewed the case and stated that based on the fact that there is no dedicated funding source for this project at this time, staff recommends continuing with the current maintenance practice, until such time a funding source can be developed to pave the remaining gravel roads.

Chairperson Riley asked if the total of gravel roads includes 173rd which will be paved as a part of the Makowsky development.

Public Works Superintendent Riemer confirmed that to be true.

Chairperson Riley asked about the lifespan of the current grader.

Public Works Superintendent Riemer replied that \$4,000 was recently spent on repairs and estimated a lifespan of two to three years or more depending on the ongoing maintenance needs. He estimated a replacement cost of \$350,000 to \$400,000.

Councilmember Musgrove asked why FEMA 2019 numbers were used.

Public Works Superintendent Riemer replied that FEMA updates those numbers every two years. He stated that the 2021 numbers were just released but the case was drafted in November.

Councilmember Musgrove asked if including this on the CIP would be a good idea so that it can continue to be considered. She asked if any of these street segments would be eligible for TIF.

Public Works Superintendent Riemer replied that TIF is not available this far north and the project has not been included in the CIP.

Chairperson Riley stated that the idea of replacing gravel roads has been a continued discussion. He stated that perhaps this paving could occur prior to the time the grader would need to be replaced.

Councilmember Woestehoff asked if federal grant funding has been pursued for this purpose.

Public Works Superintendent Riemer replied that he has not explored that option and was unsure if that would be a funding source for this type of project. He noted that paving some of the gravel roads would be easier than others as some go through wetlands or adjacent to the river which would have additional costs for wetland impacts and drainage requirements.

Councilmember Musgrove asked if any of those roads with wetland impacts would qualify for distribution of wetland funding.

City Engineer Westby replied that he did not believe they would be eligible projects as they are not included in the Capital Improvement Program (CIP).

Councilmember Musgrove asked if the projects were placed in the CIP would they then be an eligible project.

City Engineer Westby replied that could be an option if the right funding source presented itself.

Chairperson Riley asked if this type of project would fall under the assessment policy.

City Engineer Westby confirmed that to be true and confirmed that the cost would be 100 percent assessed against property owners that petitioned for the project. He stated that if the project were led by the City, the cost would be split 50/50 between the City and assessments to property owners.

Chairperson Riley commented that there seems to be agreement that the roads should be paved but noted that perhaps this becomes a new case where they could discuss phasing and funding.

Councilmember Musgrove suggested that the roads also be split into categories to identify those that may have wetland impacts.

Chairperson Riley asked if staff could identify the roads that would be easier to pave versus those that would be more difficult.

City Engineer Westby confirmed that staff could do that.

Chairperson Riley commented that the next step would then be to determine how those roads could be paved in a reasonable time period.

Councilmember Musgrove noted that 173rd Avenue could be removed from the list as that would be completed with a development project.

Jeff Sailor, 7650 178th Lane NW, noted that ten years ago staff spoke with the residents, and they were not interested in having their gravel roads paved. He provided additional details on the maintenance that is completed on the gravel roads during a year. He was surprised at the increase in cost to pave the roads as compared to the estimate ten years ago. He commented that all summer when you drive a vehicle it creates a lot of dust.

Bridget Sailor, 7650 178th Lane NW, stated that she is more concerned with safety, commenting on the current conditions of the gravel road.

Jeff Sailor stated that the buses also cause a lot of stress on the gravel road.

Chairperson Riley commented that the City has a goal to pave the roads, but the question remains with funding. He noted that currently there would be an assessment of 50 percent which would not seem reasonable. He noted that it seems there is consensus to develop a plan, but the roads would not be paved in the foreseeable future.

Councilmember Musgrove commented that it is her understanding that some of the roads that would be paved would continue to have a ditch drainage system and that would make a difference in the project cost.

Chairperson Riley asked what a reasonable time period would be for staff to bring this back for further discussion.

City Engineer Westby commented that he would request at least three months as there are a lot of factors to consider, along with other factors such as staffing.

Councilmember Musgrove commented that seems ambitious with the activity for the first quarter. She stated that perhaps six to nine months would be a better timeline.

It was the consensus that this item would return to the Committee within six months.

5.02: Consider Sound Wall Improvements East of Highway 47, North of Xkimo Street

City Engineer Westby reviewed the case and provided options the group could consider.

Chairperson Riley invited the resident present to address the Committee.

Mr. Blakely commented that there were emails between himself and City Engineer Westby after the previous meeting when this was discussed. He stated that they noticed more noise after the construction of Stoney River. He suggested that a hybrid option be considered that would block the noise bouncing off the Stoney River building.

City Engineer Westby asked for clarification on his request.

Mr. Blakely identified the end of the existing wall. He stated that one of the proposals seemed to end the noise wall at the arrow identified on the map, while the other would connect to the existing wall on the other side. He suggested a length in between those two in order to buffer the noise that bounces off Stoney River.

Councilmember Woestehoff asked if an opinion has been received from the City Attorney.

City Engineer Westby stated that he did explain the issue to the previous City Attorney, and it was his opinion that the City would not be able to go back to the developer because the City reviewed and approved the plans and that is what was constructed. He noted that the development agreement did not include any other specifications on the noise wall.

Councilmember Woestehoff asked if the plans identified a six-foot wall or just identified a noise barrier.

City Engineer Westby provided additional details on the plans that were drafted that matched the design of the existing wall, including the height. He noted that there were no details in the plan related to the height compared to the grade of the ground.

Councilmember Woestehoff suggested that the new City Attorney provide input as well. He stated that if everyone's expectation was a noise wall, that is not what was provided. He stated that he

does like the suggestion of the resident but would also be interested in the cost difference to go to the other sound wall.

Chairperson Riley agreed to obtain input from the new City Attorney. He noted that it appears the City did not get what it wanted, but it did get what was on the paper. He hoped that the engineer would donate their time to redo the work. He stated that at minimum, moving the fence to where it should have been should be done at a cost of \$50,000. He agreed that the \$50,000 should be the City responsibility and the fence should be reclaimed and reused.

Councilmember Musgrove asked if the developer is going to let the City use the fence to move to the other location.

City Engineer Westby stated that from the feedback provided in the letter, it sounded like the developer was opposed to spending additional money, but he was unsure they would be opposed to the City relocating the fence.

Councilmember Musgrove commented that it would look silly to have two fences. She stated that MnDOT has a program for noise walls, noting that projects are currently listed through 2026. She asked if there is potential for the City to construct the noise wall and recoup costs later.

City Engineer Westby replied that is the program he discussed earlier which is meant for older developments and noted that this would not be eligible.

Councilmember Woestehoff asked if the fence would be owned by a Home Owner's Association or individual property owners.

City Engineer Westby replied that the property the fence lies on would fall to individual property owners. He stated that he can check with the developer to see where the properties lie within the development and homeownership process.

Councilmember Woestehoff commented that his concern is that if this does not move forward quickly, additional hurdles can be added by working with three property owners.

Chairperson Riley asked for clarification on where the end of the wall was marked, and which properties would be covered.

City Engineer Westby commented that the development agreement is silent on this topic. He noted that the plans showed the wall ending at that point.

Chairperson Riley commented that it would seem to make sense that the wall would cover the third property.

City Engineer Westby commented that would seem to make sense, but he could not find any documentation supporting that.

Councilmember Musgrove commented that she believes there was a line identified in the materials provided in the cases for the development.

Chairperson Riley asked who owns the outlot and whether a fence could be put along that property.

City Engineer Westby stated that he is unsure who owns that property. He stated that the City could ask the question as to whether a fence would be allowed or could work with MnDOT to place it in the right-of-way.

Chairperson Riley stated that he would support the option to extend the fence to the third property at a cost of \$50,000 as he believes that would be the original intention. He commented that he did not believe the City would have asked the developer to place a fence/barrier on someone else's property. He asked the funding source that would be proposed.

City Engineer Westby commented that he would want to discuss that with the Finance Director and bring additional information back. He noted that typically the PIR Fund would be used but that balance is dipping low.

Chairperson Riley commented that to finish the gap was an estimate of \$125,000, noting that the resident has requested a hybrid, ending in between the two options.

Councilmember Musgrove asked that staff gather input on the funds that would be available for the \$50,000 and then provide information on the funding that might be available to extend the fence further.

Councilmember Woestehoff commented that he would support doing at minimum what was expected of the developer. He noted that while he would be interested in the additional cost to extend the fence further, he would be hesitant without knowing where the funding would come from for that.

Chairperson Riley commented that it would seem extending the fence to the resident requested mark would have an additional cost of \$62,000 beyond the \$50,000.

City Engineer Westby stated that staff will obtain the opinion of the City Attorney, speak with the engineer to determine if they would provide assistance with design services, speak with MnDOT, and bring back additional information on the funding sources. He stated that staff would also review the site conditions and property owners. He stated that staff can bring this information back to the February meeting.

Chairperson Riley commented that perhaps an additional wall segment could be added to the 47 corridor discussion and kept separate from this item.

5.03: Review of Pavement Conditions on Bowers Drive

Public Works Superintendent Riemer reviewed the case and noted that staff recommends to make necessary repairs to the pavement on Bowers Drive during the summer of 2022 using in house staff and equipment.

Chairperson Riley asked and received confirmation that staff would handle this work in the normal course of business.

Public Works Superintendent Riemer confirmed that staff would address the larger issues first, noting that this work would not be a priority and would be treated as fill in work when time is available.

Chairperson Riley commented that this road is ranked at a six and therefore is not included in the work list at this time. He asked if the rating would deteriorate in the next set of years to where a mill and overlay could not be completed and a reconstruction would be needed.

Public Works Superintendent Riemer commented that he would not anticipate that the road would deteriorate in that manner. He stated that roads are rated each year and if the condition fell in that manner, it would be moved up.

Chairperson Riley commented that perhaps a presentation could be provided to the full Council explaining the road condition rating and how that is done and the repairs that are needed at different points. He noted that there has been a lot of discussion related to funding, but it may help to have more explanation on the process behind the rating process as well.

City Engineer Westby provided additional explanation on pavement conditions and how they can be rated.

It was the consensus to place an item on a future Council worksession to provide additional details on pavement rating and to direct staff to complete necessary temporary asphalt repairs to Bowers Drive during the summer of 2022.

5.04: Consider Site Improvements to Parcel 46 and The Waterfront in The COR

Economic Development Manager Sullivan presented the case and stated that staff recommends gathering additional information on the cost of each facet of the project internally and report back to the Committee for further discussion.

City Engineer Westby provided additional details on the wetland impacts and the options for wetland replacement or the purchase of wetland credits which would have an additional cost. He also provided details on the ten-year recapture zone within the waterfront area.

Chairperson Riley asked if this half of The COR drains to the infiltration basin.

City Engineer Westby commented that the infiltration basin was designed to treat the entire area of The COR.

Councilmember Musgrove stated that it is her understanding that the infiltration basin would provide the ability to cover any building or development within The COR area. She asked if that only applies to the infiltration area of The COR or the entire area. She asked if the stormwater basin on parcel 46 could be filled in if the infiltration basin was designed for the entire area of The COR or whether there would be benefit to leaving that stormwater basin to be used for future development on that parcel.

City Engineer Westby replied that the infiltration basin covers the entire area of The COR, whether it is in the ten-year delineation zone or not. He stated that there is no infiltration occurring on parcel 46. He stated that there is a stormwater pond that was constructed as part of a different project when Armstrong Boulevard improvements were completed. He stated that the plan would be to relocate the wetland features in order to have the full site developable.

Chairperson Riley asked if there is a reason for where the wetlands were created.

Parks and Assistant Public Works Superintendent Riverblood commented that a wetland needed to be relocated and this was the place chosen at that time.

Councilmember Musgrove asked if the stormwater pond could remain on parcel 46 if all the lowland/wetland were filled.

City Engineer Westby commented that it would depend upon the development proposal.

Councilmember Woestehoff asked if the stormwater pond would continue to be required by the County for stormwater treatment.

City Engineer Westby confirmed that treatment would continue to be required.

Councilmember Musgrove asked if a wetland could be relocated beyond The COR area and suggested the old public works area.

City Engineer Westby replied that the wetland could be relocated outside of The COR. He was unsure of the hydrology of the old public works site. He noted that a consultant would look at City owned properties to determine a good site for relocation.

Councilmember Musgrove commented that it would seem the decision would be based on which option is more costly, relocation of the wetland or the purchase of wetland credits. She asked staff for input on what currently occurs when the City receives development interest in the parcel but then determines it is too costly because of the work that is needed, specifically whether they look at another parcel in Ramsey or move to another community. She stated that if developers were interest in other parcels, she would question how much the City should invest in the property at this time versus waiting until additional fill can be brought to the site through the development of other parcels.

Economic Development Manager Sullivan replied that the development interest in the site has been in the upper two thirds of the site to develop townhomes similar to other areas of The COR.

He stated that the idea is that this is a large tract of land and there is economy of scale for a developer to construct a number of homes on the parcel, therefore there are not many similar parcels in Ramsey. He stated that the other issue is related to timing and because the wetlands issues and timing is unknown, the developers have walked away. He stated that his suggestion was that there would be a way to make the needs of the waterfront site and this parcel work together. He stated that the upgrade of Zeolite Street would also be needed as part of the development of parcel 46. He provided additional details on the future land use and development potential of this area of The COR.

Councilmember Musgrove asked if the wetland would need to be filled for the residential development.

Councilmember Woestehoff confirmed that the site would need to be raised about three feet.

Parks and Assistant Public Works Superintendent Riverblood provided background details on the planning work that has been completed for the park and waterfront area. He commented that there would be value in grading, establishing turf, and planting trees for that site. He believed that this would make sense from a timing perspective but noted that this would be an issue of balancing costs. He asked if the Committee would like to go into the level of detail to obtain more cost information and details.

Chairperson Riley asked if there is a ballpark estimate.

Economic Development Manager Sullivan commented that there is not yet an estimate. He stated that more of the cost will be recouped through the sale of the retail development areas rather than the residential component.

Chairperson Riley commented that the City would be doing this work to get townhomes, as that is the interest in the parcel. He noted that does not seem to be a huge priority of the residents at this time.

Councilmember Musgrove stated that she prefers townhomes and like the product being constructed at the corner of Ramsey Boulevard and Bunker Lake Boulevard. She stated that she likes the idea of having business along Sunwood Drive. She asked if the expectation would be that the City could use the fill from the waterfront area for this purpose and whether that would be enough.

Economic Development Manager Sullivan commented that there is some dirt from that site but not nearly enough.

Chairperson Riley commented that the study would provide additional details on what would actually be needed.

Councilmember Woestehoff stated that he would be supportive of the additional study and agreed that making the site closer to shovel ready would provide benefit. He stated that there would be benefit, the question would be related to the cost and available funding.

Economic Development Manager Sullivan provided details on TIF and how that can be used. He stated that parts of this could be TIF eligible. He noted that if the costs are incurred in the next two years, they would be eligible expenses but reminded the group that the funds would also need to be generated through development.

Parks and Assistant Public Works Superintendent Riverblood commented that the costs are really unknown at this time because of the different factors involved. He believed that having the knowledge of the cost estimated would be very useful, even if the City chooses not to move forward on the project as that information could be shared with developers that come forward with interest.

Chairperson Riley confirmed that it appears everyone supports gaining more information.

Economic Development Manager Sullivan commented that Centra Homes is very interested in the residential portion of the property. He stated that it would be cheaper for the City to do the wetland work than it would be for the developer. He stated that there would need to be a decision on whether there is interest in completing that work.

Councilmember Musgrove commented that it would be nice to know where that process is and how it would impact the cost. She stated that she would like to see the stormwater pond stay along Armstrong and be lengthened.

Economic Development Manager Sullivan commented that the stormwater pond is the least important to move as that could be something developers design around or modify. He stated that the focus would be the wetland and removing it from the site.

Chairperson Riley confirmed that the group would like more information on the costs of moving the wetland and adding fill to the site.

Councilmember Musgrove believed that the Council should also have a discussion related to the guiding of the property.

Chairperson Riley commented that the Council has had that discussion several times before. He noted that he would support the fact-finding mission at this time.

Economic Development Manager Sullivan confirmed that staff would gather more information and report back to the Committee.

5.05: Consider Recommendation for City Council to Reject Bids for Water Treatment Plant Trunk Watermain Improvements, Improvement Project #21-08 (Previously Case 5.06)

City Engineer Westby reviewed the case and recommendation of staff and SEF to recommend that the City Council reject the bids for the Water Treatment Plant Trunk Watermain Improvements,

Improvement Project #21-08. It was noted that staff will present a case to the Council to reject the bids on January 25, 2022.

Councilmember Musgrove asked if the motion should include the intent to rebid in the fall.

City Engineer Westby stated that he would prefer to monitoring pricing and then bring something back for rebidding at that time.

Chairperson Riley confirmed that he would like to provide the flexibility to staff.

Councilmember Musgrove agreed that she would like to wait on this project until the time project materials possibly decrease in cost.

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend that the City Council reject bids for the Water Treatment Plant Trunk Watermain Improvements, Improvement Project #21-08.

Further discussion: Councilmember Woestehoff commented that his biggest fear is that material costs are not going to decrease. He stated that water treatment plants were an allowed expense under the ARP and therefore the City is not the only one that will be completing this work. City Engineer Westby commented that while he agrees, the City already has its plans ready. He noted that staff will look into alternative materials as well that could perhaps decrease project costs.

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

5.06: Consider Boulevard Trees for the Barren Side of Sunwood Drive in The COR (Previously Case 5.05)

Parks and Assistant Public Works Superintendent Riverblood reviewed the case and stated that staff recommends issuing an RFP for this project, before spring/summer 2022, with a wide window for contractor completion of the work to obtain the best pricing, possibly with an alternative quotation option of a spring 2023 completion. City Council can assess the value and consider authorizing the addition of boulevard trees to Sunwood Drive once quotes are received.

Chairperson Riley asked if there is concern with losing the trees when sidewalks are installed.

Parks and Assistant Public Works Superintendent Riverblood replied that he believes that it could be feasible to add the sidewalk and not impact trees but agreed that it could be easier to complete a sidewalk without trees. He believed there is merit in obtaining quotes. He stated that they may find a nursery that wants to sell trees that are getting too large.

Chairperson Riley asked if the current trees have an irrigation system and whether that is necessary.

Parks and Assistant Public Works Superintendent Riverblood confirmed that irrigation would be necessary. He commented that it would add value to the trees and turf.

Councilmember Woestehoff commented that it would make sense to plant trees on the other side to make it appear more equal. He commented that the existing boulevard has power poles and asked if that would be included as well

Parks and Assistant Public Works Superintendent Riverblood commented that would be included but in a future phase.

Councilmember Musgrove stated that she could see a reason to continue to plant trees on the side they already exist to extend to the cul-de-sac. She asked the reason to install trees on the other side where there are already businesses that do not have trees.

Parks and Assistant Public Works Superintendent Riverblood identified the areas where both sides of the road have trees and the areas where only one side has trees.

Councilmember Musgrove commented that she is not in favor of this but agreed it could be a good idea to complete the RFP. She stated that she could support adding trees were there is potential development, but the other two areas should wait for development and that should be a portion of the developer's cost. She was unsure why the City would not leave that to the developers that will eventually come forward especially when there can be potential damage to trees during construction.

Parks and Assistant Public Works Superintendent Riverblood stated that he believes trees can be protected during construction. He stated that it is unknown when developers will come, noting that it has been almost 20 years since development in The COR began. He stated that when the City completes infrastructure improvements, development is attracted to that.

Councilmember Woestehoff commented that he does see that point. He asked if the City received credit back for landscaping completed when a development agreement is drafted. He stated that one other reason to complete this action now would be that wetland will be filled through the previous case action, and this would add additional greenery.

Economic Development Manager Sullivan commented that while it is always possible to roll that into the cost for land, developers will come back with all the fees and development costs they will be paying. He stated that he would hate to add another fee for that reason. He believed that the trees along the boulevard help marketability of the land, noting that larger trees add more value. He agreed that having a head start on the ability of the trees to grow helps to provide visibility to business when it does come in. He stated that there is development occurring within The COR.

Parks and Assistant Public Works Superintendent Riverblood commented that the trees will appreciate in value and the trees and irrigation line will add value to the land.

Councilmember Woestehoff commented that he would be in favor of seeing an alternate where this is only done on City property, with the option for private developers to participate at their own cost.

Councilmember Musgrove commented that she could see that this would be something considered for City owned land. She asked the source of funding, whether TIF or EDA funds could be used.

Economic Development Manager Sullivan commented that trees would not be eligible for TIF.

Parks and Assistant Public Works Superintendent Riverblood commented that the Finance Director may support this as an element of streetscape.

Economic Development Manager Sullivan commented that he would be very reluctant to use that type of funding.

Councilmember Musgrove commented that she would support using EDA dollars as the intention would be to make the area more marketable for development.

Chairperson Riley commented that they could leave the funding source open with the intention to review the use of TIF or EDA funds.

Economic Development Manager Sullivan commented that staff should then present this to the EDA to obtain its funding.

Councilmember Musgrove commented that if the trees can be protected from future development, she would have less concern. She asked the benefit or lack of benefit to add in the cost for the sidewalk and electricity, if TIF funds could be used. She commented that it would seem to make sense to go into that area one time to complete those improvements.

Councilmember Woestehoff commented that the difference would be the substantial cost difference. He stated that while it is a good idea in terms of efficiency, the trees are a good long-term investment that could be done now while the sidewalk could sit dormant for ten years.

Chairperson Riley agreed that while he likes the idea, trees would gain value, but the sidewalk would lose value.

Parks and Assistant Public Works Superintendent Riverblood commented that a sidewalk would have a design cost of about \$20,000 and then a full bidding process would need to be followed. He agreed that a sidewalk would have a cost in excess of about \$500,000 to \$700,000.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to authorize an RFP for the installation of boulevard trees and irrigation on City owned properties in The COR, consistent with the proposed Capital Improvement Project.

Further discussion: Councilmember Musgrove asked that discussion occur with the other property owners to determine if they would like to participate as well. Chairperson Riley agreed that he would love to see other property owners participate but would not want the City to be paying for improvements on private property.

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

6. COMMITTEE / STAFF INPUT

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

City Engineer Westby provided an update on current and proposed City, County and MnDOT improvement projects and studies, and on other items of interest to the Committee.

Chairperson Riley asked for an update on how the new Public Works Facility is functioning.

Public Works Superintendent Riemer commented that the facility has been working great, providing details on efficiency that has been added by the new layout and features within the building/site.

6.02: Review Future Topics Calendar

City Engineer Westby reviewed the future topics calendar.

Chairperson Riley noted that there has been a lot of discussion related to parks, specifically improving existing parks equipment versus adding new parks. He asked if this is something that should come to the Public Works Committee.

Parks and Assistant Public Works Superintendent Riverblood provided examples of items within the parks that have come to the Committee and would continue to do so, such as capital improvements, providing the examples of shelter roof replacement and boardwalk improvements. He noted that the Park Commission is implementing the new Playground Replacement Policy, which was previously approved by the City Council. He noted that notifications will be mailed to the neighborhood surrounding Rabbit Park. He noted that those responses will be reviewed by the Park Commission at its March meeting. He stated that two parks that have playground equipment that is not used will come before the Council to be declared as surplus and those items would then be removed. He recognized the turnover in the parks/public works departments that have caused delays.

Chairperson Riley commented that he would prefer to have less stuff in better condition than more stuff in bad condition.

Councilmember Musgrove asked if there have been any comments about the Bear Park lights.

Parks and Assistant Public Works Superintendent Riverblood commented that the parts have been ordered and will be installed in the spring.

Councilmember Musgrove asked if the water conservation incentives were part of the watershed-based funding.

City Engineer Westby replied that was part of the water efficiency grant the City received. He confirmed that there are still available funds, and the City will be requesting that the Council allow water efficient washing machines to be added to the list of eligible items.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:18 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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

The Public Works Committee conducted a regular meeting on Tuesday, February 15, 2022, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

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

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Parks and Assistant Public Works Superintendent Mark Riverblood

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 Meeting Minutes

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

- Regular Meeting Minutes dated November 16, 2021
- Regular Meeting Minutes dated January 18, 2022

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

5. COMMITTEE BUSINESS

5.01: Appoint Chair and Vice-Chair of the Public Works Committee

Public Works Superintendent Riemer noted that this is an annual action of the Committee and opened the floor for nominations.

Motion by Councilmember Woestehoff, seconded by Councilmember Musgrove, to appoint Chris Riley as Chairperson and Debra Musgrove as Vice-Chair of the Public Works Committee.

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

5.02: Consider Replacement Options for the Rivers' Bend Park Monument

Parks and Assistant Public Works Superintendent Riverblood reviewed the case and recommendation of staff for the Committee to provide input and then solicit additional quotes to be forwarded to the City Council for the replacement of the Rivers' Bend monument.

Chairperson Riley commented that the entrance sign to the park is important as the parks have to be labeled and easy to find. He stated that they have discussed a coordinated effort to ensure the design could be used in other parks as well.

Councilmember Musgrove asked if input is desired on the location of the wording.

Parks and Assistant Public Works Superintendent Riverblood stated that he did not request that as part of the case but agreed that would need to be decided at a later time and would welcome input on that as well.

Chairperson Riley asked if staff has a preference on the aluminum versus concrete.

Parks and Assistant Public Works Superintendent Riverblood replied that his only concern with aluminum would be that it could be dented but noted that has not occurred on a similar sign at The Draw. He noted that the vendor commented that they have also not seen the material dented on a sign. He stated that there could be some decay on the cedar posts near the soil line over time. He commented that concrete is durable but some of the cost is the logistics of getting that material to the site and the appropriate footings.

Councilmember Musgrove commented that she believes the word placement is a consideration as it would have a factor on the size of the sign. She stated that she favors the aluminum sign with the wood as that would fit better into the neighborhood feeling. She stated that she would favor stacking of the words and logo in order to keep the sign size small.

Parks and Assistant Public Works Superintendent Riverblood commented that he agrees with the stacked style.

Chairperson Riley agreed that would be an appropriate size and material for the sign as it is a neighborhood sign and does not need to be large in order to catch someone's eye.

Councilmember Woestehoff agreed with the aluminum and wood sign.

Parks and Assistant Public Works Superintendent Riverblood asked if this item should go forward as a Consent Agenda item for the Council or whether it should be a regular agenda item. He provided a summary of the previous discussion from the Parks and Recreation Commission related to park signage.

Chairperson Riley asked if there was a decision on the monument sign for Bunker Lake Boulevard and 47 sign and whether that is moving forward with the park sign or as a separate project.

Parks and Assistant Public Works Superintendent Riverblood noted that would be a separate project because of the easement and power that would be needed for the Bunker and 47 monument in order to allow the park sign to move forward on its own.

COMMITTEE / STAFF INPUT

6.01: Receive Updates on Sound Wall East of State Highway 47, North of Xkimo Street

City Engineer Westby provided updates on the sound wall since the last discussion including responses received from Riverside Development Company and its legal representation as well as the design engineer, Bogart-Pederson. He also provided cost estimates for the different options.

Councilmember Musgrove appreciated the update. She asked if there has been any discussion on potential funding sources.

City Engineer Westby stated that staff is still gathering data on the options and then developing the associated costs with those options. He did not believe there is any potential funding from MnDOT for the project and commented that the City would have to use internal funds.

Councilmember Musgrove asked if this would be eligible for the County HRA funds.

City Engineer Westby replied that he was unsure but could check on that.

Councilmember Woestehoff asked if there would be any possibility to construct another section of wall upon the existing wall.

City Engineer Westby replied that the wall would not be able to support that additional weight.

Chairperson Riley asked if the City has instituted any new policies or procedures to avoid repeating this mistake in the future.

City Engineer Westby replied that staff always tries to learn from these things and will continue discussions on how this could be avoided in the future. He commented that this was a development that went through quickly when staff was extremely busy.

Councilmember Woestehoff acknowledged that a sound wall does not come up that often. He noted that an issue identified on the preliminary plat is that it was identified as a six-foot fence rather than a sound wall. He noted that if it would have been identified as a sound wall, perhaps engineering would have picked up on the mistake.

Councilmember Musgrove thanked staff for continuing to work on this and improve the process. She asked if part of that area could be filled, then constructed a wall on the fill.

City Engineer Westby replied that they could look at the grades but noted that fill is also expensive. He stated that if there is an opportunity to cost-effectively add fill outside of the MnDOT right-of-way and avoiding utilities, that option could be reviewed.

6.02: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided an update on current and proposed City, County, and MnDOT improvement projects and studies, and on other items of interest to the Committee.

Councilmember Musgrove thanked staff for the great work. She commented that the flashing lights at Sunwood and Bunker are working great.

6.03: Review Future Topics Calendar

Councilmember Musgrove suggested adding an item related to checks and balances, using the sound wall as an example.

Councilmember Woestehoff stated that perhaps a discussion could be added related to the rating of City streets.

City Engineer Westby commented that staff intended to bring that item to a Council work session.

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 6:05 p.m.

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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

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

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

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

1. CALL TO ORDER

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

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

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

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

4. APPROVE MINUTES

4.01: Approve April 19, 2022 Meeting Minutes

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

Regular Meeting Minutes dated April 19, 2022

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

5. COMMITTEE BUSINESS

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

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

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

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

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

Chairperson Riley invited residents to provide input.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.01: Review Nonconforming Traffic Sign Policy

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motion by Councilmember Musgrove, seconded by Councilmember Woestehoff, to recommend to City Council, the reconditioning of the courts at River's Bend, Fox Park, and crack filling Central Park in the amount of \$38,400 to be funded by the Capital Maintenance Fund.

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

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

5.04: Progress Update on Water Treatment Plant

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chairperson Riley asked if they could bond without assessing.

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

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

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

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

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

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

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

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby provided an update on current and proposed City, County and MnDOT improvement projects and studies and on other items of interest to the Committee.

6.02: Review Future Topics Calendar

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

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

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

7. ADJOURNMENT

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

Motion carried.

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

Respectfully submitted,



Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

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

The Public Works Committee conducted a regular meeting on Tuesday, November 15, 2022, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

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

Also Present: City Engineer/Interim Public Works Director Bruce Westby
 Assistant City Engineer Joe Feriancek
 Civil Engineer IV Leonard Linton

1. CALL TO ORDER

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

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

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

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

4. APPROVE MINUTES

4.01: Approve October 18, 2022, Meeting Minutes

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

Regular Meeting Minutes dated October 18, 2022

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

5. COMMITTEE BUSINESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.02: Update on Plans for Wetland 114P Outlet

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilmember Woestehoff agreed.

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

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

Assistant City Engineer Feriancek reviewed the proposed project schedules.

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

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

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

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

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

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

6. COMMITTEE / STAFF INPUT

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

City Engineer/Interim Public Works Director Westby provided updates on current and proposed City, County and MnDOT improvement projects and studies, and on other items of interest to the Committee.

6.02: Review Future Topics Calendar

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

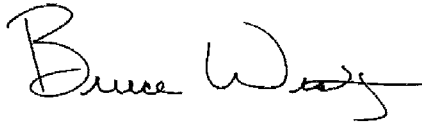
7. ADJOURNMENT

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

Motion carried.

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

Respectfully submitted,



Bruce Westby
City Engineer/Interim Public Works Director

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

**STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
And
CITY OF RAMSEY
COOPERATIVE CONSTRUCTION
AGREEMENT**

Control Section Number:	<u>0206</u>
Trunk Highway Number (T.H.):	<u>47</u>
City Project Number:	<u>22-17</u>

This Agreement is between the State of Minnesota, acting through its Commissioner of Transportation ("State") and the City of Ramsey acting through its City Council ("City").

Recitals

1. The City will perform Ramsey Villas North Sound Wall construction, and other associated construction upon, along, and adjacent to Trunk Highway No. 47 from Xkimo Street to approximately 324 feet north of Xkimo Street according to City-prepared plans, specifications, and special provisions designated by the City as City Project No. 22-17 ("Project"); and
2. The City requests the State allow the construction of the visual barrier and the State is willing to allow said construction; and
3. Minnesota Statutes § 161.20, subdivision 2 authorizes the Commissioner of Transportation to make arrangements with and cooperate with any governmental authority for the purposes of constructing, maintaining, and improving the trunk highway system.

Agreement

1. Term of Agreement; Survival of Terms; Plans

- 1.1. *Effective Date.*** This Agreement will be effective on the date the State obtains all signatures required by Minnesota Statutes § 16C.05, subdivision 2.
- 1.2. *Expiration Date.*** This Agreement will expire when all obligations have been satisfactorily fulfilled.
- 1.3. *Survival of Terms.*** All clauses which impose obligations continuing in their nature and which must survive in order to give effect to their meaning will survive the expiration or termination of this Agreement, including, without limitation, the following clauses: 2.4. State Ownership of Improvements; 5. Maintenance by the City; 8. Liability; Worker Compensation Claims; Insurance; 10. State Audits; 11. Government Data Practices; 12. Governing Law; Jurisdiction; Venue; and 14. Force Majeure.
- 1.4. *Plans, Specifications, and Special Provisions.*** State-approved City plans, specifications, and special provisions designated by the City as City Project N. 22-17 are on file in the office of the City's Engineer and incorporated into this Agreement by reference ("Project Plans").

2. Right-of-Way Use

- 2.1. *Limited Right to Occupy.*** The State grants to the City (and its contractors and consultants) the right to occupy Trunk Highway Right-of-Way as necessary to perform the work described in the Project Plans. This right is limited to the purpose of constructing the Project, and administering such construction, and may

be revoked by the State at any time, with or without cause. Cause for revoking this right of occupancy includes, but is not limited to, breaching the terms of this or any other agreement (relevant to this Project) with the State, failing to provide adequate traffic control or other safety measures, failing to perform the construction properly and in a timely manner, and failing to observe applicable environmental laws or terms of applicable permits. The State will have no liability to the City (or its contractors or consultants) for revoking this right of occupancy.

- 2.2. State Access; Suspension of Work; Remedial Measures.** The State's District Engineer or assigned representative retains the right to enter and inspect the Trunk Highway Right-of-Way (including the construction being performed on such right-of-way) at any time and without notice to the City or its contractor. If the State determines (in its sole discretion) that the construction is not being performed in a proper or timely manner, or that environmental laws (or the terms of permits) are not being complied with, or that traffic control or other necessary safety measures are not being properly implemented, then the State may notify and require the City (and its contractors and consultants) to suspend their operations until the City (and its contractors and consultants) take all necessary actions to rectify the situation to the satisfaction of the State. The State will have no liability to the City (or its contractors or consultants) for exercising or failing to exercise its rights under this provision.
- 2.3. Traffic Control; Worker Safety.** While the City (and its contractors and consultants) are occupying the State's Trunk Highway Right-of-Way, they must comply with the approved traffic control plan, and with applicable provisions of the Work Zone Field Handbook (<http://www.dot.state.mn.us/trafficeng/workzone/index.html>). All City, contractor, and consultant personnel occupying the State's Trunk Highway Right-of-Way must be provided with required reflective clothing and hats.
- 2.4. State Ownership of Improvements.** The State will retain ownership of its Trunk Highway Right-of-Way, including any improvements made to such right-of-way under this Agreement, unless otherwise noted. The warranties and guarantees made by the City's contractor with respect to such improvements (if any) will flow to the State. The City will assist the State, as necessary, to enforce such warranties and guarantees, and to obtain recovery from the City's consultants, and contractor (including its sureties) for non-performance of contract work, for design errors and omissions, and for defects in materials and workmanship. Upon request of the State, the City will undertake such actions as are reasonably necessary to transfer or assign contract rights to the State and to permit subrogation by the State with respect to claims against the City's consultants and contractors.

3. Contract Award and Construction

3.1. Direction, Supervision, and Inspection of Construction.

- A.** The contract construction will be under the direction of the City and under the supervision of a registered professional engineer; however, the State participation construction covered under this Agreement will be open to inspection by the State District Engineer's authorized representatives. The City will give the District Engineer at Roseville five days' notice of its intention to start the contract construction.
- B.** Responsibility for the control of materials for the contract construction will be on the City and its contractor and will be carried out according to Specifications No. 1601 through and including No. 1609 in the State's current "Standard Specifications for Construction".

- 3.2. Completion of Construction.** The City will cause the contract construction to be started and completed according to the time schedule in the construction contract special provisions. The completion date for the contract construction may be extended, by an exchange of letters between the appropriate City official

and the State District Engineer's authorized representative, for unavoidable delays encountered in the performance of the contract construction.

- 3.3. Compliance with Laws, Ordinances, and Regulations.** The City will comply and cause its contractor to comply with all Federal, State, and Local laws, and all applicable ordinances and regulations. With respect only to that portion of work performed on the State's Trunk Highway Right-of-Way, the City will not require the contractor to follow local ordinances or to obtain local permits.

4. Right-of-Way; Easements; Permits

- 4.1.** The City will, without cost or expense to the State, obtain all rights-of-way, easements, construction permits, and any other permits and sanctions that may be required in connection with the local and trunk highway portions of the contract construction.
- 4.2.** The City will convey to the State by quit claim deed, all newly acquired rights needed for the continuing operation and maintenance of the Trunk Highway, if any, upon completion of the Project, at no cost or expense to the State.
- 4.3.** The City will comply with Minnesota Statutes § 216D.04, subdivision 1(a), for identification, notification, design meetings, and depiction of utilities affected by the contract construction.

5. Maintenance by the City

Upon completion of the Project, the City will provide the following without cost or expense to the State:

- 5.1. Visual Barrier.** Maintenance and ownership of the visual barrier construction. Maintenance includes vegetation control, graffiti removal, and any other maintenance activities necessary to perpetuate the visual barrier in a safe, usable, and aesthetically acceptable condition. If the visual barrier is not maintained, the State will remove, or require the City to remove the barrier, at expense to the City. The State retains the right to remove the visual barrier at any time and invoice the City for the costs of removal.

6. Authorized Representatives

Each party's Authorized Representative is responsible for administering this Agreement and is authorized to give and receive any notice or demand required or permitted by this Agreement.

- 6.1.** The State's Authorized Representative will be:

Name, Title: Malaki Ruranika, Cooperative Agreements Engineer (or successor)
 Address: 395 John Ireland Boulevard, St. Paul, MN 55155
 Telephone: (651) 366-4634
 E-Mail: malaki.ruranika@state.mn.us

- 6.2.** The City's Authorized Representative will be:

Name, Title: Bruce Westby, City Engineer/Public Works Director (or successor)
 Address: 7550 Sunwood Drive Northwest, Ramsey, MN 55303
 Telephone: (763) 433-9825
 E-Mail: bwestby@cityoframsey.com

7. Assignment; Amendments; Waiver; Contract Complete

- 7.1. Assignment.** No party may assign or transfer any rights or obligations under this Agreement without the prior consent of the other party and a written assignment agreement, executed and approved by the same parties who executed and approved this Agreement, or their successors in office. The foregoing does not

prohibit the City from contracting with a third party to perform City maintenance responsibilities covered under this Agreement.

- 7.2. Amendments.** Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Agreement, or their successors in office.
- 7.3. Waiver.** If a party fails to enforce any provision of this Agreement, that failure does not waive the provision or the party's right to subsequently enforce it.
- 7.4. Contract Complete.** This Agreement contains all prior negotiations and agreements between the State and the City. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

8. Liability; Worker Compensation Claims; Insurance

- 8.1.** Each party is responsible for its own acts, omissions, and the results thereof to the extent authorized by law and will not be responsible for the acts, omissions of others, and the results thereof. Minnesota Statutes § 3.736 and other applicable law govern liability of the State. Minnesota Statutes Chapter 466 and other applicable law govern liability of the City. Notwithstanding the foregoing, the City will indemnify, hold harmless, and defend (to the extent permitted by the Minnesota Attorney General) the State against any claims, causes of actions, damages, costs (including reasonable attorneys fees), and expenses arising in connection with the Project covered by this Agreement, regardless of whether such claims are asserted by the City's contractor(s) or consultant(s) or by a third party because of an act or omission by the City or its contractor(s) or consultant(s).
- 8.2.** Each party is responsible for its own employees for any claims arising under the Workers Compensation Act.
- 8.3.** The City may require its contractor to carry insurance to cover claims for damages asserted against the City's contractor.

9. Nondiscrimination

Provisions of Minnesota Statutes § 181.59 and of any applicable law relating to civil rights and discrimination are considered part of this Agreement.

10. State Audits

Under Minnesota Statutes § 16C.05, subdivision 5, the City's books, records, documents, accounting procedures, and practices relevant to this Agreement are subject to examination by the State and the State Auditor or Legislative Auditor, as appropriate, for a minimum of six years from the end of this Agreement.

11. Government Data Practices

The City and State must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided under this Agreement, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the City under this Agreement. The civil remedies of Minnesota Statutes §13.08 apply to the release of the data referred to in this clause by either the City or the State.

12. Governing Law; Jurisdiction; Venue

Minnesota law governs the validity, interpretation, and enforcement of this Agreement. Venue for all legal proceedings arising out of this Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

13. Termination; Suspension

13.1. *By Mutual Agreement.* This Agreement may be terminated by mutual agreement of the parties or by the State for insufficient funding as described below.

13.2. *Termination for Insufficient Funding.* The State may immediately terminate this Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the payment or the provision of the services covered here. Termination must be by written or fax notice to the City. The State will not be assessed any penalty if this Agreement is terminated because of the decision of the Minnesota Legislature, or other funding source, not to appropriate funds.

13.3. *Suspension.* In the event of a total or partial government shutdown, the State may suspend this Agreement and all work, activities, performance, and payments authorized through this Agreement.

14. Force Majeure

No party will be responsible to the other for a failure to perform under this Agreement (or a delay in performance), if such failure or delay is due to a force majeure event. A force majeure event is an event beyond a party's reasonable control, including but not limited to, unusually severe weather, fire, floods, other acts of God, labor disputes, acts of war or terrorism, or public health emergencies.

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CITY OF RAMSEY

The undersigned certify that they have lawfully executed this contract on behalf of the Governmental Unit as required by applicable charter provisions, resolutions, or ordinances.

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

Recommended for Approval:

By: _____
(District Engineer)

Date: _____

Approved:

By: _____
(State Design Engineer)

Date: _____

COMMISSIONER OF ADMINISTRATION

By: _____
(With Delegated Authority)

Date: _____

INCLUDE COPY OF RESOLUTION APPROVING THE AGREEMENT AND AUTHORIZING ITS EXECUTION.

CITY OF RAMSEY

RESOLUTION

IT IS RESOLVED that the City of Ramsey enter into MnDOT Agreement No. 1056358 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for visual barrier construction and routine maintenance by the City upon, along, and adjacent to Trunk Highway No. 47 from Xkimo Street to approximately 324 feet north of Xkimo Street, the limits of which are defined in said Agreement.

IT IS FURTHER RESOLVED that the Mayor and the _____
(Title)
are authorized to execute the Agreement and any amendments to the Agreement.

CERTIFICATION

I certify that the above Resolution is an accurate copy of the Resolution adopted by the Council of the City of Ramsey at an authorized meeting held on the _____ day of _____, 2024, as shown by the minutes of the meeting in my possession.

Subscribed and sworn to me this _____ day of _____, 2024
Notary Public _____
My Commission Expires _____

_____ (Signature)
_____ (Type or Print Name)
_____ (Title)

Memo

**To: Michael Kronzer
Metro District North Area**

**From: Malaki Ruranika
Cooperative Agreements Engineer**

Date: April 2, 2024

**Subject: Proposed Maintenance Agreement 1056358
City of Ramsey
Control Section 0206 (TH 47)
State Funds
City Maintenance of visual barrier construction on TH 47**

Transmitted herewith is a proposed agreement with the City of Ramsey. This agreement provides for City maintenance of visual barrier construction on TH 47.

Present this agreement to the City Council for their approval and signatures of the Council-authorized officers. Also required is a resolution passed by the Council authorizing the City to enter into the agreement and naming the officers authorized to sign the agreement on its behalf. A suggested form of such resolution is included with this transmittal.

Electronic signatures are encouraged. When using electronic signatures, the signatories must not lock the document and all parties must sign the same document. The Council's resolution must be attached to the end of the pdf prior to any electronic signatures. Please remove the sample resolution if the City is providing their own resolution.

Send the executed agreement and resolution to Jeff.Kahnke@state.mn.us as soon as possible after the City has signed. A copy will be returned to the City when fully executed.

Please copy me (Malaki.Ruranika@state.mn.us) and Jeff.Kahnke@state.mn.us on your email transmitting the agreement to the City for approval.

cc: File

Public Works Committee**Meeting Date:** 04/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 NE Ramsey Street Reconstructions, Improvement Project #24-03

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 NE Ramsey Street Reconstructions, Improvement Project #24-03.

Background:

The 2023 – 2032 Capital Improvement Program (CIP) identifies the streets within the Ford Brook Estates 3rd, Rodeo Hills Estates, Valley View Acres, and Section 01 Unplatted north of CR 27 subdivisions for street reconstruction in 2024. A street segment summary for these improvements is attached to this case.

Project History

- August 22, 2023, Resolution #23-199, the Ramsey City Council executed a proposal from Hakanson Anderson to prepare final plans and specifications for 2024 NE Ramsey Street Reconstructions.
- November 14, 2023, Resolution #23-279, the Ramsey City Council accepted a proposal from Haugo Geotechnical Services, LLC to prepare a geotechnical report of the project area.
- January 23, 2024, Resolution #24-032, the Ramsey City Council approved the Joint Powers Agreement with the City of Nowthen to bid the City of Ramsey and City of Nowthen streets together, as part of Improvement Project #24-03.

Pavement History

This project encompasses 4 subdivisions, all generally located in northeastern Ramsey. The streets were built at varying times between 1982 and 2001. The only subdivision which received an overlay improvement was Rodeo Hills Estates in 1998, 16 years after its construction. All streets have received two crack seal / seal coat improvements since construction, or overlay in the case of Rodeo Hills Estates, with the latest being in 2012. Maintenance crews have performed patching over the last several years, including extensive patching in 2023. More detailed information on the pavement history is included in the street segment summary attached to this case.

Existing Conditions

Ford Brook Estates 3rd is 0.43 miles of 30-foot wide urban section including bituminous curbing. The existing pavement section is approximately 2-inches of bituminous over 4-inches aggregate base. Storm water runoff is directed to bituminous flumes, which flow runoff through existing drainage and utility easements to stormwater basin, and eventually the surrounding wetlands. The subdivision is made up of 13 single family home lots, approximately 2 to 2.5 acres, zoned rural residential. Municipal water and sewer do not exist in the area, which is located well outside of the 2040 MUSA boundary.

Rodeo Hills Estates is 1.16 miles of 24-foot wide rural section. The existing pavement section is approximately 4-inches of bituminous over 3-inches of aggregate base. The geotechnical report found much of the subdivision to have poor soils under the pavement, including silt and clay, which will require subsoil corrections. Storm water runoff is directed into drainage swales adjacent to the street, which ultimately direct runoff to the county ditch which cuts east to west across the plat, and finally to Ford Brook, which is adjacent to the east. The subdivision is made up of 41 single family home lots and one park lot which is unimproved, approximately 1 acre, zoned rural

residential. Municipal water and sewer do not exist in the area, which located on the outside edge of the 2040 MUSA boundary.

Valley View Acres includes the 0.02 (126-foot) 178th Lane cul-de-sac, which extends west off of Vanadium Street (Rodeo Hills Estates). This is 24-foot wide rural section. Per the geotechnical report the existing pavement section is approximately 1.75-inches of bituminous over 3-inches of aggregate base. The base below the pavement section was found to be silty clayey sand over lean to fat clay, which will require subsoil corrections. Storm water runoff is directed into drainage swales adjacent to the street, which direct runoff to the Rodeo Hills Estates subdivision to the east. The subdivision is made up of 3 single family home lots, approximately 10 acres, zoned MUSA reserved. Municipal water and sewer do not exist in the area, though this is the northeastern edge of the 2040 MUSA boundary, there are no current plans to extend services.

Section 01 Unplatted (North of CR 27) is 0.35 miles of 26-foot wide urban section including bituminous curbing. The pavement section is approximately 2.5-inches of bituminous over 4-inches of aggregate base. Storm water runoff is directed to bituminous flumes, which flow runoff through existing drainage and utility easements to wetlands north in the City of Nowthen, and eventually into Rogers Lake. The subdivision is made up of 14 single family home lots varying between approximately 0.5 and 4.5 acres, zoned rural residential. Municipal water and sewer do not exist in the area, which is located well outside of the 2040 MUSA boundary.

Proposed Improvements

Ford Brook Estates 3rd and Section 01 Unplatted are proposed to be reconstructed back to a 30-foot wide urban section. The bituminous curb will be replaced with surmountable concrete curb and gutter. The alignment and profile are generally matching existing. Storm sewer inlet and pipe will collect runoff at the same low points, and direct to the same outfalls. The proposed pavement section is proposed to be 6-inches aggregate base below 3.5-inches of new bituminous pavement. This is proposed to be achieved by the Full-Depth Reclamation (FDR) process;

- Reclaiming (grinding up) the existing bituminous and aggregate base
- Installation of storm sewer inlets and piping at the low points
- Hauling and stockpiling the reclaim material (typically stockpiled on site)
- Excavating approximately 3-inches of sand
 - Required to make room for the new thicker pavement section without raising the road profile
 - Sand is proposed to be kept by the City for use on future projects or fill
- Placing 6-inches of the recycled reclaim material (aggregate base)
- Placing the new concrete curb and gutter
- Placing first lift of new bituminous pavement
- Replacing driveway aprons (matching existing material)
- Restoring the impacted boulevard areas behind the new curb and gutter
 - Minimum 4" topsoil and hydroseed with residential turf seed
- Placing the final lift of new bituminous pavement (3.5-inches total)

Rodeo Hills Estates and Valley View Acres are proposed to be reconstructed back to a 24-foot wide rural section. The alignment and profile are generally matching existing. The drainage swales adjacent to the streets are generally not proposed to be re-graded as part of the project. The existing subsoils are generally poor and require subsoil corrections. The subsoil corrections are proposed to consist of 12-inches select granular (clean sand) placed on top of geotextile fabric. Drain tile will be placed at the edge of pavement along much of the subsoil correction to help keep water out of the subbase material. The new pavement section placed on top of this is proposed to be 8-inches of aggregate base below 3.5-inches new bituminous pavement.

The reconstruction process is similar to the FDR process except the excavation depth will be approximately 18-inches rather than 3. The material is not considered clean because it contains silt and clay, and will become property of the Contractor. The geotextile fabric is placed to separate the poor underlying soils from the aggregate base. The extra aggregate base thickness along with the 1-foot of sand build additional strength to help the pavement bridge the poor soils. During construction, the Contractor will only sub-cut out what they can backfill to aggregate base by the end of the work day. On similar projects this has been 300 to 400 feet per day.

Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes advertisement for bids
 - April 23, 2024
- Hakanson Anderson receives bids
 - May 20, 2024
- Council awards contract to the lowest responsible bidder
 - May 28 or June 14, 2024
 - Need to coordinate award with City of Nowthen
- Contractor begins construction
 - Early summer 2024
- Substantial Completion
 - Late September 2024
- Final Completion
 - Fall 2024

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 plan sheet showing the typical sections, which includes information on the proposed pavement sections. Plans are available upon request from the City Engineer.

Notification:

Notifications are not required with this case.

Time Frame/Observations/Alternatives:

Timeframe:

Staff estimates 20 minutes will be needed to present this case and respond to questions.

Observations:

Per the approved Joint Powers Agreement with the City of Nowthen, which is bidding our projects together. The City of Nowthen is being given the chance to review the bids and vote on awarding their portion of the project, prior to an award to the Contractor. The project will be bid as an A+B, so if the City of Nowthen decides not to move forward, only the City of Ramsey portion of the project shall be awarded. Both cities are fully responsible for all construction and project costs associated with the work within their city limits. The Nowthen City Council met on Tuesday, April 9, 2024 and approved the City of Nowthen’s portion of the final plans and specifications and authorized advertisement for bids. Additionally, calling for an assessment hearing and special City Council meeting for May 21, 2024.

Alternatives:

Alternative #1 – Motion to recommend City Council approve plans and specifications and authorize advertisement for bids for 2024 NE Ramsey Street Reconstructions, Improvement Project #24-03.

Alternative #2 – Motion of other.

Funding Source:

Funding for these improvements are proposed to come from a combination of Pavement Management Funds and Storm Sewer Utility Funds. Funds below include 23-percent indirect costs for administrative, engineering, finance, and legal costs, based upon the engineer’s estimate completed by Hakanson Anderson.

- Pavement Management Funds \$3,002,217.17
- Storm Sewer Utility Funds \$653,902.53

● **Total Estimate Project Costs** **\$3,656,119.70**

Of the total project costs, approximately \$1,379,000 are associated with the subsoil corrections required as part of the Rodeo Hills Estates and Valley View Acres reconstructions.

The City of Nowthen project is estimated to cost \$600,379, and will be funded by the City of Nowthen.

Recommendation:

Staff recommends Alternative #1.

Outcome/Action:

Motion to recommend City Council approve plans and specifications and authorize advertisement for bids for 2024 NE Ramsey Street Reconstructions, Improvement Project #24-03.

Attachments

- 24-03 Project Scope - Overall
- 24-03 Overall Map
- 24-03 Typical Sections
- 24-03 Street Summary
- 24-03 Geotech Report

Form Review

Inbox

Bruce Westby
Brian Hagen

Reviewed By

Bruce Westby
Brian Hagen

Date

04/10/2024 03:59 PM
04/10/2024 08:53 PM
Started On: 04/05/2024 03:28 PM

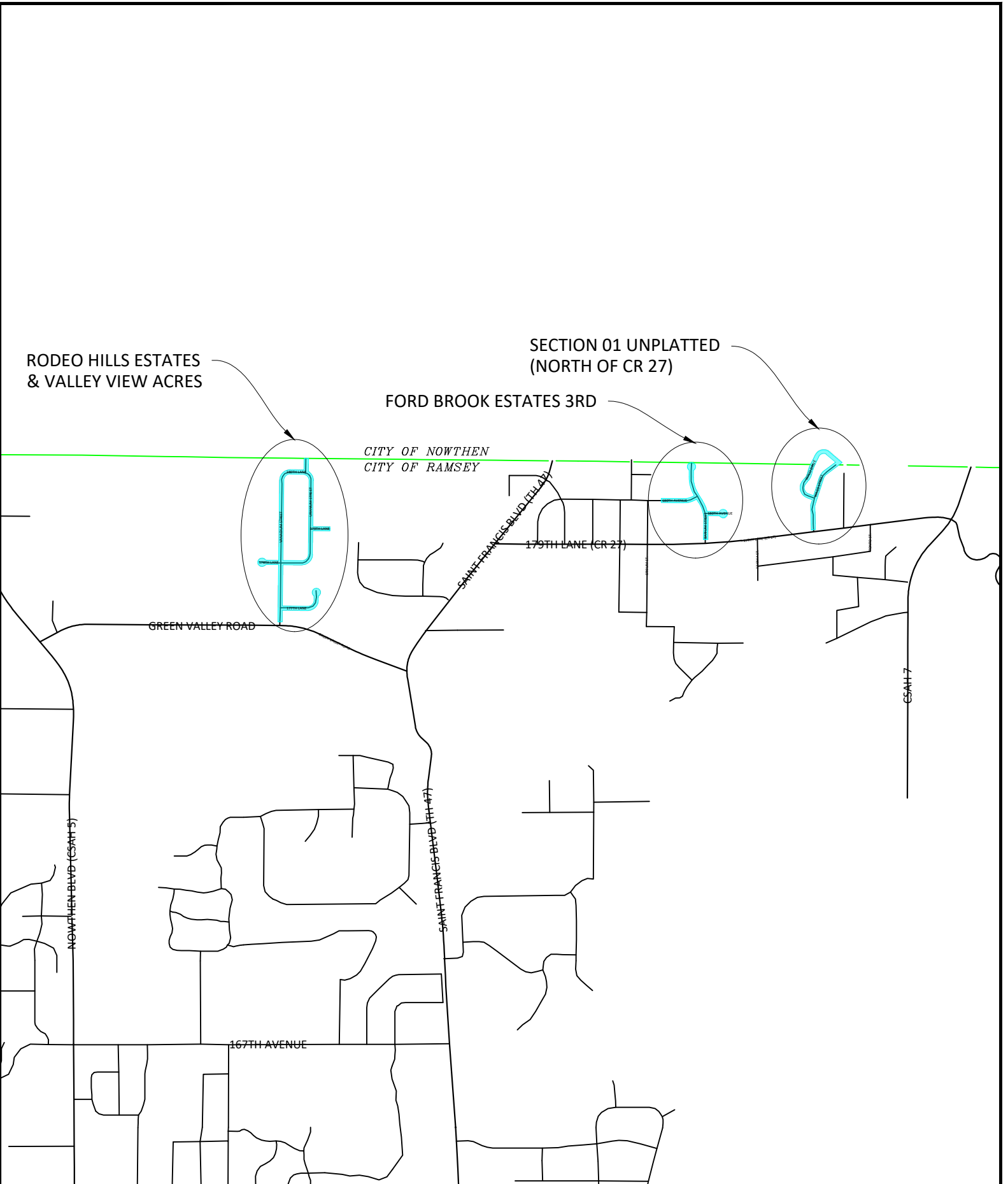
Form Started By: Joe Feriancek
Final Approval Date: 04/10/2024

RODEO HILLS ESTATES
& VALLEY VIEW ACRES

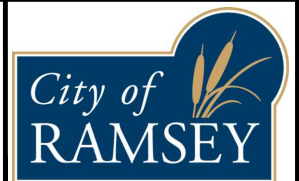
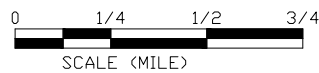
SECTION 01 UNPLATTED
(NORTH OF CR 27)

FORD BROOK ESTATES 3RD

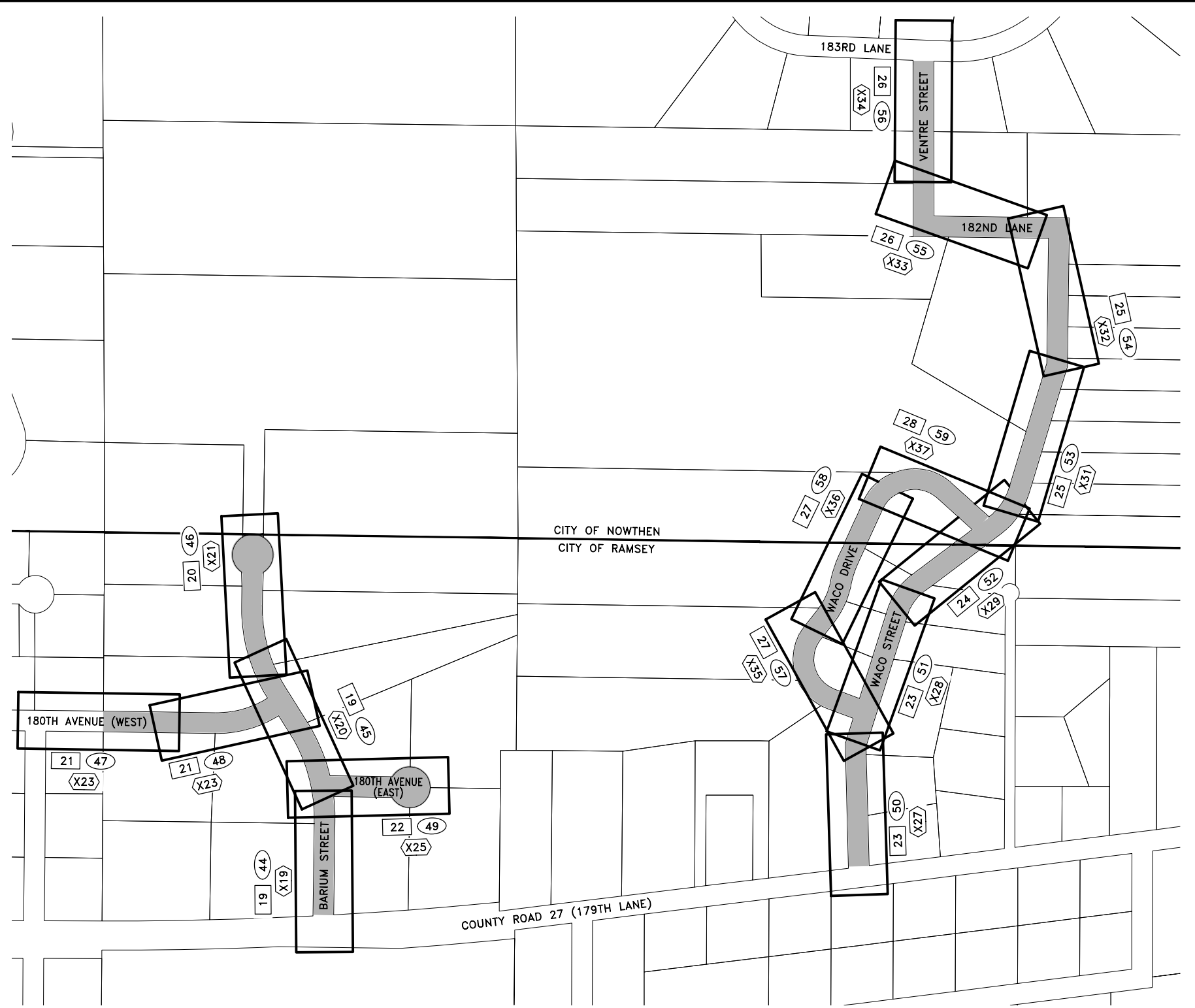
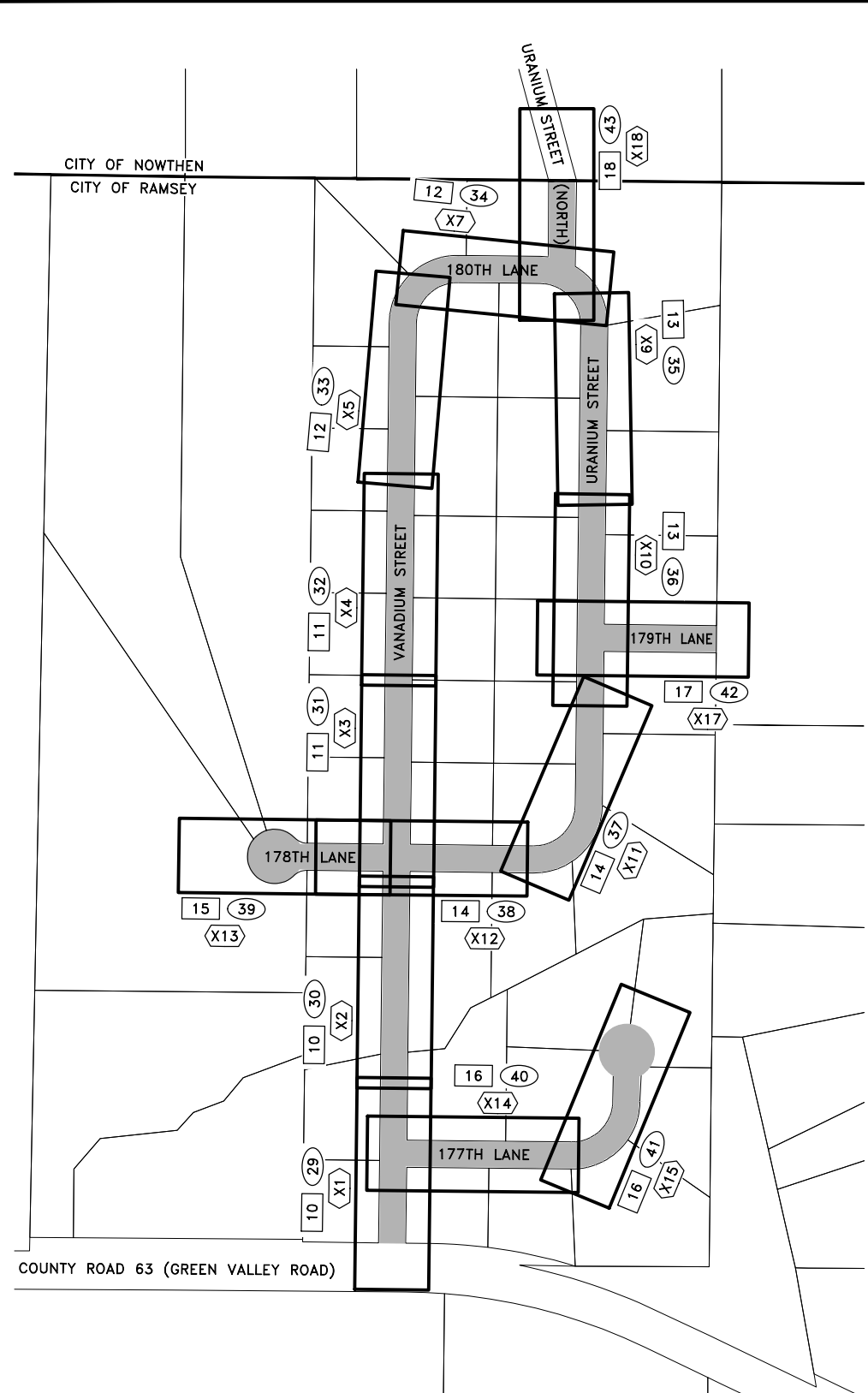
CITY OF NOWTHEN
CITY OF RAMSEY



2024 NE RAMSEY STREET RECONSTRUCTIONS PROJECT SCOPE

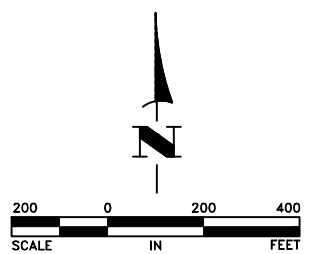


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LEGEND

- PROJECT LOCATION
- XX EXISTING TOPOGRAPHY AND REMOVALS PLAN SHEET NUMBER
- XX STREET CONSTRUCTION PLAN SHEET NUMBER
- XXX CROSS SECTION SHEET NUMBER



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.

Shane M. Nelson
SHANE M. NELSON, P.E.
Date 3/12/24 Lic. No. 43381

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: SMN

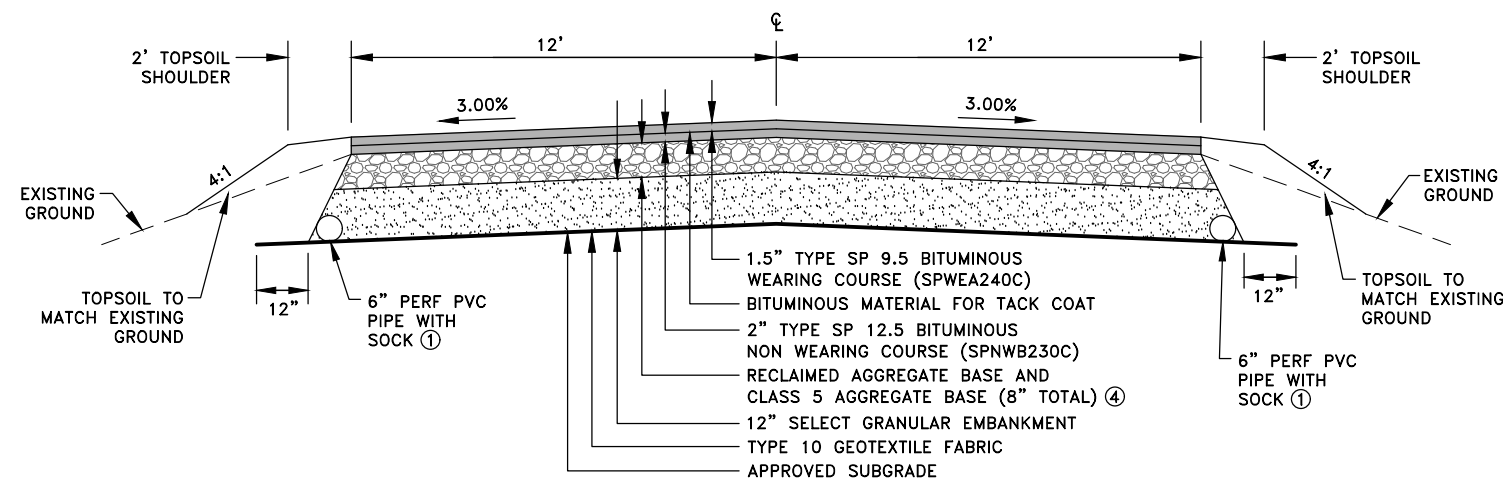


Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

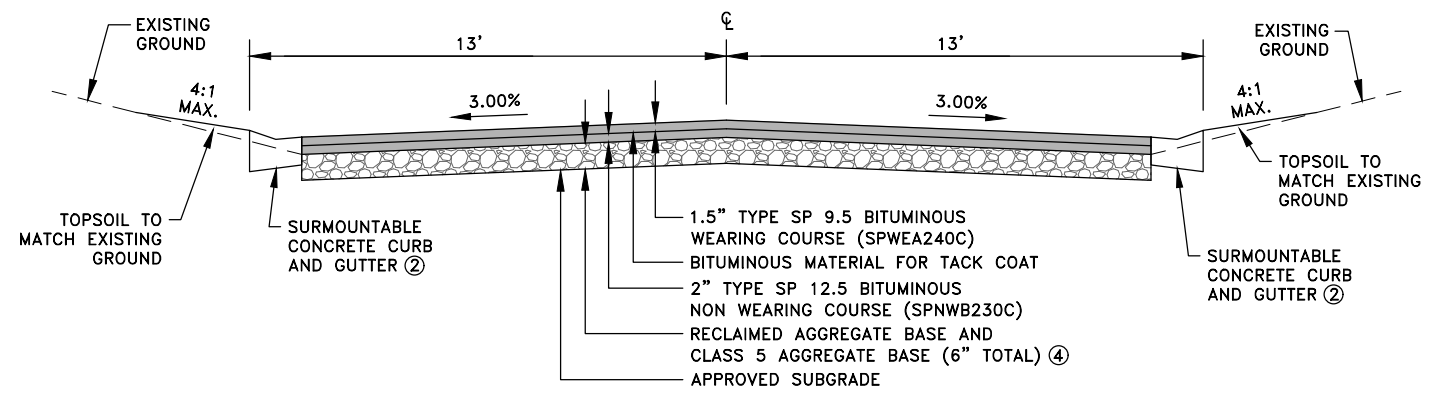
**NORTHEAST RAMSEY STREET
RECONSTRUCTION PROJECT**

OVERALL LOCATION MAP
CITIES OF RAMSEY AND NOWTHEN, MINNESOTA

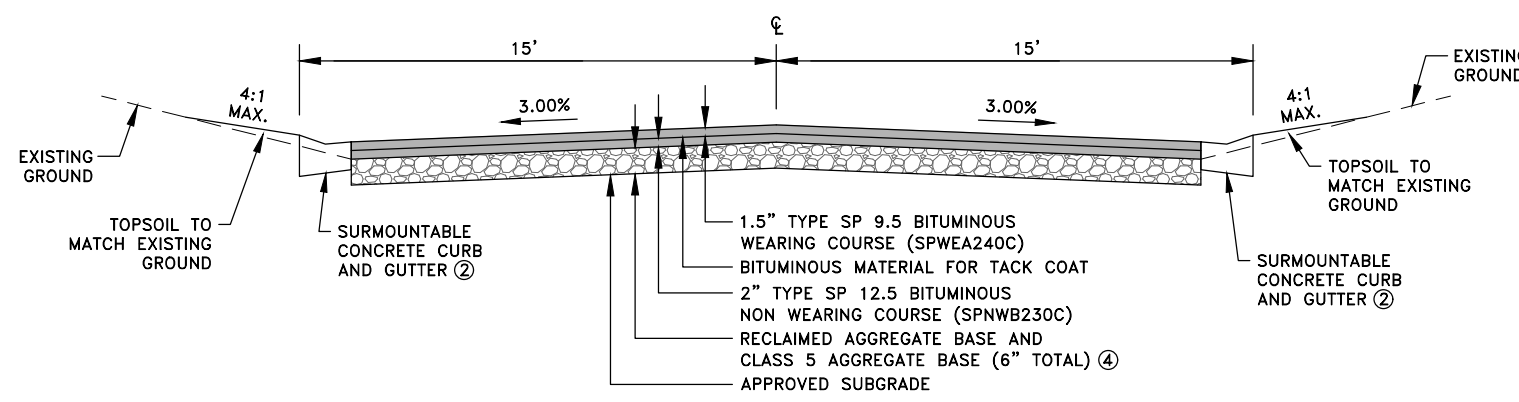
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OF
63
SHEETS



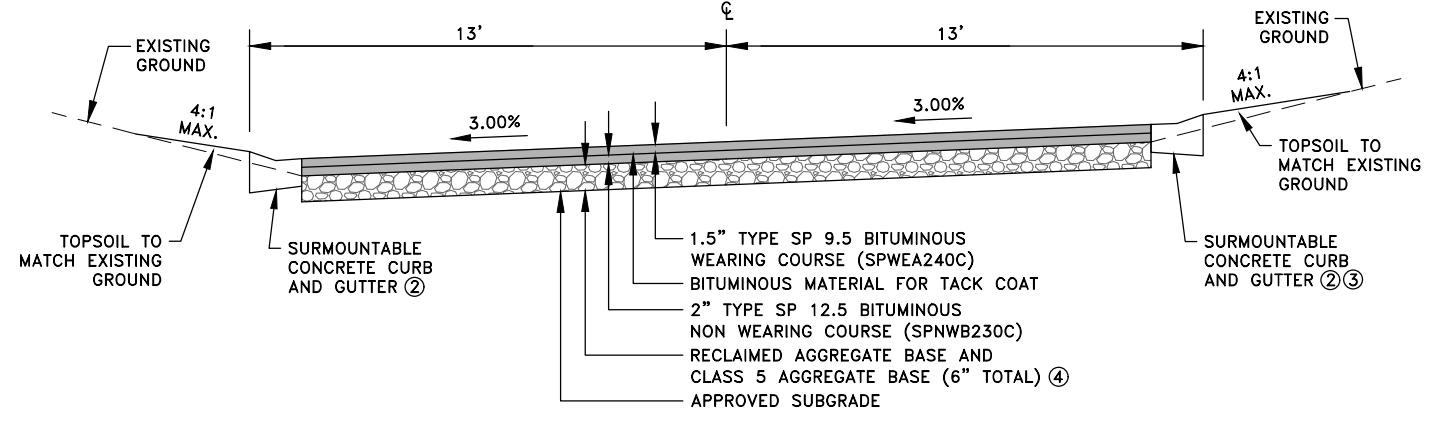
1
5
TYPICAL SECTION
VANADIUM STREET, URANIUM STREET, URANIUM STREET (NORTH),
177TH LANE, 178TH LANE, 179TH LANE AND 180TH LANE



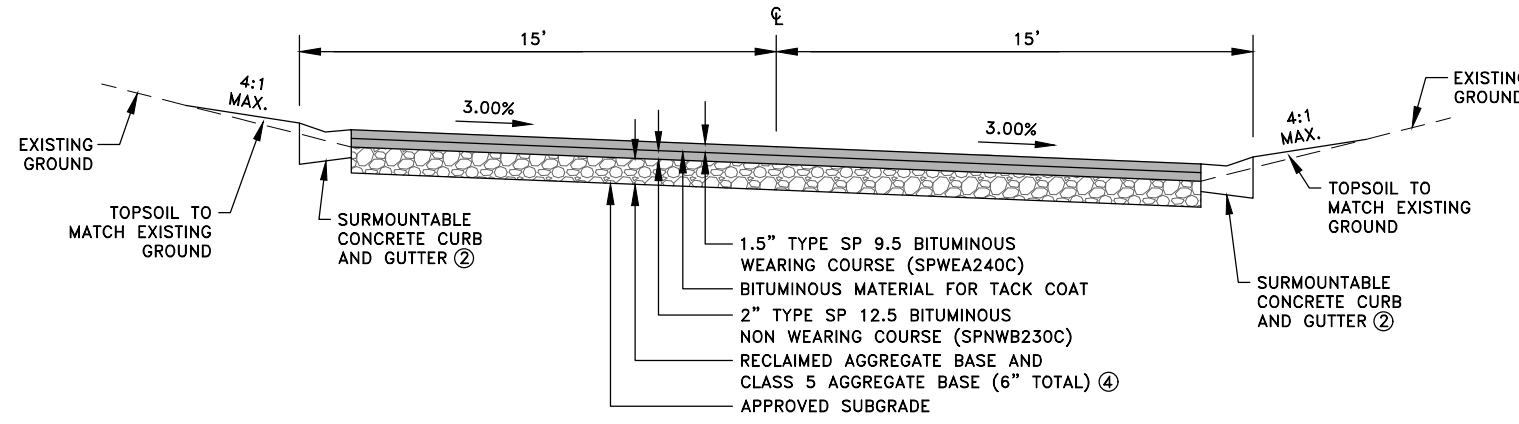
4
5
TYPICAL SECTION
WACO STREET, 182ND LANE, VENTRE STREET
AND WACO DRIVE (STA 1+84 TO STA 12+00)



2
5
TYPICAL SECTION
BARIUM STREET (STA 1+93 TO STA 12+50), 180TH AVENUE (WEST)
AND 180TH AVENUE (EAST)



5
5
TYPICAL SECTION
WACO DRIVE (STA 12+00 TO STA 14+00)



3
5
TYPICAL SECTION
BARIUM STREET (STA 12+50 TO STA 13+50)

- REFERENCE NOTES:
- ① SEE CONSTRUCTION PLANS FOR THE DRAINTILE LOCATIONS.
 - ② SURMOUNTABLE CURB SHALL BE PER CITY PLATE NO. STR-1.
 - ③ TIPOUT CURB AT 2.00%
 - ④ CLASS 5 AGGREGATE BASE SHALL MEET THE REQUIREMENTS OF CITY PLATE NO. STR-26.

Mar 13, 2024 - 7:26am K:\MUNICIPAL\RA3189\ENGINEERING\PLAN DWG\RA3189_DETAILS.dwg

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.

Shane M. Nelson
SHANE M. NELSON, P.E.
Date 3/12/24 Lic. No. 43381

DESIGNED BY: TAE
DRAWN BY: TAE
CHECKED BY: SMN



Hakanson Anderson
Civil Engineers and Land Surveyors
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NORTHEAST RAMSEY STREET
RECONSTRUCTION PROJECT

TYPICAL SECTIONS
CITIES OF RAMSEY AND NOWTHEN, MINNESOTA

SHEET 5 OF 63 SHEETS
RA3189

**IP 24-03 2024 NE Ramsey Street Reconstructions
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)
Ford Brook Estates 3rd	180th Avenue	Barium Street / E CDS	342	Urban (Bit Curb)	3	1988	SC 1994	SC 2001				2.0	4.2	6.2
	180th Avenue	Barium Street / W EOP	592	Urban (Bit Curb)	3	1988	SC 1994	SC 2001				2.0	4.2	6.2
	Barium Street	179th Lane / N CDS	1311	Urban (Bit Curb)	3	1988	SC 1994	SC 2001				2.1	4.5	6.6
	<i>Ford Brook Estates 3rd Total Length</i>		<i>2245</i>	<i>0.425 mi.</i>										
Rodeo Hills Estates	177th Lane	Vanadium Street / E CDS	777	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		4.1*	2.5*	6.6*
	178th Lane	Vanadium Street / Uranium Street	465	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		4.1	2.7	6.8
	178th Lane	W EOP / Vanadium Street	217	Rural	3	2001	SC 2004	SC 2012				4.1	2.5	6.6
	179th Lane	Uranium Street / E EOP	308	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		4.2	0.0	4.2
	180th Lane	Vanadium Street / Uranium Street	470	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		4.3	2.2	6.5
	Uranium Street	178th Lane / 180th Lane	1325	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		4.2*	2.5*	6.7*
	Uranium Street	180th Lane / N EOP	228	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		4.2*	2.5*	6.7*
	Vanadium Street	Green Valley Road / 180th Lane	2358	Rural	3	1982	SC 1989	OL 1998	SC 2004	SC 2012		5.6	2.9	8.5
	<i>Rodeo Hills Estates Total Length</i>		<i>6148</i>	<i>1.164 mi.</i>										
Valley View Acres	178th Lane	E EOP / W CDS	126	Rural	2	2001	SC 2004	SC 2012				4.1	2.7	6.8
	<i>Valley View Acres Total</i>		<i>126</i>	<i>0.024 mi.</i>										
Section 01 Unplatted (North of CR 27)	Waco Drive	Waco Street / N Line Section 01	687	Urban (Bit Curb)	2	1993	SC 1998	SC 2004				2.3	4.6	6.9
	Waco Street	179th Lane (CR 27) / N Line Section 01	1176	Urban (Bit Curb)	2	1993	SC 1998	SC 2004				2.6	4.0	6.6
	<i>Section 01 Unplatted Total Length</i>		<i>1863</i>	<i>0.353 mi.</i>										
2024 NE Ramsey Street Reconstruction Project Totals			10382	1.966 mi.	* GPR Data not available, assumed thickness									

January 23, 2024

Project Number: 23-0868

City of Ramsey
c/o Hakanson Anderson
Attn: Shane Nelson
3601 Thurston Avenue
Anoka, MN 55303

RE: Geotechnical Exploration Report, 2024 Street Improvements, IP 24-03 Residential Street Reconstructions, Ramsey, Minnesota

Dear Mr. Nelson:

We have completed the geotechnical exploration report for the 2024 Street Improvement project in Ramsey, Minnesota. Twenty-four pavement cores and soil borings were advanced along the various roadway alignments to determine existing bituminous pavement section thicknesses and to characterize subsurface soil and groundwater conditions.

Specific details regarding our procedures, results and recommendations follow in the attached geotechnical exploration report.

Thank you for the opportunity to assist you on this project. If you have any questions or need additional information, please contact Lucas Mol or Paul Gionfriddo at 612-729-2959.

Sincerely,

Haugo GeoTechnical Services, LLC



Lucas Mol
Project Manager



Paul S. Gionfriddo, P.E.
Senior Engineer

GEOTECHNICAL EXPLORATION REPORT

PROJECT:

2024 Street Improvements
IP 24-03 Residential Street Reconstructions
Ramsey, Minnesota

PREPARED FOR:

City of Ramsey
c/o Hakanson Anderson
3601 Thurston Avenue
Anoka, MN 55303

PREPARED BY:

Haugo GeoTechnical Services LLC
2825 Cedar Avenue S
Minneapolis, MN 55407

Haugo GeoTechnical Services Project: 23-0868

January 23, 2024

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.



Paul Gionfriddo, P.E.
Senior Engineer
License Number: 23093



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1.0 INTRODUCTION

1.1 Project Description

The City of Ramsey in conjunction with their civil engineering consultants, Hakanson Anderson, is preparing to complete roadway improvements within four areas of the city during the 2024 construction season. The street improvements will be completed under 2 separate city project numbers, IP 24-03 and IP 24-05. City Project IP 24-03 will include residential street within 3 areas of the city and City Project IP 24-05 will consist of resurfacing Xkimo Street.

To aid in preparing design and construction documents, Hakanson Anderson, on behalf of the city, solicited bids to perform a geotechnical exploration for each project. Haugo GeoTechnical Services (HGTS), was the successful bidder for both projects. This report presents the results of the 24 soil borings advanced along the various roadway alignments within the IP 24-03 Street Reconstruction areas.

1.2 Purpose

The purpose of this geotechnical exploration was to determine existing bituminous pavement section thicknesses, characterize subsurface soil and groundwater conditions and provide recommendations for roadway design and construction.

1.3 Site Description

The streets slated for reconstruction/improvements under City Project IP-24-03;

- Vanadium Street between Green Valley Road and 180th Lane
- 178th Lane NW from about 300 feet west of Vanadium Street to Uranium Street
- 180th Lane NW between Vanadium Street and Uranium Street
- Uranium Street from about 150 feet north of 180th Lane NW to 178th Lane NW
- 179th Lane NW from Uranium Street to about 300 feet east
- 177th Lane NW from Vanadium Street to end
- Waco Street from 179th Lane NW to north end of Waco Drive
- Waco Drive
- 180th Avenue NW from Barium Street to about 300 feet east
- Barium Street NW from 179th Lane to end
- 180th Avenue NW from Barium Street to end

Each street is a 2-lane bituminous surfaced roadway that provides access to single family homes. Each of the streets slated for improvement was noted to contain numerous cracks, both longitudinal and transverse cracks as well as some "alligator" cracking. We also observed several patched areas.

The roadway/pavement surface was relatively level but varied along the alignments and varied between the different areas within the city. Overall, ground surface elevations at the boring location ranged from about 880 to 908 feet above mean sea level.

1.4 Scope of Services

Our scope of services was performed in accordance with the City of Ramey REQUEST FOR PROPOSAL, 2024 STREET IMPROVEMENTS issued on October 18, 2023. Our scope of service for “City Project IP 24-03 Residential Street Reconstruction” included the following tasks:

- Performing 24 standard penetration test borings each to a nominal depth of 10 feet.
- Obtaining 24 pavement cores to measure the thickness of the existing bituminous and aggregate base.
- Visually/manually classifying samples recovered from the soil borings.
- Performing laboratory tests on selected samples.
- Preparing soil boring logs describing the materials encountered and the results of groundwater level measurements.
- Preparing an engineering report describing soil and groundwater conditions and providing estimated subgrade R-Values, and recommendations for roadway construction/reconstruction.

1.5 Documents Provided

We were provided with a 5-page Request for Proposal (RFP) prepared by Hakanson Anderson and the City of Ramsey. The RFP included but was not limited to; a scope of services, soil boring requirements, pavement core requirements and a project schedule. The RFP also included soil boring location sketches that showed the proposed streets slated for improvement along with the proposed boring locations.

1.6 Locations and Elevations

The boring and core locations were selected by Hakanson Anderson and marked in the field in advance our field work. The approximate boring and associated core locations are shown on the Figures in the appendix. These figures were provided by Hakanson Anderson and were included in the RFP.

Ground surface elevations at the boring locations were estimated based on topographic information obtained through the Anoka County GIS website. Ground surface elevations at the boring locations should be considered approximate.

2.0 FIELD PROCEDURES

The 24 standard penetration test borings were advanced on December 19th and 22nd, 2023 and January 3rd and 10th, 2024 by HGTS with a rotary drilling rig, using continuous flight augers to advance the boreholes. Representative samples were obtained from the borings, using the split-barrel sampling procedures in general accordance with ASTM Specification D-1586. In the split-barrel sampling procedure, a 2-inch O.D. split-barrel spoon is driven into the ground with a 140-pound hammer falling 30 inches. The number of blows required to drive the sampling spoon the last 12 inches of an 18-inch penetration is recorded as the standard penetration resistance value,

or "N" value. The results of the standard penetration tests are indicated on the boring logs. The samples were sealed in containers and provided to HGTS for testing and soil classification.

A field log for each boring was prepared by the HGTS drill crew. The logs contained visual classifications of the soil materials encountered during drilling, as well as the driller's interpretation of the subsurface conditions between samples and water observation notes. The final boring logs included with this report represent an interpretation of the field logs and include modifications based on visual/manual method observation of the samples.

The soil boring logs, general terminology for soil description and identification, and classification of soils for engineering purposes are also included in the appendix. The soil boring logs identify and describe the materials encountered, the relative density or consistency based on the Standard Penetration resistance (N-value, "blows per foot") and groundwater observations.

The strata changes were inferred from the changes in the samples and auger cuttings. The depths shown as changes between strata are only approximate. The changes are likely transitions, variations can occur beyond the location of the borings.

The bituminous cores were obtained in conjunction with the soil borings with a 4-inch diameter diamond studded core barrel using wet coring techniques.

3.0 RESULTS

3.1 Pavement and Soil Conditions

The subsurface soils encountered at this site generally consist of three main stratigraphic units: 1) pavements, 2) Fill, 3) Buried Topsoil/Swamp Deposits 4) native alluvial deposits. A brief description of each stratum is presented in the following paragraphs.

Pavements The pavement sections consisted of varying thicknesses of bituminous and aggregate base. Bituminous thicknesses ranged from about 1 $\frac{3}{4}$ to 4 inches but mostly ranged from about 2 to 2 $\frac{1}{2}$ inches. Aggregate base thicknesses ranged from about 3 to 13 inches but was mostly about 3 to 4 inches thick.

We could not recover intact pavement cores at borings SB-3, SB-5, SB-6, SB-9, SB-15 and SB-22. The pavements at these borings basically disintegrated while coring. Where possible we attempted to reassemble the cores and measure them to obtain a pavement section thickness. At some locations the pavement cores were to badly damage and we relied on field measurements of the pavement thickness. Therefore, the bituminous thicknesses at these borings are identified as "estimated" or "assumed".

The aggregate base thicknesses were likewise not always easy to distinguish. The aggregate base did not appear to contain significant amounts of gravel that are typically associated with Class 5 aggregate base. The lack of gravel was most apparent at soil boring SB-20 completed along 180th Avenue NW.

The observed pavement section thicknesses are summarized in Table 1. The subgrade soil type is also summarized in the table.

Table 1. Summary of Existing Roadway Section

Boring Number	Approximate Bituminous Thickness (inches)†	Approximate Aggregate Base Thickness (inches)†	Subgrade Soil Type
Vanadium Street between Green Valley Road and 180th Lane			
SB-1	2 ½	4	SM
SB-2	2 ½	6	SM
SB-3	2 (estimated)	4	CL-CH
SB-5	2 ½ (estimated)	4	CL
SB-6	2 ½ (estimated)	4	SM
178th Lane NW from about 300 feet west of Vanadium Street to Uranium Street			
SB-4	1 ¾	3	SC-SM
SB-13	3	3	SM
180th Lane NW between Vanadium Street and Uranium Street			
SB-07	2 ¾	4	SC
Uranium Street from about 150 feet north of 180th Lane NW to 178th Lane NW			
SB-8	2	4	SC-SM
SB-9	2 to 4 (estimated)	4	CL-CH
SB-10	2 ½	3	CL
SB-12	2 ½	4	CL-ML
179th Lane NW from Uranium Street to about 300 feet east			
SB-11	3 ¾	4	CL
177th Lane NW from Vanadium Street to end			
SB-14	2	4 (estimated)	SM
SB-15	2 (assumed)	4	SP-SM
Waco Street from 179th Lane NW to north end of Waco Drive			
SB-16	2 ¾	4	SP
SB-17	1 ¾	3	SP
SB-18	2 ¼	5	SP
Waco Drive			
SB-19	2 ¼	5	SP
180th Ave NW from Barium Street to about 300 feet east			
SB-20	2	7 (Possible)	SP-SM
Barium Street from 179th Lane NW to end			
SB-21	2 ¼	3	SP-SM
SB-23	2	5	SP-SM
SB-24	2	13	SP-SM
180th Avenue NW from Barium Street to end			
SB-22	2 ½ (estimated)	6	SP

SP = Poorly Graded Sand SP-SM = Poorly Graded Sand with Silt SM = Silty Sand
 CL-CH = Lean to Fat Clay CL = Lean Clay or sandy lean clay SC-SM = Silty Clayey Sand CL-ML = Silty Clay

Fill and Possible Fill Soil borings SB-1, SB, SB-4, SB-6, SB-7, SB-8, and SB-14 encountered Fill or Possible Fill that extended to about 4 ½ to 9 ½ feet below the ground surface. The Fill consisted of silty sand, poorly graded sand with silt, silty clayey sand, clayey sand, and poorly graded sand that was grey to greyish brown or brown to dark brown in color.

N-Values, shown as blows per foot (bpf) on the boring logs in the Fill and Possible Fill soils ranged from 4 to 23 bpf, indicating the Fill had a very loose to medium dense relative density.

Buried Topsoil/Swamp Deposit Soil borings SB-1 and SB-2 encountered buried topsoil/swamp deposit at depths of about 9 ½ feet below the ground surface at boring SB-1 and at about 7 feet below the ground surface at boring SB-2. The buried topsoil/swamp deposit found in SB-1 extended to the termination depths of the borings.

The buried topsoil/swamp deposits were composed of clayey sand and sandy lean clay that were black and dark grey in color and contained trace amounts of fibers. N-Values within the buried topsoil/swamp deposit ranged from 5 to 6 bpf, indicating a rather soft to medium consistency.

Native Alluvium Below the pavement section, Fill, Possible Fill or buried topsoil the soil borings encountered a variety of clayey and sandy native alluvial deposits that extended to the termination depths of the borings. The native alluvial deposits were composed of lean to fat clay, silty clayey sand, silty sand, sandy lean clay, clayey sand, lean clay, silty clay, poorly graded sand, and poorly graded sand with silt, corresponding to the ASTM Classifications CL-CH, SC-SM, SM, CL, SC, CL, CL-ML, SP, and SP-SM, respectively.

N-Values within the sandy or sandier alluvial soil ranged from 0 (weight of hammer) to 16 bpf, indicating the native sands had a very loose to medium dense relative density. N-Values within the clayey alluvium ranged from 2 to 12 bpf indicating a soft to rather stiff consistency.

3.3 Groundwater

Groundwater was encountered in the soil borings while drilling and sampling or after removing the auger from the boreholes at depths ranging from about 7 ½ to 10 feet below the ground surface. Water levels are summarized in Table 2.

Table 2. Summary of Groundwater Levels

Boring Number	Estimated Ground Surface Elevation (feet)*	Approximate Depth to Groundwater (feet)*	Approximate Groundwater Elevation (feet)*
Vanadium Street between Green Valley Road and 180th Lane			
SB-1	881	7 ½	873 ½
SB-2	880	NE	-
SB-3	885	NE	-
SB-5	888	7 ½	880 ½
SB-6	897	NE	-
178th Lane NW from about 300 feet west of Vanadium Street to Uranium Street			
SB-4	890	NE	-
SB-13	889	10	879
180th Lane NW between Vanadium Street and Uranium Street			
SB-07	891	7 ½	883 ½
Uranium Street from about 150 feet north of 180th Lane NW to 178th Lane NW			
SB-8	886	NE	-
SB-9	886	NE	-

SB-10	886	NE	-
SB-12	886	NE	-
179th Lane NW from Uranium Street to about 300 feet east			
SB-11	885	NE	-
177th Lane NW from Vanadium Street to end			
SB-14	886 ½	NE	-
SB-15	889	NE	-
Waco Street from 179th Lane NW to north end of Waco Drive			
SB-16	900	NE	-
SB-17	909	NE	-
SB-18	906	NE	-
Waco Drive			
SB-19	907	NE	-
180th Ave NW from Barium Street to about 300 feet east			
SB-20	901	7 ½	893 ½
Barium Street from 179th Lane NW to end			
SB-21	902	NE	-
SB-23	900	NE	-
SB-24	894	NE	-
180th Avenue NW from Barium Street to end			
SB-22	896	7 ½	888 ½

* = Depths and Elevations were rounded to the nearest ½ foot

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The period of observation was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. The intensity and duration of these events or factors can significantly impact groundwater levels. In addition, “extreme” weather events or other events, such as flooding, spring thaw, etc., could result in groundwater levels higher than estimated or anticipated.

Groundwater monitoring wells or piezometers in conjunction with deeper borings would be required to more accurately determine water levels.

3.4 Laboratory Tests

Twenty-four (24) laboratory moisture content tests, 22 gradations (grain size analyses), one (1) percent passing the #200 sieve (P-200) tests were performed on samples of the aggregate base or possible aggregate base materials. We also performed moisture content tests and organic content tests on selected samples of the underlying subgrade soils. Because of the large number of total tests, only the laboratory tests completed on the subgrade soil are summarized in Table 3.

Laboratory P-200 contents of the aggregate base materials ranged from about 3 to 26 percent. New or “virgin” MN/DOT Class 5 aggregate base has a P-200 content between 3 and 10 percent. The P-200 portion of the laboratory gradations completed on the Aggregate Base or Possible Aggregate Base are presented on the boring logs. The full laboratory gradation results (Particle Size Distribution Report) are included in the Appendix.

Laboratory moisture content within the underlying clayey subgrade soils ranged from about 18 ½ to 53 percent. These values indicate that the clayey soils were likely above their assumed optimum moisture content based on the standard Proctor test. Clayey soils that will be excavated and reused as fill or backfill will likely require some moisture conditioning to meet the recommended compaction levels.

Table 3. Summary of Laboratory Analysis

Boring Number	Sample	Depth (feet)	Moisture Content (%)*	P-200 (%)*	Organic Content (%)*
Vanadium Street between Green Valley Road and 180th Lane					
SB-1	SS-68	10	18 ½	-	2 ½
SB-2	SS-4	7 ½	36	-	6 ½
SB-2	SS-6	12 ½	53	-	-
SB-3	SS-9	2 ½	28 ½	-	-
SB-5	SS-60	2 ½	28	-	-
178th Lane NW from about 300 feet west of Vanadium Street to Uranium Street					
SB-4	SS-15	5	34	-	-
Uranium Street from about 150 feet north of 180th Lane NW to 178th Lane NW					
SB-8	SS-57	7 ½	53	-	-
SB-9	SS-39	2 ½	27 ½	-	-
SB-10	SS-34	2 ½	32	-	-
SB-12	SS-24	2 ½	24	-	-
179th Lane NW from Uranium Street to about 300 feet east					
SB-11	SS-29	2 ½	31 ½	-	-

*Moisture contents and P-200 contents were rounded to the nearest ½ percent

3.4 OSHA Soil Classification

The soil encountered in the borings consisted of a variety of both sandy and clayey soil types. The sandy soils included; poorly graded sand, poorly graded sand with silt, silty sand, clayey sand and silty clayey sand corresponding to the ASTM classifications SP, SP-SM, SM, SC and SC-SM, respectively, and will be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines. The clayey soils included; lean to fat clay, lean clay, sandy lean clay, lean clay and silty clay correspond to the ASTM Classifications CL-CH and CL. These soils will generally be Type B soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, "Excavations and Trenches." This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

4.0 DISCUSSION AND RECOMMENDATIONS

4.1 Proposed Construction

This project will include improving the several streets within 3 areas of the City of Ramsey. Based on the RFP we understand that street improvements will include reconstructing the existing roadways. Reconstruction could include completely removing and replacing the existing pavements or a full-depth reclamation. We further understand that no sanitary sewer or watermain utilities are planned at this time. However, we anticipate that culvert and/or storm sewer installation or replacement could will likely be included in the project.

We anticipate that site grading will consist of earthwork necessary for and roadway reconstruction and culvert/storm sewer replacements, if any. We do not anticipate any significant changes in the roadway alignment or roadway grades. Cuts or fills involving permanent grade change, if any, are assumed to be less than 1 feet. Invert elevations or pipe burial depths for any storm sewer and/or culvert installation are anticipated to be on the order of 5 feet.

We were not provided any information regarding traffic volumes such as Average Annual Daily Traffic (AADT) counts or vehicle distribution for the roadways. We assumed these roadways will be utilized mainly by automobiles, light trucks and school buses with weekly use by heavier vehicles such as garbage trucks and UPS or FedEx type delivery vehicles. In accordance with the RFP the streets will be reconstructed as a 9-ton street and designed as a low volume (local) road. Based on that we estimate that the streets will be subjected to Equivalent Single Axle Loads (EASL's) significantly less than 50,000 over a design life of 20 years.

Changes in the nature, design, or location of all or parts of this project may occur. Likewise, if the proposed traffic volumes exceed these values we should be informed. Additional analyses and revised recommendations may be necessary.

4.2 Discussion

Pavements We were not provided any information regarding the age of the existing pavement but based on a brief review of historical aerial photographs available on Google Earth it appears that the streets were constructed prior to 2000 and likely prior to 1991. Based on that we assume the pavement are at least 23 years old and are likely older.

Some of the cores basically disintegrated while coring. The pavement cores appeared to be brittle (i.e., oxidized). The binder oils and bitumen within the pavements appears to have degraded over time.

It appears that the streets have been maintained as evidenced by seal coating and crack sealing/crack repairs observed along the alignments while drilling. Given the estimated age of the pavements it appears the pavements have generally performed as designed and based on an assumed 20-year service life, the pavements appear to have significantly exceeded their intended design life.

We observed longitudinal and transvers cracks with some "alligator" or fatigue cracking of the pavement surfaces. The cracking observed could be the result of a combination of factors including; inadequate pavement thickness, pavement age and possibly frost action/frost heave.

Longitudinal cracking are cracks parallel to the pavement centerline or laydown direction. These can be caused by poor joint construction, reflective cracking from an underlying layer, fatigue cracking or top-down cracking resulting from the age of the pavement or due to expansion and contraction of the pavement surface or increased loads/traffic on the pavements. Transverse cracking are cracks perpendicular to the roadway centerline or laydown direction. These are often caused by shrinkage of the pavement surface, reflective cracking from an underlying layer or top-down cracking. Alligator or fatigue cracking can be symptomatic of poor subgrade soils and/or inadequate pavement thickness.

Aggregate Base An aggregate base layer was observed below the pavements at each boring location. Laboratory testing indicated that most of the samples tested did not meet the range of MN/DOT gradation specifications for Class 5 aggregate base. It is possible that the aggregate base was initially placed as new or virgin Class 5 aggregate base but has degraded over time possibly due to vehicle traffic and freeze-thaw cycles.

Fill and Possible Fill The origin of the Fill or Possible Fill encountered in the borings is unknown but is likely associated with construction of the roads and/or any underground utilities. The Fill or Possible fill was mostly composed of silty sand and clayey sand soils which are generally suitable for pavement support. However, these soils are frost susceptible materials and can heave if they become saturated and freeze. Additional details are presented in the "Subgrade Soil " paragraph below.

Organic Soils Buried topsoil/swamp deposits were encountered in boring SB-1 and SB-2 at about 7 and 9 ½ feet, respectively, below the ground surface. The buried topsoil/swamp deposits extended to about 9 ½ feet at borg SB-1. Boring SB-2 terminated in the buried topsoil at about 11 feet below the ground surface. Organic contents ranged from about 2 ½ to 6 ½. Soil with organic contents between 2 and 5 percent are considered slightly organic. Soil with organic content between 5 and 10 percent are considered organic. Organic soils are poor quality for pavement support and we typically recommend removing organic soil from below the proposed pavement areas. Based on the soil borings, soil corrections to remove the organic soil will likely extend to depths ranging from about 10 to 11 feet, or deeper, below the ground surface. Excavations to depths greater than about 3 to 4 feet below the pavement section may not be cost effective for the benefit gained. In addition, the buried topsoil has likely been in-place for several years and has likely reach an equilibrium so that the potential for significant additional settlement is low, especially if there will be no significant raise in site grades. For these reasons, it is our opinion, that the buried topsoil does not necessarily need to be removed. If this option is selected, you must be aware that some settlement due to long-term consolidation of the buried topsoil could occur. The use of geogrid reinforcing along this section of the roadway could aid in mitigating the effects of potential long-term settlement.

Subgrade Soils Below the pavement section the borings encountered both sandy and clayey subgrade soils. Soil identified as poorly graded sand (SP) and poorly grades sand with silt (SP-SM) are well suited for pavement and/or pipe support and are considered non-frost susceptible soils and are also free draining materials.

The silty and clayey (ASTM classification SM, SC, SC-SM, CL, CL-CH) are generally suitable for pavement and/or pipe support. However, these soils are frost susceptible materials and can heave if they become saturated and freeze. These soils can also loose strength when they thaw which can result in cracks in the pavements, additional maintenance costs and reduced pavement

and reduced pavement life. Sloping the pavement surfaces above the groundwater levels and direct water away from the pavement surfaces can aid in reducing the potential for water to accumulate below the pavement section and potentially reduce the effects of frost heave. The clayey subgrade soils (CL, CL-CH) are impermeable for practical purposes. Because of that you may wish to consider using a 12 to 18-inch-thick drained sand sub-base below the aggregate base course to reduce the potential effects of frost heave.

Laboratory Moisture Contents Laboratory moisture content of the clayey soils ranged from about 18 ½ to 53 percent indicating that the clayey soils were likely above their assumed optimum soil moisture content. Clayey soils that will be reused as fill or backfill may need to moisture conditioned (dried) to meet the recommend compaction levels. Clayey soils that cannot be dried and recompacted may need to be removed and replaced with suitable compacted engineered fill. Summer months are typically more favorable for drying wet clays.

Groundwater Groundwater was encountered in 6 of the soil borings at depths ranging from about 7 ½ to 10 feet below the ground surface. We do not anticipate that groundwater will be encountered during pavement construction/reconstruction or culver installation, if any, and we do not anticipate that dewatering will be required.

4.3 Utility Recommendations

We anticipate that new culvert and/or storm sewer utilities could be installed as part of this project. We further anticipate that new utilities will bear at depths about 5 feet below the ground surface. At these depths, we anticipate that the pipes will bear on sandy or clayey soils or compacted engineered fill which in our opinion are suitable for pipe support. We recommend removing all vegetation, topsoil and any soft or otherwise unsuitable soils, if any, beneath utilities prior to placement.

We assume that open cut excavation techniques will be used for pipe installation. We further assume that typical excavations depths will be on the order of 5 feet below the ground surface. At typical 1:1 excavation backslopes, the excavation will extend about 5 feet beyond the edge of the excavation. The excavation may extend into/onto adjacent properties or the adjacent roadways posing a risk of undermining structures on those properties or roadways. In addition, the soils could slough as they are excavated resulting in side slopes flatter than 1:1 further increasing the horizontal limits of the excavation. If site constraints will limit the excavation, trench boxes or temporary shoring may be required.

Backfilling We understand that in most cases new pavements will be constructed over the top of the utility trench(s) and that soil excavated for pipe installation will be placed back in the excavations, to the greatest extent possible. The sandy and clayey soils encountered in the borings are generally suitable for reuse as fill or backfill. As noted above the clayey soil were likely above their assumed optimum moisture content and will likely need to be moisture conditioned (dried) to meet the recommended compaction levels

If encountered, we do not recommend re-using topsoil, buried topsoil, organic soils or soils that are black in color for pipe support or for fill or backfill below roadways. It may be possible to re-use these materials in "green areas", if any.

We recommend bedding material be thoroughly compacted around the pipes. We recommend trench backfill above the pipes be compacted to a minimum of 95 percent beneath pavements, the exception being within 3 feet of the proposed pavement subgrade, where 100 percent of standard Proctor density is required. In landscaped areas we recommend a minimum compaction of 90 percent.

4.4 Pavement Recommendations

The City of Ramsey may have standard plates that dictate bituminous pavement design. If so, we assume the pavements be designed in accordance with the appropriate standard plates. The following paragraphs provide general pavement recommendations in the absence of standard plates.

Reconstruction In areas that will be reconstructed we recommend removing all vegetation and topsoil, if any, and all pavements, aggregate base and any soft or otherwise unsuitable materials from beneath the pavement subgrade. Prior to placing the aggregate base (Class 5) we recommend compacting the subgrade soils to provide a more uniform surface and to identify soft, weak, loose or unstable areas that may require additional subcuts. Backfill, if needed, to attain pavement subgrade elevation can consist of any mineral soil provided it is free of organic material or other deleterious materials but recommend additional fill, if needed, consist of soils similar to the soils at a particular local to reduce the potential for creating areas below the pavement section that could collect water.

Granular fill classified as SP or SP-SM should be placed within 65 percent to 105 percent of its optimum moisture content as determined by the standard Proctor. Other fill soils should be placed with moisture contents within a range of 1 percentage point below and 3 percentage points above its optimum moisture content. The upper 3 feet of fill and backfill should be compacted to a minimum of 100 percent of its standard Proctor maximum dry density.

Full Depth Reclamation For "Full Depth Reclamation" areas there may be instances where the recommended aggregate base thickness exceeds the existing aggregate base thickness. The preferred method of pavement repair would be to reclaim the existing bituminous, subcut the subgrade, replace the reclaim and add additional aggregate base as needed then construct the bituminous pavement. Subcutting the subgrade may not be feasible or cost effective. As an alternate it may be possible to use a thicker bituminous pavement along with the existing aggregate base or possibly subcutting some of the exiting aggregate base. Using MN/DOT granular equivalencies, one (1) inch of bituminous is equivalent to 2.25 inches of MN/DOT aggregate base.

R-Values Laboratory tests to determine the soils Hveem Stabilometer R-Value (R-Value) was beyond the scope of this project. Subgrade soil conditions varied along the alignments and included both clayey and sandy subgrade soil. Table 4 provides a summary of the assumed subgrade R-values. These values were obtained from the MN/DOT, Geotechnical & Pavement Manual (2007).

Table 4. Summary of R-Values

Soil Type (ASTM)	Soil Description	Assumed R-Value
SP & SP-SM	Poorly Graded Sand & Poorly Graded Sand with Silt (Sands)	50
SM	Silty Sand (Sandy Loam, non-plastic)	30
SC & SC-SM	Clayey Sand and Silty Clayey Sand (Sandy Loam, Sandy Clay Loam, plastic)	20
CL	Sandy Lean Clay (Clay)	12
CL-CH	Fat Clay, Lean Clay, Silty Clay (Clay)	10

Recommended Pavement Section Thickness

We used the MN/DOT MNPAVE flexible pavement soft wear to calculate the pavement section thicknesses. It should be noted that the pavement sections presented below are not absolutes. Depending on serviceability expectations, material availability, and cost, there could be circumstances under which alternative sections will be more practicable.

Table 5. Recommended Minimum Pavement Section Thickness

Assumed Maximum ESAL's (9-ton)	Assumed R-Value	Required GE	Bituminous Pavement (inches)	Aggregate Base (inches)
<50,000	50	10	3 ½	6
<50,000	30	10	3 ½	6
<50,000	20	11.1	3 ½	6
<50,000	12	16.2	4	8
<50,000	10	18.2	4	10

GE = Granular Equivalency

4.4 Materials

We recommend aggregate base meeting MN/DOT specification 3138 for Class 5 aggregate base. We recommend the aggregate base be compacted to 100 percent of its maximum standard Proctor dry density.

We recommend that the bituminous wear and base courses meet the requirements of MN/DOT Specification 2360. We recommend the bituminous pavements be compacted to at least 93% of the maximum theoretical density for non-wear mix types and at least 92% of the maximum theoretical density for wear mix types.

If the improvements will include curb and gutter repair, we recommend specifying concrete that has a minimum 28-day compressive strength of 4,500 psi. We recommend specifying 5 to 8 percent entrained air for exposed concrete to provide resistance to freeze-thaw deterioration. We recommend slump, air content and compressive strength tests of Portland cement concrete.

5.0 CONSTRUCTION CONSIDERATIONS

5.1 Excavation

The soil encountered in the borings consisted of a variety of both sandy and clayey soil types. The sandy soils included; poorly graded sand, poorly graded sand with silt, silty sand, clayey sand and silty clayey sand corresponding to the ASTM classifications SP, SP-SM, SM, SC and SC-SM, respectively, and will be Type C soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines. The clayey soils included; lean to fat clay, lean clay, sandy lean clay, lean clay and silty clay correspond to the ASTM Classifications CL-CH and CL. These soils will generally be Type B soils under Department of Labor Occupational Safety and Health Administration (OSHA) guidelines.

Temporary excavations in Type C soils should be constructed at a minimum of 1 ½ foot horizontal to every 1 foot vertical within excavations. Temporary excavations in Type C soils should be constructed at a minimum of 1 foot horizontal to every 1 foot vertical within excavations. Slopes constructed in this manner may still exhibit surface sloughing. If site constraints do not allow the construction of slopes with these dimensions, then temporary shoring may be required.

5.2 Observations

A geotechnical engineer or qualified engineering technician should observe the excavation subgrade to evaluate if the subgrade soils are similar to those encountered in the borings and adequate to support the proposed construction.

5.3 Backfill and Fills

Site soils that will be excavated and reused as backfill and fill appear to be below their assumed optimum moisture content. We anticipate it may be necessary to moisture condition (wet) these soils to achieve the recommended compaction. We recommend that fill and backfill be placed in lifts not exceeding 4 to 12 inches, depending on the size of the compactor and materials used.

5.4 Testing

We recommend density tests of backfill and fills placed for the proposed roadway and utilities. Samples of the proposed materials should be submitted to our laboratory prior to placement for evaluation of their suitability and to determine their optimum moisture content and maximum dry density (Standard Proctor).

5.5 Winter Construction

If site grading and construction is anticipated to proceed during cold weather, all snow and ice should be removed from cut and fill areas prior to additional grading and placement of fill. No fill should be placed on frozen soil and no frozen soil should be used as fill or backfill.

Concrete delivered to the site should meet the temperature requirements of ASTM and/or ACI. Concrete should not be placed on frozen soil. Concrete should be protected from freezing until the necessary strength is obtained.

6.0 PROCEDURES

6.1 Soil Classification

The drill crew chief visually and manually classified the soils encountered in the borings in general accordance with ASTM D 2488, "Description and Identification of Soils (Visual-Manual Procedure)". Soil terminology notes are included in the Appendix. The samples were returned to our laboratory for review of the field classification by a soils engineer. Samples will be retained for a period of 30 days.

6.2 Groundwater Observations

Immediately after taking the final samples in the bottom of the borings, the holes were checked for the presence of groundwater. Immediately after removing the augers from the borehole the holes were once again checked and the depth to water and cave-in depths were noted.

7.0 GENERAL

7.1 Subsurface Variations

The analyses and recommendations presented in this report are based on data obtained from a limited number of soil borings. Variations can occur away from the borings, the nature of which may not become apparent until additional exploration work is completed or construction is conducted. A reevaluation of the recommendations in this report should be made after performing on-site observations during construction to note the characteristics of any variations. The variations may result in additional foundation costs and it is suggested that a contingency be provided for this purpose.

It is recommended that we be retained to perform the observation and testing program during construction to evaluate whether the design is as expected, if any design changes have affected the validity of our recommendations, and if our recommendations have been correctly interpreted and implemented in the designs, specifications and construction methods. This will allow correlation of the soil conditions encountered during construction to the soil borings and will provide continuity of professional responsibility.

7.2 Review of Design

This report is based on the design of the proposed structure as related to us for preparation of this report. It is recommended that we be retained to review the geotechnical aspects of the design and specifications. With the review we will evaluate whether any changes have affected the validity of the recommendations and whether our recommendations have been correctly interpreted and implemented in the design and specifications.

7.3 Groundwater Fluctuations

We made water level measurements in the borings at the times and under the conditions stated on the boring logs. The data was interpreted in the text of this report. The period of observation

was relatively short and fluctuations in the groundwater level may occur due to rainfall, flooding, irrigation, spring thaw, drainage, and other seasonal and annual factors not evident at the time the observations were made. Design drawings and specifications and construction planning should recognize the possibility of fluctuations.

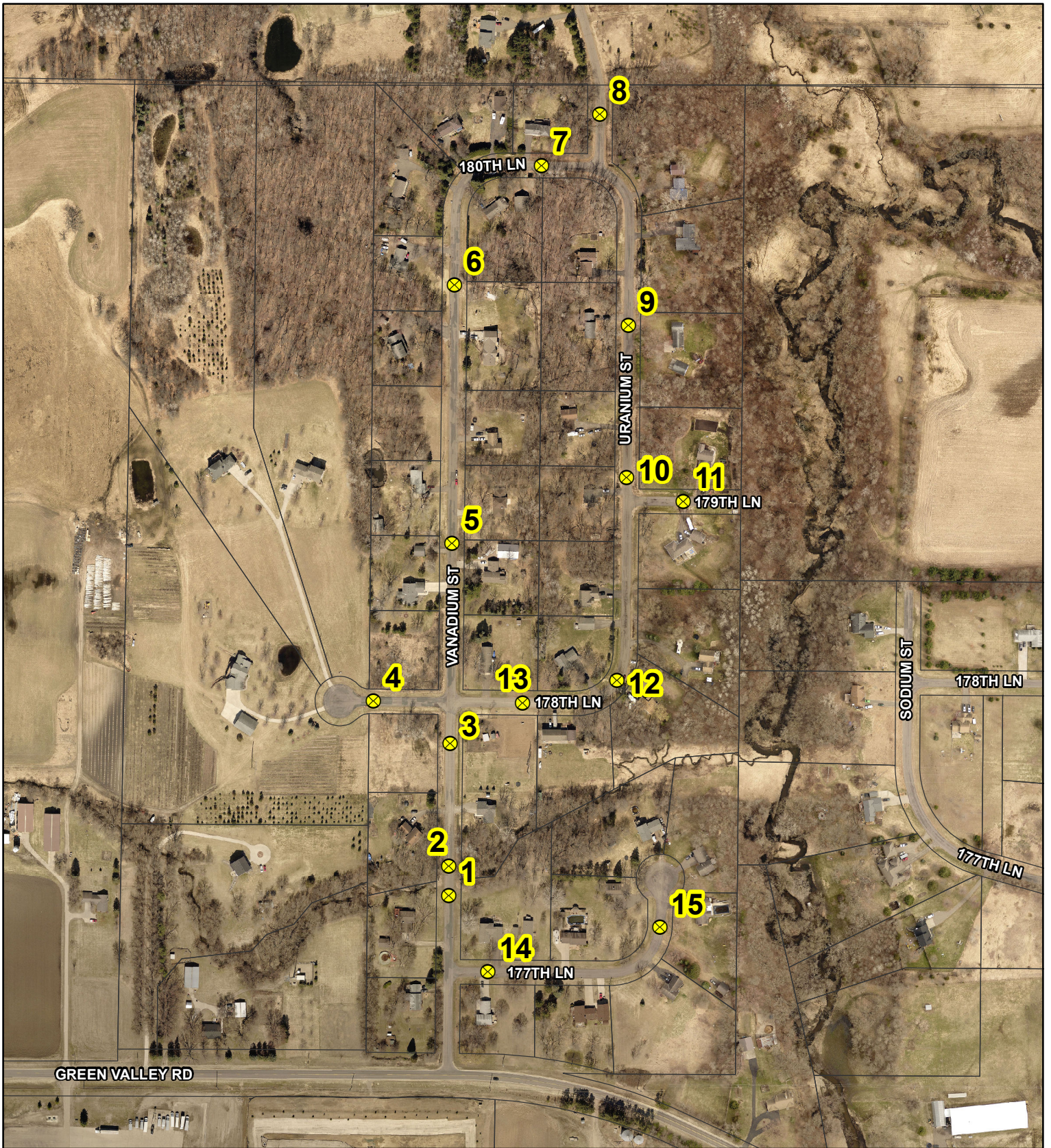
7.4 Use of Report

This report is for the exclusive use of City of Ramsey, Hakanson Anderson and their design team to use to design the proposed structure and prepare construction documents. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report. The data, analysis and recommendations may not be appropriate for other structures or purposes. We recommend that parties contemplating other structures or purposes contact us.

7.5 Level of Care

Haugo GeoTechnical Services, LLC has used the degree of skill and care ordinarily exercised under similar circumstance by members of the profession currently practicing in this locality. No warranty expressed or implied is made.

APPENDIX



IP 24-03 Soil Boring Locations

RA3189



IP 24-03
Soil Boring Locations

RA3189



IP 24-03 Soil Boring Locations

RA3189



Haugo GeoTechnical Services
 2825 Cedar Ave South
 Minneapolis, MN, 55407
 Telephone: 612-729-2959
 Fax: 763-445-2238

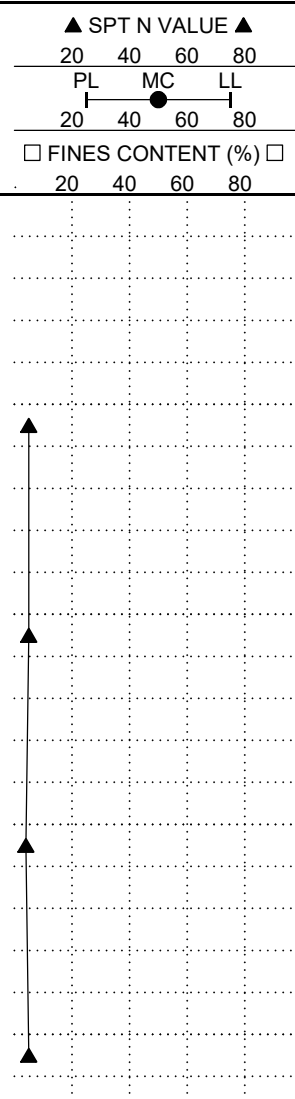
BORING NUMBER SB-1

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/22/24 **COMPLETED** 12/22/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 881 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
 ▽ **AT TIME OF DRILLING** 7.50 ft / Elev 873.50 ft
AT END OF DRILLING ---
AFTER DRILLING ---

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2.5 Inches of Bituminous Approximately 4 Inches of Aggregate Base P-200= 8% Silty Sand with Clumps of Clay, trace Gravel, brown, moist (Fill)	AU 64						
2.5			SS 65		2-2-3 (5)				
5.0		Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist to about 7.5 ft then waterbearing, loose to very loose (Fill)	SS 66		2-2-3 (5)				
7.5	▽		SS 67		2-2-2 (4)				
10.0		Clayey Sand, trace Fibers, black and dark grey, wet (Buried Topsoil/Swamp Deposit)	SS 68		1-2-3 (5)	18.5			



Bottom of borehole at 11.0 feet.



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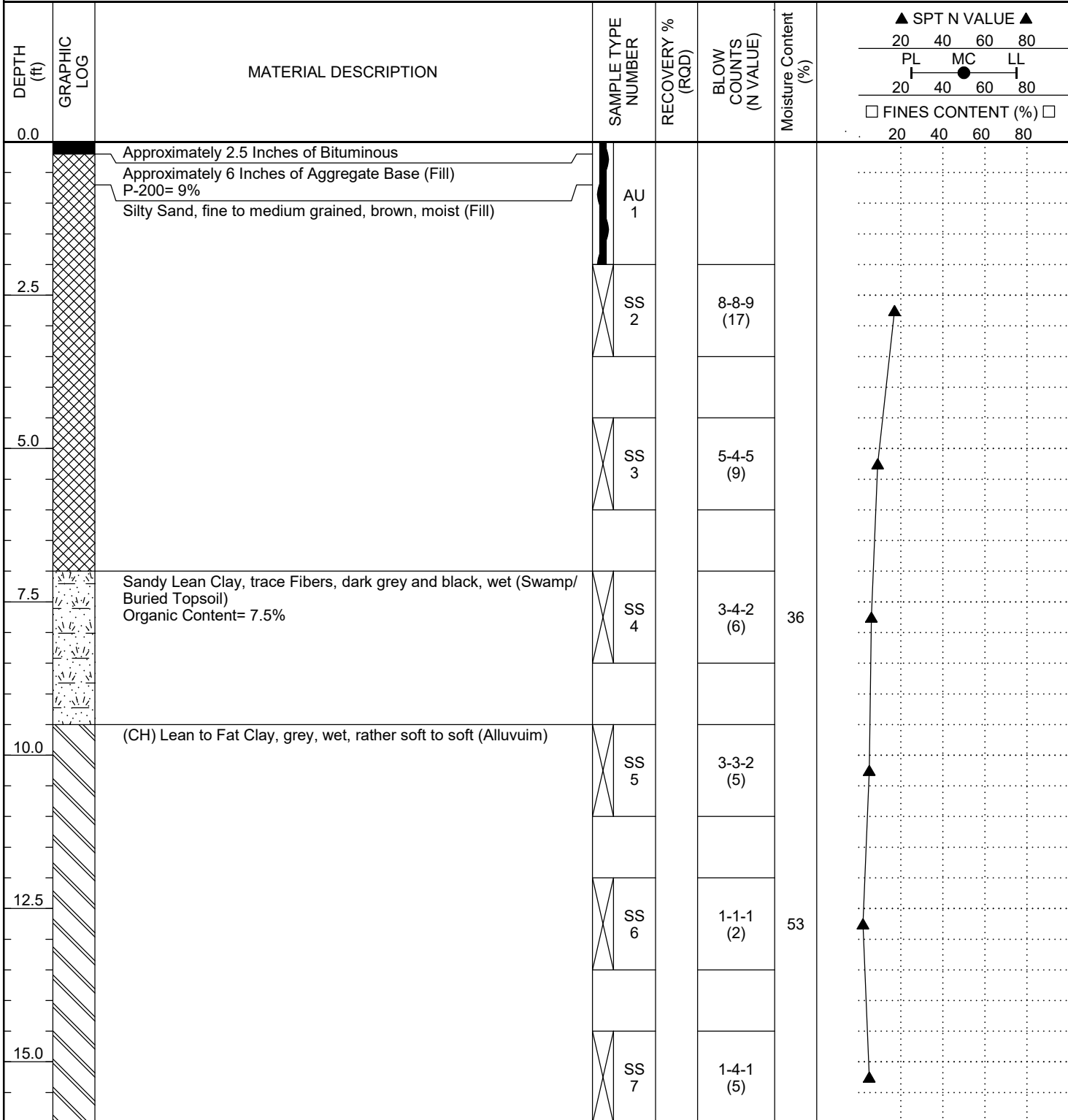
BORING NUMBER SB-2

PAGE 1 OF 1

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 880 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 16.0 feet.



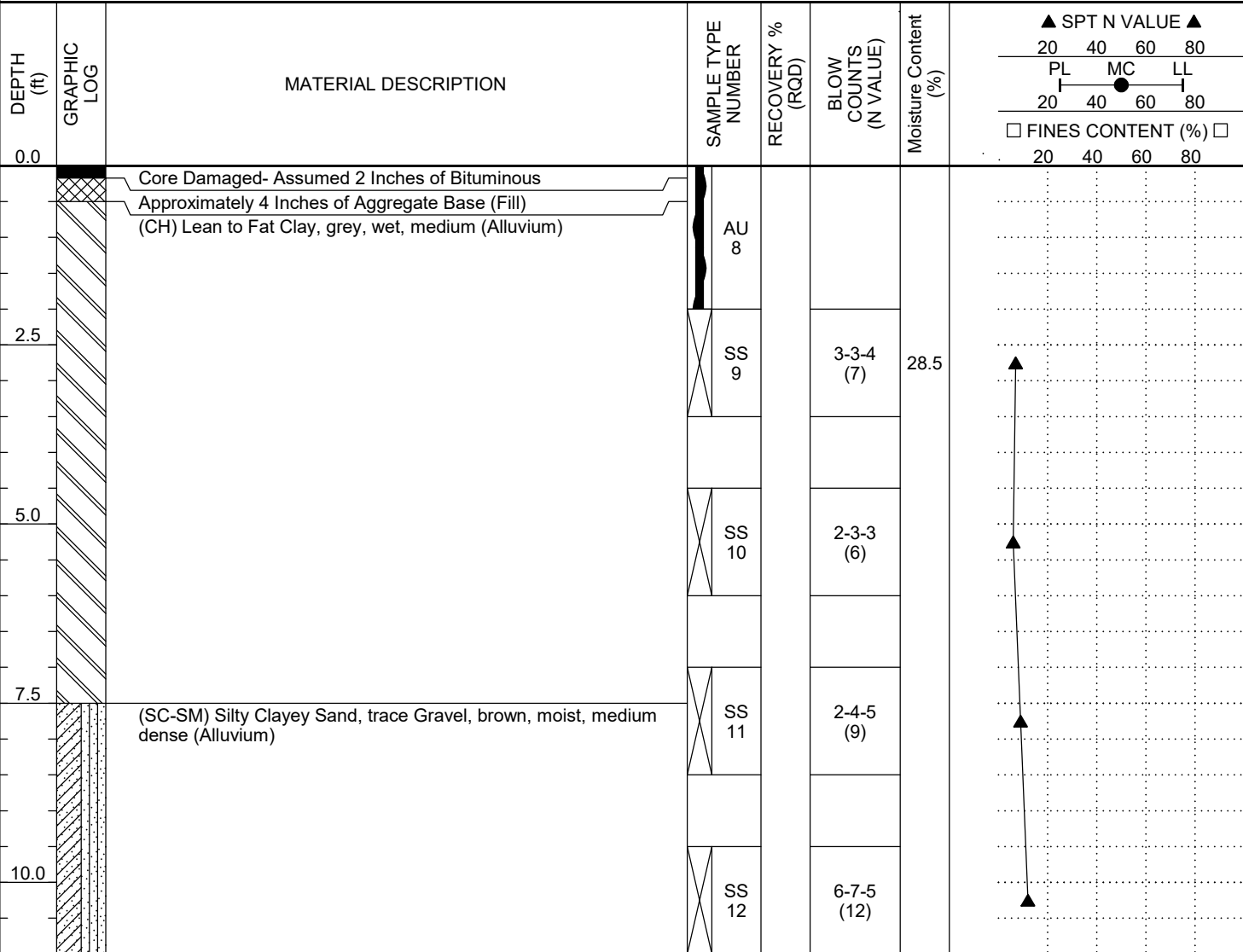
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BORING NUMBER SB-3

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 885 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 1/25/24 14:20 - C:\USERS\ALICE HAUGO\HGTS DROPBOX\LAB HAUGO\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\23-0868 BORING LOG DRAFT.GPJ



Bottom of borehole at 11.0 feet.



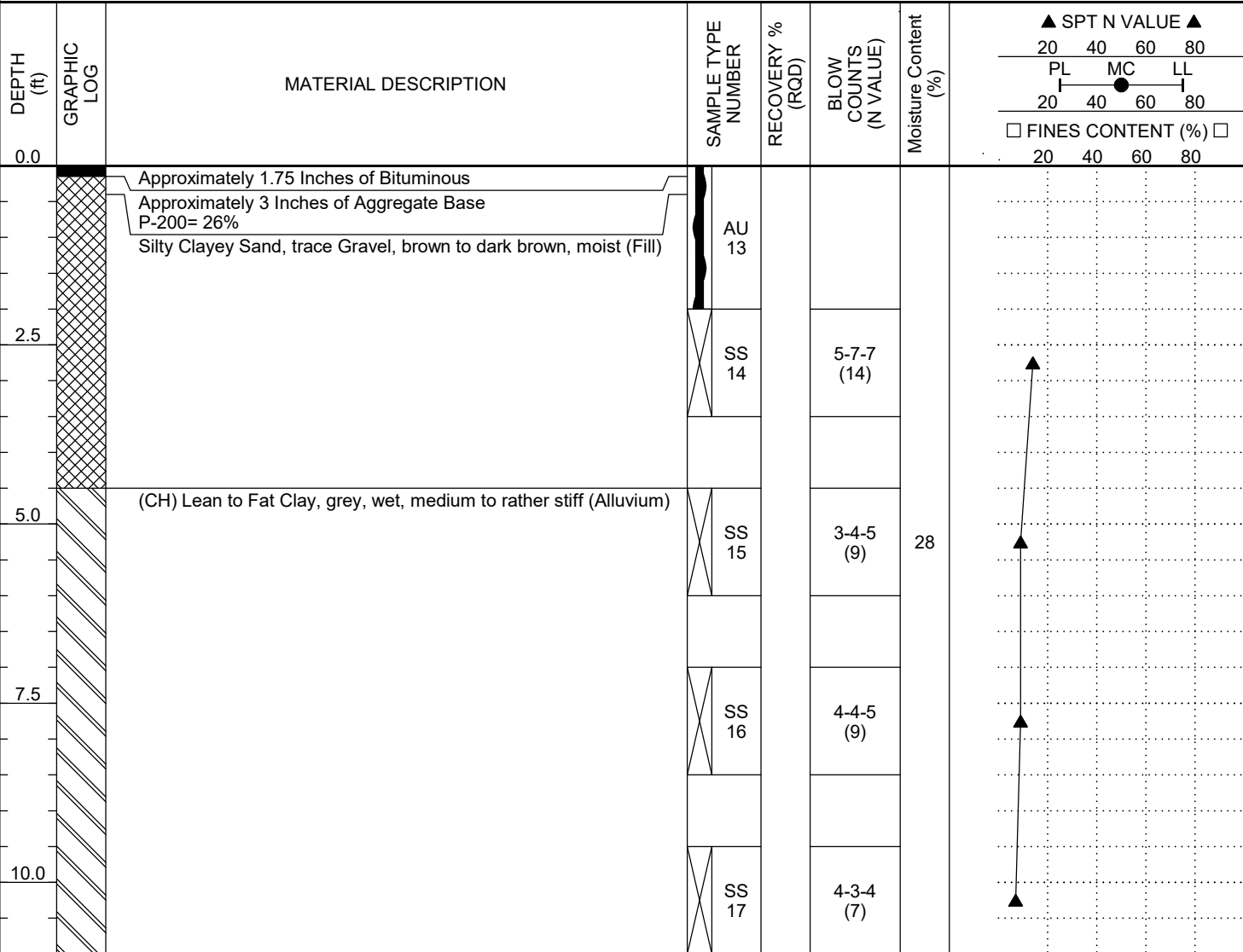
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 Minneapolis, MN, 55407
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 Fax: 763-445-2238

BORING NUMBER SB-4

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 890 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



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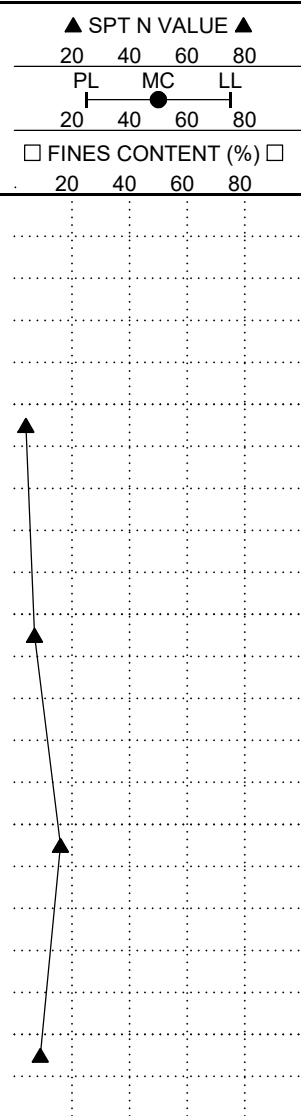
BORING NUMBER SB-5

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/22/24 **COMPLETED** 12/22/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 888 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
 ∇ **AT TIME OF DRILLING** 7.50 ft / Elev 880.50 ft
AT END OF DRILLING ---
AFTER DRILLING ---

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Core Damage- Assumed 2.5 Inches of Bituminous Approximately 4 Inches of Aggregate Base P-200= 10%	AU 59						
2.5		(CL) Lean Clay, grey, wet, rather soft to medium (Alluvium)	SS 60		7-2-2 (4)	34			
5.0			SS 61		2-4-3 (7)				
7.5		∇ (SM) Silty Sand, fine to coarse grained, trace Gravel, brown, wet to waterbearing, medium dense (Alluvium)	SS 62		4-7-9 (16)				
10.0		(CL) Sandy Lean Clay, trace Gravel, grey, wet, rather stiff (Alluvium)	SS 63		6-6-3 (9)				



Bottom of borehole at 11.0 feet.



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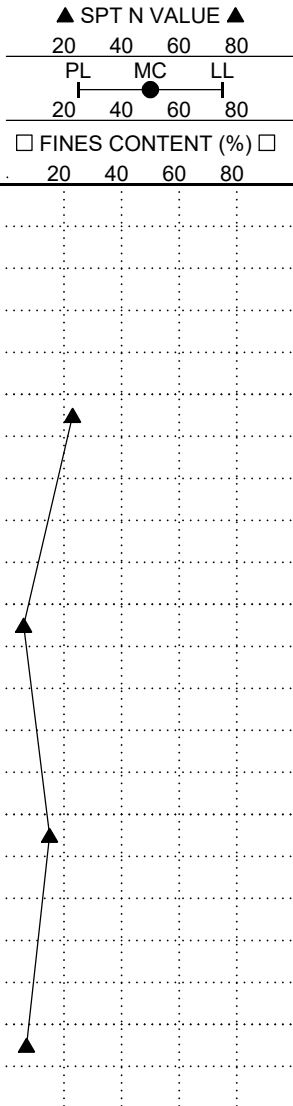
BORING NUMBER SB-6

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/22/24 **COMPLETED** 12/22/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 897 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Core Damage- Assumed 2.5 Inches of Bituminous Approximately 4 Inches of Aggregate Base P-200= 14.5% Silty Sand, fine to medium grained, trace Gravel, brown, moist to wet (Possible Fill)	AU 44						
2.5			SS 45		7-14-9 (23)				
5.0			SS 46		3-3-3 (6)				
7.5			SS 47		6-7-8 (15)				
10.0		(SC) Clayey Sand, fine to medium grained, trace Gravel, brown, moist, loose (Alluvium)	SS 48		6-4-3 (7)				



Bottom of borehole at 11.0 feet.



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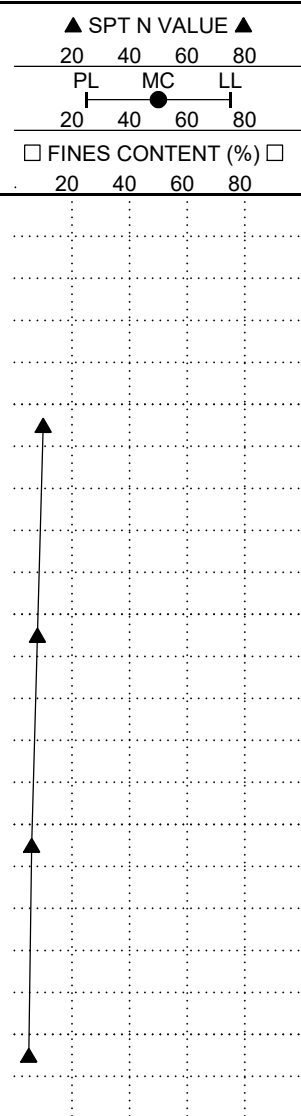
BORING NUMBER SB-7

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/22/24 **COMPLETED** 12/22/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 891 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
 ▽ **AT TIME OF DRILLING** 7.50 ft / Elev 883.50 ft
AT END OF DRILLING ---
AFTER DRILLING ---

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2 3/4 Inches of Bituminous Approximately 4 Inches of Aggregate Base P-200= 9.5% Clayey Sand, trace Gravel, grey to greyish brown, moist to wet, loose (Possible Fill)	AU 49						
2.5			SS 50		4-6-4 (10)				
5.0			SS 51		4-4-4 (8)				
7.5		(SC) Clayey Sand, trace Gravel, brown, wet, loose (Alluvium)	SS 52		3-4-2 (6)				
10.0		(SM) Silty Sand, fine to medium grained, trace Gravel, brown, waterbearing, loose (Alluvium)	SS 53		2-2-3 (5)				



Bottom of borehole at 11.0 feet.



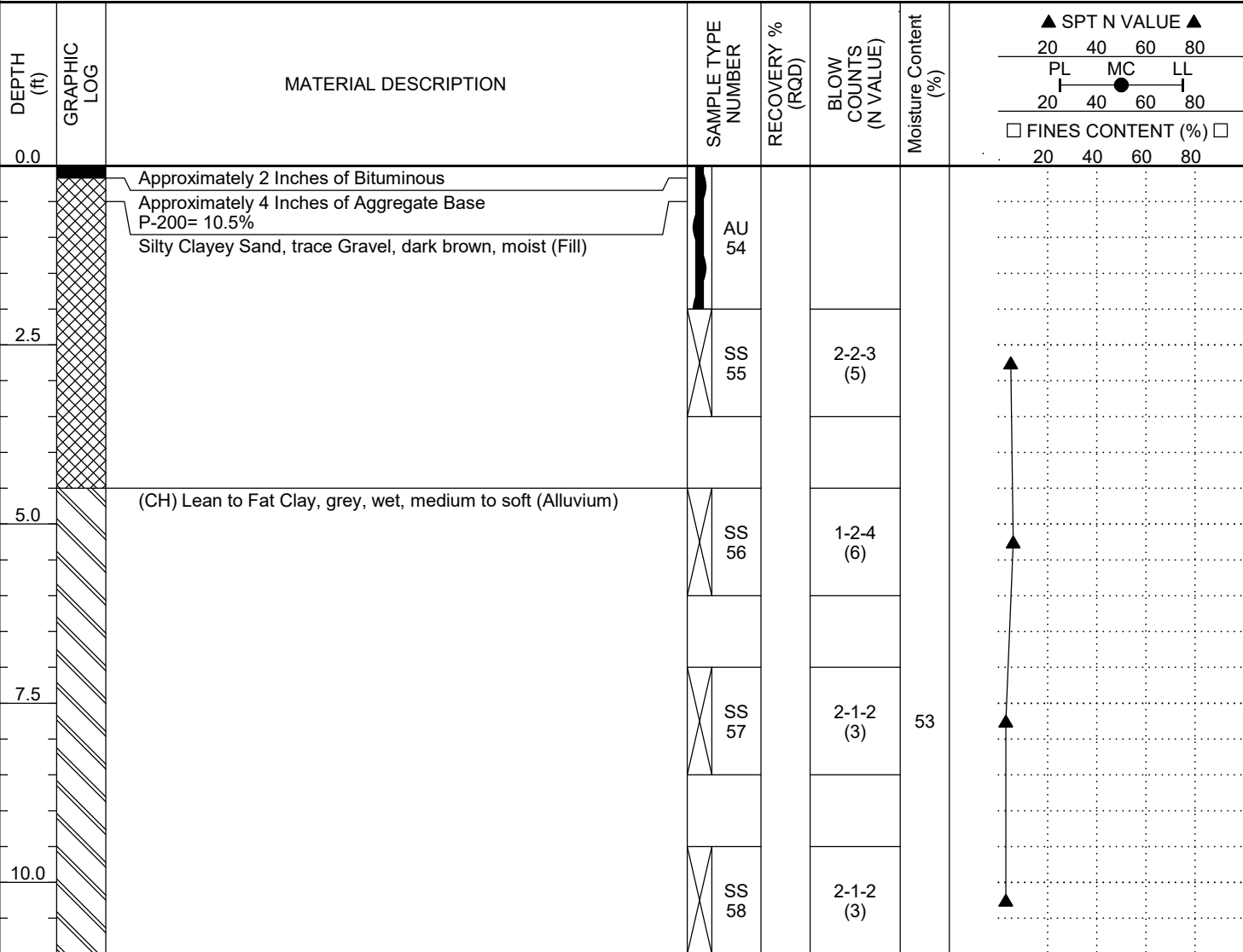
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BORING NUMBER SB-8

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/22/24 **COMPLETED** 12/22/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 886 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



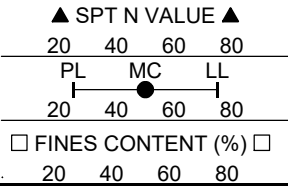
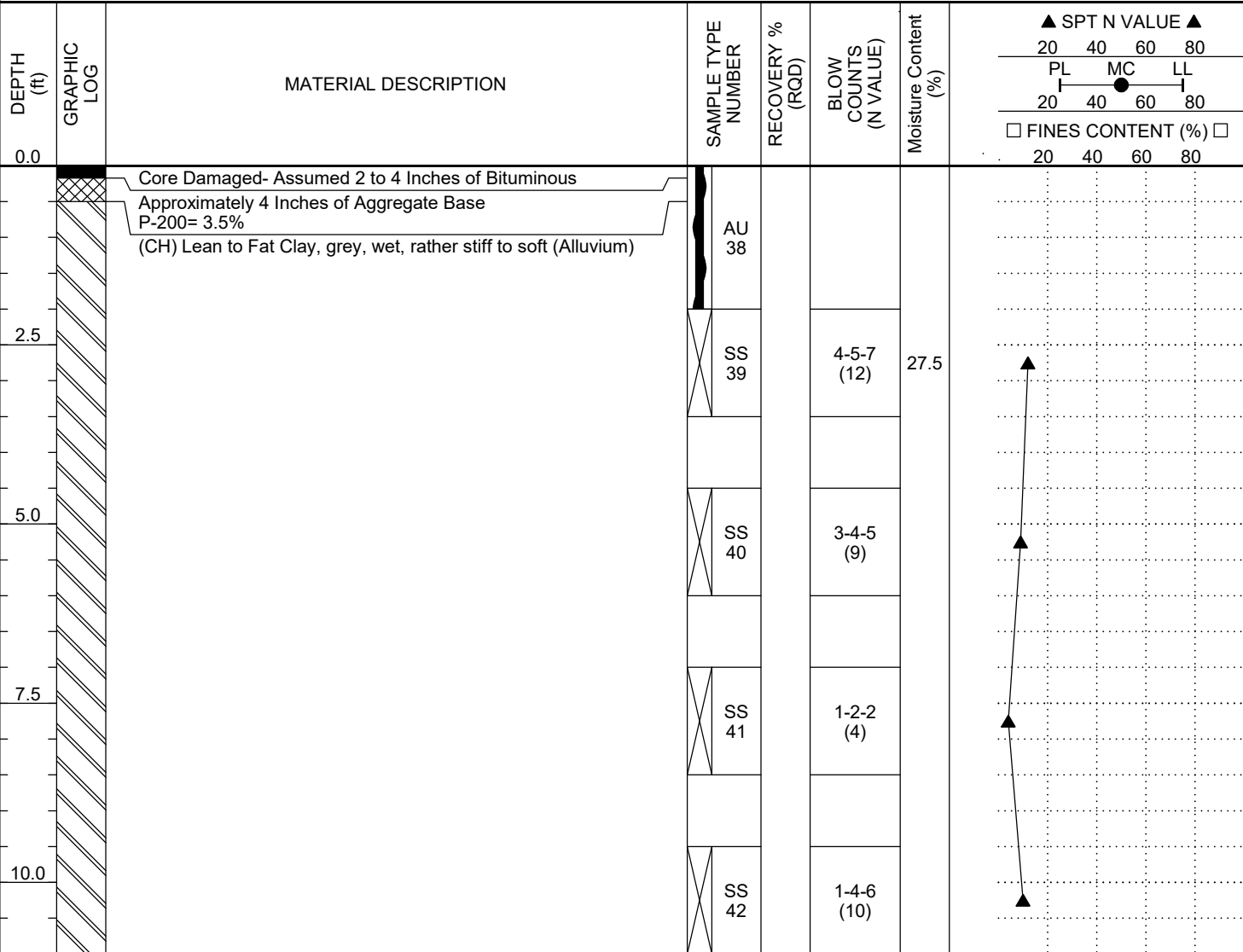
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BORING NUMBER SB-9

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 886 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



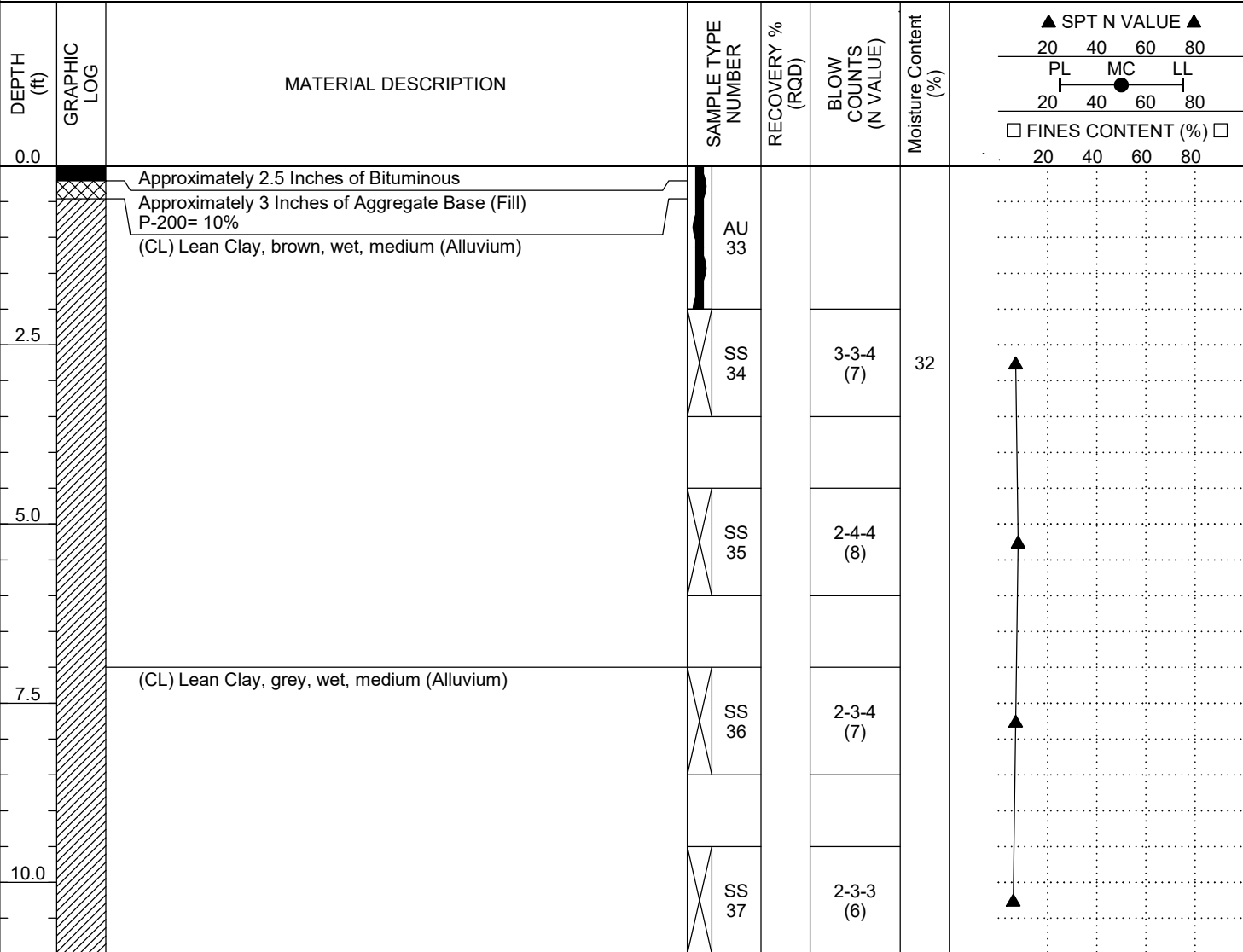
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BORING NUMBER SB-10

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 886 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



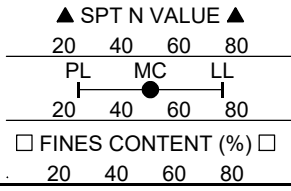
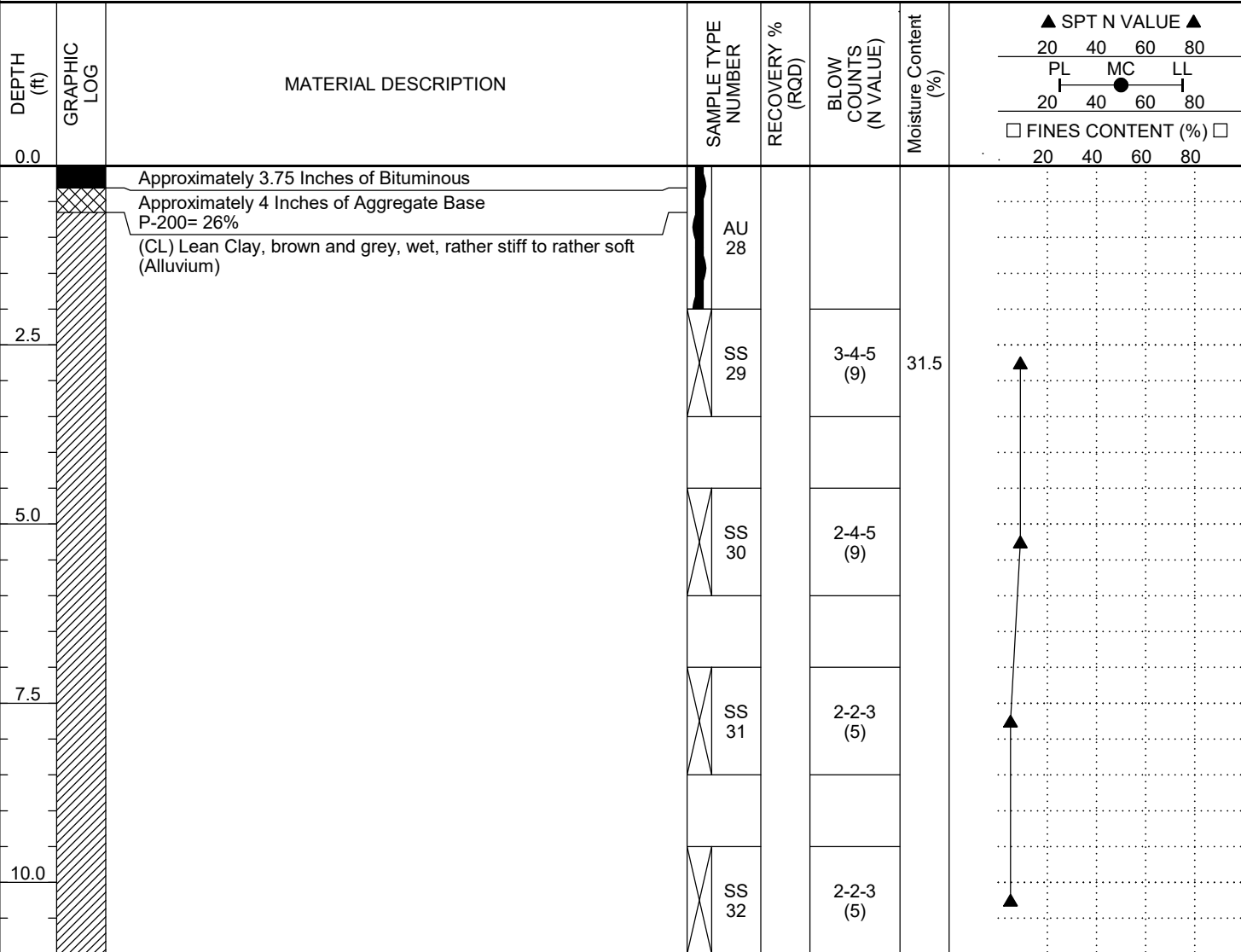
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BORING NUMBER SB-11

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 885 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



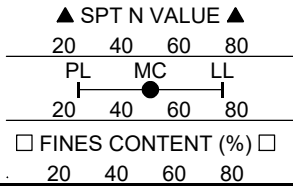
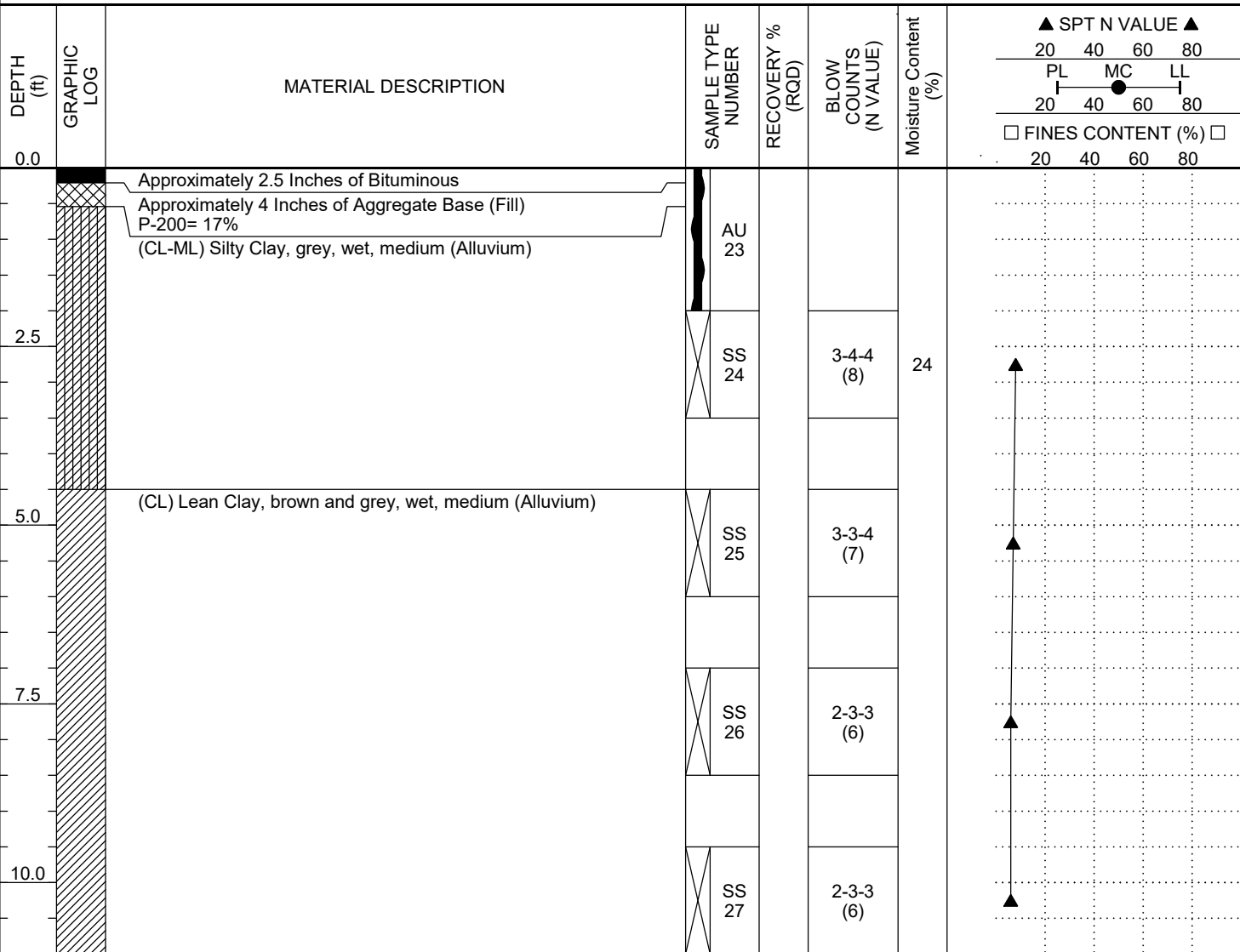
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BORING NUMBER SB-12

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 886 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



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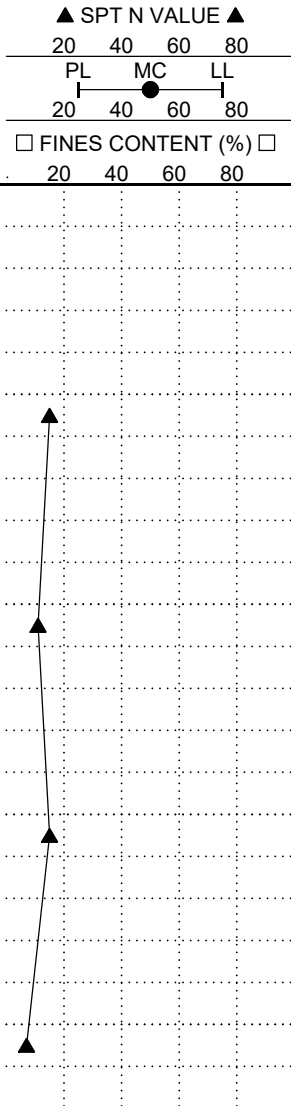
BORING NUMBER SB-13

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 12/19/24 **COMPLETED** 12/19/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 889 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
 ▽ **AT TIME OF DRILLING** 10.00 ft / Elev 879.00 ft
AT END OF DRILLING ---
AFTER DRILLING ---

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 3 Inches of Bituminous Approximately 3 Inches of Aggregate Base P-200= 23%	AU 18						
2.5		(SM) Silty Sand, fine grained, brown, moist, medium dense (Alluvium)	SS 19		6-7-8 (15)				
5.0		(CL-ML) Silty Clay, brown, wet, rather stiff (Alluvium)	SS 20		6-5-6 (11)				
7.5		(SC-SM) Silty Clayey Sand, trace Gravel, brown, moist, medium dense (Alluvium)	SS 21		7-8-7 (15)				
10.0		(SP) Poorly Graded Sand, fine to medium grained, brown, waterbearing, loose (Alluvium)	SS 22		7-4-3 (7)				



Bottom of borehole at 11.0 feet.



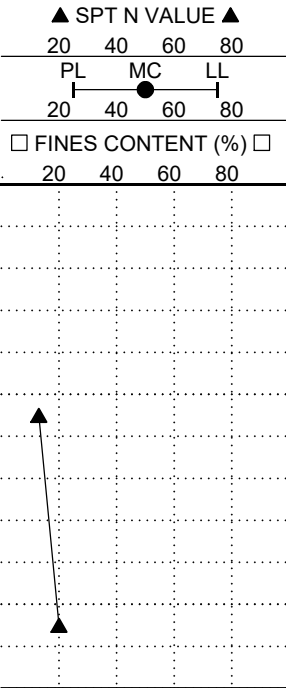
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BORING NUMBER SB-14

CLIENT City of Ramsey **PROJECT NAME** IP 24-03 Residential
PROJECT NUMBER 23-0868 **PROJECT LOCATION** Ramsey, MN
DATE STARTED 12/22/24 **COMPLETED** 12/22/24 **GROUND ELEVATION** 886.5 ft **HOLE SIZE** 3 1/4 inches
DRILLING CONTRACTOR HGTS- 45 **GROUND WATER LEVELS:**
DRILLING METHOD Hollow Stem Auger/Split Spoon **AT TIME OF DRILLING** --- Not Encountered
LOGGED BY NC **CHECKED BY** PG **AT END OF DRILLING** --- Not Encountered
NOTES Ground Surface Elevation Estimated **AFTER DRILLING** --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2 Inches of Bituminous Estimated 4 Inches of Aggregate Base P-200= 13% Silty Sand, fine to coarse grained, trace Gravel, brown, moist (Fill)	AU 69						
2.5		Poorly Graded Sand, fine to coarse grained with Gravel, brown, moist, medium dense (Possible Fill)	SS 70		5-6-7 (13)				
5.0			SS 71		3-7-13 (20)				



Bottom of borehole at 6.0 feet.



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BORING NUMBER SB-15

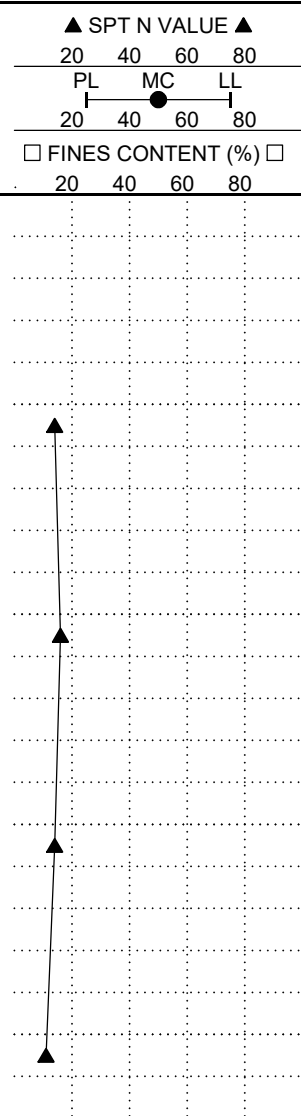
CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/3/24 **COMPLETED** 1/3/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 889 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							PL	MC	LL
							□ FINES CONTENT (%) □		
0.0		Core Damaged- Assumed 2 Inches of Bituminous							
		Approximately 4 Inches of Aggregate Base P-200= 18.5%							
		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, medium dense (Alluvium)	AU 86						
2.5			SS 87		14-7-7 (14)				
5.0			SS 88		11-12-4 (16)				
7.5			SS 89		3-9-5 (14)				
10.0			SS 90		4-4-7 (11)				

Bottom of borehole at 11.0 feet.





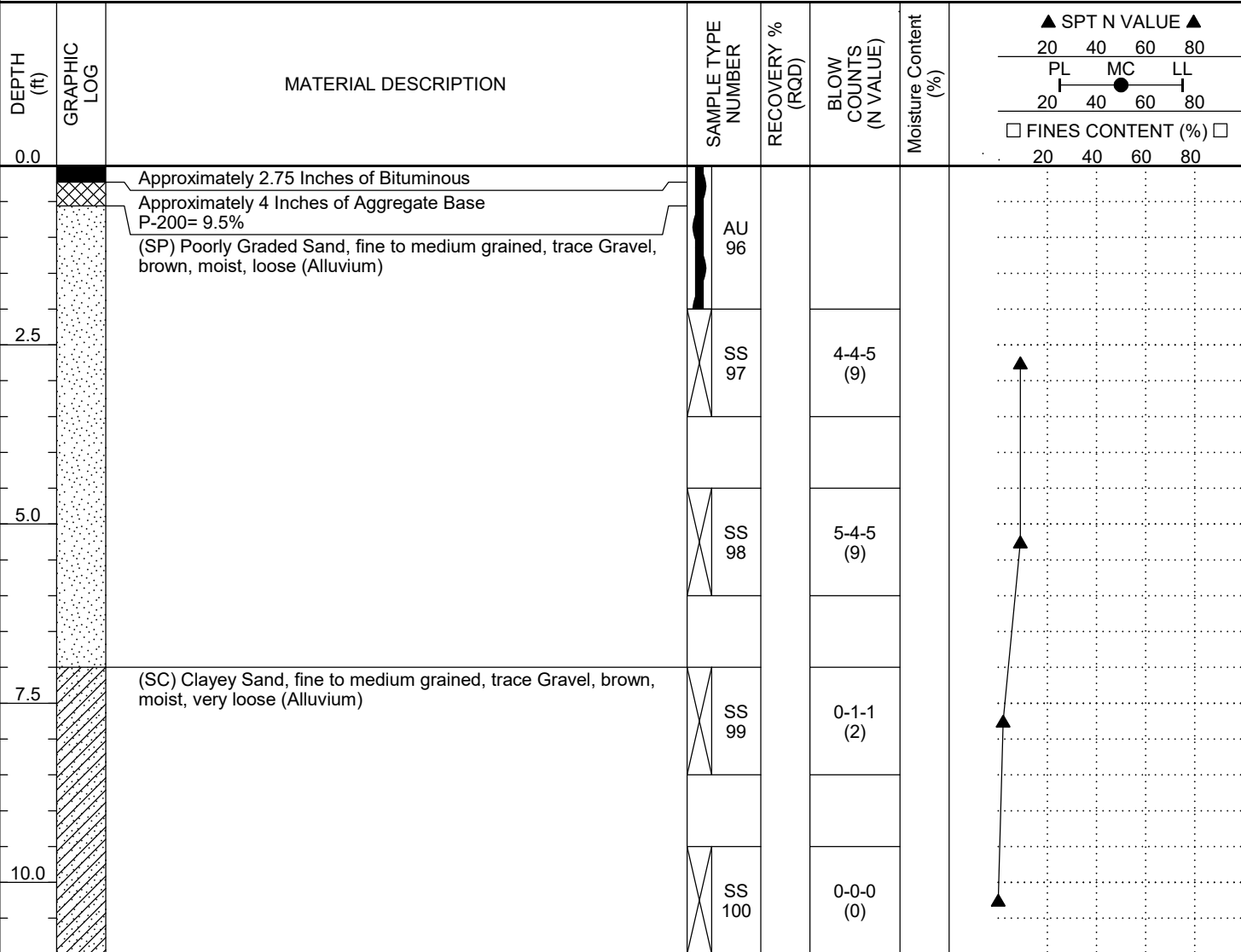
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BORING NUMBER SB-16

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/3/24 **COMPLETED** 1/3/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 900 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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Bottom of borehole at 11.0 feet.



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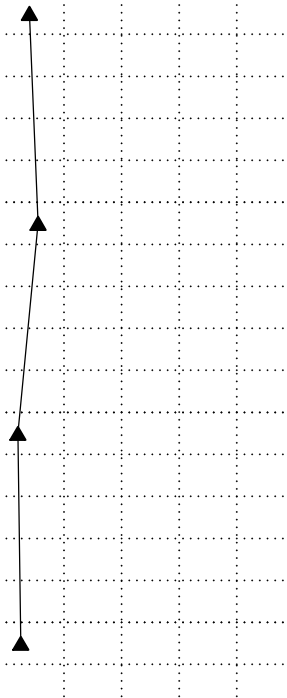
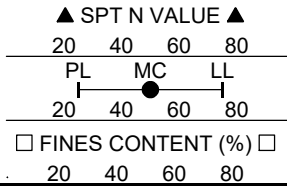
BORING NUMBER SB-17

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/3/24 **COMPLETED** 1/3/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 909 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 1.75 Inches of Bituminous Approximately 3 Inches of Aggregate base P-200 9.5% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense (Alluvium)	AU 101						
2.5			SS 102		4-3-5 (8)				
5.0			SS 103		4-5-6 (11)				
7.5		(SC) Clayey Sand, fine to medium grained, trace Gravel, brown, moist, very loose to loose (Alluvium)	SS 104		2-2-2 (4)				
10.0			SS 105		1-2-3 (5)				



Bottom of borehole at 11.0 feet.



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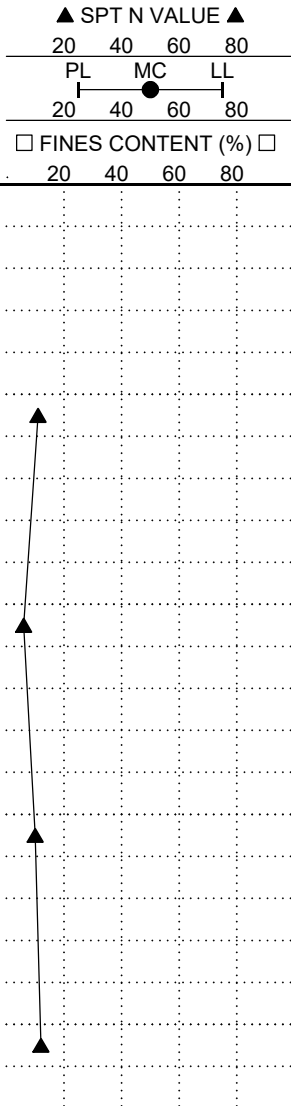
BORING NUMBER SB-18

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/3/24 **COMPLETED** 1/3/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 906 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

GEOTECH BH PLOTS - GINT STD US LAB.GDT - 1/25/24 14:20 - C:\USERS\ALICE HAUGO\HGTS DROPBOX\LAB HAUGO\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\23-0868 BORING LOG DRAFT.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2.25 Inches of Bituminous Approximately 5 Inches of Aggregate Base							
2.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense (Alluvium)	AU 106						
			SS 107		5-6-5 (11)				
5.0			SS 108		3-3-3 (6)				
7.5			SS 109		3-4-6 (10)				
10.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist, medium dense (Alluvium)	SS 110		4-5-7 (12)				



Bottom of borehole at 11.0 feet.



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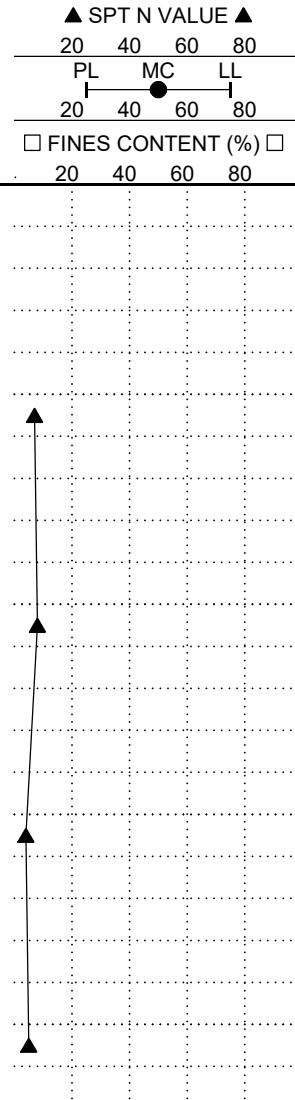
BORING NUMBER SB-19

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/3/24 **COMPLETED** 1/3/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 907 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2.25 Inches of Bituminous Approximately 5 Inches of Aggregate Base P-200= 11.5%	AU 91						
2.5		(SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, very loose to loose (Alluvium)	SS 92		3-3-4 (7)				
5.0			SS 93		3-4-4 (8)				
7.5			SS 94		4-2-2 (4)				
10.0		(SC) Clayey Sand, fine to medium grained, trace Gravel, brown, moist, loose (Alluvium)	SS 95		2-2-3 (5)				



Bottom of borehole at 11.0 feet.



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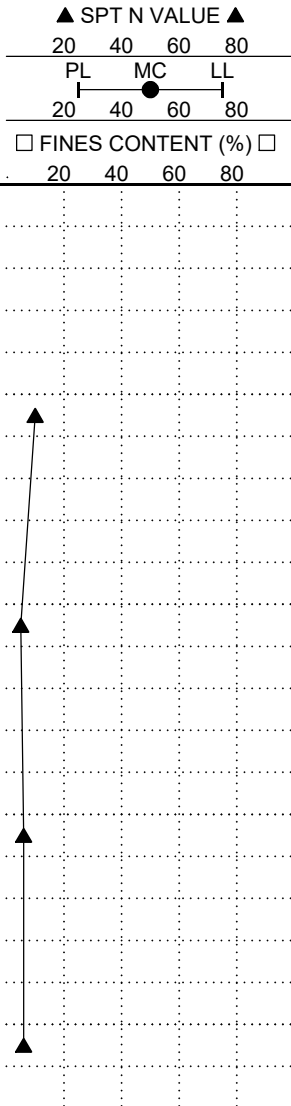
BORING NUMBER SB-20

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/10/24 **COMPLETED** 1/10/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 901 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
 ▽ **AT TIME OF DRILLING** 7.50 ft / Elev 893.50 ft
AT END OF DRILLING ---
AFTER DRILLING ---

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2 Inches of Bituminous Approximately 7 Inches of Possible Aggregate Base P-200= 11.5%	AU 131						
2.5		(SP-SM) Poorly Graded Sand with Silt, fine to coarse grained, trace Gravel, brown, moist, loose (Alluvium)	SS 132		3-5-5 (10)				
5.0		(SP) Poorly Graded Sand, fine to coarse grained, trace Gravel, brown, moist to waterbearing, loose (Alluvium)	SS 133		1-2-3 (5)				
7.5	▽		SS 134		3-2-4 (6)				
10.0		(SC-SM) Silty Clayey Sand, fine to medium grained, trace Gravel, brown, waterbearing, loose (Alluvium)	SS 135		5-3-3 (6)				



Bottom of borehole at 11.0 feet.



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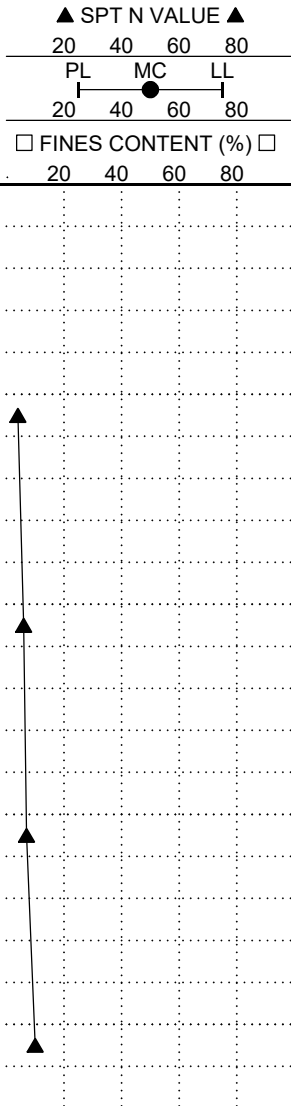
BORING NUMBER SB-21

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/10/24 **COMPLETED** 1/10/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 902 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2.5 Inches of Bituminous Approximately 3 Inches of Aggregate Base P-200= 14.5% (SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, moist, very loose to loose (Alluvium)	AU 111						
2.5			SS 112		3-2-2 (4)				
5.0			SS 113		4-3-3 (6)				
7.5		(CL) Sandy Lean Clay, trace Gravel, brown, moist, medium to rather stiff (Alluvium)	SS 114		2-3-4 (7)				
10.0			SS 115		3-4-6 (10)				



Bottom of borehole at 11.0 feet.



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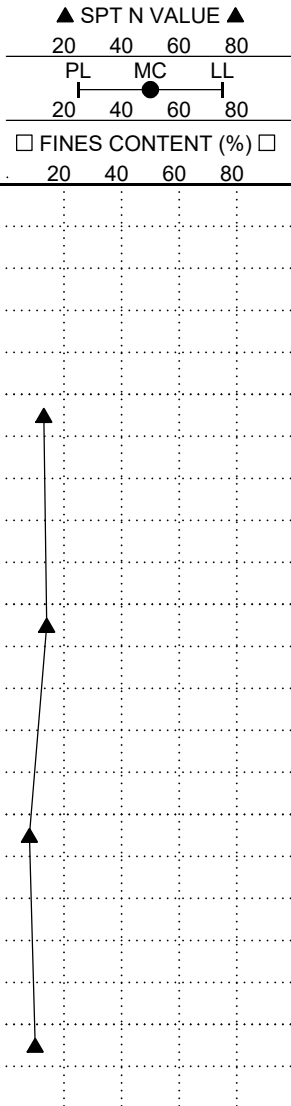
BORING NUMBER SB-22

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/10/24 **COMPLETED** 1/10/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 896 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2.5 Inches of Bituminous Approximately 6 Inches of Aggregate Base P-200= 15% (SP) Poorly Graded Sand, fine to medium grained, trace Gravel, brown, moist, loose to medium dense (Alluvium)	AU 116						
2.5			SS 117		5-9-4 (13)				
5.0			SS 118		4-5-9 (14)				
7.5		(SC) Clayey Sand, fine to medium grained, trace Gravel, brown, moist, loose (Alluvium)	SS 119		8-3-5 (8)				
10.0			SS 120		9-4-6 (10)				



Bottom of borehole at 11.0 feet.



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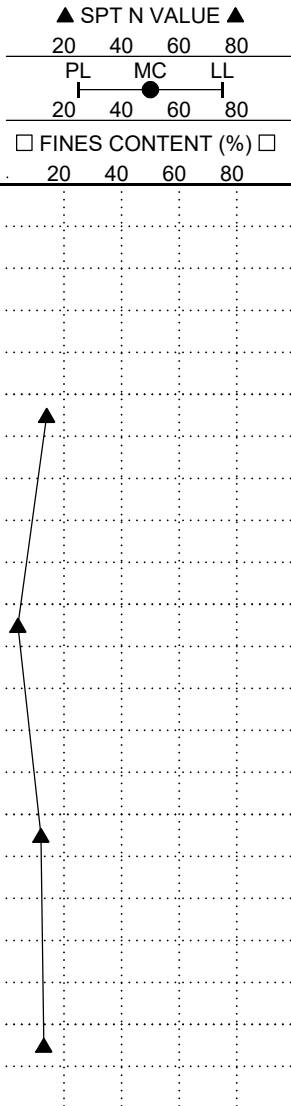
BORING NUMBER SB-23

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/10/24 **COMPLETED** 1/10/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 900 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
AT TIME OF DRILLING --- Not Encountered
AT END OF DRILLING --- Not Encountered
AFTER DRILLING --- Not Encountered

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2 Inches of Bituminous Approximately 5 Inches of Aggregate Base P-200= 13%	AU 121						
2.5		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, brown, loose to medium dense (Alluvium)	SS 122		4-6-8 (14)				
5.0		(SP-SM) Poorly Graded Sand with Silt, fine to coarse grained, trace Gravel, brown, moist, medium dense (Alluvium)	SS 123		2-2-2 (4)				
7.5		(SP-SM) Poorly Graded Sand with Silt, fine to coarse grained, trace Gravel, brown, moist, medium dense (Alluvium)	SS 124		2-4-8 (12)				
10.0		(SC) Clayey Sand, fine to medium grained, trace Gravel, brown, moist, medium dense (Alluvium)	SS 125		6-5-8 (13)				



Bottom of borehole at 11.0 feet.



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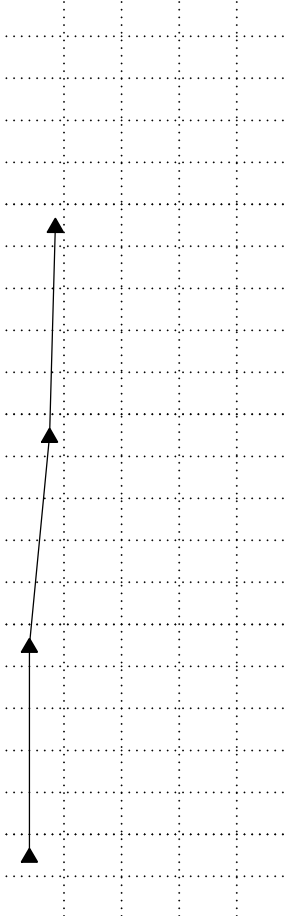
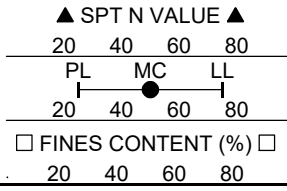
BORING NUMBER SB-24

CLIENT City of Ramsey
PROJECT NUMBER 23-0868
DATE STARTED 1/10/24 **COMPLETED** 1/10/24
DRILLING CONTRACTOR HGTS- 45
DRILLING METHOD Hollow Stem Auger/Split Spoon
LOGGED BY NC **CHECKED BY** PG
NOTES Ground Surface Elevation Estimated

PROJECT NAME IP 24-03 Residential
PROJECT LOCATION Ramsey, MN
GROUND ELEVATION 894 ft **HOLE SIZE** 3 1/4 inches
GROUND WATER LEVELS:
 ▽ **AT TIME OF DRILLING** 7.50 ft / Elev 886.50 ft
AT END OF DRILLING ---
AFTER DRILLING ---

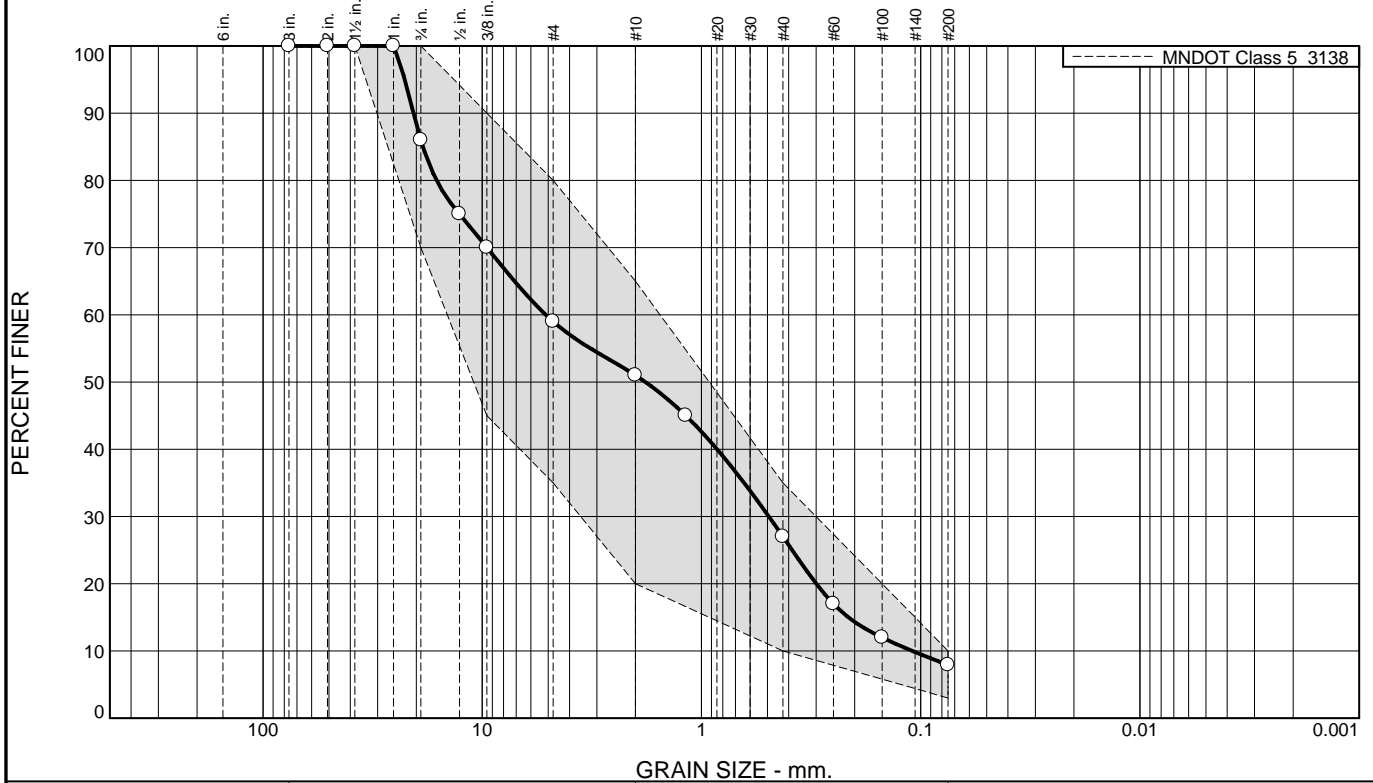
GEOTECH BH PLOTS - GINT STD US LAB.GDT - 1/25/24 14:20 - C:\USERS\ALICE HAUGO\HGTS DROPBOX\LAB HAUGO\HAUGO GEOTECHNICAL SERVICES\GINT PROJECT BACKUP\PROJECTS\23-0868 BORING LOG DRAFT.GPJ

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	Moisture Content (%)	▲ SPT N VALUE ▲		
							20	40	60
0.0		Approximately 2 Inches of Bituminous Approximately 13 Inches of Aggregate Base P-200= 8.5%	AU 126						
2.5		(SP-SM) Poorly Graded Sand with Silt, fine to medium grained, trace Gravel, reddish brown, moist to waterbearing, loose to medium dense (Alluvium)	SS 127		5-8-9 (17)				
5.0			SS 128		4-7-8 (15)				
7.5	▽		SS 129		5-3-5 (8)				
10.0			SS 130		6-4-4 (8)				



Bottom of borehole at 11.0 feet.

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	49.0	24.0	19.1	7.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	86.0	70.0 - 100.0	
1/2"	75.0		
3/8"	70.0	45.0 - 90.0	
#4	59.0	35.0 - 80.0	
#10	51.0	20.0 - 65.0	
#16	45.0		
#40	27.0	10.0 - 35.0	
#60	17.0		
#100	12.0		
#200	7.9	3.0 - 10.0	

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 20.5899 D₈₅= 18.6361 D₆₀= 5.1306
D₅₀= 1.8026 D₃₀= 0.4930 D₁₅= 0.2136
D₁₀= 0.1093 C_u= 46.95 C_c= 0.43

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

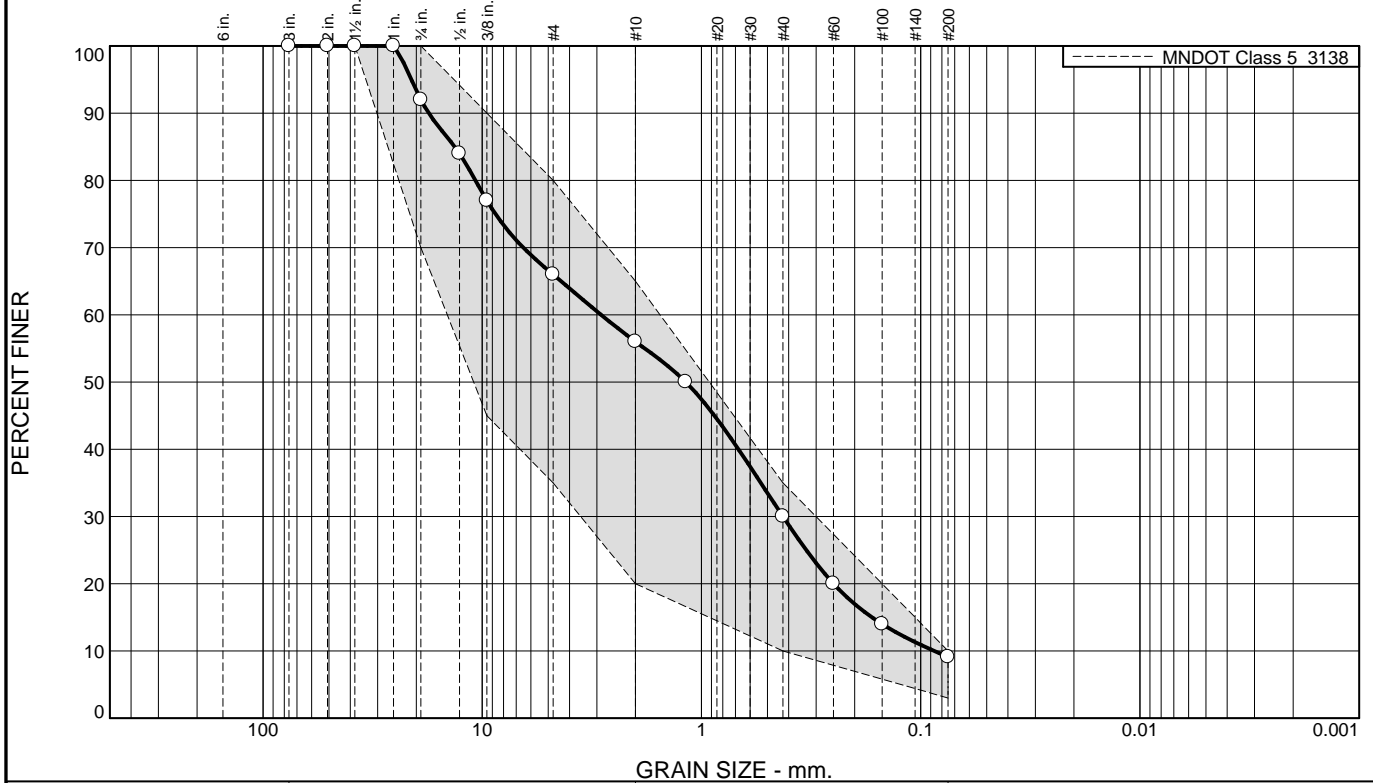
Sample Number: SB-1

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	44.0	26.0	20.9	9.1	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	92.0	70.0 - 100.0	
1/2"	84.0		
3/8"	77.0	45.0 - 90.0	
#4	66.0	35.0 - 80.0	
#10	56.0	20.0 - 65.0	
#16	50.0		
#40	30.0	10.0 - 35.0	
#60	20.0		
#100	14.0		
#200	9.1	3.0 - 10.0	

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 17.5445 D₈₅= 13.3525 D₆₀= 2.8692
D₅₀= 1.1800 D₃₀= 0.4250 D₁₅= 0.1669
D₁₀= 0.0867 C_u= 33.08 C_c= 0.73

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

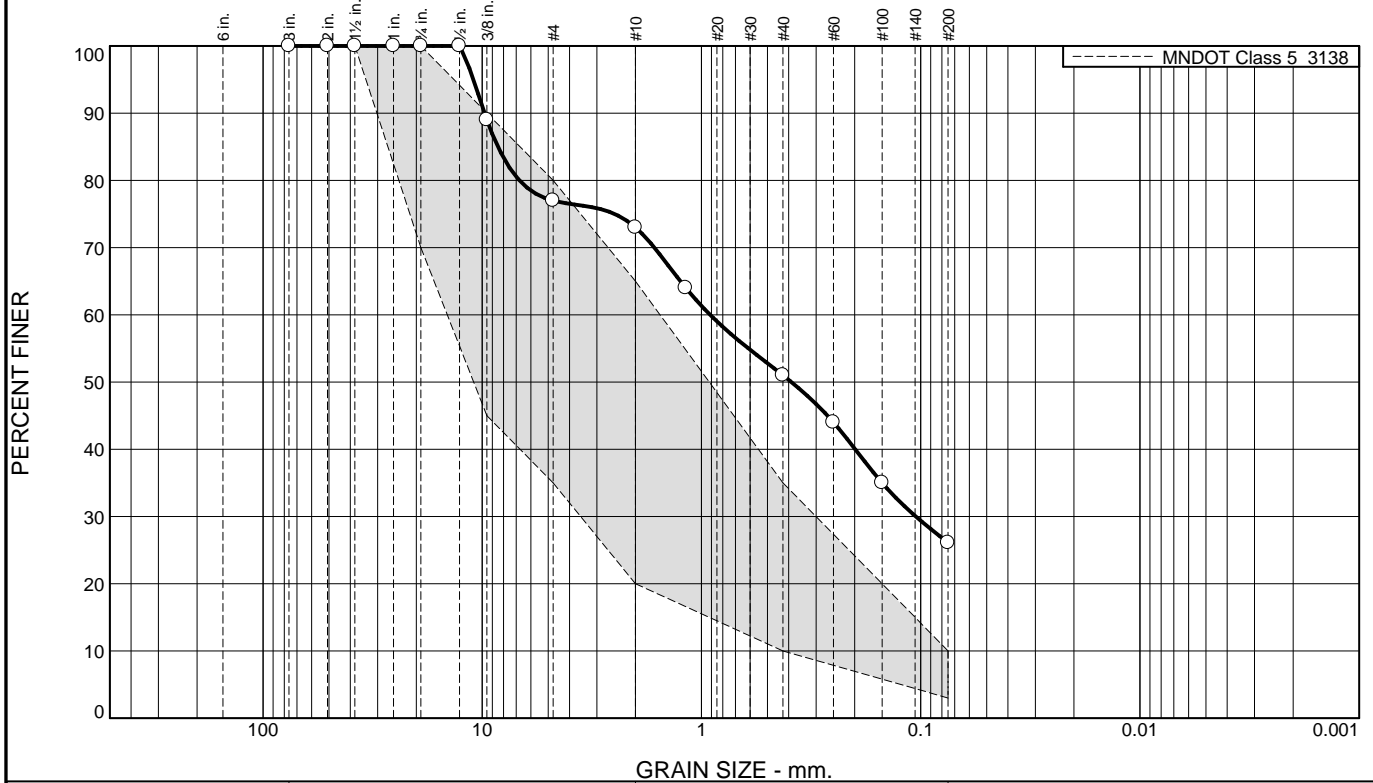
Sample Number: SB-2

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	27.0	22.0	24.9	26.1	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	100.0		
3/8"	89.0	45.0 - 90.0	
#4	77.0	35.0 - 80.0	
#10	73.0	20.0 - 65.0	X
#16	64.0		
#40	51.0	10.0 - 35.0	X
#60	44.0		
#100	35.0		
#200	26.1	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 9.7636 D₈₅= 8.4830 D₆₀= 0.9133

D₅₀= 0.3893 D₃₀= 0.1053 D₁₅=

D₁₀= C_u= C_c=

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

Sample Number: SB-4

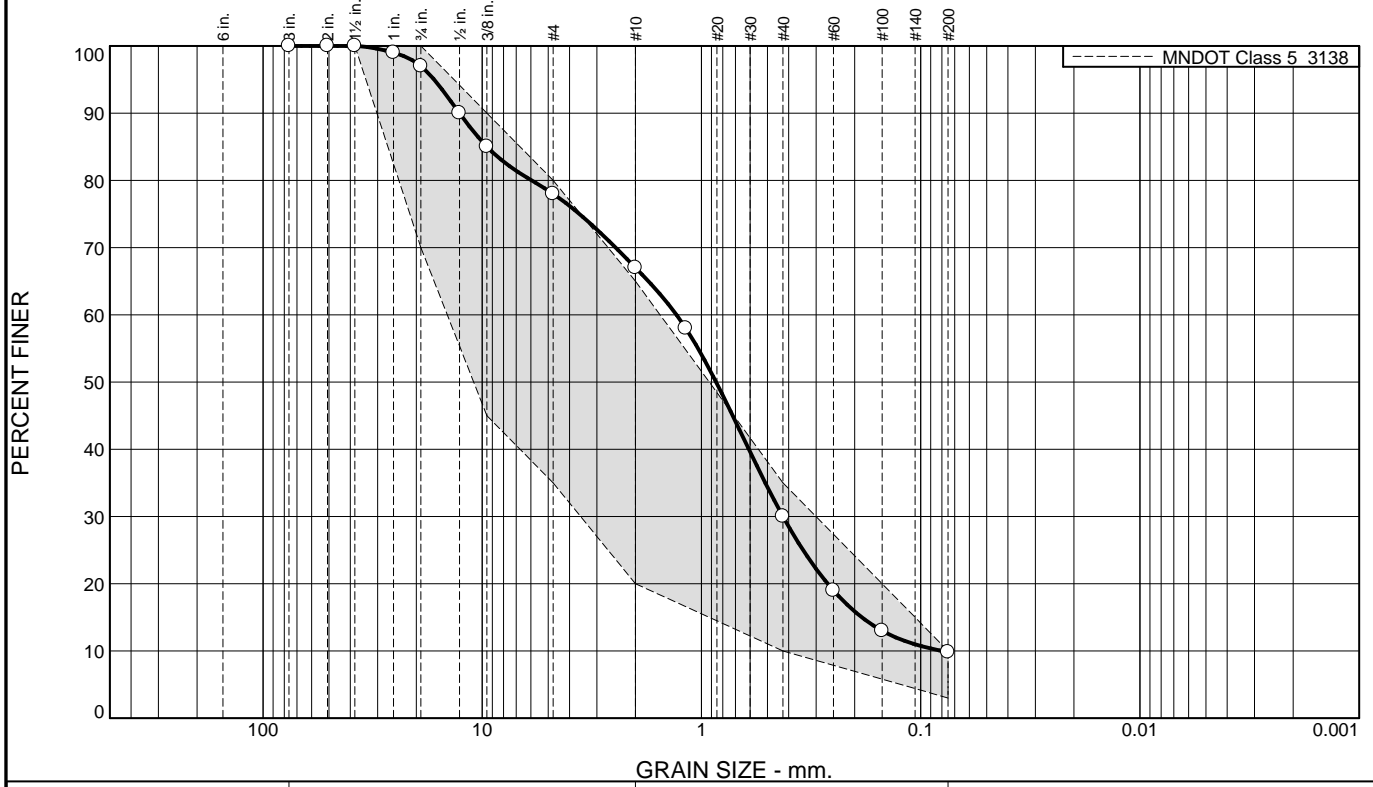
Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
---	---

Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	33.0	37.0	20.2	9.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	99.0		
3/4"	97.0	70.0 - 100.0	
1/2"	90.0		
3/8"	85.0	45.0 - 90.0	
#4	78.0	35.0 - 80.0	
#10	67.0	20.0 - 65.0	X
#16	58.0		
#40	30.0	10.0 - 35.0	
#60	19.0		
#100	13.0		
#200	9.8	3.0 - 10.0	

Soil Description

Aggregate Base

PL= **Atterberg Limits** LL= PI=

Coefficients

D₉₀= 12.7000 D₈₅= 9.5250 D₆₀= 1.3007
D₅₀= 0.8582 D₃₀= 0.4250 D₁₅= 0.1856
D₁₀= 0.0801 C_u= 16.23 C_c= 1.73

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

Sample Number: SB-5

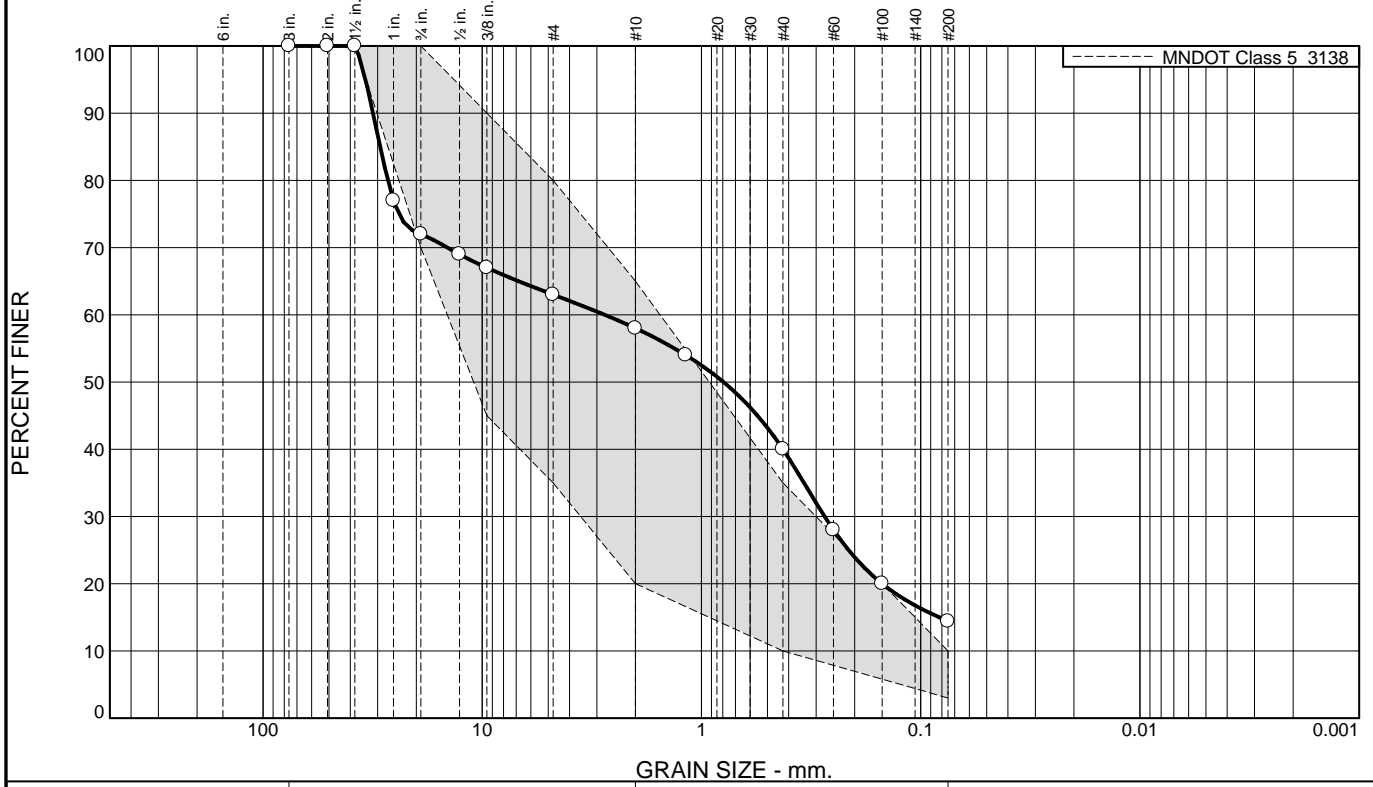
Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
---	---

Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	42.0	18.0	25.6	14.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0	100.0	
1"	77.0		
3/4"	72.0	70.0 - 100.0	
1/2"	69.0		
3/8"	67.0	45.0 - 90.0	
#4	63.0	35.0 - 80.0	
#10	58.0	20.0 - 65.0	
#16	54.0		
#40	40.0	10.0 - 35.0	X
#60	28.0		
#100	20.0		
#200	14.4	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 31.4881 D₈₅= 29.2268 D₆₀= 2.7615
D₅₀= 0.7937 D₃₀= 0.2745 D₁₅= 0.0823
D₁₀= _____ C_u= _____ C_c= _____

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

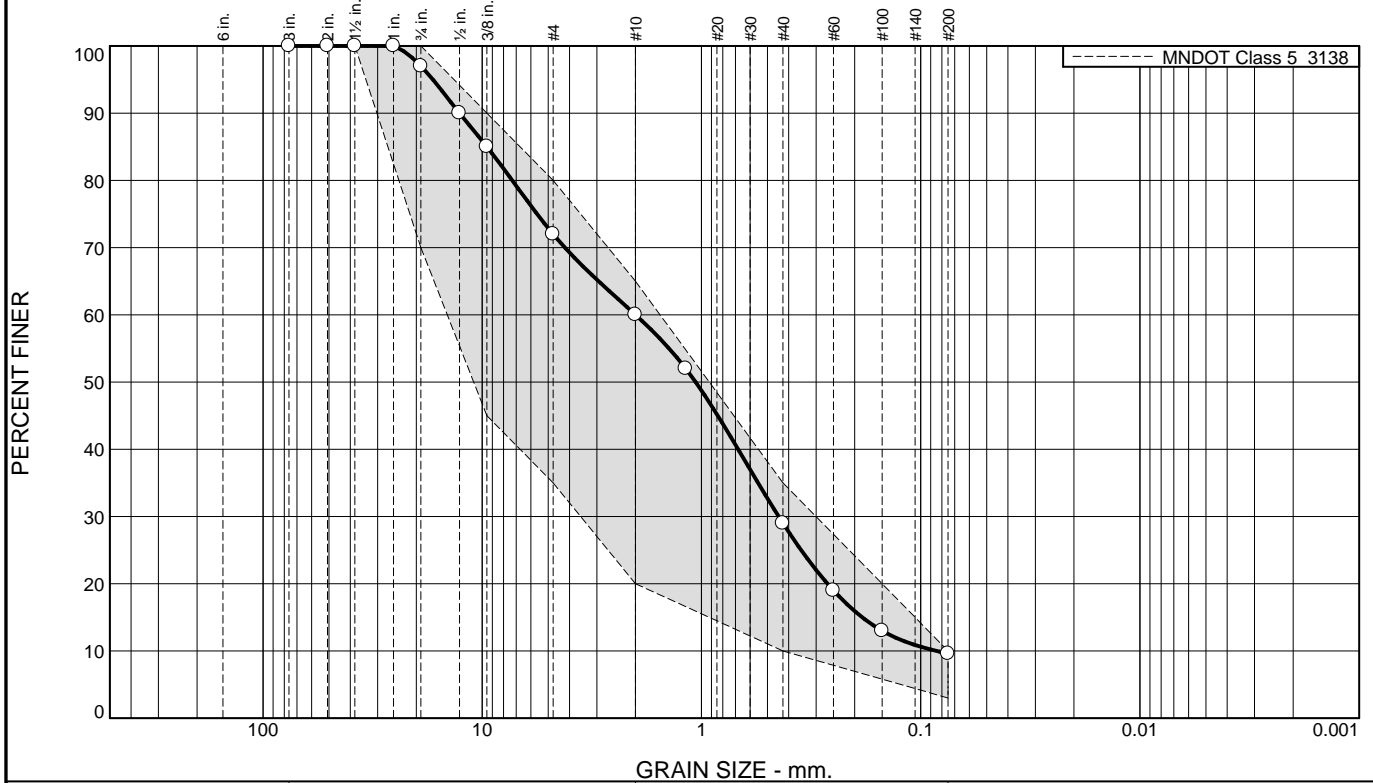
Sample Number: SB-6

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	40.0	31.0	19.4	9.6	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	97.0	70.0 - 100.0	
1/2"	90.0		
3/8"	85.0	45.0 - 90.0	
#4	72.0	35.0 - 80.0	
#10	60.0	20.0 - 65.0	
#16	52.0		
#40	29.0	10.0 - 35.0	
#60	19.0		
#100	13.0		
#200	9.6	3.0 - 10.0	

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 12.7000 D₈₅= 9.5250 D₆₀= 2.0000
D₅₀= 1.0638 D₃₀= 0.4446 D₁₅= 0.1847
D₁₀= 0.0845 C_u= 23.65 C_c= 1.17

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

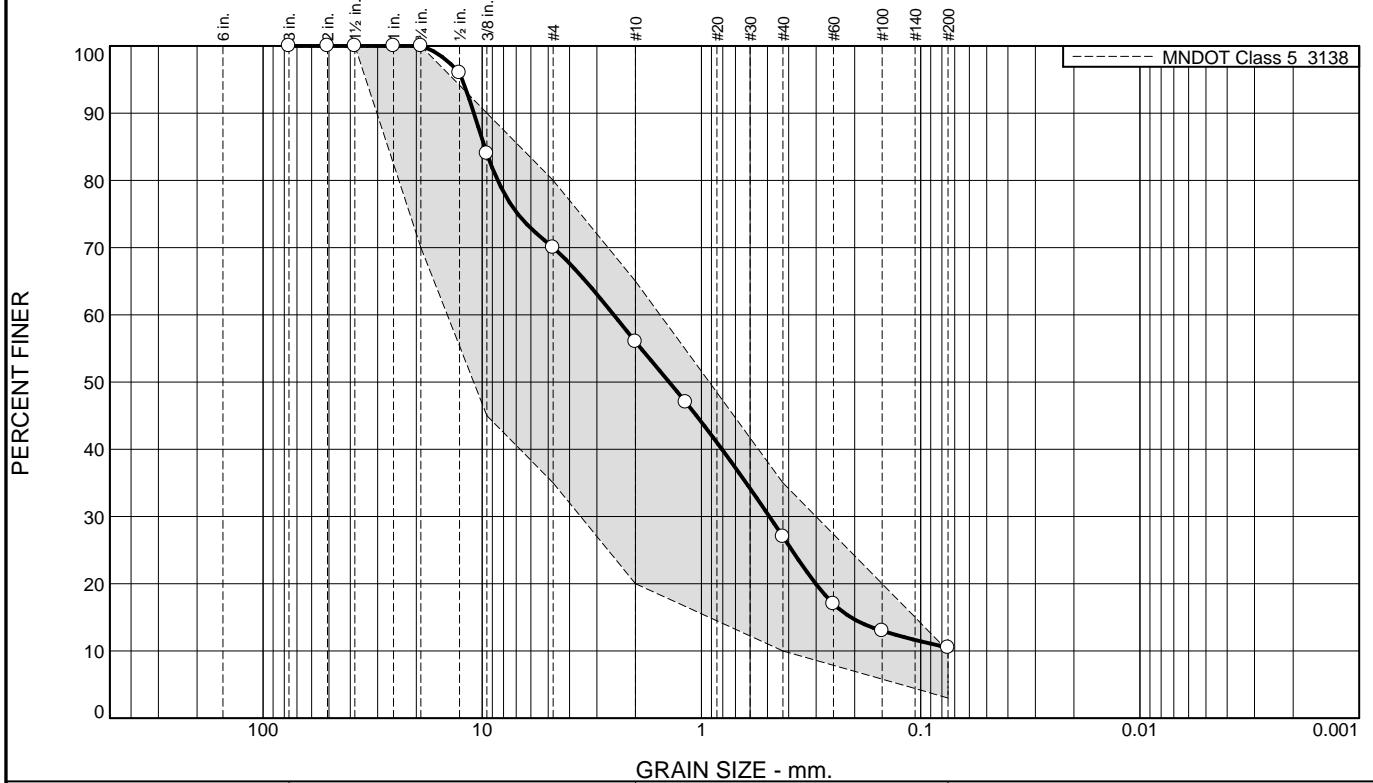
Sample Number: SB-7

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	44.0	29.0	16.5	10.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	96.0		
3/8"	84.0	45.0 - 90.0	
#4	70.0	35.0 - 80.0	
#10	56.0	20.0 - 65.0	
#16	47.0		
#40	27.0	10.0 - 35.0	
#60	17.0		
#100	13.0		
#200	10.5	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 10.9172 D₈₅= 9.7582 D₆₀= 2.5145
D₅₀= 1.4042 D₃₀= 0.4902 D₁₅= 0.2082
D₁₀= C_u= C_c=

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

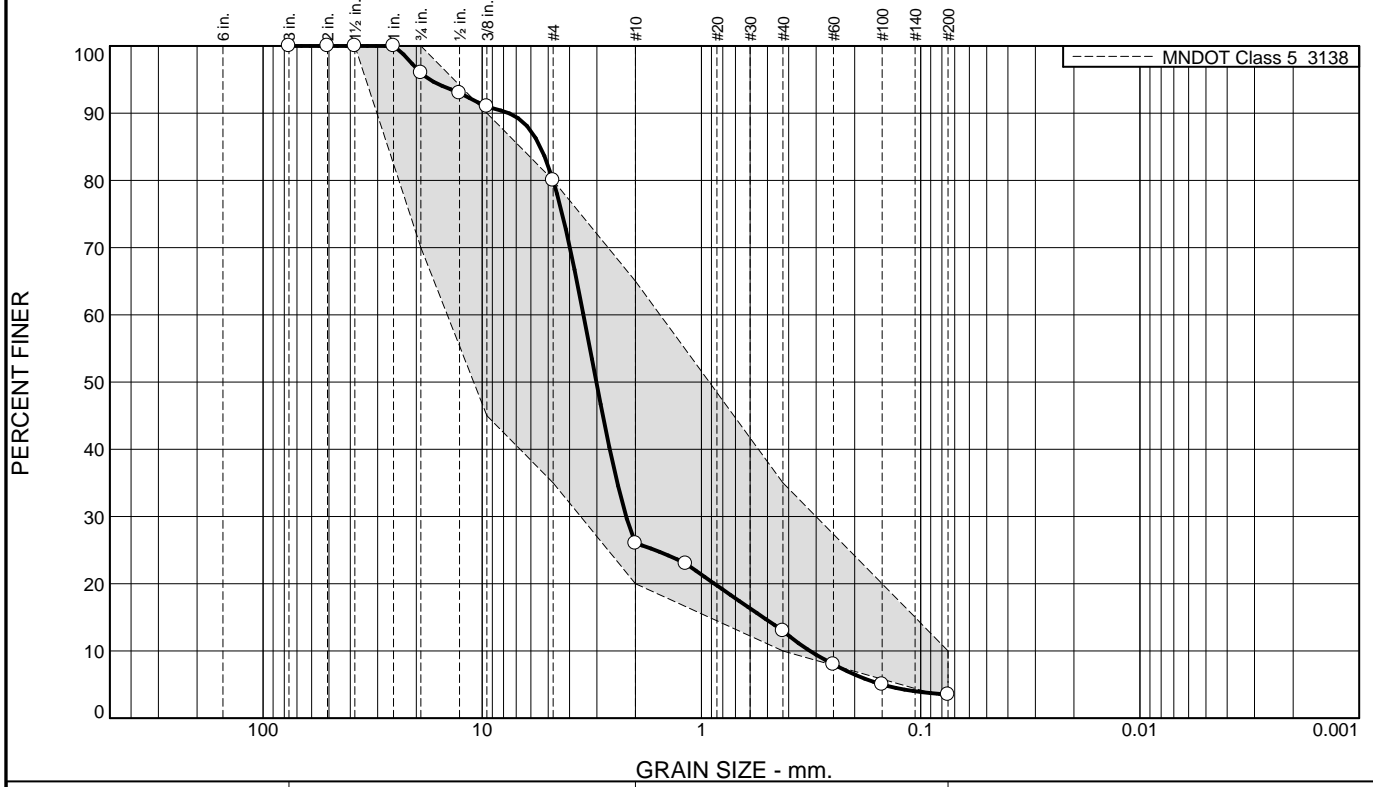
Sample Number: SB-8

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	74.0	13.0	9.5	3.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	96.0	70.0 - 100.0	
1/2"	93.0		
3/8"	91.0	45.0 - 90.0	X
#4	80.0	35.0 - 80.0	
#10	26.0	20.0 - 65.0	
#16	23.0		
#40	13.0	10.0 - 35.0	
#60	8.0		
#100	5.0		
#200	3.5	3.0 - 10.0	

Soil Description
Aggregate Base

Atterberg Limits
 PL= LL= PI=

Coefficients
 D₉₀= 7.5770 D₈₅= 5.4336 D₆₀= 3.4549
 D₅₀= 3.0180 D₃₀= 2.2063 D₁₅= 0.5235
 D₁₀= 0.3198 C_u= 10.80 C_c= 4.41

Classification
 USCS= SP AASHTO=

Remarks

* MNDOT Class 5 3138

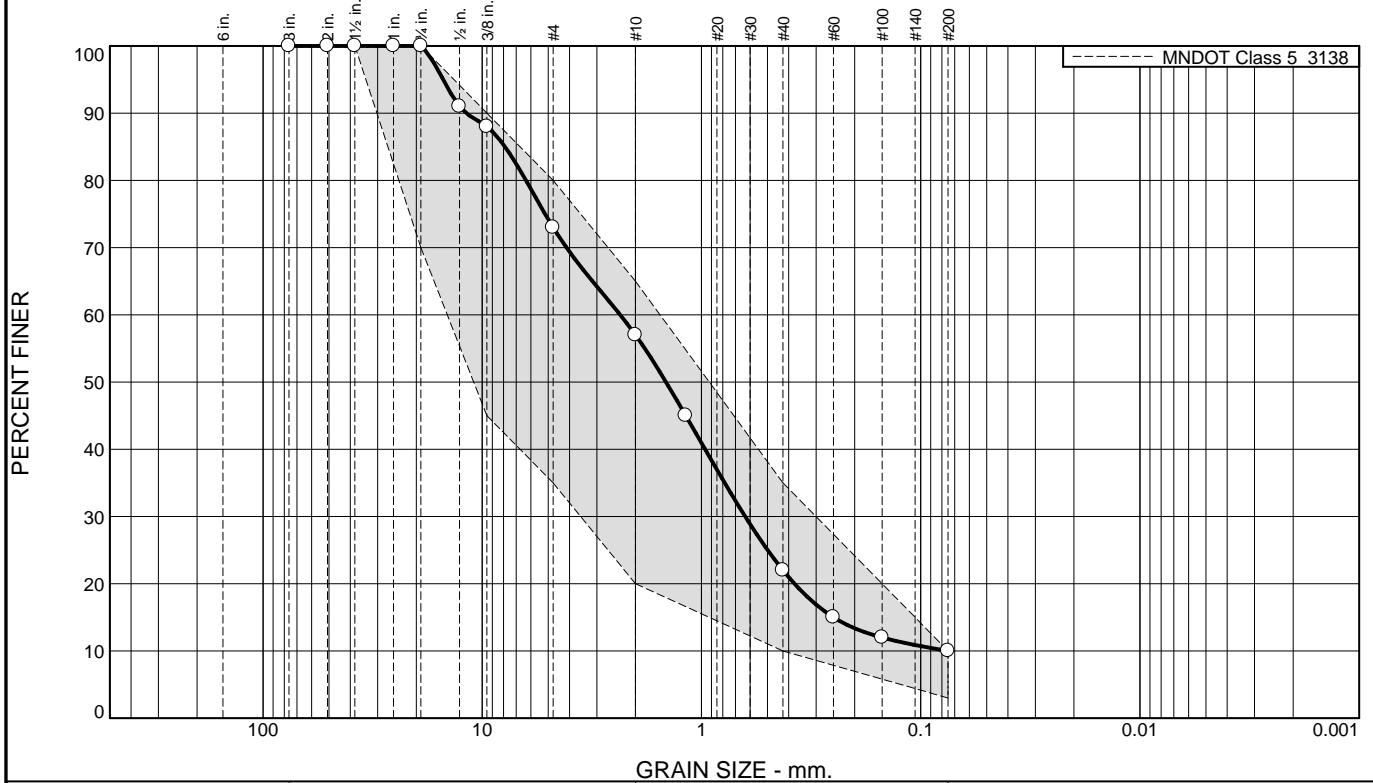
Sample Number: SB-9

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	43.0	35.0	12.0	10.0	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	91.0		
3/8"	88.0	45.0 - 90.0	
#4	73.0	35.0 - 80.0	
#10	57.0	20.0 - 65.0	
#16	45.0		
#40	22.0	10.0 - 35.0	
#60	15.0		
#100	12.0		
#200	10.0	3.0 - 10.0	

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 11.8438 D₈₅= 7.8731 D₆₀= 2.3484

D₅₀= 1.4520 D₃₀= 0.6321 D₁₅= 0.2500

D₁₀= 0.0750 C_u= 31.31 C_c= 2.27

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

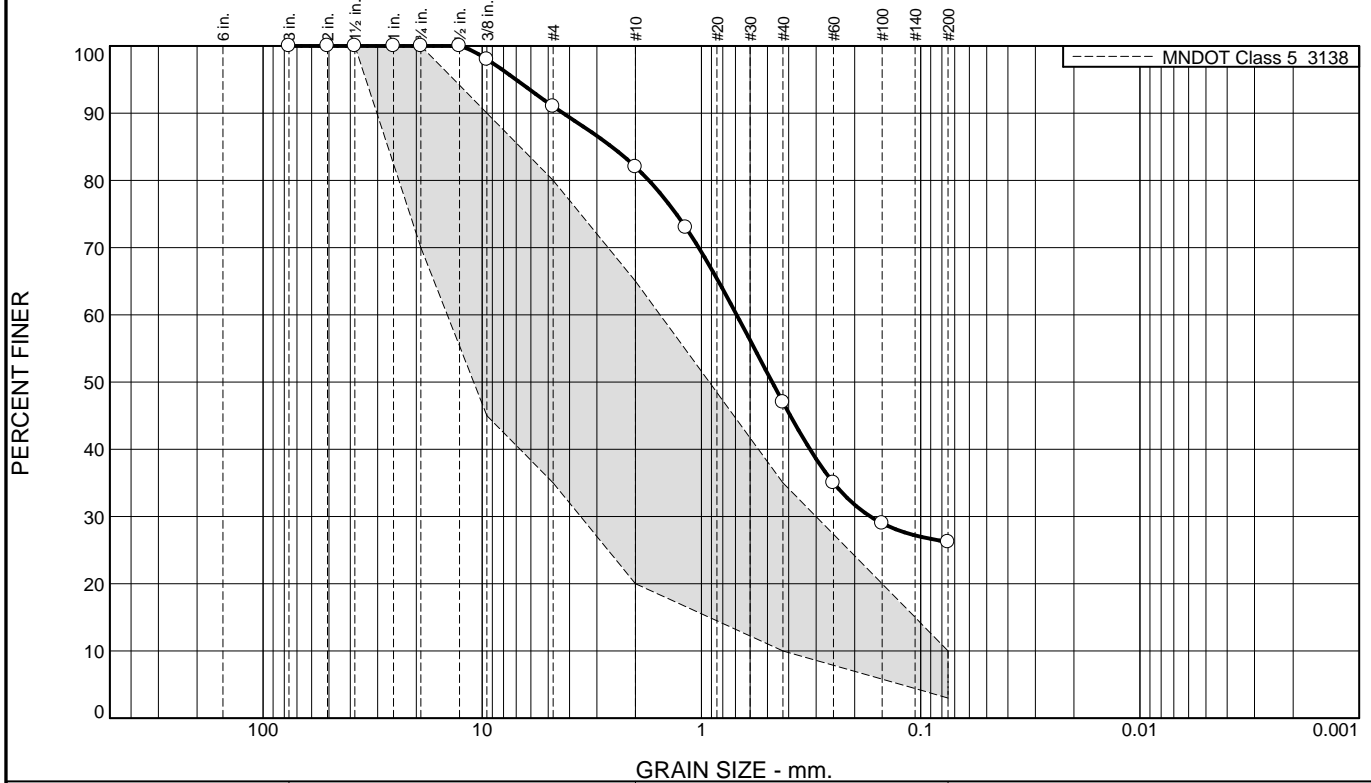
Sample Number: SB-10

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868	Figure
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Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	18.0	35.0	20.8	26.2	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	100.0		
3/8"	98.0	45.0 - 90.0	X
#4	91.0	35.0 - 80.0	X
#10	82.0	20.0 - 65.0	X
#16	73.0		
#40	47.0	10.0 - 35.0	X
#60	35.0		
#100	29.0		
#200	26.2	3.0 - 10.0	X

Soil Description

Aggregate Base

Atterberg Limits

PL= _____ LL= _____ PI= _____

Coefficients

D₉₀= 4.2815 D₈₅= 2.5651 D₆₀= 0.6911
 D₅₀= 0.4762 D₃₀= 0.1697 D₁₅= _____
 D₁₀= _____ C_u= _____ C_c= _____

Classification

USCS= _____ AASHTO= _____

Remarks

* MNDOT Class 5 3138

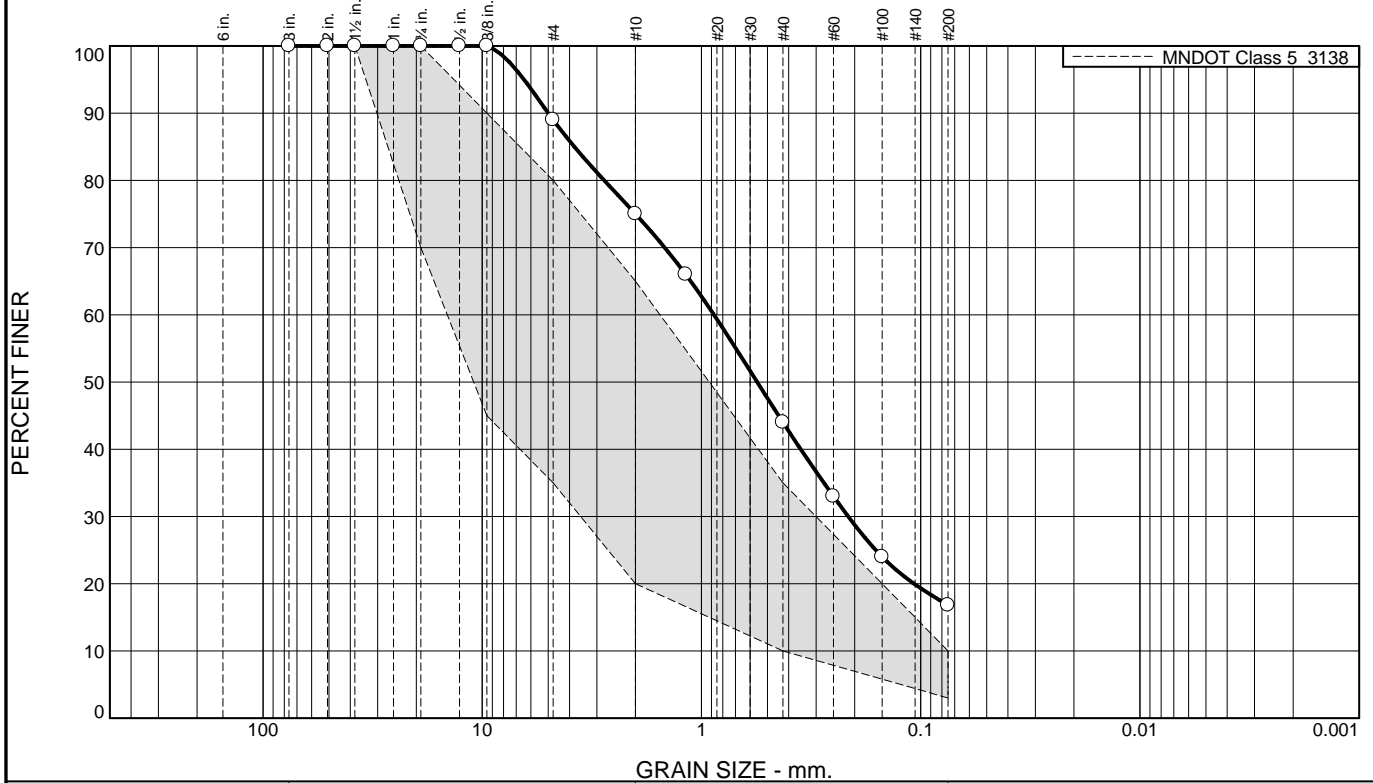
Sample Number: SB-11

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	25.0	31.0	27.2	16.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	100.0		
3/8"	100.0	45.0 - 90.0	X
#4	89.0	35.0 - 80.0	X
#10	75.0	20.0 - 65.0	X
#16	66.0		
#40	44.0	10.0 - 35.0	X
#60	33.0		
#100	24.0		
#200	16.8	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 4.9999 D₈₅= 3.8028 D₆₀= 0.8773
D₅₀= 0.5572 D₃₀= 0.2141 D₁₅= _____
D₁₀= _____ C_u= _____ C_c= _____

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

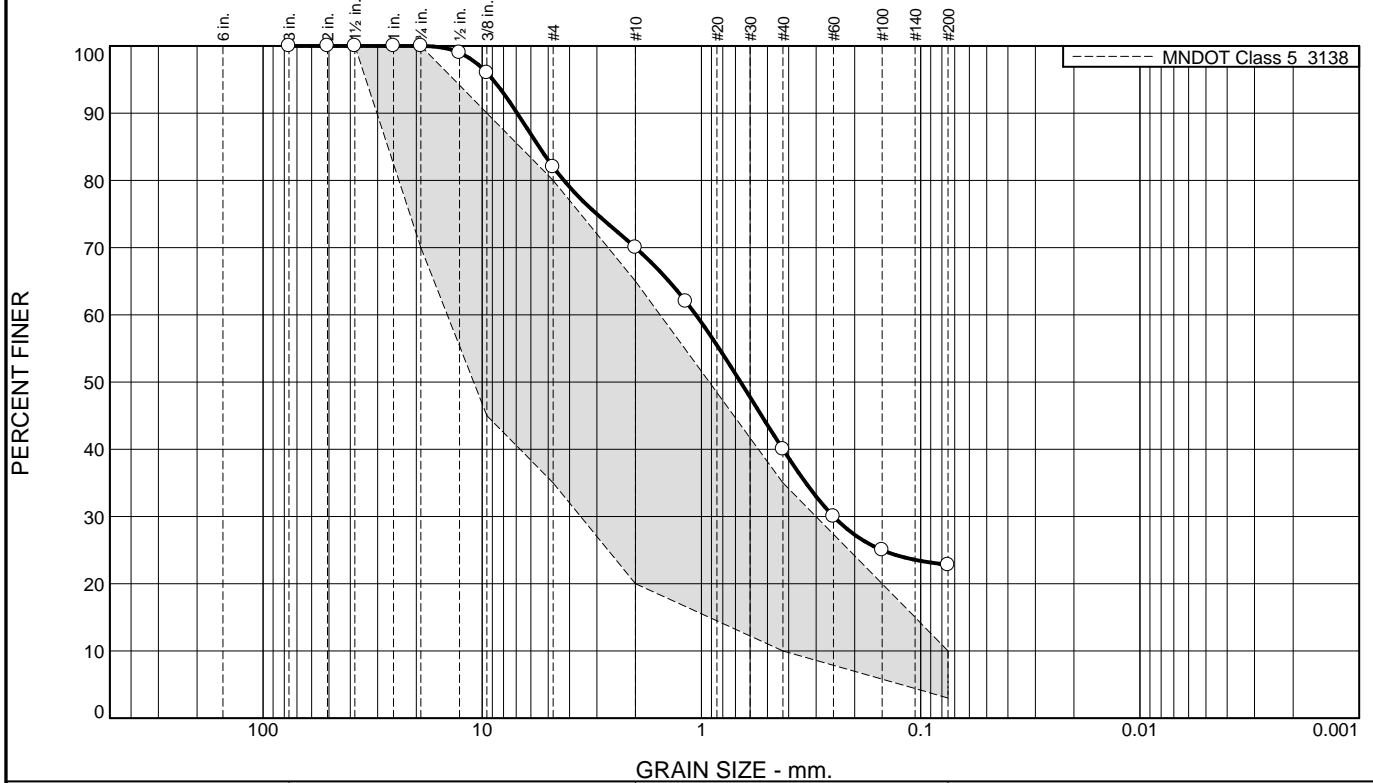
Sample Number: SB-12

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	30.0	30.0	17.2	22.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	99.0		
3/8"	96.0	45.0 - 90.0	X
#4	82.0	35.0 - 80.0	X
#10	70.0	20.0 - 65.0	X
#16	62.0		
#40	40.0	10.0 - 35.0	X
#60	30.0		
#100	25.0		
#200	22.8	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 6.9288 D₈₅= 5.5059 D₆₀= 1.0605
D₅₀= 0.6632 D₃₀= 0.2500 D₁₅= _____
D₁₀= _____ C_u= _____ C_c= _____

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

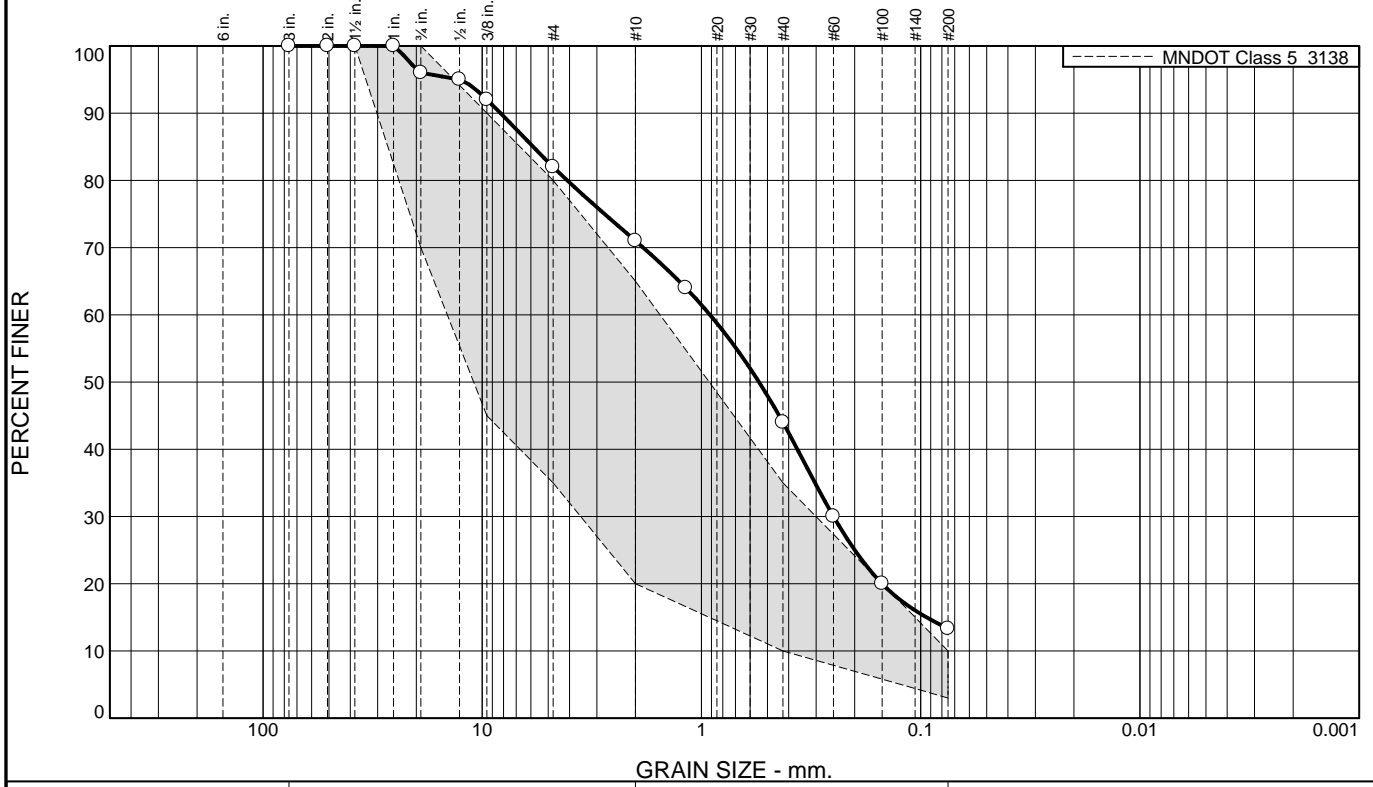
Sample Number: SB-13

Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	29.0	27.0	30.7	13.3	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	96.0	70.0 - 100.0	
1/2"	95.0		
3/8"	92.0	45.0 - 90.0	X
#4	82.0	35.0 - 80.0	X
#10	71.0	20.0 - 65.0	X
#16	64.0		
#40	44.0	10.0 - 35.0	X
#60	30.0		
#100	20.0		
#200	13.3	3.0 - 10.0	X

Soil Description

Aggregate Base

Atterberg Limits

PL= _____ LL= _____ PI= _____

Coefficients

D₉₀= 8.2596 D₈₅= 5.8607 D₆₀= 0.9148
D₅₀= 0.5464 D₃₀= 0.2500 D₁₅= 0.0940
D₁₀= _____ C_u= _____ C_c= _____

Classification

USCS= _____ AASHTO= _____

Remarks

* MNDOT Class 5 3138

Sample Number: SB-14

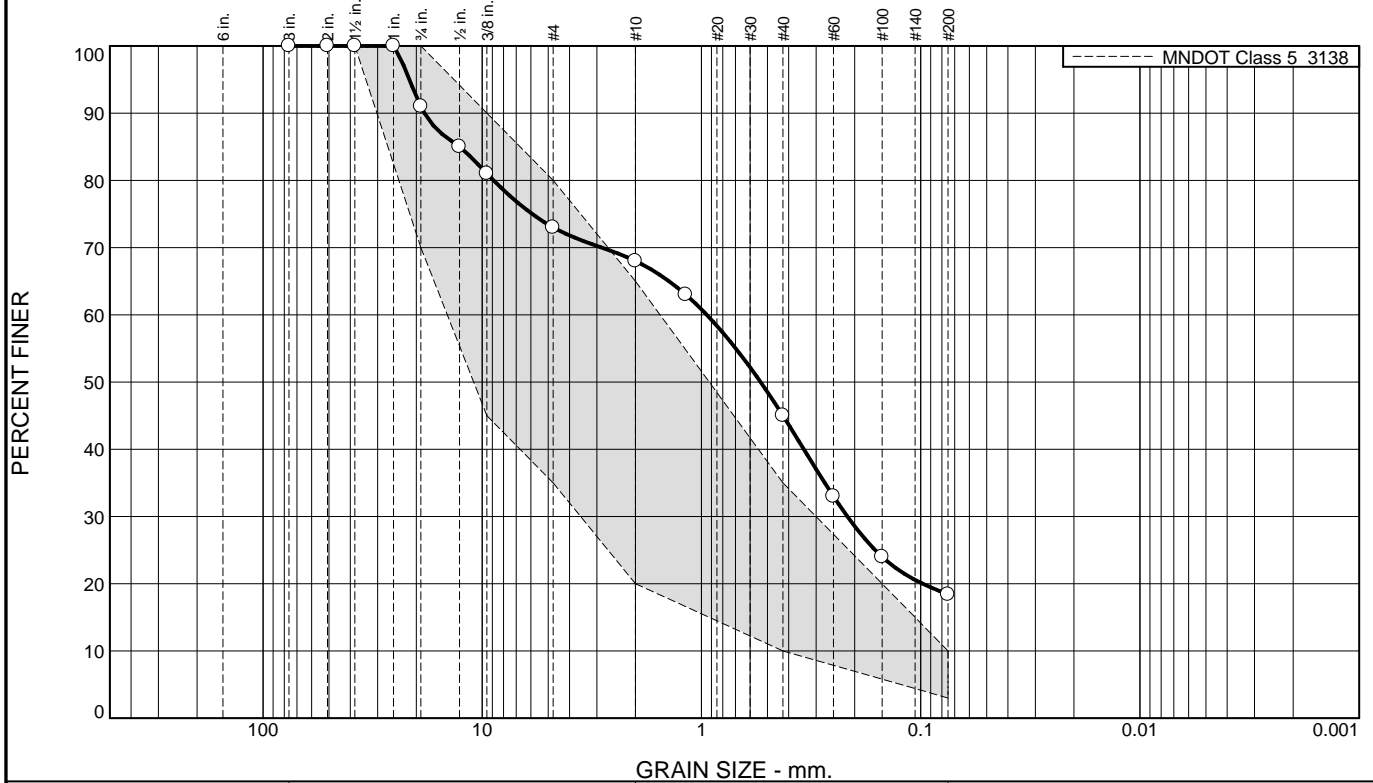
Date: 1-4-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
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Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
				68.0	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	91.0	70.0 - 100.0	
1/2"	85.0		
3/8"	81.0	45.0 - 90.0	
#4	73.0	35.0 - 80.0	X
#10	68.0	20.0 - 65.0	X
#16	63.0		
#40	45.0	10.0 - 35.0	X
#60	33.0		
#100	24.0		
#200	18.4	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

LL=

Coefficients

D₉₀= D₈₅= D₆₀=

D₅₀= D₃₀= D₁₅=

D₁₀= C_u= C_c=

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

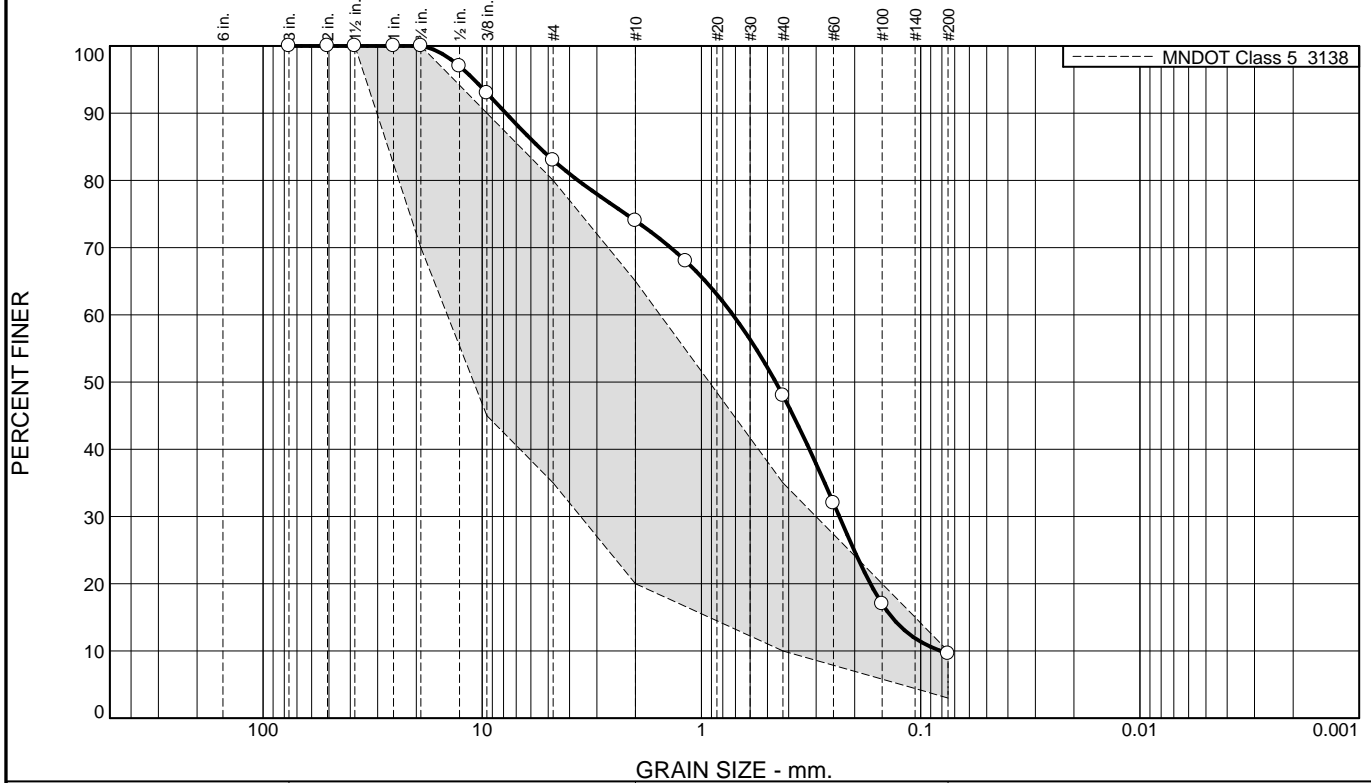
Sample Number: SB-15

Date: 1-8-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines		Clay
		Coarse	Fine	Silt		
0.0	26.0	26.0	38.4	9.6		

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	97.0		
3/8"	93.0	45.0 - 90.0	X
#4	83.0	35.0 - 80.0	X
#10	74.0	20.0 - 65.0	X
#16	68.0		
#40	48.0	10.0 - 35.0	X
#60	32.0		
#100	17.0		
#200	9.6	3.0 - 10.0	

Soil Description

Aggregate Base

Atterberg Limits

PL= _____ LL= _____ PI= _____

Coefficients

D₉₀= 7.8062 D₈₅= 5.5312 D₆₀= 0.7188
D₅₀= 0.4587 D₃₀= 0.2351 D₁₅= 0.1353
D₁₀= 0.0810 C_u= 8.88 C_c= 0.95

Classification

USCS= _____ AASHTO= _____

Remarks

* MNDOT Class 5 3138

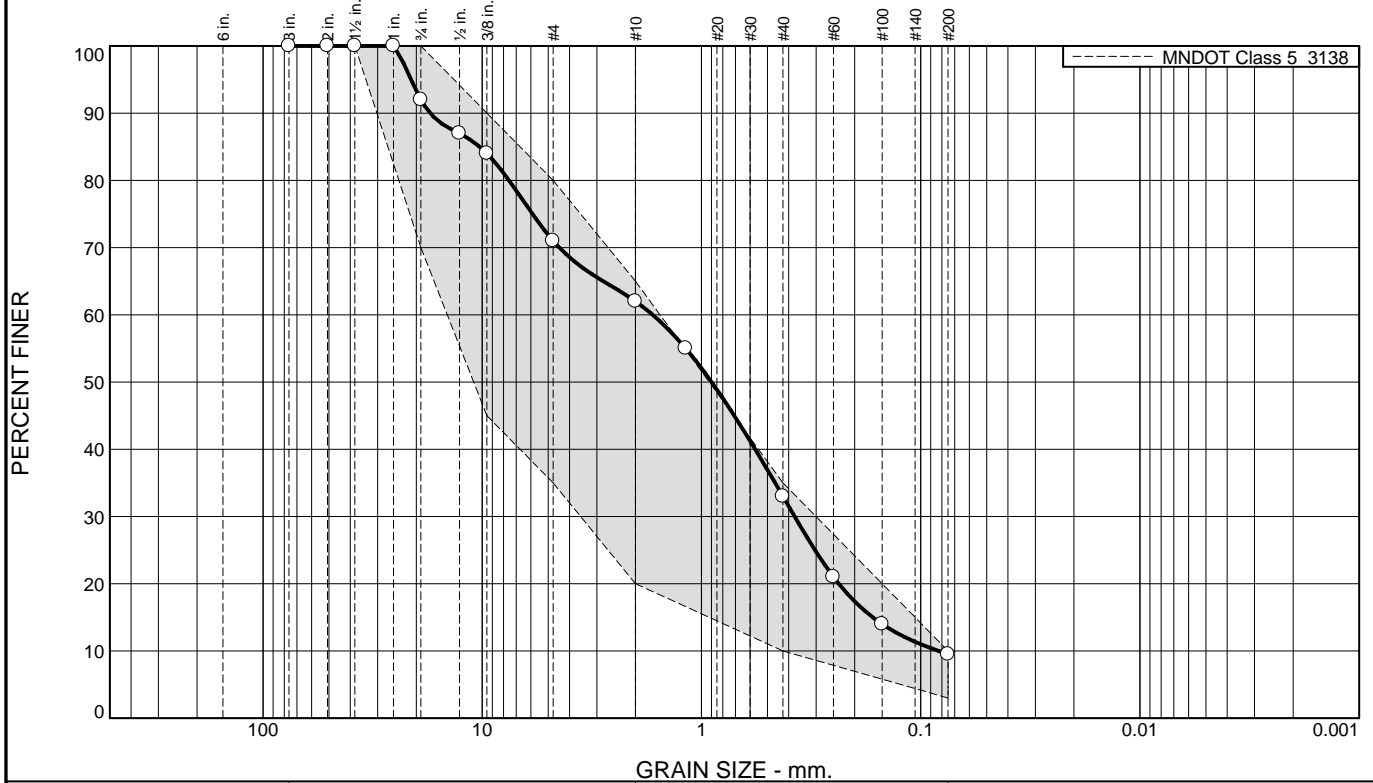
Sample Number: SB-16

Date: 1-8-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	38.0	29.0	23.5	9.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	92.0	70.0 - 100.0	
1/2"	87.0		
3/8"	84.0	45.0 - 90.0	
#4	71.0	35.0 - 80.0	
#10	62.0	20.0 - 65.0	
#16	55.0		
#40	33.0	10.0 - 35.0	
#60	21.0		
#100	14.0		
#200	9.5	3.0 - 10.0	

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 17.3020 D₈₅= 10.2814 D₆₀= 1.6698
D₅₀= 0.8989 D₃₀= 0.3757 D₁₅= 0.1655
D₁₀= 0.0829 C_u= 20.15 C_c= 1.02

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

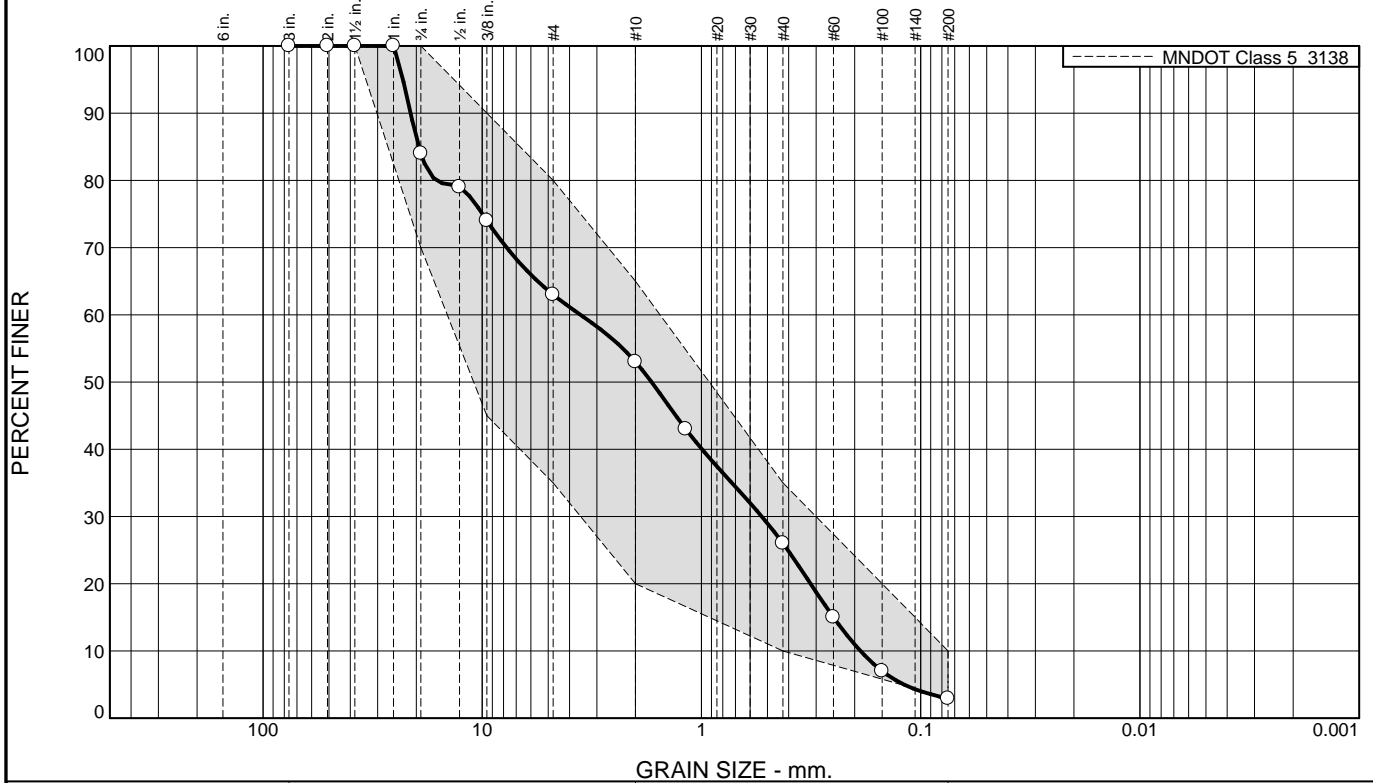
Sample Number: SB-17

Date: 1-24-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
	Figure

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	47.0	27.0	23.1	2.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	84.0	70.0 - 100.0	
1/2"	79.0		
3/8"	74.0	45.0 - 90.0	
#4	63.0	35.0 - 80.0	
#10	53.0	20.0 - 65.0	
#16	43.0		
#40	26.0	10.0 - 35.0	
#60	15.0		
#100	7.0		
#200	2.9	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 21.2356 D₈₅= 19.4619 D₆₀= 3.5648
D₅₀= 1.6898 D₃₀= 0.5310 D₁₅= 0.2500
D₁₀= 0.1883 C_u= 18.93 C_c= 0.42

USCS= SP **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

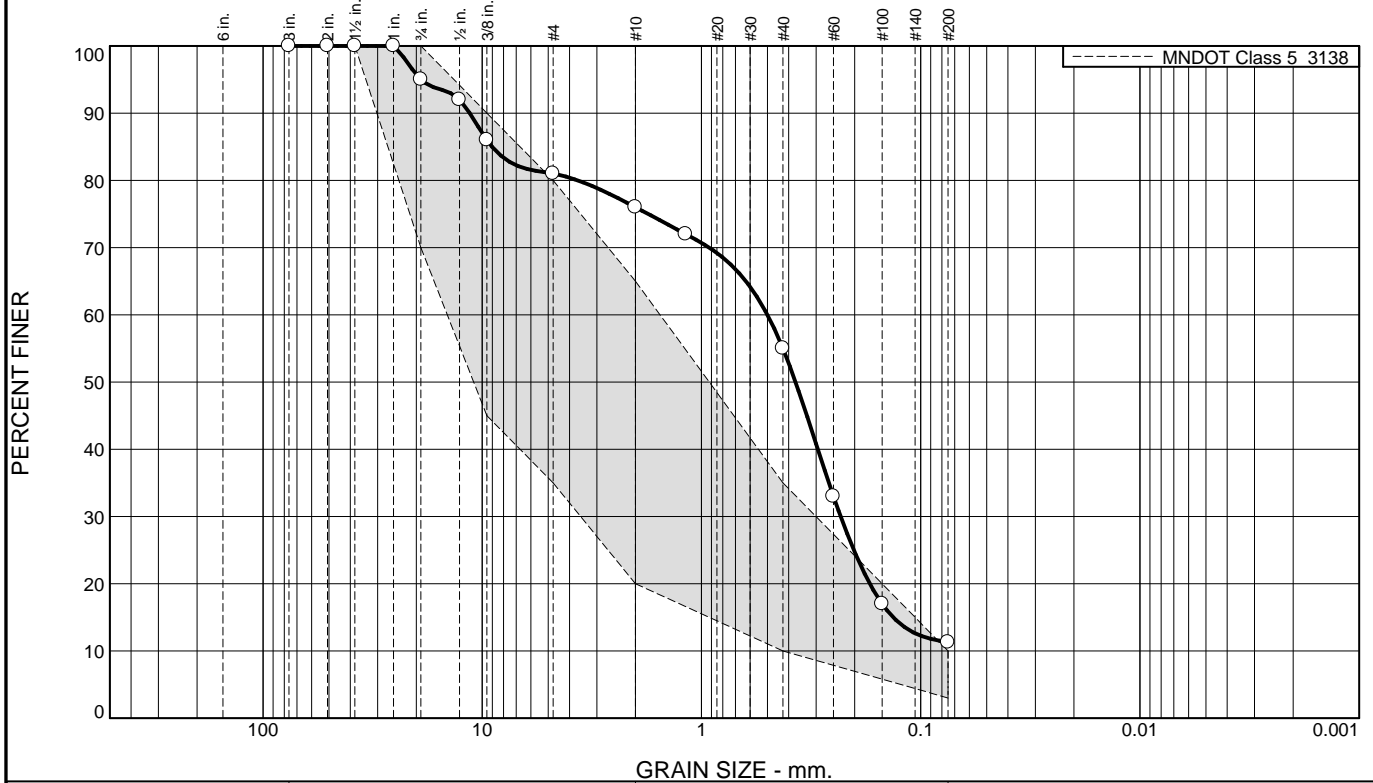
Sample Number: SB-18

Date: 1-8-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	24.0	21.0	43.7	11.3	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	95.0	70.0 - 100.0	
1/2"	92.0		
3/8"	86.0	45.0 - 90.0	
#4	81.0	35.0 - 80.0	X
#10	76.0	20.0 - 65.0	X
#16	72.0		
#40	55.0	10.0 - 35.0	X
#60	33.0		
#100	17.0		
#200	11.3	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

Coefficients

D₉₀= 11.4017 D₈₅= 9.0169 D₆₀= 0.5004
D₅₀= 0.3723 D₃₀= 0.2318 D₁₅= 0.1336
D₁₀= C_u= C_c=

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

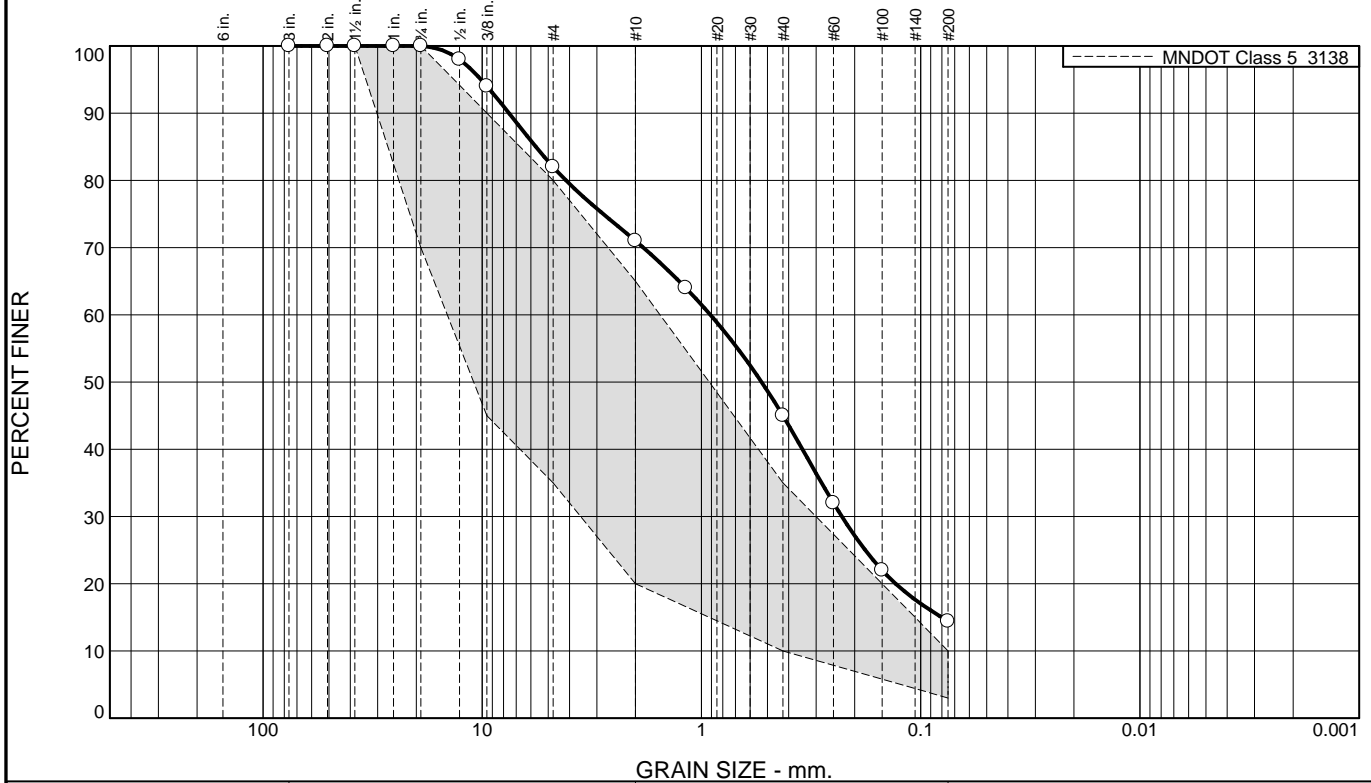
Sample Number: SB-19

Date: 1-8-024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	29.0	26.0	30.6	14.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	98.0		
3/8"	94.0	45.0 - 90.0	X
#4	82.0	35.0 - 80.0	X
#10	71.0	20.0 - 65.0	X
#16	64.0		
#40	45.0	10.0 - 35.0	X
#60	32.0		
#100	22.0		
#200	14.4	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 7.5530 D₈₅= 5.6966 D₆₀= 0.9109
D₅₀= 0.5318 D₃₀= 0.2290 D₁₅= 0.0803
D₁₀= _____ C_u= _____ C_c= _____

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

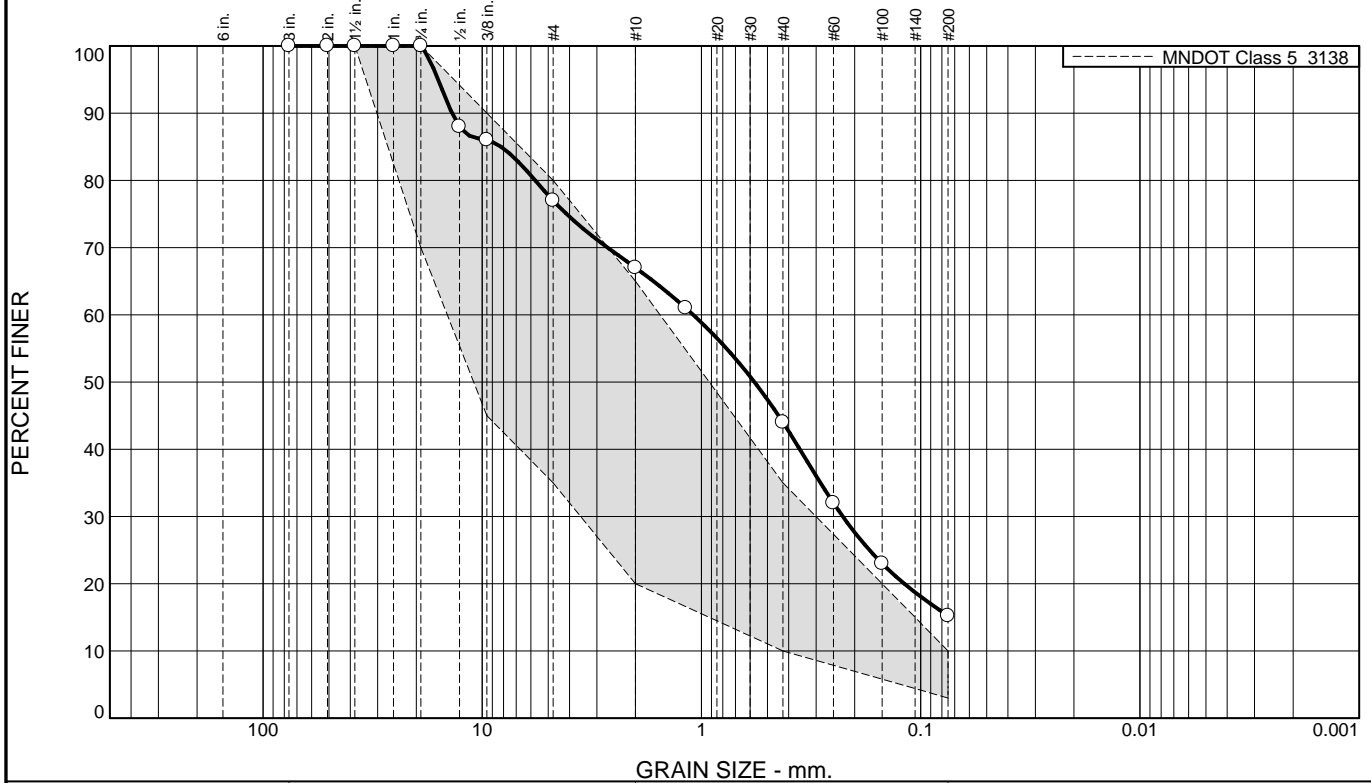
Sample Number: SB-21

Date: 1-25-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines		Clay
		Coarse	Fine	Silt		
0.0	33.0	23.0	28.8	15.2		

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	88.0		
3/8"	86.0	45.0 - 90.0	
#4	77.0	35.0 - 80.0	
#10	67.0	20.0 - 65.0	X
#16	61.0		
#40	44.0	10.0 - 35.0	X
#60	32.0		
#100	23.0		
#200	15.2	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= **Atterberg Limits** PI=

LL=

Coefficients

D₉₀= 13.7304 D₈₅= 8.2246 D₆₀= 1.0917

D₅₀= 0.5735 D₃₀= 0.2267 D₁₅=

D₁₀= C_u= C_c=

USCS= **Classification** AASHTO=

Remarks

* MNDOT Class 5 3138

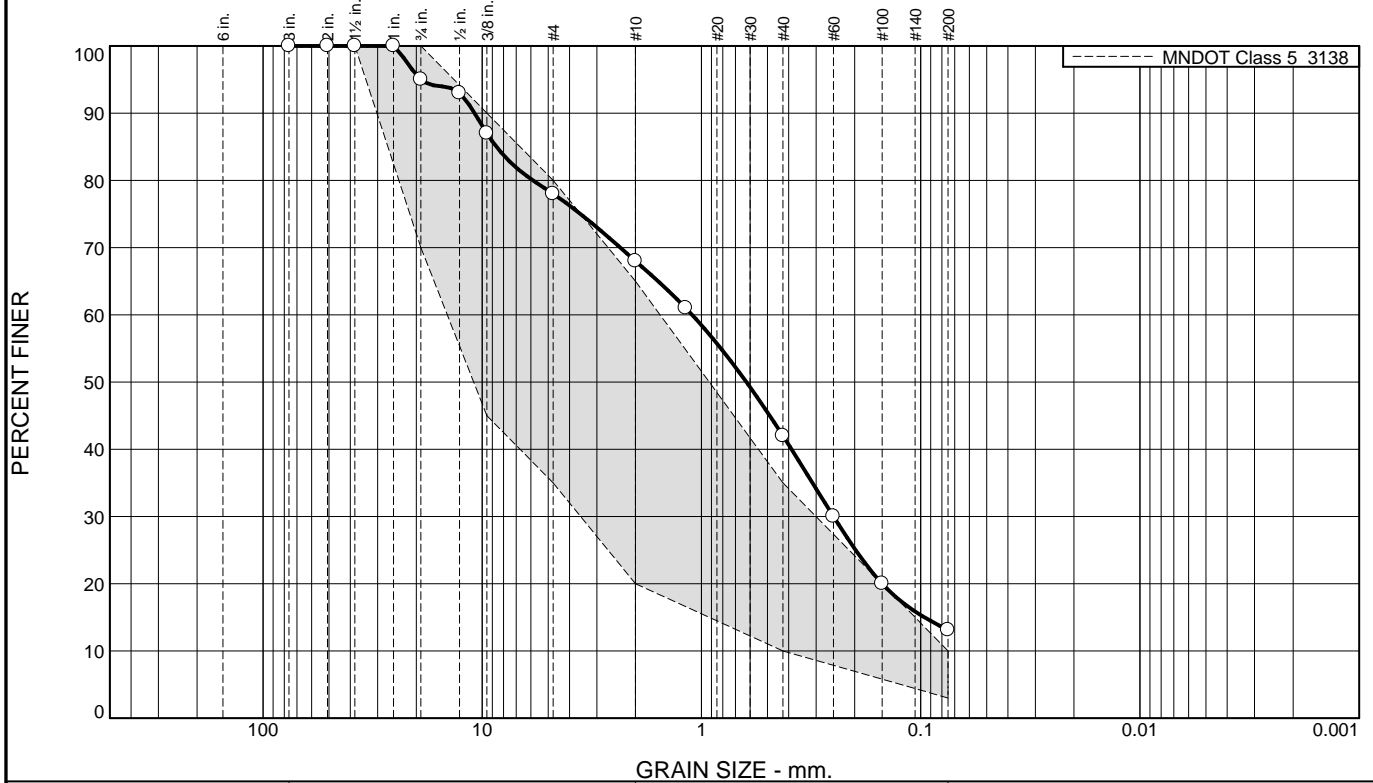
Sample Number: SB-22

Date: 1-25-2024

<p>Haugo GeoTechnical Services Maple Grove, Minnesota</p>	<p>Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868</p> <p style="text-align: right;">Figure</p>
--	--

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	32.0	26.0	28.9	13.1	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	95.0	70.0 - 100.0	
1/2"	93.0		
3/8"	87.0	45.0 - 90.0	
#4	78.0	35.0 - 80.0	
#10	68.0	20.0 - 65.0	X
#16	61.0		
#40	42.0	10.0 - 35.0	X
#60	30.0		
#100	20.0		
#200	13.1	3.0 - 10.0	X

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 10.8339 D₈₅= 8.6188 D₆₀= 1.1040
D₅₀= 0.6240 D₃₀= 0.2500 D₁₅= 0.0962
D₁₀= _____ C_u= _____ C_c= _____

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

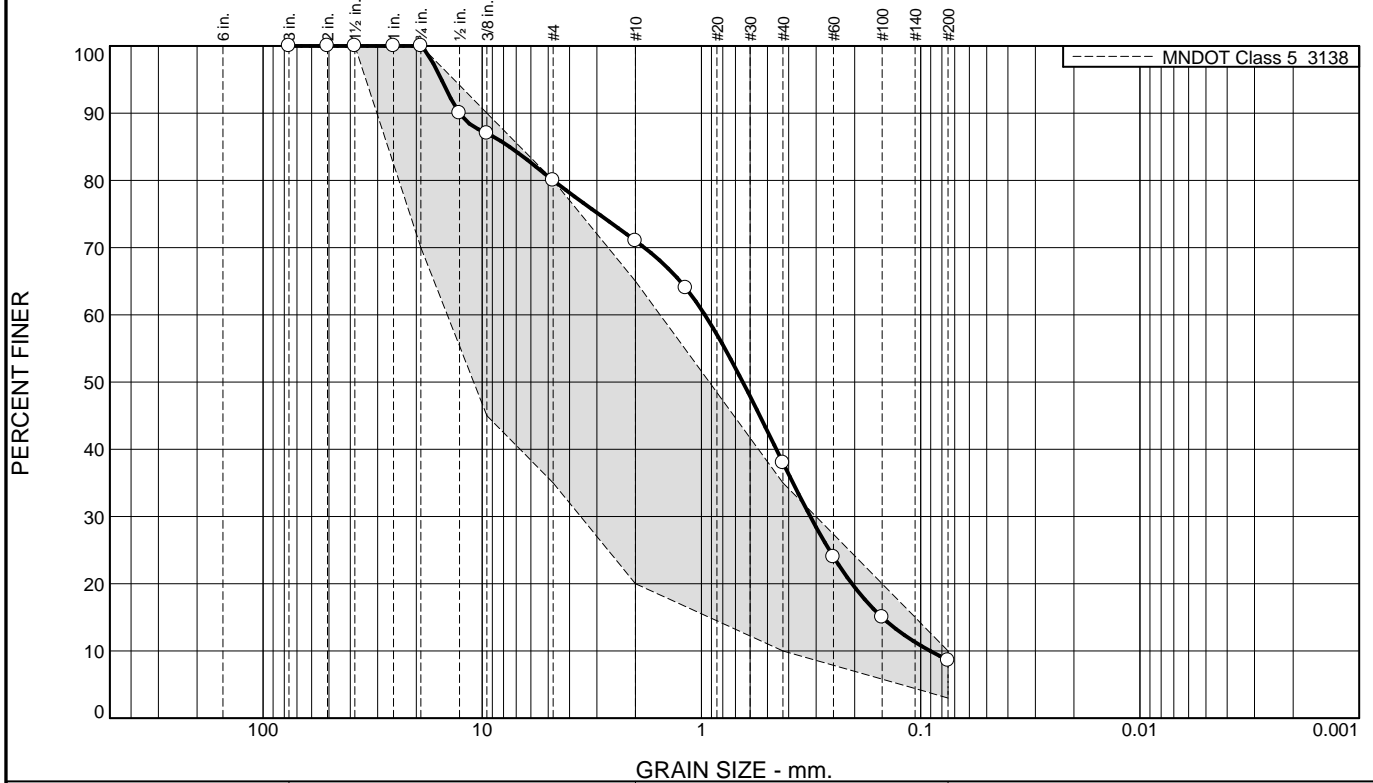
Sample Number: SB-23

Date: 1-25-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____

Particle Size Distribution Report



% +3"	% Gravel	% Sand		% Fines	
		Coarse	Fine	Silt	Clay
0.0	29.0	33.0	29.4	8.6	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3"	100.0		
2"	100.0		
1 1/2"	100.0	100.0	
1"	100.0		
3/4"	100.0	70.0 - 100.0	
1/2"	90.0		
3/8"	87.0	45.0 - 90.0	
#4	80.0	35.0 - 80.0	
#10	71.0	20.0 - 65.0	X
#16	64.0		
#40	38.0	10.0 - 35.0	X
#60	24.0		
#100	15.0		
#200	8.6	3.0 - 10.0	

Soil Description

Aggregate Base

PL= _____ **Atterberg Limits** LL= _____ PI= _____

Coefficients

D₉₀= 12.7000 D₈₅= 7.5119 D₆₀= 0.9657
D₅₀= 0.6481 D₃₀= 0.3188 D₁₅= 0.1500
D₁₀= 0.0905 C_u= 10.67 C_c= 1.16

USCS= _____ **Classification** AASHTO= _____

Remarks

* MNDOT Class 5 3138

Sample Number: SB-24

Date: 1-25-2024

Haugo GeoTechnical Services Maple Grove, Minnesota	Client: City of Ramsey Project: IP 24-03 Residential Project No: 23-0868
Figure	

Tested By: RR _____



Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests ^a				Soils Classification	
				Group Symbol	Group Name ^b
Coarse-grained Soils more than 50% retained on No. 200 sieve	Gravels More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels 5% or less fines ^e	$C_u \geq 4$ and $1 \leq C_c \leq 3$ ^c	GW	Well-graded gravel ^d
		Gravels with Fines More than 12% fines ^e	$C_u < 4$ and/or $1 > C_c > 3$ ^c	GP	Poorly graded gravel ^d
			Fines classify as ML or MH	GM	Silty gravel ^{d f g}
		Sands 50% or more of coarse fraction passes No. 4 sieve	Clean Sands 5% or less fines ⁱ	$C_u \geq 6$ and $1 \leq C_c \leq 3$ ^c	SW
	Sands with Fines More than 12% ⁱ		$C_u < 6$ and/or $1 > C_c > 3$ ^c	SP	Poorly graded sand ^h
			Fines classify as ML or MH	SM	Silty sand ^{f g h}
	Fines classify as CL or CH		SC	Clayey sand ^{f g h}	
	Fine-grained Soils 50% or more passed the No. 200 sieve	Silts and Clays Liquid limit less than 50	Inorganic	PI > 7 and plots on or above "A" line ^j	CL
PI < 4 or plots below "A" line ^j				ML	Silt ^{k i m}
Organic			Liquid limit - oven dried < 0.75	OL	Organic clay ^{k i m n}
			Liquid limit - not dried < 0.75	OL	Organic silt ^{k i m o}
Silts and clays Liquid limit 50 or more		Inorganic	PI plots on or above "A" line	CH	Fat clay ^{k i m}
			PI plots below "A" line	MH	Elastic silt ^{k i m}
		Organic	Liquid limit - oven dried < 0.75	OH	Organic clay ^{k i m p}
			Liquid limit - not dried < 0.75	OH	Organic silt ^{k i m q}
Highly Organic Soils	Primarily organic matter, dark in color and organic odor			PT	Peat

Particle Size Identification

Boulders over 12"
Cobbles 3" to 12"
Gravel
Coarse 3/4" to 3"
Fine No. 4 to 3/4"
Sand
Coarse No. 4 to No. 10
Medium No. 10 to No. 40
Fine No. 40 to No. 200
Silt $< \text{No. 200}$, PI < 4 or below "A" line
Clay $< \text{No. 200}$, PI ≥ 4 and on or above "A" line

Relative Density of Cohesionless Soils

Very loose 0 to 4 BPF
Loose 5 to 10 BPF
Medium dense 11 to 30 BPF
Dense 31 to 50 BPF
Very dense over 50 BPF

Consistency of Cohesive Soils

Very soft 0 to 1 BPF
Soft 2 to 3 BPF
Rather soft 4 to 5 BPF
Medium 6 to 8 BPF
Rather stiff 9 to 12 BPF
Stiff 13 to 16 BPF
Very stiff 17 to 30 BPF
Hard over 30 BPF

- a. Based on the material passing the 3-in (75mm) sieve.
- b. If field sample contained cobbles or boulders, or both, add "with cobbles or boulders or both" to group name.
- c. $C_u = D_{60}/D_{10}$, $C_c = (D_{30})^2 / (D_{10} \times D_{60})$
- d. If soil contains $\geq 15\%$ sand, add "with sand" to group name.
- e. Gravels with 5 to 12% fines require dual symbols:
GW-GM well-graded gravel with silt
GW-GC well-graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
- f. If fines classify as CL-ML, use dual symbol GC-GM or SC-SM.
- g. If fines are organic, add "with organic fines" to group name.
- h. If soil contains $\geq 15\%$ gravel, add "with gravel" to group name.
- i. Sands with 5 to 12% fines require dual symbols:
SW-SM well-graded sand with silt
SW-SC well-graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay
- j. If Atterberg limits plot in hatched area, soil is a CL-ML, silty clay.
- k. If soil contains 10 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant.
- l. If soil contains $\geq 30\%$ plus No. 200, predominantly sand, add "sandy" to group name.
- m. If soil contains $\geq 30\%$ plus No. 200 predominantly gravel, add "gravelly" to group name.
- n. PI ≥ 4 and plots on or above "A" line.
- o. PI < 4 or plots below "A" line.
- p. PI plots on or above "A" line.
- q. PI plots below "A" line.

Drilling Notes

Standard penetration test borings were advanced by 3 1/4" or 6 1/4" ID hollow-stem augers unless noted otherwise. Jetting water was used to clean out auger prior to sampling only where indicated on logs. Standard penetration test borings are designated by the prefix "ST" (Split Tube). All samples were taken with the standard 2" OD split-tube sampler, except where noted.

Power auger borings were advanced by 4" or 6" diameter continuous-flight, solid-stem augers. Soil classifications and strata depths were inferred from disturbed samples augered to the surface and are, therefore, somewhat approximate. Power auger borings are designated by the prefix "B."

Hand auger borings were advanced manually with a 1 1/2" or 3 1/4" diameter auger and were limited to the depth from which the auger could be manually withdrawn. Hand auger borings are indicated by the prefix "H."

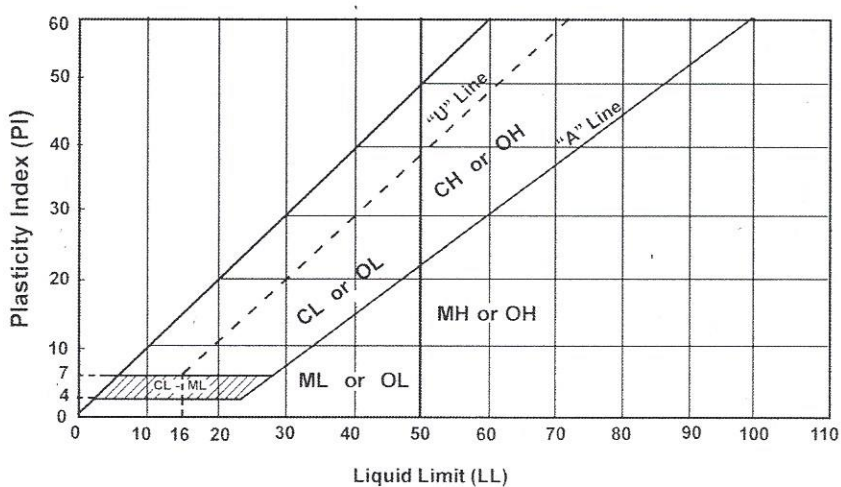
BPF: Numbers indicate blows per foot recorded in standard penetration test, also known as "N" value. The sampler was set 6" into undisturbed soil below the hollow-stem auger. Driving resistances were then counted for second and third 6" increments and added to get BPF. Where they differed significantly, they are reported in the following form: 2/12 for the second and third 6" increments, respectively.

WH: WH indicates the sampler penetrated soil under weight of hammer and rods alone; driving not required.

WR: WR indicates the sampler penetrated soil under weight of rods alone; hammer weight and driving not required.

TW indicates thin-walled (undisturbed) tube sample.

Note: All tests were run in general accordance with applicable ASTM standards.



Laboratory Tests

DD	Dry density, pcf	OC	Organic content, %
WD	Wet density, pcf	S	Percent of saturation, %
MC	Natural moisture content, %	SG	Specific gravity
LL	Liquid limit, %	C	Cohesion, psf
PL	Plastic limit, %	ϕ	Angle of internal friction
PI	Plasticity index, %	qu	Unconfined compressive strength, psf
P200	% passing 200 sieve	qp	Pocket penetrometer strength, tsf

Public Works Committee**Meeting Date:** 04/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider recommending City Council approving plans and specifications and authorizing advertisement for bids for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07

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 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07.

Background:

The proposed 2024 – 2033 Capital Improvement Program (CIP) identifies seven (7) subdivisions for pavement overlay improvements in 2024. Street segment summaries are attached to this case.

Project History

- August 8, 2023, Resolution #23-182, the Ramsey City Council executed a proposal from Braun Intertec to prepare a pavement core analysis of Bowers Drive.
- November 14, 2023, Resolution #23-281, the Ramsey City Council executed a proposal from Bolton and Menk to perform a topographic survey of the pedestrian ramps within the project area.
- November 21, 2023, the Ramsey Public Works Committee considered recommending City Council order plans and specifications, additionally discussed constructing the gravel section of Basalt Street as part of these improvements.
- November 28, 2023, Resolution #23-299, the Ramsey City Council ordered plans and specifications for 2024 Neighborhood Pavement Overlays, Improvement Project #24-07.
- February 2, 2024, the Ramsey Public Works Committee considered adding a trail connection between Bowers Drive and the Riverstone South subdivision.
- March 26, 2024, the Ramsey City Council reviewed the trail connection resident survey at the Work Session, recommending to not move forward with the connection.

The projects total approximately 4.32 miles in length, with varying mill thicknesses proposed. The project areas include:

- **Alpine Acres 1st & 2nd**
 - Generally located east of Sunfish Lake Blvd and north of Alpine Drive
 - Residential townhouse subdivision
 - Construction in 2004
 - 0.85 miles of 32' wide urban section with concrete curb & gutter
 - Crack seal / seal coat improvements in 2009 and 2016
 - Crack seal improvement in 2023
 - Subdivision was prioritized due to pavement stripping
- **Bowers Mississippi Acres 1st, 2nd, & 3rd**
 - Generally located south of Riverdale Drive and 148th Avenue
 - Residential single-family house subdivision

- Construction in 1982
 - 0.99 miles of mix 24' wide urban section with bituminous curbing and rural section with drainage swales adjacent to roadway
- Crack seal / seal coat improvement in 1996
- Overlay improvement in 2004
- Crack seal / seal coat improvements in 2009 and 2016
- Subdivision was prioritized due to concerns pavement conditions falling beyond scope of pavement overlay improvement

- **Gateway Industrial Park 2nd and Ebony Addition**
 - Generally located southwest of Bunker Lake Blvd and Sunfish Lake Blvd
 - Commercial / Industrial subdivision
 - Constructed between 1991 and 2007
 - 0.49 miles of 38' wide urban section with concrete curb and gutter
 - Crack seal / seal coat improvements in 2003, 2012 and 2017

- **Section 27 Unplatted**
 - Generally located southwest of Bunker Lake Blvd and Sunfish Lake Blvd
 - Commercial / Industrial subdivision
 - Constructed in 2001
 - 0.47 miles of 40' wide urban section with concrete curb and gutter
 - Crack seal / seal coat improvements in 2006 and 2018

- **Orchard Hills Townhomes**
 - Generally located south of Alpine Drive and east of TH 47
 - Residential townhouse subdivision
 - Construction in 2001
 - 0.30 miles of 32' wide urban section with concrete curb & gutter
 - Crack seal / seal coat improvements in 2006 and 2013
 - Crack seal improvement in 2021

- **Seasons of Ramsey**
 - Generally located north of Bunker Lake Blvd, east of Center Street
 - Residential single-family and townhouse subdivision
 - Construction in 2013
 - 0.08 miles of 31' wide urban section with concrete curb & gutter
 - Subdivision was prioritized due to pavement condition and project location
 - Street patching due to Garden View development service connections
 - Development contributed funds towards overlay improvements

- **Town Center Gardens 1st, 2nd, & 3rd**
 - Generally located north of Bunker Lake Blvd, west of Ramsey Blvd
 - Residential townhouse subdivision
 - Construction between 2004 and 2005
 - 1.14 miles of 32' wide urban section with concrete curb & gutter
 - Crack seal / seal coat improvement in 2010
 - Crack seal improvement in 2021

Proposed Improvements

Review of ground penetrating radar (GPR), as-built plans, and the Bowers Drive Mill and Overlay Evaluation performed by Braun Intertec indicates three separate mill and overlay thicknesses will be used on the various

street segments.

Orchard Hills Townhomes subdivision does not have sufficient pavement thickness for a 2-inch mill and overlay improvements, therefore a 1.0-inch mill and 1.5-inch bituminous overlay will be used. The section of Cobalt Street between Alpine Drive and 152nd Lane is proposed to receive a full-depth mill and fill of approximately 3.5-inches.

Bowers Drive will receive a full-depth mill and overlay of approximately 3.5-inches. The bituminous will be placed in 2 lifts. Additionally, some minor base corrections are anticipated to be required.

All remaining subdivisions have sufficient existing bituminous thickness to perform a 2-inch mill and bituminous overlay.

Per typical overlay improvements, spot concrete curb and gutter repairs will be performed on damaged curb. Where feasible, the City has switched to a saw & seal method for curb cracks at a significant cost savings. This is performed on hairline cracks, without vertical displacement. For areas of bituminous curbing, repairs to the curbing are not anticipated, though the City typically updates curb adjacent to storm sewer inlets to concrete during mill and overlay projects.

Municipal sewer and water exist under all street segments in the project except for Bowers Drive. This project is not proposing any repairs to watermain or sanitary sewer.

Minor storm sewer structure repairs, typically re-grouting catch basins, is proposed. Additionally, the project proposes adding hydrodynamic separators to the storm sewer system along Bowers Drive for the two outlets to the Mississippi River. The separators are a cost-effective TSS removal device, which is used in lieu of infiltration basins. Infiltration basins would require significant surface area, grading, and drainage easements which the City do not currently have.

Four of the townhouse subdivisions include extensive pedestrian ramps which do not meet current American with Disability Act (ADA) standards, and will require upgrades. A total of 50 pedestrian ramps were found to require upgrades, and will be replaced during construction.

As an alternative bid item, this project also includes constructing the gravel segment of Basalt Street south of 141st Avenue to a fulling paved street section including concrete curb and gutter. The street will be built to a width of 36 feet, with parking on one side, and terminate in a cul-de-sac built to 66 feet in diameter. This is the largest cul-de-sac which will fit in the existing right of way. Staff reviewed options for increasing the cul-de-sac to the standard 100-foot diameter, but found it not feasible, largely due to the significant impacts on the existing commercial adjacent to the street. The pavement will be built to a 10-ton pavement strength design which is typical for industrial streets, this will be achieved by placing 4-inches bituminous on top of 6-inches aggregate base.

Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes advertisement for bids
 - April 23, 2024
- Staff receives bids
 - June 3, 2024
- Council awards contract to the lowest responsible bidder
 - June 11, 2024
- Contractor begins construction
 - July 2024
- Substantial Completion
 - August 31, 2024
- Final Completion
 - September 30, 2024

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 plan sheet showing the typical sections, which includes information on the proposed pavement sections. Plans are available upon request from the City Engineer.

Notification:

Notification is not required for this case.

Time Frame/Observations/Alternatives:

Timeframe:

Staff anticipates this case will take approximately 15 minutes to present and respond to questions.

Observations:

The Basalt Street construction is proposed to be bid as an alternate.

Alternatives:

Alternative #1: Motion to recommend City Council approve plans and specifications and authorize advertisement for bids for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07.

Alternative #2: Motion of other.

Funding Source:

Funding for this improvement is proposed to come from Pavement Management (PM) Funds, Stormwater Utility Funds and Sanitary Sewer Utility Funds. The alternative Basalt Street construction does not qualify for Pavement Management Funds, funding would likely be Public Improvement Revolving (PIR) Funds.

The City collected a \$10,000 Road Improvement Fee as part of the Garden View development in 2019, to be used towards a future pavement mill and overlay of 147th Lane (Seasons of Ramsey segment). This was due to the significant street patches within 147th Lane required for water and sewer connections as part of the development.

The estimated costs below include 14-percent indirect costs for administrative, engineering, finance, and legal costs.

- Base Street project costs \$1,452,946.74
- Alt Bid Street project costs \$93,264.28
 - Basalt Street
- Base Stormwater project costs \$146,068.20
- Base Sanitary Sewer project costs \$6,156.00
- Alt Bid Sanitary Sewer project costs \$570.00
 - Basalt Street
- **Total Project Costs \$1,699,005.22**

Recommendation:

Staff recommends alternative #1.

Outcome/Action:

Motion to recommend City Council approve plans and specifications and authorize advertisement for bids for 2024 Neighborhood Pavement Overlay Improvements, Improvement Project #24-07.

Attachments

24-07 Title Sheet
24-07 Typical Sections
24-07 Street Summary

Form Review

Inbox

Bruce Westby

Brian Hagen

Form Started By: Joe Feriancek

Final Approval Date: 04/10/2024

Reviewed By

Bruce Westby

Brian Hagen

Date

04/10/2024 04:04 PM

04/10/2024 08:54 PM

Started On: 04/05/2024 03:30 PM

CITY OF RAMSEY

NEIGHBORHOOD OVERLAY IMPROVEMENTS

CITY IMPROVEMENT PROJECT NO. 24-07

GOVERNING SPECIFICATIONS

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

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

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

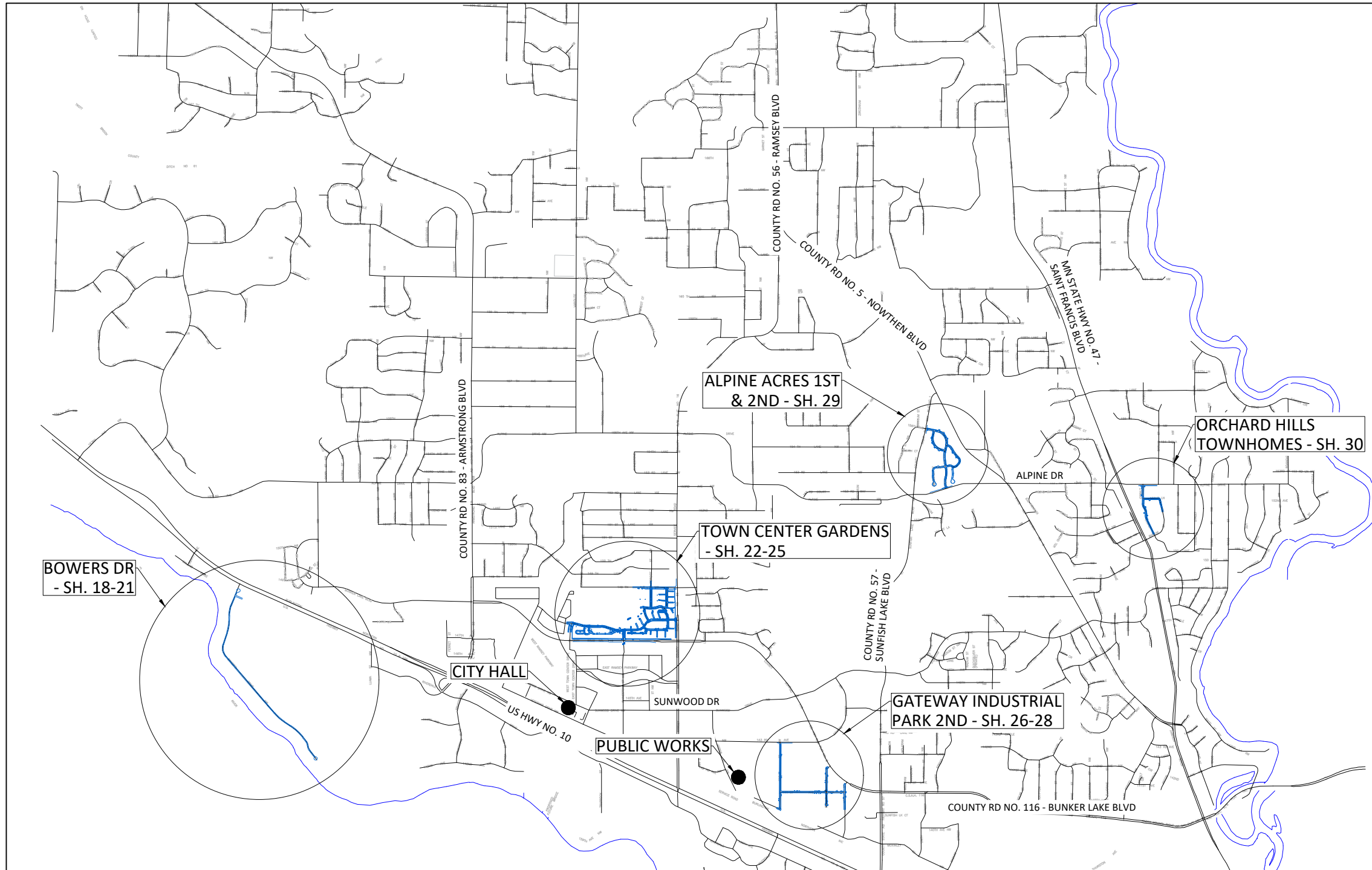
SHEET INDEX

THIS PLAN CONTAINS 31 SHEETS

SHEET No.	DESCRIPTION
01	TITLE SHEET
02	STATEMENT OF ESTIMATED QUANTITIES
03-04	CITY DETAILS
05	STORM SEWER DETAILS
06	TYPICAL SECTION
07-11	PED RAMP DETAILS
12-17	MNDOT PED RAMP DETAILS
18-21	MILL AND OVERLAY BOWERS DR
22-25	MILL AND OVERLAY TOWN CENTER GARDENS
26-28	MILL AND OVERLAY GATEWAY INDUSTRIAL PARK 2ND
29	MILL AND OVERLAY ALPINE ACRES 1ST & 2ND
30	MILL AND OVERLAY ORCHARD HILLS TOWNHOMES
31	CROSS SECTIONS

LEGEND

	SANITARY MANHOLE		EASEMENT - DRAINAGE & UTILITY
	STORM SEWER MANHOLE		SECTION LINE
	CATCH BASIN MANHOLE		LOT LINE
	CATCH BASIN		ELECTRIC LINE
	CULVERT END SECTION		ELECTRIC LINE - BURIED
	HYDRANT		ELECTRIC LINE - OVERHEAD
	VALVE		GAS LINE
	TREE - CONIFEROUS		TELECOMMUNICATION LINE
	TREE - DECIDUOUS		TELECOMM - OVERHEAD
	SHRUB		FIBER OPTIC LINE
	LIGHT POLE		TREE LINE
	SIGN		LANDSCAPE
	MAILBOX		RETAINING WALL
	PEDESTAL - TELECOM		TREE SAVE FENCE
	PEDESTAL - ELECTRIC		SILT FENCE
	HAND HOLE		WATERMAIN
	DRIVE - BITUMINOUS		SANITARY SEWER
	DRIVE - CONCRETE		STORM SEWER
	DRIVE - GRAVEL		DRAIN TILE
	CONCRETE WALK		LANDSCAPE - ROCK
	BITUMINOUS TRAIL		LANDSCAPE - MULCH
	SODDING TYPE LAWN		LANDSCAPE - RIP RAP
	MILL & OVERLAY BITUMINOUS PAVEMENT		
	FULL-DEPTH BITUMINOUS PAVEMENT		
	REMOVE & REPLACE VALLEY GUTTER		
	VALLEY GUTTER		
	REMOVE CONCRETE WALK		
	REMOVE BITUMINOUS TRAIL		
	REMOVE & REPLACE CONCRETE CURB & GUTTER		
	CONCRETE CURB & GUTTER		
	SAWCUT FULL DEPTH		



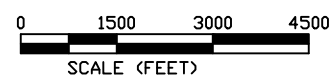
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

JOE FERIANCEK, P.E.
ASSISTANT CITY ENGINEER

57095 DATE 04/09/24
LIC. NO.

DATE	REVISION

SHEET 01 OF 31 SHEETS



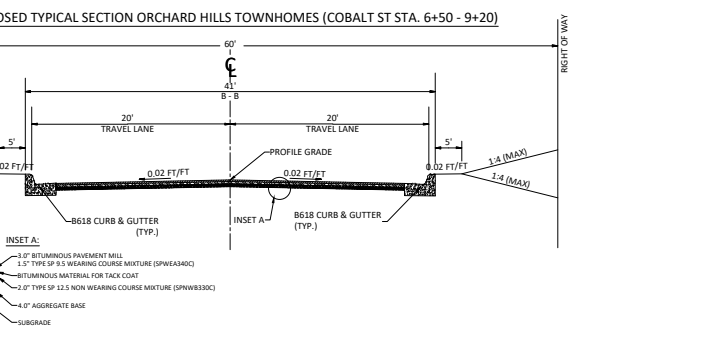
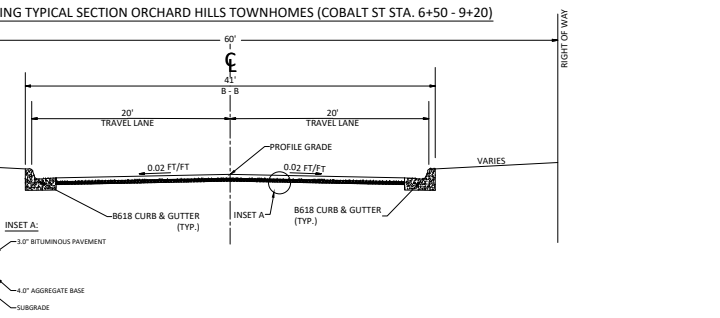
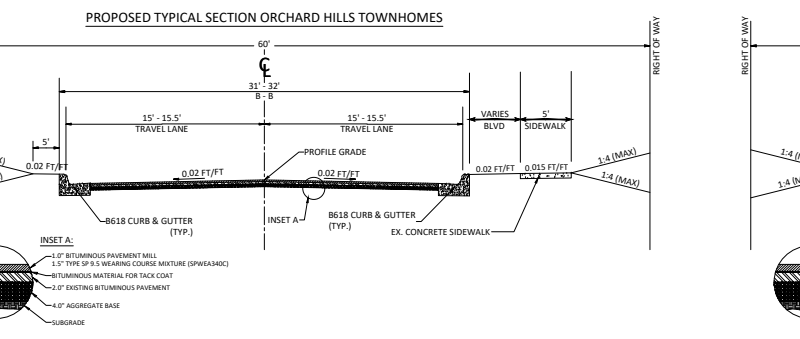
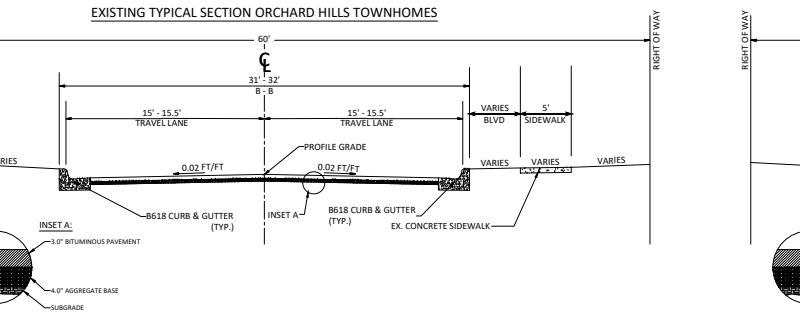
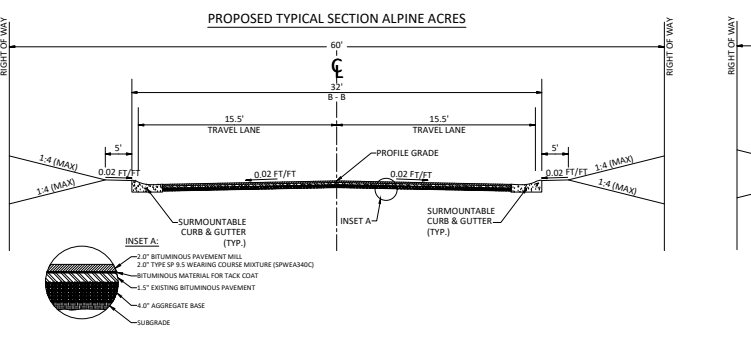
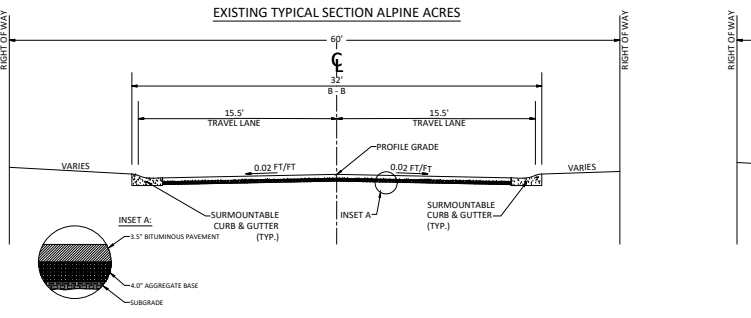
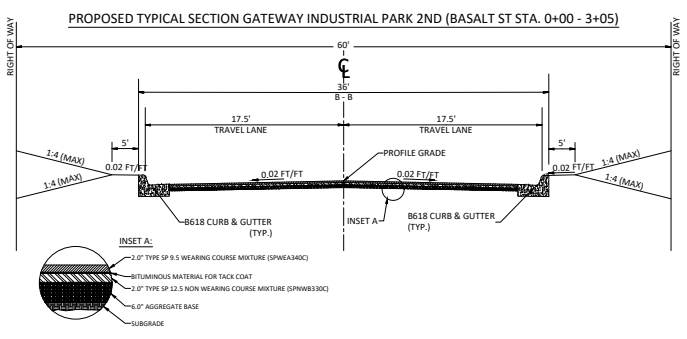
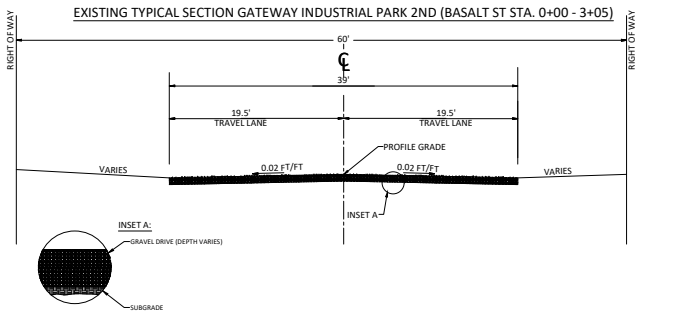
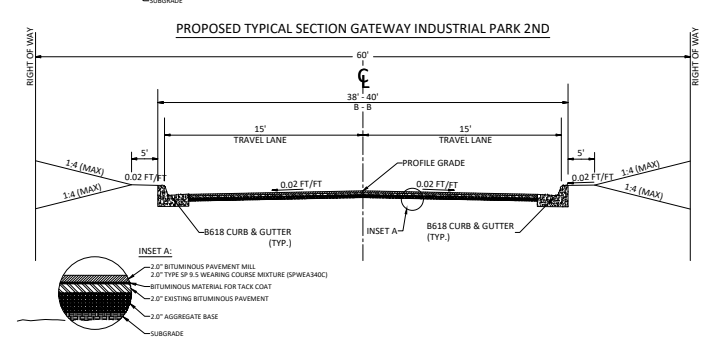
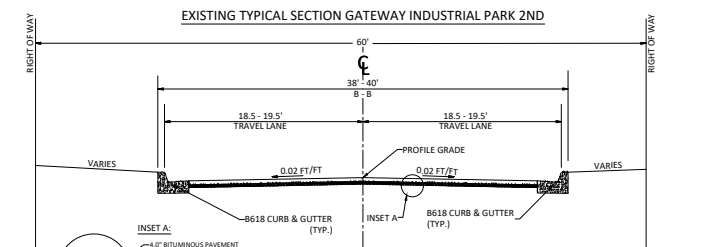
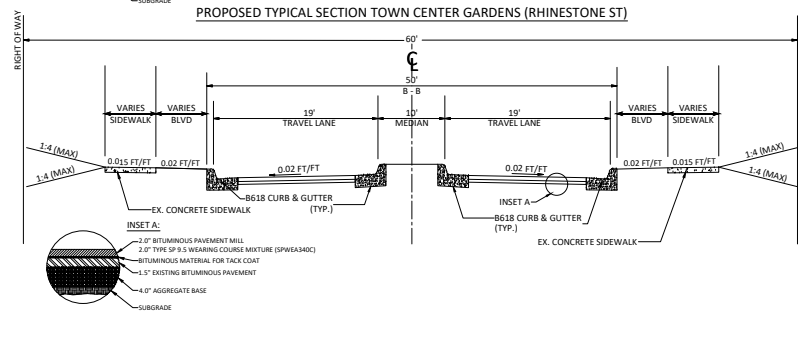
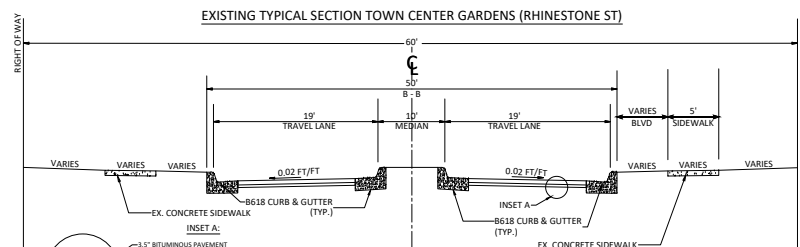
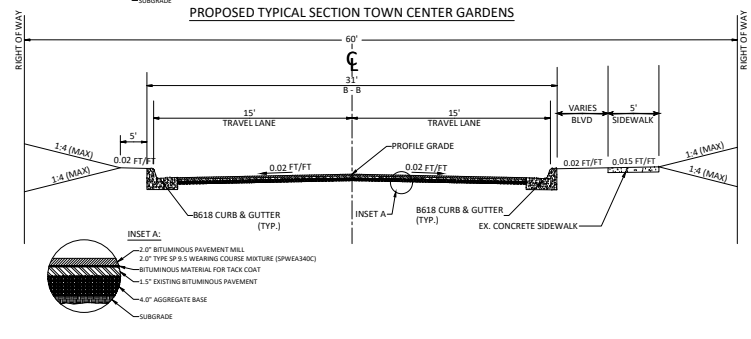
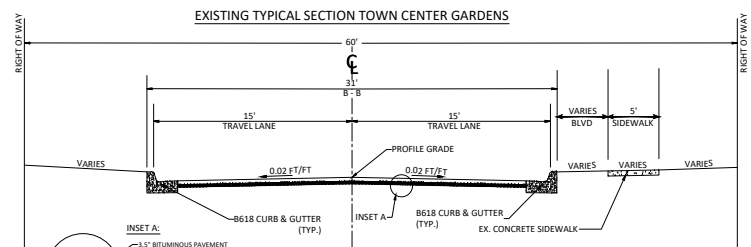
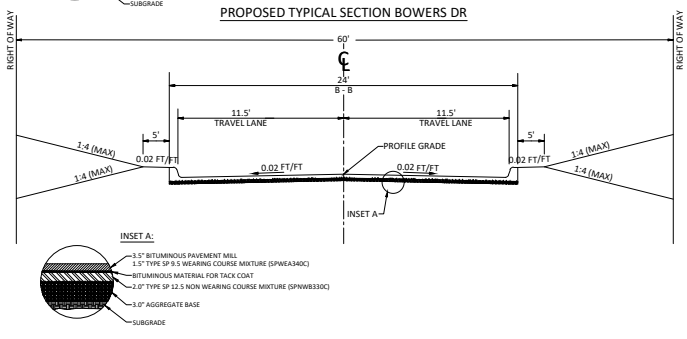
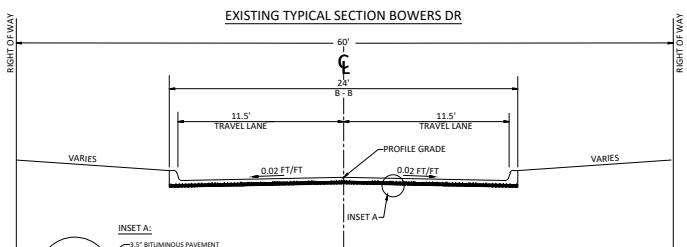
CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

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



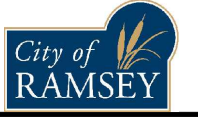
DATE	REVISION

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 04/09/24 Lic. No. 57095

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

DATE: 04/09/24
FILE: 24-07



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

TYPICAL SECTION

NEIGHBORHOOD OVERLAY IMPROVEMENTS
NO. 24-07
CITY OF RAMSEY, MINNESOTA

IP 24-07
2024 Neighborhood Pavement Overlay Improvements
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	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 Acres	153rd Lane	Sodium Street / Radium Street	296	Urban	Conc.	6	2004	SC 2009	SC 2016	CS 2023			3.5*	4.0*	7.5*
	Radium Street	153rd Lane / Sodium Street	745	Urban	Conc.	6	2004	SC 2009	SC 2016	CS 2023			3.5*	4.0*	7.5*
	Sodium Street	Alpine Drive / CR 57	1949	Urban	Conc.	6	2004	SC 2009	SC 2016	CS 2023			3.5*	4.0*	7.5*
<i>Alpine Acres Total</i>			<i>2990</i>	<i>0.57 mi.</i>											
Alpine Acres 2nd	153rd Lane	Sodium Street / Tungsten Street	317	Urban	Conc.	6	2004	SC 2009	SC 2016	CS 2023			3.5*	4.0*	7.5*
	Tungsten Street	153rd Lane / CDS south	484	Urban	Conc.	6	2004	SC 2009	SC 2016	CS 2023			4.3	5.1	9.4
	Tungsten Street	Sodium Street / Sodium Street	703	Urban	Conc.	6	2004	SC 2009	SC 2016	CS 2023			4.1	4.6	8.7
<i>Alpine Acres 2nd Total</i>			<i>1504</i>	<i>0.28 mi.</i>											
Bowers Mississippi Acres 1st, 2nd & 3rd	Bowers Drive	CDS south / 148th Avenue	5227	Urban / Rural	Bit	6	1982	SC 1996	OL 2004	SC 2009	SC 2016		3.6**	3.0**	6.6**
<i>Bowers Mississippi Acres 1st, 2nd & 3rd Total</i>			<i>5227</i>	<i>0.99 mi.</i>											
Gateway Industrial Park 2 & Ebony Addition	141st Avenue	Basalt Avenue / Azurite Street	481	Urban	Conc.	8	1991	SC 2003	SC 2017				4.1	1.8	5.9
	Azurite Street	Bunker Lake Boulevard / EOP south	507	Urban	Conc.	7	1991	SC 2003	SC 2012				4.5	0.0	4.5
	Basalt Street	Bunker Lake Boulevard / 141st Avenue	702	Urban	Conc.	7	2003	SC 2017					4.1	1.8	5.9
	Basalt Street	141st Avenue / EOP south	389	n/a	Gravel	0	n/a						n/a	n/a	n/a
	Ebony Street	141st Avenue / McKinley Street	492	Urban	Conc.	7	2007	SC 2018					5.0*	6.0*	11.0*
<i>Gateway Industrial Park 2 Total</i>			<i>2571</i>	<i>0.49 mi.</i>											
Orchard Hills Townhomes	152nd Lane	Cobalt Street / Barium Street	434	Urban	Conc.	6	2001	SC 2006	SC 2013	CS 2021			2.9	5.6	8.5
	Barium Street	152nd Lane / EOP south	199	Urban	Conc.	6	2001	SC 2006	SC 2013	CS 2021			2.6	6.0	8.6
	Cobalt Street	152nd Lane / EOP south	582	Urban	Conc.	6	2001	SC 2006	SC 2013	CS 2021			3.0	3.8	6.8
	Cobalt Street	Alpine Drive / 152nd Lane	367	Urban	Conc.	4	2001	SC 2006	SC 2013	CS 2021			3.0	3.8	6.8
<i>Orchard Hills Townhomes Total</i>			<i>1582</i>	<i>0.3 mi.</i>											
Seasons of Ramsey	147th Lane	147th Circle / Center Street	444	Urban	Conc.	7	2013						4.7	6.1	10.8
<i>Seasons of Ramsey Total</i>			<i>444</i>	<i>0.08 mi.</i>											
Section 27 Unplatted	141st Avenue	Basalt Street / Ebony Street	1194	Urban	Conc.	7	2001	SC 2006	SC 2018				4.5*	6.0*	10.5*
	Ebony Street	141st Avenue / 143rd Avenue	1291	Urban	Conc.	7	2001	SC 2006	SC 2018				3.5*	6.0*	9.5*
<i>Section 27 Unplatted Total</i>			<i>2485</i>	<i>0.47 mi.</i>											

* Per As-Built, GPR not available
**GPR poor GPS Reception

IP 24-07
2024 Neighborhood Pavement Overlay Improvements
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2023 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Town Center Gardens	147th Lane	Rhinestone Street / Ramsey Boulevard	1509	Urban	Conc.	6	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
	147th Terrace	147th Lane / Olivine Street	594	Urban	Conc.	6	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
	Olivine Street	147th Terrace / 147th Lane	241	Urban	Conc.	6	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
	Periodot Street	147th Terrace / Well House	113	Urban	Conc.	6	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
	Rhinestone Street	Bunker Lake Boulevard / 147th Lane	275	Urban	Conc.	5	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
<i>Town Center Gardens Total</i>			<i>2732</i>	<i>0.52 mi.</i>											
Town Center Gardens 2nd	Olivine Street	147th Lane / EOP north	330	Urban	Conc.	7	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
	Periodot Street	147th Lane / 148th Lane	363	Urban	Conc.	7	2004	SC 2010	CS 2021				3.5*	4.0*	7.5*
<i>Town Center Gardens 2nd Total</i>			<i>693</i>	<i>0.13 mi.</i>											
Town Center Gardens 3rd	147th Lane	147th Circle / 147th Circle	654	Urban	Conc.	7	2005	SC 2010	CS 2021				3.5*	4.0*	7.5*
	147th Lane	147th Circle / Rhinestone Street	263	Urban	Conc.	7	2005	SC 2010	CS 2021				3.5*	4.0*	7.5*
	148th Lane	Peridot Street / Olivine Street	542	Urban	Conc.	7	2005	SC 2010	CS 2021				3.5*	4.0*	7.5*
	Olivine Street	148th Lane / 149th Avenue	582	Urban	Conc.	7	2005	SC 2010	CS 2021				3.5*	4.0*	7.5*
	Periodot Street	148th Lane / 149th Avenue	551	Urban	Conc.	7	2005	SC 2010	CS 2021				3.5*	4.0*	7.5*
<i>Town Center Gardens 3rd Total</i>			<i>2592</i>	<i>0.49 mi.</i>											
2024 Neighborhood Pavement Overlay Total			22820	4.32 mi.											
													* Per As-Built, GPR not available **GPR poor GPS Reception		

Public Works Committee**Meeting Date:** 04/16/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2024 Pavement Rejuvenation Improvements, Improvement Project #24-09

Purpose/Background:**Purpose:**

The purpose of this case is to consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2024 Pavement Rejuvenation Improvements, Improvement Project #24-09.

Background:Rejuvenator Use History

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

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

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

Future Considerations

Regional contractors have taken note of metro Cities moving away from seal coating and toward pavement rejuvenators, and as a result several newer products are becoming available in our region. The Minnesota Local Road Research Board (LRRB) along with MnROADs is one year into an evaluation of proprietary rejuvenators, including the most common used product in the metro area, Reclamite. Early results indicate Reclamite is performing well. Ideally, once the evaluation is complete, additionally reliable products will result in a competitive bidding market. Because of its proven track record, and the potential risks associated with using new products, Staff recommends continuing to use Reclamite on all street segments proposed to receive pavement rejuvenator.

2024 Proposed Rejuvenator Improvements

The City's current pavement maintenance schedule calls for public streets to receive pavement rejuvenator the second 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. Additionally, in past years Staff has had to reduce the miles of street segments receiving pavement rejuvenation due to budget limitations.

A map of the proposed 2024 Pavement Rejuvenator Improvements is attached to this case. After revisions due to overall pavement maintain budgeting, the project includes a total of 12.43 miles of public street segments across

34 subdivisions. 6.00 miles of the street segments are proposed to receive the rejuvenation on the 2-year schedule, having bituminous wear course placed in 2022. The remaining 6.43 miles were previously passed over due to budget restraints, but are still in the window where treatment is cost-effective.

Final plans and specifications were prepared in-house as part of Staff's normal duties.

Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes advertisement for bids
 - April 23, 2024
- Staff receives bids
 - May 20, 2024
- Council awards contract to the lowest responsible bidder
 - May 28, 2024
- Contractor begins construction
 - July 2024
- Final Completion
 - August 31, 2024

The proposed improvements are designated as City Improvement Project #24-09, 2024 Pavement Rejuvenation Improvements.

Notification:

If Council orders plans and specifications, engineering Staff will create and maintain a project webpage, which will be updated as new information is made available throughout the project. Letters will not be mailed out to affected property owners until Council awards the contract for the project, which is proposed to occur in late May, 2024.

Time Frame/Observations/Alternatives:

Timeframe:

Staff anticipates up to 10 minutes will be required to present this case and answer questions.

Observations:

Estimates are based off of final plans and an estimated cost per square yard per discussions with the Contractor.

Because the improvements are larger than past years, and the estimated costs are above the \$175,000 cap for requesting proposals. This project is required to be publicly bid, though since Corrective Asphalt Materials are the soul source provider for Reclamite in our region, we are anticipating only one bid on this project.

Alternatives:

Alternative #1 – Motion to recommend City Council approval of plans and specifications and authorization to advertise for bids for 2024 Pavement Rejuvenation Improvements, Improvement Project #24-09.

Alternative #2 – Motion of other

Funding Source:

The City budgeted \$575,000 for crack seal and pavement rejuvenator improvements in 2024. Municipal State Aid (MSA) street segments may be paid using MSA maintenance funds. Approximately 9-percent of the proposed project area is composed of MSA street segments. In addition, the City budgeted funds are proposed to be used for Improvement Project #24-54, 2024 Pavement Patching Contracted Services, which was authorized to advertise for bids at the April 9th City Council Meeting.

City Budgeted Funds	\$207,686.72
Municipal State Aid Funds	\$36,570.84

Total Project Costs **\$244,257.56**

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

Recommendation:

Staff recommends Alternative #1.

Outcome/Action:

Motion to recommend City Council approval of plans and specifications and authorization to advertise for bids for 2024 Pavement Rejuvenation Improvements, Improvement Project #24-09.

Attachments

24-09 Project Map

Form Review

Inbox

Bruce Westby

Brian Hagen

Form Started By: Joe Feriancek

Final Approval Date: 04/10/2024

Reviewed By

Bruce Westby

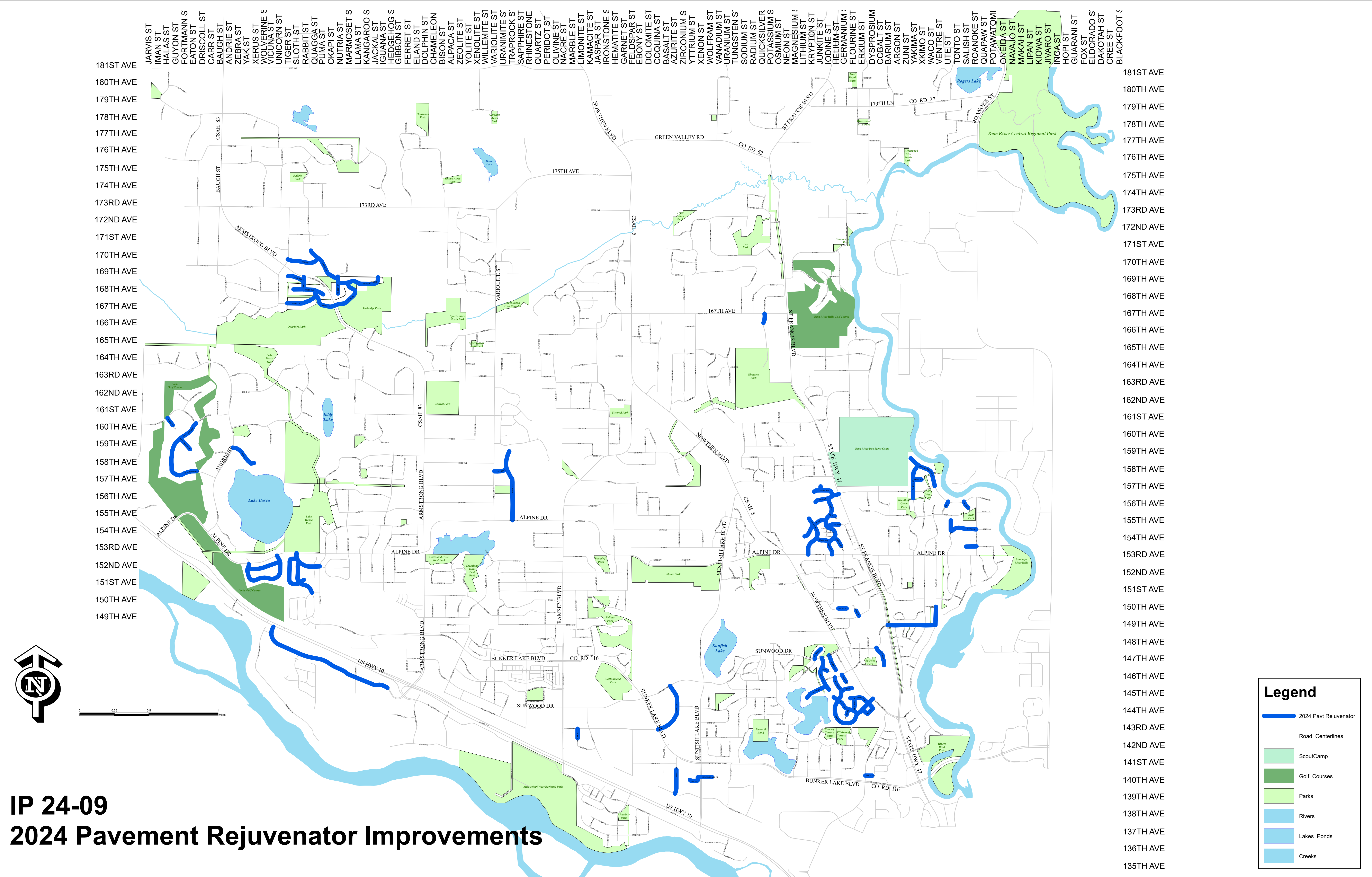
Brian Hagen

Date

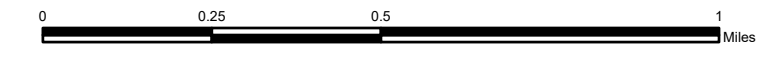
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Started On: 04/05/2024 03:31 PM



IP 24-09
2024 Pavement Rejuvenator Improvements



Legend

- 2024 Pavt Rejuvenator
- Road_Centerlines
- ScoutCamp
- Golf_Courses
- Parks
- Rivers
- Lakes_Ponds
- Creeks

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 IMAN ST
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Public Works Committee**Meeting Date:** 04/16/2024**Primary Strategic Plan Initiative:** Improve the safety and mobility of transportation corridors.**Title:**

Consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2024 MSA Pavement Marking Improvements, Improvement Project #24-10

Purpose/Background:**Purpose:**

The purpose of this case is to consider recommending City Council approval of plans and specifications and authorization to advertise for bids for 2024 MSA Pavement Marking Improvements, Improvement Project #24-10.

Background:

The current 2024 – 2033 Capital Improvement Program (CIP) includes an annual MSA Pavement Marking Improvements project to perform pavement markings on a 5-year cycle, outside of reconstructions and pavement overlays.

Pavement markings are a critical component of driver and pedestrian safety, and are a required maintenance operation per MSA rules and standards.

A total of 2.94 miles of public streets segments are proposed to receive pavement marking improvements in 2024. These street segments were selected based on age since last treatment and the next proposed trigger for a treatment (i.e. seasons until a street reconstruction or pavement overlay).

Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes advertisement for bids
 - April 23, 2024
- Staff receives bids
 - May 20, 2024
- Council awards contract to the lowest responsible bidder
 - May 28, 2024
- Contractor begins construction
 - June / July 2024
- Final Completion
 - August 3, 2024

The overall project map and street segment summary is attached to this case for reference.

Notification:

Notifications are not required for this case.

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

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

Alternatives:

Alternative #1 – Motion to recommend City Council approval of plans and specifications and authorization to advertise for bids for 2024 MSA Pavement Marking Improvements, Improvement Project #24-10.

Alternative #2 – Motion of other.

Funding Source:

Funding for these services would come from Municipal State Aid Funds.

Staff has completed a detailed engineer’s estimate, with construction costs totaling \$61,353.75

Recommendation:

Staff recommends alternative #1.

Outcome/Action:

Motion to recommend City Council approval of plans and specifications and authorization to advertise for bids for 2024 MSA Pavement Marking Improvements, Improvement Project #24-10.

Attachments

- 24-10 Overall Map
- 24-10 Street Summary

Form Review

Inbox

Bruce Westby

Brian Hagen

Form Started By: Joe Feriancek

Final Approval Date: 04/10/2024

Reviewed By

Bruce Westby

Brian Hagen

Date

04/10/2024 04:11 PM

04/10/2024 08:55 PM

Started On: 04/05/2024 03:33 PM

IP 24-10 2024 MSA Pavement Marking Improvements Street Segment Summary			
Subdivision	Street	Segment Description	Length (miles)
MSA	166th Avenue / 167th Avenue	Quartz Street / CSAH 5	0.77
MSA	Rhinestone Street	Sunwood Drive / Ramsey Parkway	0.17
MSA	Riverdale Drive	Traprock Street / Ramsey Interchange	0.23
MSA	Sunwood Drive	CR 116 / CR 56	0.59
MSA	Sunwood Drive	Armstrong Boulevard / Zeolite Street	0.30
MSA	Sunwood Drive	Zeolite Street / Rhinestone Street	0.61
MSA	Sunwood Drive	Rhinestone Street / CR 56	0.27
2024 Pavement Marking Total Miles			2.94

Public Works Committee**Meeting Date:** 04/16/2024**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**#24-01 Barthel's Rum River Acres & White Pine Estates Street Reconstructions**

- Contract executed
- Preconstruction meeting April 15, 2024
- Construction proposed for Spring/Summer 2024

#24-02 Halls Dover Acres Street Reconstruction

- Contract executed
- Preconstruction meeting April 15, 2024
- Construction proposed for Spring/Summer 2024

#24-03 2024 NE Ramsey Street Reconstruction

- *See separate PWC case*

#24-04 Ford Brook Estates Drainage Improvements

- Finalizing design and coordination with property owners, City of Nowthen and MnDOT
- Anticipate requesting CC approval to advertise bids May 14, 2024

#24-05 Xkimo St MSA (TH47 to 142nd Avenue) Reconstruction

- Bid opening May 8, 2024

#24-06 2024 MSA Pavement Overlay Improvements (McKinley St)

- Plan preparation in progress

#24-07 2024 Neighborhood Overlay Improvements

- *See separate PWC case*

#24-08 2024 Crack Seal Improvements

- Contract executed
- Construction proposed for Summer 2024

#24-09 2024 Pavement Rejuvenator Improvements

- *See separate PWC case*

#24-10 2024 MSA Pavement Markings

- *See separate PWC case*

#24-11 Alpine Drive MSA Street Reconstruction (Puma St to CSAH 83)

- Contracts are being executed
- Construction proposed for Spring/Summer 2024

#24-12 Juniper Woods 1st – 3rd Street Reconstruction

- Contract executed
- Preconstruction meeting April 15, 2024
- Construction proposed for Spring/Summer 2024

#24-51 TH 47 Trail Gap Connection – 142nd Avenue to Xkimo Street

- Bolton & Menk preparing plans and specs for 10' trail construction
- Request for Quotes anticipated Spring 2024

#23-01 161st Avenue Reconstruction

- Final payment anticipated Spring 2024

#23-02 Central Park Parking Lot Reconstruction

- Final payment anticipated Spring 2024

#23-04 167th Avenue Reconstruction

- Final payment anticipated Spring 2024

#23-05 Barthels Rum River Acres 2nd Reconstruction

- Final payment anticipated Spring 2024

#23-10 Whispering Pines Estates Plat 3 Reconstructions

- Final payment anticipated Spring 2024

#23-19 COR Infrastructure Improvements

- Construction in progress
- Construction completion anticipated August 2024

#23-20 COR Mass Grading

- Substantially complete
- Working to correct leaks in pond lining
- Final completion anticipated Spring 2024

#22-17 Highway 47 Sound Wall north of Xkimo Street

- *See separate PWC case*

#21-08 WTP Trunk Watermain Improvements

- Construction in progress
- Includes reconstruction of 143rd Avenue

#21-09 Centralized Water Treatment Plant

- Construction on schedule for substantial completion May 1, 2025
- Final completion scheduled for August 1, 2025

#20-11 Ramsey Gateway Highway 10 Improvements

- Construction in progress
- Final completion anticipated June 2026
- Project webpage <https://www.anokacountymn.gov/3918/Hwy-10Ramsey-Blvd-Interchange>

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 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 will receive pavement overlays in 2024

- Staff reviewed plans and City Engineer signed title sheet for CSAH 83 plans

MnDOT Improvement Projects

Anoka Solution Highway 10 Improvements

- Final completion Spring 2024

US 10 / 169 & Ferry Street / TH 47 Interchange

- Final completion Spring 2024

Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Rail Crossing

- Preliminary design officially paused to explore S-curve realignment and stormwater impacts
- \$45M in bonds authorized October 2020
- MnDOT webpage <http://www.dot.state.mn.us/metro/projects/hwy47rr-anoka/>

Studies & Items of Interest

YIELD sign request for merge lane from EB CR 5 to SB Hwy 47

- MnDOT investigated the City's request and will not be adding yield signs.

Commercial/Industrial/Residential Developments

- Staff can respond to questions as needed.

Notification:

Notifications are not required for this case.

Time Frame/Observations/Alternatives:

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

Recommendation:

Staff will offer recommendations on specific items when requested.

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: 04/11/2024

Reviewed By

Marsha Weidner

Date

04/11/2024 01:31 PM

Started On: 04/10/2024 04:43 PM

Public Works Committee

Meeting Date: 04/16/2024

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.

Notification:

Notification is not required for this case.

Time Frame/Observations/Alternatives:

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

Funding Source:

Dependent on discussion.

Recommendation:

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

Outcome/Action:

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

Attachments

PWC Calendar Apr2024

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 04/10/2024

Reviewed By

Brian Hagen

Date

04/10/2024 08:55 PM

Started On: 04/10/2024 04:44 PM

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
May 2024	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
Future/TBD	Sunwood Drive Roundabout Landscaping (<i>Riverblood</i>)
Date	Topics for Discussion – Regulatory
June 2024	Sunfish Lake Blvd./CSAH 57 Speed Study Results (<i>Westby</i>)
June 2024	Bunker Lake Blvd./CSAH 116 Speed Study Results (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riverblood</i>)
Future/TBD	Draft Gravel Road Elimination Policy (<i>Westby</i>)
June 2024	Draft Trail Maintenance Policy (<i>Riverblood</i>)
June 2024	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
May 2024	Asset Management Programming Update (<i>Westby</i>)
July 2024	Targeted Trail Gap Connection Planning (<i>Riverblood</i>)
Date	Topics for Discussion – Staff Updates
May 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>)
May 2024	TH 47 Trail Connection Update (142 nd to Holiday So. of Xkimo)

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