

City of Ramsey
Agenda
Public Works Committee
Tuesday, February 18, 2025

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.
 - Public Works Committee meeting dated January 21, 2025.

5. **Committee Business**
 1. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for High Point Street Reconstructions, Improvement Project #25-05

 2. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Sorteberg's Street Reconstructions, Improvement Project #25-06

 3. Consider Recommending City Council Order Requests for Proposals for 2026 Capital Improvement Program Projects Topographic Surveys, Geotechnical Services and Utility Testing

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: 02/18/2025

Primary Strategic Plan Initiative: Not Applicable

Title:

Approve the following meeting minutes.

- Public Works Committee meeting dated January 21, 2025.

Purpose/Background:

To review and approve the attached January 21, 2025, meeting minutes.

Time Frame/Observations/Alternatives:

Staff anticipates this case will take less than 5 minutes.

Recommendation:

To review and approve Public Works Committee meeting minutes dated January 21, 2025.

Outcome/Action:

Motion to approve Public Works Committee January 21, 2025, Meeting Minutes.

Attachments

PWC January Minutes

Form Review

Inbox

Brian Hagen

Form Started By: Marsha Weidner

Final Approval Date: 02/12/2025

Reviewed By

Brian Hagen

Date

02/12/2025 12:52 PM

Started On: 02/12/2025 08:31 AM

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

The Public Works Committee conducted a regular meeting on Tuesday, January 21, 2025, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Michael Olson
 Councilmember Dan Specht
 Councilmember Chris Riley (virtual attendance)

Also Present: City Engineer/Public Works Director Bruce Westby
 Assistant City Engineer Joe Feriancek

1. CALL TO ORDER

Councilmember Olson 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 Specht, seconded by Councilmember Riley, to approve the agenda, as presented.

Motion carried. Voting Yes: Councilmembers Olson, Specht and Riley. Voting No: None.

4. APPROVE MINUTES

4.01: Approve November 19, 2024, Meeting Minutes

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

Regular Meeting Minutes dated November 19, 2024

Motion carried. Voting Yes: Councilmembers Olson, Specht, and Riley. Voting No: None.

5. COMMITTEE BUSINESS

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

Motion by Councilmember Specht, seconded by Councilmember Riley, to appoint Michael Olson as Chairperson and Chris Riley as Vice-Chairperson of the Public Works Committee for the term January 21, 2025, to December 31, 2025.

Motion carried. Voting Yes: Councilmembers Olson, Specht, and Riley. Voting No: None.

5.02: Consider Recommendation for City Council to Accept Bids and Award Contract for MSA Sunwood Drive Reconstruction, Improvement Project #25-02

Assistant City Engineer Feriancek reviewed the staff report and recommendation from staff to recommend City Council accept bids and award a contract for MSA Sunwood Drive Reconstruction, Improvement Project #25-012 to North Valley, Inc. in the amount of \$272,962.90.

Councilmember Specht asked how the segment for this project was determined.

Assistant City Engineer Feriancek noted a previous overlay project that was done to the east and explained that Sunwood Drive was constructed at two different times.

Chairperson Olson noted that there are no sewer inlets in this section and asked if that would remain that way.

Assistant City Engineer Feriancek replied that the water flows to the adjacent streets where the catch basins are located.

Councilmember Specht asked if the pedestrian ramps in the 2021 segment meet ADA standards.

Assistant City Engineer Feriancek replied that those ramps meet the standard.

Motion by Councilmember Specht, seconded by Councilmember Riley, to recommend the City Council accept bids and award a construction contract for MSA Sunwood Drive Reconstruction, Improvement Project #25-02 to North Valley, Inc. in the amount of \$272,962.90.

Motion carried. Voting Yes: Chairperson Olson, Councilmembers Specht and Riley. Voting No: None.

Assistant City Engineer Feriancek asked if this type of item should be placed on the consent agenda or appear as a case at the regular meeting. It was the consensus of the Committee that these items should appear as a case but could be brief.

5.03: Consider Recommendation for City Council to Accept Bids and Award Contract for Fox Ridge Estates 1st and 2nd Street Reconstructions, Improvement Project #24-13

Assistant City Engineer Feriancek reviewed the staff report and recommendation of staff to recommend the City Council accept the bids and award a construction contract for Fox Ridge Estates 1st and 2nd Street Reconstructions, Improvement Project #24-13 to Douglas-Kerr Underground LLC in the amount of \$2,099,737.06.

Councilmember Specht asked for more information on the parks funded item.

Assistant City Engineer Feriancek replied that the parks department requested some bump-out parking for maintenance vehicles.

Councilmember Specht asked for more information on the lifespan of skim patching.

Chairperson Olson stated that the skim patching has made a great difference in his neighborhood, so much so that many of his neighbors thought that was the ultimate fix for the roads.

City Engineer/Public Works Director Westby commented that staff have been impressed by the skim patching results as well. He stated staff would like to review all roads, including those in poor condition but not programmed for repairs in the CIP, and look at skim patching more roads further in advance of programmed reconstructions, maybe three to five years ahead of reconstructions.

Chairperson Olson stated he likes this thought and asked if perhaps skim patching could be used to spread out the need for programmed reconstructions to help reduce annual reconstruction costs.

City Engineer/Public Works Director Westby stated staff review road conditions and CIP projects each year, but try not to shift project years too much as residents are often aware of the timeline and do not like when their road repairs are delayed. However, now that the city knows how well skim patching performs and that it is received favorably by the public, staff will explore options for skim patching streets to spread out programmed reconstruction projects to reduce annual costs.

Chairperson Olson commented that the skin patching has been well received in his neighborhood and may ease complaints about delaying projects if skim patching can allow the road to be reconstructed at a later time.

Motion by Councilmember Specht, seconded by Councilmember Riley, to recommend the City Council accept bids and award a construction contract for Fox Ridge Estates 1st and 2nd Street Reconstructions, Improvement Project #24-13 to Douglas-Kerr Underground, LLC in the amount of \$2,099,737.06.

Motion carried. Voting Yes: Chairperson Olson, Councilmembers Specht and Riley. Voting No: None.

5.04: Consider Recommendation for Design Alternative for High Point Street Reconstruction, Improvement Project #25-05

Assistant City Engineer Feriancek reviewed the staff report and recommendation of staff to recommend option two, reconstructing the Zirconium Street cul-de-sac to the standard 100-foot diameter.

Councilmember Specht referenced option two and asked if the land would be sold for something like \$1 or whether the City would retain ownership of the land.

Assistant City Engineer Feriancek replied that the City would have the option but there would be no need to sell the land. He stated that staff would recommend retaining ownership.

Councilmember Specht asked if the City would then need to complete the mowing and maintenance.

Assistant City Engineer Feriancek replied that the land would be similar to other City-owned land in the boulevard where property owners maintain the land.

Councilmember Riley stated that he supports option two as he did not see a need to increase the size and believed option three would have additional issues.

Chairperson Olson asked if the residents on the cul-de-sac were given an opportunity to provide input.

Assistant City Engineer Feriancek replied that staff would keep the properties informed as to the decision that is made, but if desired a survey could be put out to the properties on the cul-de-sac.

Councilmember Riley stated that he did not believe a survey was needed but agreed that communication on what will happen will be important.

Chairperson Olson asked if there will be a public hearing on this case.

City Engineer/Public Works Director Westby replied that this would not require a public hearing.

Chairperson Olson commented that 30 feet would be an additional amount of grass to mow and snow to clear for those residents. He commented that option two does make sense.

Councilmember Riley stated that he did not think of the extra work but thought of the fact that residents would get more yard space. He explained that there is a right-of-way in front of all homes and therefore it is a benefit to gain additional yard space.

Chairperson Olson stated that it could be good to have the input of the residents because of the additional maintenance. He recognized that this is the lowest-cost option.

Assistant City Engineer Feriancek stated that there will be a letter mailed to residents about the public open meeting on the project and stated that an additional paragraph could be added about the cul-de-sac.

Councilmember Specht wanted to ensure there is clear communication to those residents with contact information for staff. He referenced the Northfork Meadows development where additional backyard space was sold to residents and asked if that could be considered.

Chairperson Olson stated that the City owns right-of-way along any boulevard. He asked how much right-of-way the City would retain if a portion were sold to residents.

Assistant City Engineer Feriancek identified the existing right-of-way and stated that does not need to be adjusted unless they wanted to give more ownership to the residents. He stated that if that is done there would be a cost to prepare the necessary documents, and it would increase the taxes paid by those residents. He also identified the standard right-of-way, acknowledging that this would exceed the typical right-of-way.

Councilmember Specht commented that he wants to ensure that it is clean and understood.

Assistant City Engineer Feriancek stated that could happen later if that is desired so that it would not slow down the project. He stated that sometimes there is a holdout where someone does not want to adjust the property and that would then create unaligned right-of-way.

City Engineer/Public Works Director Westby noted the lot lines that radiate towards the cul-de-sac and adjusting the ownership of the land could have impacts on driveways that would require bends and jogs in the property lines.

Councilmember Specht agreed that option two is the right path forward and perhaps the decision on the property line is left to the full Council.

City Engineer/Public Works Director Westby asked Assistant City Engineer Feriancek if there is time to solicit input from residents and bring this back to the February Committee meeting.

Assistant City Engineer Feriancek replied that this is scheduled to move to the City Council in late February. He stated that the public open house is scheduled for February 13th and is an opportunity for those residents to provide feedback.

Councilmember Specht stated that he would be fine with this moving forward to the Council as proposed.

Motion by Councilmember Riley, seconded by Councilmember Specht, to recommend alternative two, reconstructing the Zirconium Street cul-de-sac to the standard 100-foot diameter.

Motion carried. Voting Yes: Chairperson Olson, Councilmembers Riley and Specht. Voting No: None.

5.05: Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for 2025 Crack Seal Improvements, Improvement Project #25-09

Assistant City Engineer Feriancek presented the staff report and recommendation to recommend City Council approve of plans and specifications and authorize advertisement for bids for 2025 Crack Seal Improvements, Improvement Project #25-09.

Councilmember Riley asked if this is all of the cracksealing that is necessary to keep the City on track.

Assistant City Engineer Feriancek confirmed that does keep the City on schedule for maintenance.

Motion by Councilmember Riley, seconded by Councilmember Specht, to recommend City Council approve plans and specifications and authorize advertisement for bids for 2025 Crack Seal Improvements, Improvement Project #25-09.

Motion carried. Voting Yes: Chairperson Olson, Councilmembers Riley and Specht. Voting No: None.

5.06: Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for 2025 Pavement Rejuvenation Improvements, Improvement Project #25-10

Assistant City Engineer Feriancek reviewed the staff report and recommendation of staff to recommend City Council approve plans and specifications and authorize advertisement for bids for 2025 Pavement Rejuvenation Improvement, Improvement Project #25-10.

Motion by Councilmember Specht, seconded by Councilmember Riley, to recommend City Council approve plans and specifications and authorize advertisement for bids for 2025 Pavement Rejuvenation Improvements, Improvement Project #25-10.

Motion carried. Voting Yes: Chairperson Olson, Councilmembers Specht and Riley. Voting No: None.

5.07: Review Updated Project Costs for Gravel Road Elimination Program and Consider Policy Development

City Engineer/Public Works Director Westby reviewed the staff report and recommendation of staff for the committee to direct staff to prepare a draft Gravel Road Elimination Policy that explores estimated project costs for each gravel road segment in more detail, includes a project prioritization schedule, and identifies recommended funding sources. He noted that the Capital Improvement Plan does not address replacing the 1999 road grader. He then added that even if these 6 gravel road segments are paved the City would still need to minimally maintain two remaining gravel road segments, those being Llama Street south of Riverdale Drive that serves as the driveway to the Nathe properties, and the shared driveway to the city-owned and maintained cemetery at 17320 Saint Francis Boulevard. He also noted staff's recommended priority ranking is to pave area A first, area F second, area E third, area D fourth, area B fifth, and area C last.

Councilmember Specht commented that he does support the conversion from gravel to paved roads and liked that this road construction would not include curb and gutter and would preserve the rural character. He stated that he would support bonding for the project costs.

Councilmember Riley asked for more details on the transfers from the PIR fund to the general fund as projected, noting that could be a potential source of funding. He agreed that it is in the best interest of the City to convert the gravel roads and wants to make that a priority, especially since the grader is not planned for replacement. He stated that he would not want to bond for this project and would like to see additional funding options, perhaps phasing this conversion over a few years. He stated that these neighborhoods have never paid for one level of road and therefore the assessment policy would seem to apply. He explained that in every neighborhood with paved roads, those residents have paid for those roads in one way or another and therefore it would seem fair that these residents share in that cost.

Councilmember Specht commented that those residents pay taxes the same as everyone else and therefore are paying for road projects. He noted that these are not original property owners and should not be responsible for what did, or did not, occur in the past.

Chairperson Olson referenced the proposed sequence for priority and asked how those projects rank in cost.

City Engineer/Public Works Director Westby provided the different cost estimates for those segments.

Chairperson Olson referenced the grading that was mentioned that would still be necessary and asked how that would be done if the grader is not replaced.

City Engineer/Public Works Director Westby stated that the 1999 grader is still in use and is able to be maintained, although the more it is used, and the heavier the use, the greater the maintenance needs will be moving forward. He stated that for the limited grading that would remain after the road conversions, different equipment could be used, or equipment could be rented. He stated that while he would like to see the conversion done sooner, it could be spaced out as well. He noted that he could speak with the Finance Director to gather more information on funding options that would not include bonding.

Chairperson Olson agreed that this should be a priority.

Motion by Councilmember Specht, seconded by Councilmember Riley, to direct staff to prepare a draft Gravel Road Elimination Policy that explores estimated project costs for each gravel road segment in more detail, includes a project prioritization schedule with area F having the highest priority, and identifies recommended funding sources.

Further discussion: Councilmember Riley stated that additional discussion should occur on whether the additional grading needs should become the responsibility of the private property owners in the future.

Motion carried. Voting Yes: Chairperson Olson, Councilmembers Specht and Riley. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: 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.

Councilmember Specht inquired if there are any updates on design modifications to the Beatty Avenue NW intersection with Highway 10.

City Engineer/Public Works Director Westby commented that during the Elk River Highway 10 Corridor Study it was briefly discussed that potential modifications in this area may be explored further as part of future Highway 10 studies.

6.02: Review Future Topics Calendar

City Engineer/Public Works Director Westby commented that staff keeps working through these topics as quickly as they can.

7. ADJOURNMENT

Motion by Councilmember Riley, seconded by Councilmember Specht, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:50 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:** 02/18/2025**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for High Point Street Reconstructions, Improvement Project #25-05

Purpose/Background:**Purpose:**

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for High Point Street Reconstructions, Improvement Project #25-05.

Background:

The proposed 2025 – 2034 Capital Improvement Plan (CIP) identifies the streets within the High Point and Section 22 Unplatted subdivision for street reconstruction in 2025. A street segment summary for the project is attached to this case.

Existing Conditions

The street within Section 22 Unplatted (156th Avenue) is 26-foot urban with bituminous curbing and rural with drainage swales at the low point. The streets within High Point are 31-foot urban section with bituminous curbing and cross street valley gutters with drainage flumes at low points. Combined, the street total approximately 1.67 miles in length. Traffic counts have not been taken within the project area, though there are no destinations within the subdivision which would increase traffic above normal.

Municipal sewer and water do not exist in the project area, extension of municipal utilities to this subdivision are not proposed as it is outside of the 2040 MUSA. Stormwater is handled with drainage flumes, which carry water to existing ponds, wetlands, and Ditch 66.

Project History

- May 28, 2024, the Ramsey City Council adopted Resolution #24-138, accepting and awarding a proposal to Hakanson Anderson for topographic survey of the project area.
- August 12, 2024, the Ramsey City Council adopted Resolution #24-220, accepting and awarding a proposal to Independent Testing Technologies, Inc. for a geotechnical report of the project area.
- November 19, 2024, the Ramsey Public Works Committee recommended City Council order plans and specifications for said improvements.
- November 26, 2024, the Ramsey City Council adopted Resolution #24-340, ordering the City Engineer to prepare plans and specifications for said improvements.
- January 21, 2025, the Ramsey Public Works Committee recommended the Zirconium Street cul-de-sac be constructed to a standard 100-foot diameter.
- February 13, 2025, Ramsey Staff held a public open house for said improvements.

Pavement History

The streets within High Point were constructed in 1979 and the street within Section 22 Unplatted was constructed in 1989. All street segments received an overlay in 2001, and subsequently two crack seal / seal coat treatments in 2007 and 2014. Significant patching has occurred over the last several years.

GPR was performed on the streets in 2024, at the time the streets averaged 2.5 to 4.3 inches of bituminous over 2.5 to 4.8 inches of aggregate base, with much variability from street to street.

Staff review of the geotechnical report found clean sands, ideal for pavement support within the project area. Additionally, groundwater is not anticipated to be a concern for the street reconstruction.

Proposed Improvements

The bituminous curbing is proposed to be replaced with surmountable concrete curb and gutter. At driveways, a curb cut similar to what is typically placed in B-Style curb will be placed, to avoid high transition from the roadway to driveways. The new pavement section will include 3.5-inches of new bituminous pavement over 4-inches of aggregate base. The aggregate base is proposed to be made of recycled reclamation.

In the project area, 8 of the 12 existing flumes were replaced with storm sewer inlets and storm sewer piping. It was not found feasible to replace the remaining 4 flumes, primarily due to the excessive grading and impact to properties which would be required.

Restoration of the impacted boulevards will include a minimum of 4-inches topsoil and hydroseed with a residential turf seed mix. Though the pavement is generally going back to the same location and elevation, driveway aprons will be replaced to match into the new concrete curb and gutter. In general, the boulevard impacts and driveway impacts will occur within 6 feet of the existing pavement.

The Zirconium Street cul-de-sac is proposed to be rebuilt as a 100-foot diameter cul-de-sac, centered within the existing right of way. The existing cul-de-sac is 165 feet in diameter. By replacing the cul-de-sac to the standard dimensions, significant savings in both construction and long-term maintenance costs will occur. The existing driveways and boulevard adjacent to the cul-de-sac will be extended approximately 33 feet. At this time, staff is not proposing to adjust the existing right of way, which is 200 feet in diameter. A standard cul-de-sac has a 120-foot diameter right of way. This will be discussed in detail with the City Council.

Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes ad for bids
 - February 25, 2025
- Staff Receives Bids
 - March 31, 2025
- Council Awards Contract to the Lowest Responsible Bidder
 - April 8, 2025
- Contractor Begins Construction
 - Spring 2025
- Contractor Substantially Completes Construction
 - New bituminous pavement in-place, topsoil and seed in-place
 - August 30, 2025
- Contractor Final Completion
 - Verify final restoration; punch list created
 - September 30, 2025

Final plans are not attached to this case to prevent potential bidders from downloading plans attached to the case to prepare and submit their bids, rather than purchasing the plans through QuestCDN, the electronic bidding software used by the City of Ramsey. This ensures all bidders are bidding off the same set of plans, and all bidders are notified of any plan revisions (addenda) issued during the bidding process. Attached is the title sheet showing the scope of the improvements, as well as a plan sheet showing the typical sections, which includes information on the proposed pavement section. Plans are available upon request from the City Engineer.

Notification:

Notification is not required for this case. Staff will update the project webpage, to keep residents informed on the progress of the project.

Time Frame/Observations/Alternatives:

Timeframe:

Staff anticipates up to 15 minutes will be required to present and discuss this case.

Observations:

The public open house was held on February 13, 2025 in the Lake Itasca Room, at the Municipal Center. Staff will update the Committee on any public comments received.

Alternatives:

Alternative #1 – Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for High Point Street Reconstructions, Improvement Project #25-05.

Alternative #2 – Motion of other.

Funding Source:

Funding for this improvement is proposed to come from Pavement Management Funds and Storm Water Utility Funds.

Pavement Management Funds	\$1,743,100
Storm Water Utility Funds	\$476,300
Total Project Funds	\$2,219,400

The CIP level estimate had a total estimated project cost of \$1,986,165, which includes street costs of \$1,727,100 and storm sewer costs of \$259,065. The final project costs may change depending upon bid prices and actual construction quantities.

Recommendation:

Staff recommends Alternative #1.

Outcome/Action:

Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for High Point Street Reconstructions, Improvement Project #25-05.

Attachments

- 25-05 Street Summary
- 25-05 Title Sheet
- 25-05 Typical Section
- CIP Sheet - High Point
- CIP Sheet - Section 22 Unplatted

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	02/12/2025 12:28 PM
Brian Hagen	Brian Hagen	02/12/2025 12:52 PM
Form Started By: Joe Feriancek		Started On: 02/06/2025 10:21 AM
Final Approval Date: 02/12/2025		

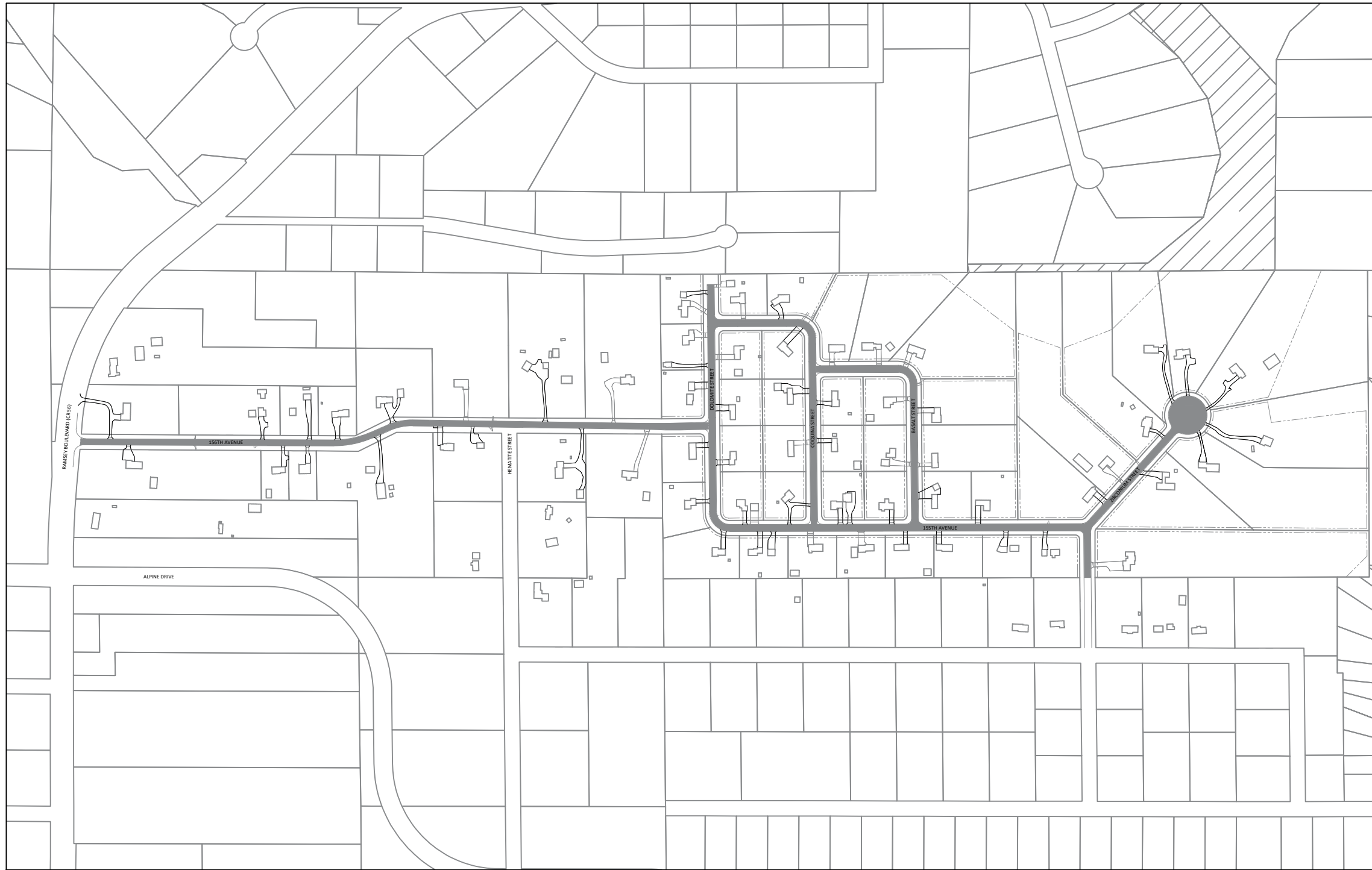
**IP 25-05 High Point Street Reconstructions
Street Segment Summary**

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Section 22 Unplatted	156th Avenue	CR 56 / West Edge of Plat High Point	2587	Urban (Bit. Curb)	5	1989	SC 1996	OL 2001	SC 2007	SC 2014		2.5	4.8	7.2
<i>Section 22 Unplatted Total Length</i>			<i>2587</i>	<i>0.49 mi.</i>										
High Point	155th Avenue	NW PC Dolomite Street / Zirconium Street	1607	Urban (Bit. Curb)	3	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	4.3	4.2	8.5
	156th Avenue	Coquina Street / NW PC Basalt Street & 156th Avenue	411	Urban (Bit. Curb)	4	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	3.5	n/a*	n/a*
	156th Avenue	West Edge of Plat / Dolomite Street	211	Urban (Bit. Curb)	4	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	2.5	4.8	7.3
	157th Avenue	Dolomite Street / NW PC Coquina Street & 157th Avenue	440	Urban (Bit. Curb)	4	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	4.1	4.4	8.5
	Basalt Street	155th Avenue / NW PC 156th Avenue & Basalt Street	681	Urban (Bit. Curb)	4	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	3.7	2.5	6.2
	Coquina Street	155th Avenue / NW PC 157th Avenue & Coquina Street	844	Urban (Bit. Curb)	3	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	3.6	3.7	7.3
	Dolomite Street	NW PC 155th Avenue & Dolomite Street / North Edge of Plat	1079	Urban (Bit. Curb)	4	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	3.9	3.9	7.8
	Zirconium Street	155th Avenue / Cul-de-sac	763	Urban (Bit. Curb)	4	1979	SC 1985	SC 1993	OL 2001	SC 2007	SC 2014	3.4	n/a*	n/a*
	Zirconium Street	South Edge of Plat / 155th Avenue	211	Urban (Bit. Curb)	3	1979	SC 1985	SC 1993	OL 2001	SC 2012		3.4	n/a*	n/a*
<i>High Point Total Length</i>			<i>6247</i>	<i>1.183 mi.</i>	<i>* GPR Base not visible, value could not be determined</i>									
High Point & Section 22 Unplatted Total Length			8834	1.673 mi.										

CITY OF RAMSEY

HIGH POINT STREET RECONSTRUCTIONS

CITY IMPROVEMENT PROJECT NO. 25-05



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 55 SHEETS

SHEET No.	DESCRIPTION
01	TITLE SHEET
02	STATEMENT OF ESTIMATED QUANTITIES
03	ALIGNMENT LAYOUT
04	TABULATIONS
05	TYPICAL SECTION
06-07	CITY DETAILS
08-09	SWPPP
10-15	EROSION CONTROL
16-21	REMOVALS
22-33	STREET CONSTRUCTION
34-35	STORM SEWER PROFILES
36-55	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
	BITUMINOUS PAVEMENT		SANITARY SEWER
	DRIVE - BITUMINOUS		STORM SEWER
	DRIVE - CONCRETE		DRAIN TILE
	DRIVE - GRAVEL		LANDSCAPE - ROCK
	CONCRETE WALK		LANDSCAPE - MULCH
	VALLEY GUTTER		LANDSCAPE - RIP RAP
	SEEDING AREA		
	MILL BITUMINOUS PAVEMENT		
	CURB & GUTTER		
	SAWCUT FULL DEPTH		
	FULL-DEPTH RECLAMATION		
	REMOVE PAVEMENT BITUMINOUS		
	REMOVE PAVEMENT CONCRETE		
	REMOVE GRAVEL		
	REMOVE CONCRETE CURB & GUTTER		
	REMOVE BITUMINOUS CURB & GUTTER		

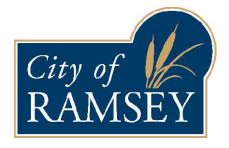
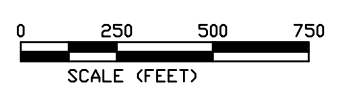
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

JOE FERIANCEK, P.E.
ASSISTANT CITY ENGINEER

57095 DATE 12/27/24
LIC. NO.

DATE	REVISION

Dec 23, 2024 - 9:59am
G:\Engineering\AutoCad Dwg\Projects A-M\High Point Recon. 25-05\Plan Drawings\25-05 Title & SEQ.dwg



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."

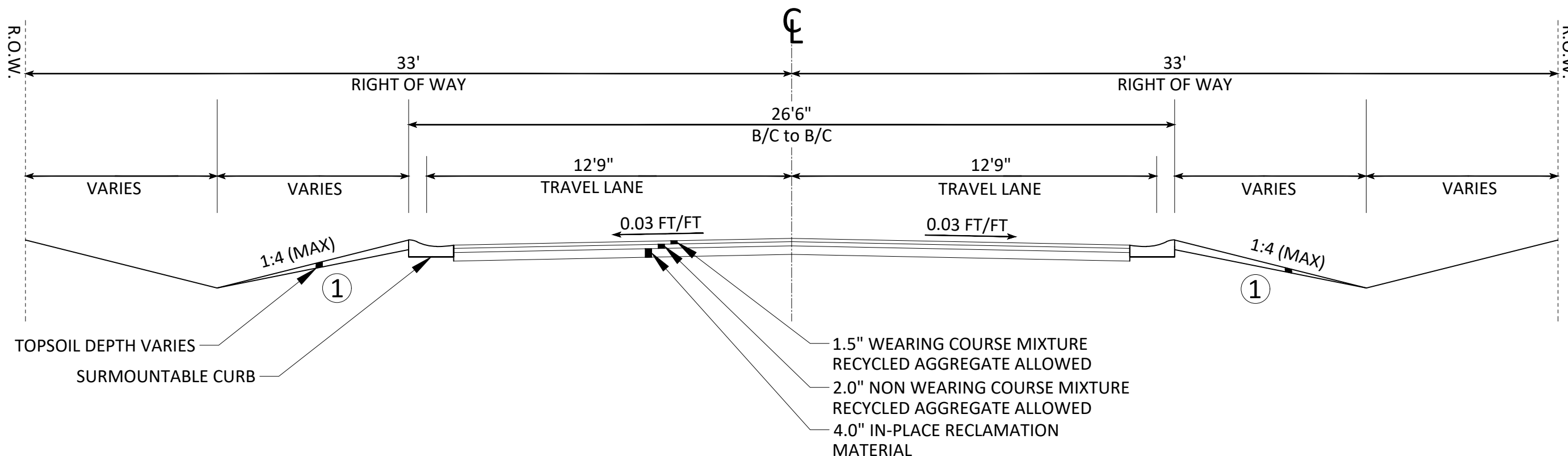
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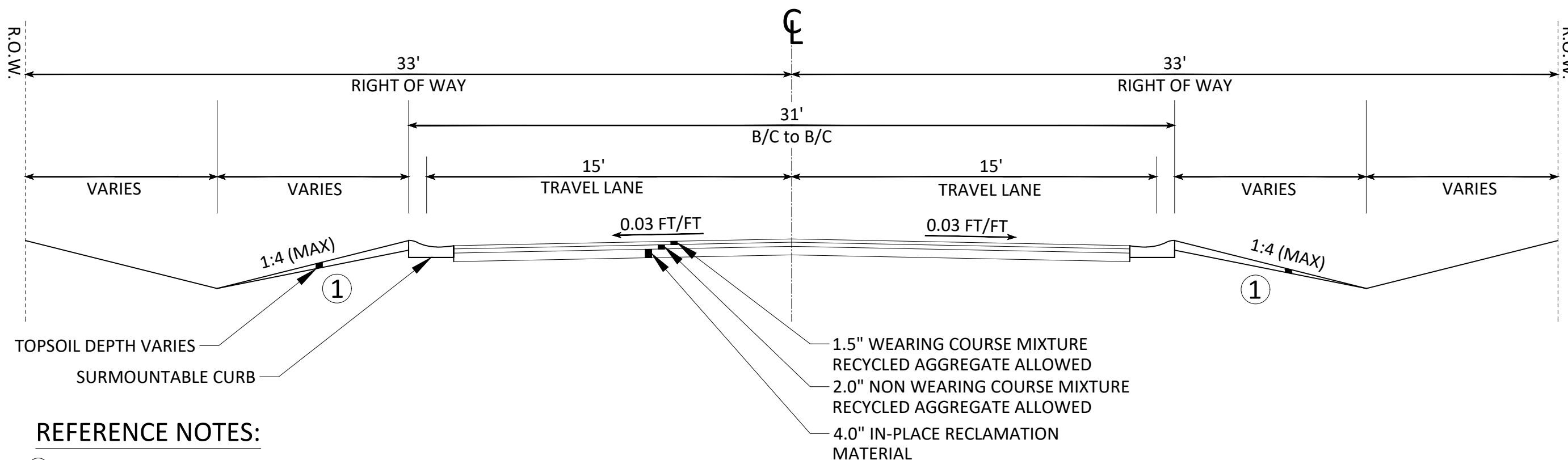
Call before you dig
811
651 454-0002 Metro
800 252-1166 Outstate
www.gopherstateonecall.org

TYPICAL SECTION (156TH AVE)

NOT TO SCALE



TYPICAL SECTION (155TH AVE, 156TH AVE, BASALT ST, COQUINA ST, DOLOMITE ST, ZIRCONIUM ST)



REFERENCE NOTES:

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

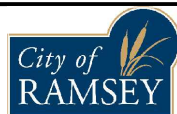
DATE	REVISION

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

JOE FERIANCEK
Date 12/27/24 Lic. No. 57095

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

DATE: 12/27/24
FILE: 25-05



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

TYPICAL SECTION

HIGH POINT STREET RECONSTRUCTIONS
CITY PROJECT NO. 25-05
CITY OF RAMSEY, MINNESOTA

Capital Improvement Plan Ramsey, MN

Project #	23-STR-006
Project Name	High Point Street Reconstruction

Total Project Cost	\$1,644,684	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Reconstruction of the streets within the High Point subdivision

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	1,644,684	0	0	0	0	0	0	0	0	0	1,644,684
Total	1,644,684	0	0	0	0	0	0	0	0	0	1,644,684

Funding Sources

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	1,430,160	0	0	0	0	0	0	0	0	0	1,430,160
Storm Water Utility Fund	214,524	0	0	0	0	0	0	0	0	0	214,524
Total	1,644,684	0	0	0	0	0	0	0	0	0	1,644,684

Capital Improvement Plan Ramsey, MN

Project #	23-STR-007		
Project Name	Section 22 Unplatted Street Reconstruction		

Total Project Cost	\$341,481	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description
Reconstruction of 156th Avenue within Section 22 Unplatted.

Justification
In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	341,481	0	0	0	0	0	0	0	0	0	341,481
Total	341,481	0	0	0	0	0	0	0	0	0	341,481

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	296,940	0	0	0	0	0	0	0	0	0	296,940
Storm Water Utility Fund	44,541	0	0	0	0	0	0	0	0	0	44,541
Total	341,481	0	0	0	0	0	0	0	0	0	341,481

Public Works Committee**Meeting Date:** 02/18/2025**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Sorteberg's Street Reconstructions, Improvement Project #25-06

Purpose/Background:**Purpose:**

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for Sorteberg's Street Reconstructions, Improvement Project #25-06.

Background:

The proposed 2025 – 2034 Capital Improvement Plan (CIP) identifies the streets within the Sorteberg's subdivision for street reconstruction in 2025. A street segment summary for the project is attached to this case.

Existing Conditions

The streets within Sorteberg's are 31-foot urban section with bituminous curbing and drainage flumes at low points. The streets total approximately 0.54 miles in length. Traffic counts have not been taken within the project area, though there are no destinations which would increase traffic above normal.

Municipal sewer and water do not exist in the project area, extension of municipal utilities to this subdivision are not proposed as it is outside of the 2040 MUSA. Stormwater is handled with drainage flumes, which carry water to existing rear-yard ponds located at 16021 Xenolith Street and 7833 159th Lane. The pond in the rear yard of 7833 159th Lane is shared with 7826 161st Lane. This pond was excavated deeper to convert 161st Avenue from overland drainage to storm sewer inlets and piping.

Project History

- May 28, 2024, the Ramsey City Council adopted Resolution #24-138, accepting and awarding a proposal to Hakanson Anderson for topographic survey of the project area.
- August 12, 2024, the Ramsey City Council adopted Resolution #24-220, accepting and awarding a proposal to Independent Testing Technologies, Inc. for a geotechnical report of the project area.
- November 19, 2024, the Ramsey Public Works Committee recommended City Council order plans and specifications for said improvements.
- November 26, 2024, the Ramsey City Council adopted Resolution #24-341, ordering plans and specifications for Sorteberg's Street Reconstructions, Improvement Project #25-06.
- February 13, 2025, Ramsey staff held a public open house for said improvements.

Pavement History

The streets within Sorteberg's were constructed in 1979 and received an overlay in 1994. Since the overlay a crack seal / seal coat treatment occurred in 2001, and several patches have occurred over recent years.

GPR was performed in 2020 at the time the streets averaged 3.3 to 3.7 inches of bituminous over 4.1 to 6.6 inches of aggregate base.

Staff review of the geotechnical report found clean sands, ideal for pavement support within the project area. Additionally, groundwater is not anticipated to be a concern for the street reconstruction.

Proposed Improvements

The bituminous curbing is proposed to be replaced with surmountable concrete curb and gutter. At driveways, a curb cut similar to what is typically placed in B-style curb will be placed to avoid a high transition from the roadway to driveways. The new pavement section will include 3.5-inches of new bituminous pavement over 4-inches of aggregate base. The aggregate base is proposed to be made of recycled reclamation.

The Xenolith flume is proposed to be replaced with a new concrete flume, only minor grading to the existing swale to tie-in is proposed. There is not sufficient depth to convert this flume to a storm sewer inlet and run piping to the existing pond. The 159th Lane flume is proposed to be replaced with storm sewer inlets and piping running to the existing pond, which has sufficient depth to handle the pipe system.

Restoration of the impacted boulevards will include a minimum of 4-inches topsoil and hydroseed with a residential turf seed mix. Though the pavement is generally going back to the same location and elevation, driveway aprons will be replaced to match into the new concrete curb and gutter. In general, the boulevard impacts and driveway impacts will occur within 6 feet of the existing pavement.

Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes ad for bids
 - February 25, 2025
- Staff Receives Bids
 - March 31, 2025
- Council Awards Contract to the Lowest Responsible Bidder
 - April 8, 2025
- Contractor Begins Construction
 - Spring / Summer 2025
- Contractor Substantially Completes Construction
 - New bituminous pavement in-place, topsoil and seed in-place
 - August 30, 2025
- Contractor Final Completion
 - Verify final restoration; punch list created
 - September 30, 2025

Final plans are not attached to this case to prevent potential bidders from downloading plans attached to the case to prepare and submit their bids, rather than purchasing the plans through QuestCDN, the electronic bidding software used by the City of Ramsey. This ensures all bidders are bidding off the same set of plans, and all bidders are notified of any plan revisions (addenda) issued during the bidding process. Attached is the title sheet showing the scope of the improvements, as well as a plan sheet showing the typical sections, which includes information on the proposed pavement section. Plans are available upon request from the City Engineer.

Staff proposes to bid projects separately, but to bid and award projects as close together as practical, which generally allows for a better bidding environment for the City.

Notification:

Notification is not required for this case. Staff will update the project webpage, to keep residents informed on the progress of the project.

Time Frame/Observations/Alternatives:

Timeframe:

Staff estimates up to 15 minutes will be required to present and answer questions on this case.

Observations:

The public open house was held on February 13, 2025 in the Lake Itasca Room, at the Ramsey Municipal Center. Staff will update the Committee on any public comments received.

Alternatives:

Alternative #1 - Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Sorteberg’s Street Reconstructions, Improvement Project #25-06.

Alternative #2 – Motion of other.

Funding Source:

Funding for this improvement is proposed to come from Pavement Management Funds and Storm Water Utility Funds.

Pavement Management Funds	\$614,500
Storm Water Utility Funds	\$87,200
Total Project Funds	\$701,700

The CIP level estimate had a total estimated project cost of \$642,890, which includes street costs of \$559,035 and storm sewer costs of \$83,855. The final project costs may change depending upon actual bid prices and construction quantities.

Recommendation:

Staff recommends Alternative #1.

Outcome/Action:

Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Sorteberg’s Street Reconstructions, Improvement Project #25-06.

Attachments

- 25-06 Title Sheet
- 25-06 Typical Section
- 25-06 Street Summary
- CIP Sheet - Sorteberg's

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	02/12/2025 12:29 PM
Brian Hagen	Brian Hagen	02/12/2025 12:52 PM
Form Started By: Joe Feriancek		Started On: 02/06/2025 03:34 PM
Final Approval Date: 02/12/2025		

CITY OF RAMSEY

SORTEBERGS STREET RECONSTRUCTIONS

CITY IMPROVEMENT PROJECT NO. 25-06

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 25 SHEETS

SHEET No.	DESCRIPTION
01	TITLE SHEET
02	STATEMENT OF ESTIMATED QUANTITIES
03	ALIGNMENT LAYOUT
04	TABULATIONS
05	TYPICAL SECTION
06-07	CITY DETAILS
08-09	SWPPP
10-12	EROSION CONTROL
13-14	REMOVALS
15-18	STREET CONSTRUCTION
19	STORM SEWER
20-25	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
	BITUMINOUS PAVEMENT		SANITARY SEWER
	DRIVE - BITUMINOUS		STORM SEWER
	DRIVE - CONCRETE		DRAIN TILE
	DRIVE - GRAVEL		LANDSCAPE - ROCK
	CONCRETE WALK		LANDSCAPE - MULCH
	VALLEY GUTTER		LANDSCAPE - RIP RAP
	SEEDING AREA		
	MILL BITUMINOUS PAVEMENT		
	CURB & GUTTER		
	SAWCUT FULL DEPTH		
	FULL-DEPTH RECLAMATION		
	REMOVE PAVEMENT BITUMINOUS		
	REMOVE PAVEMENT CONCRETE		
	REMOVE GRAVEL		
	REMOVE CONCRETE CURB & GUTTER		
	REMOVE BITUMINOUS CURB & GUTTER		



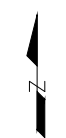
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

XXXXX DATE 01/23/25
LIC. NO.

JOE FERIANCEK, P.E.
ASSISTANT CITY ENGINEER

DATE	REVISION

SHEET 01 OF 25 SHEETS



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

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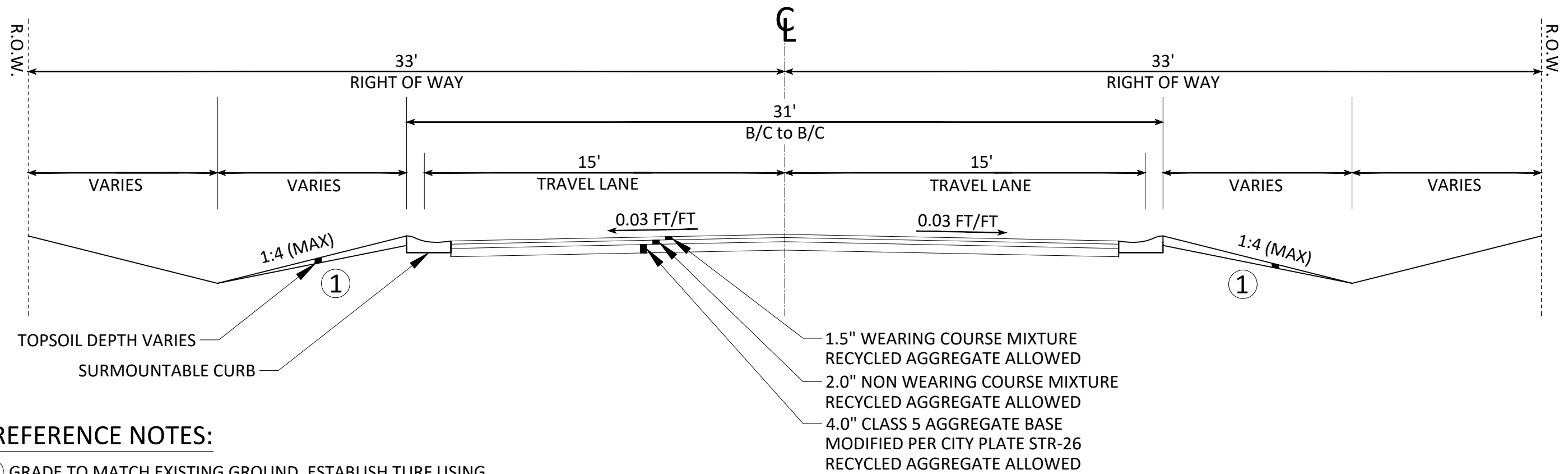
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Jan 22, 2025 - 9:48am
C:\Engineering\AutoCad Dwg\Projects N-Z\Sortebergs Recon. 25-06\Plan Drawings\25-06 Title & SEQ.dwg

TYPICAL SECTION (159THLN, XENOLITH ST)



REFERENCE NOTES:

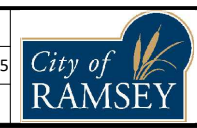
- ① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING TOPSOIL AND HYDROSEED WITH MNDOT SEED MIXTURE 25-151.

DATE	REVISION

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

JOE FERIANCEK
Date 01/23/25 Lic. No. XXXXX

DESIGNED BY:	LWC	DATE:	01/23/25
DRAWN BY:	LWC	FILE:	25-06
CHECKED BY:	XXX		



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

TYPICAL SECTION

SORTEBERGS STREET RECONSTRUCTIONS
CITY PROJECT NO. 25-06
CITY OF RAMSEY, MINNESOTA

**IP 25-06 Sorteberg's Street Reconstructions
Street Segment Summary**

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Sorteberg's	159th Lane	CSAH 83 / Xenolith Street	1929	Urban (Bit Curb)	4	1979	OL 1994	SC 2001		3.3	4.1	7.4
	Xenolith Street	159th Lane / 161st Avenue	898	Urban (Bit Curb)	3	1979	OL 1994	SC 2001		3.7	6.6	10.3
Sorteberg's Total Length			2827	0.535 mi.								

Capital Improvement Plan Ramsey, MN

Project #	22-STR-002
Project Name	Sorteberg's Street Reconstruction

Total Project Cost	\$642,890	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description
Reconstruction of streets within Sorteberg's subdivision.

Justification
In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	642,890	0	0	0	0	0	0	0	0	0	642,890
Total	642,890	0	0	0	0	0	0	0	0	0	642,890

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	559,035	0	0	0	0	0	0	0	0	0	559,035
Storm Water Utility Fund	83,855	0	0	0	0	0	0	0	0	0	83,855
Total	642,890	0	0	0	0	0	0	0	0	0	642,890

Public Works Committee**Meeting Date:** 02/18/2025**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Order Requests for Proposals for 2026 Capital Improvement Program Projects Topographic Surveys, Geotechnical Services and Utility Testing

Purpose/Background:**Purpose:**

The purpose of this case is to consider recommending City Council order request for proposals for 2026 Capital Improvement Program projects topographic surveys, geotechnical services and utility testing.

Background:

The current 2025 thru 2034 10-Year Capital Improvement Plan (CIP) proposes street reconstruction of the following streets in 2026:

- MSA Bunker Lake Boulevard between Jackal Street and Armstrong Boulevard (CSAH 83)
 - 0.47 miles of urban / rural section
 - Complete shared center turn lane design matching west of Jackal Street
 - Moved up to 2026 to use expiring TIF funds
- Carol-Rose Acres
 - 0.73 miles of rural section
 - Staff proposes to combine with Sports Haven subdivision due to proximity
- Countryside Estates
 - 3.17 miles of rural section
 - Staff proposes to prioritize due to project size
- Flintwood Hills 2nd & 3rd
 - 0.83 miles of urban section with concrete curb and gutter
- Riverside West
 - 0.28 miles of urban section with concrete curb and gutter
- Section 01 Unplatted (South of CR 27)
 - 1.44 miles of rural / urban section with bituminous curbing
- Sports Haven
 - 0.47 miles of rural section
 - Staff proposes to combine with Carol-Rose Acres subdivision due to proximity

The CIP proposes to mill and overlay the following streets in 2026:

- MSA 173rd Avenue and 175th Avenue between Armstrong Boulevard (CSAH 83) and Nowthen Boulevard (CSAH 5)
 - 3.05 miles of rural section
 - Staff proposes to soil correction and/or profile raise where 173rd Avenue crosses wetlands between Iguana Street and Puma Street
- Alpine Woods
 - 0.38 miles of urban section with concrete curb and gutter
- Evergreen Point Townhomes 1st & 2nd
 - 0.32 miles of urban section with concrete curb and gutter
- Hall-Anderson Acres (TH 47 Service Road only)
 - 0.17 miles of urban section with concrete curb and gutter
- Riverside West (Ebony Street only)

- 0.20 miles of urban section with concrete curb and gutter
- Section 16 Unplatted
 - 0.52 miles of rural section
- Wildwood Acres
 - 0.75 miles of rural section
- Generally, mill and overlay improvements only require topographic survey of the pedestrian ramps for ADA upgrades.

In total, the 2025 – 2034 CIP proposes to reconstruct approximately 7.39 miles and overlay 5.39 miles of public roads in 2026. For comparison the Pavement Management Program (PMP) included 7.03 miles of reconstruction in 2024 and 5.85 in 2025. Additionally, the PMP included 5.76 miles of overlay in 2024 and 3.50 miles in 2025.

Staff will use the materials as design aids for the improvement project. Topographic surveys are essential to locate all existing site features and to create an existing ground surface, used as the base for designing the project.

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

Televising sewer pipes informs Staff of the condition of the pipes, and locates existing damage, if any. This allows Staff to include damaged pipe repairs in the construction plans, which can be more cost-effective than doing repairs as standalone projects, or as change orders during the reconstruction project.

Street segment summaries and the 2025 Draft Pavement Management Program map is attached to this case for reference.

Notification:

No notifications are required with this case.

Time Frame/Observations/Alternatives:

Time Frame:

Staff anticipates up to 10 minutes are required to present information on the case and answer any questions from the committee.

Alternatives:

Alternative #1: Motion to recommend City Council order requests for proposals for 2026 Capital Improvement Program projects topographic surveys, geotechnical services and utility testing.

Alternative #2: Motion of other.

Funding Source:

Funding for this work is proposed to come from the respective pavement and utility funds; Pavement Management Funds, Municipal State Aid Funds, Sanitary Sewer Utility Funds, and Storm Water Utility Funds.

Recommendation:

Staff recommends Alternative #1.

Outcome/Action:

Motion to recommend City Council order requests for proposals for 2026 Capital Improvement Program projects topographic surveys, geotechnical services and utility testing.

Attachments

Draft 2026 PMP Map
2026 PMP Street Summaries
2026 PMP CIP Sheets

Form Review

Inbox

Bruce Westby

Brian Hagen

Form Started By: Joe Feriancek

Final Approval Date: 02/12/2025

Reviewed By

Bruce Westby

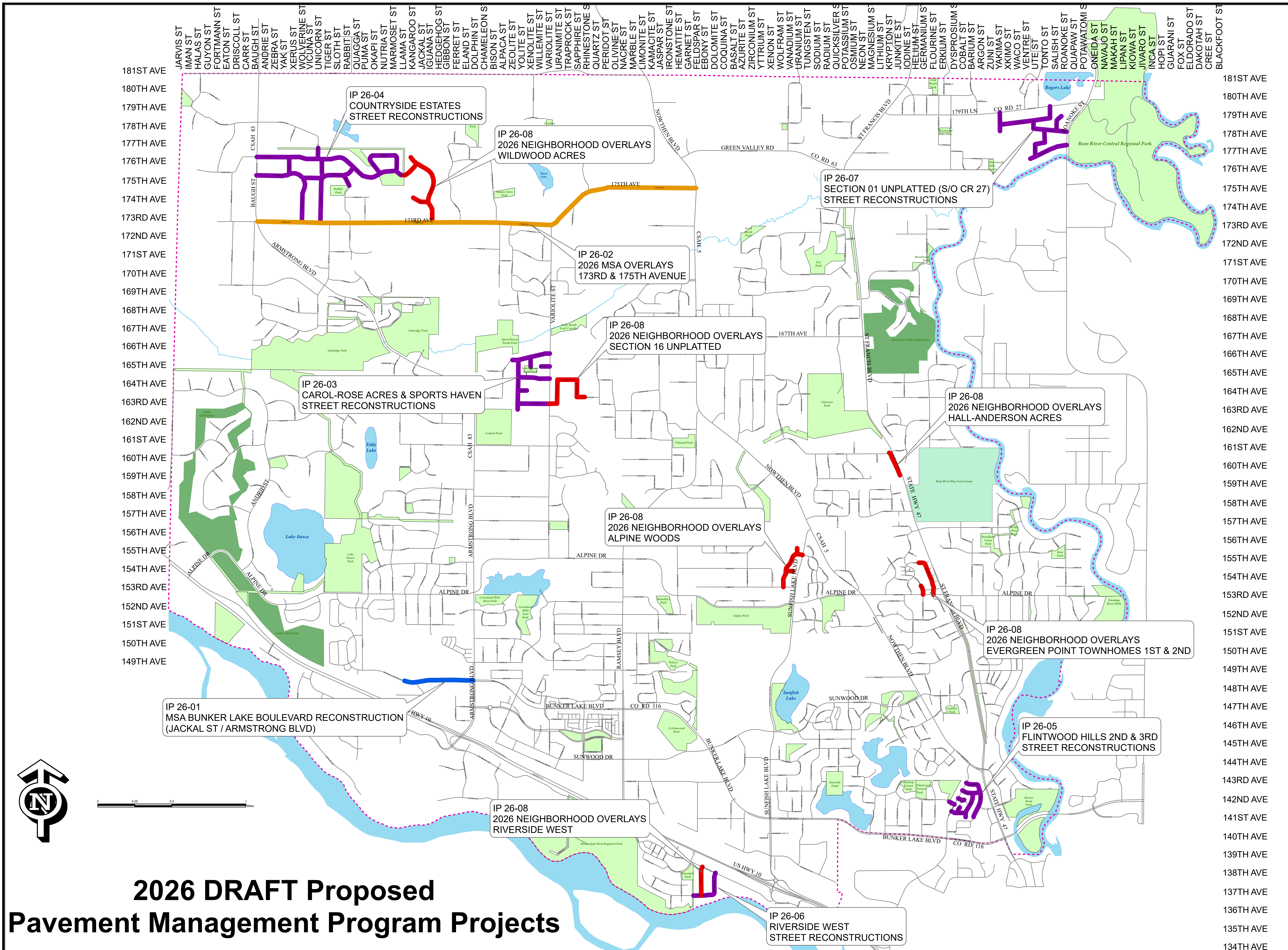
Brian Hagen

Date

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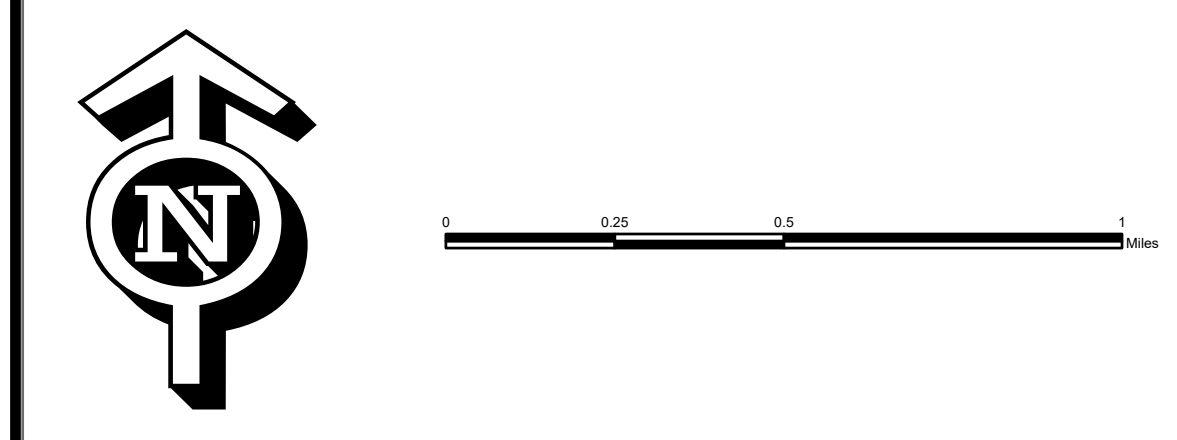
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Legend

- 2026 MSA Recon.
- 2026 MSA Overlay
- 2026 Overlay
- 2026 Reconstruction
- Streets
- MuniBndry
- ScoutCamp
- Golf_Courses
- Parks
- Rivers
- Lakes_Ponds
- Creeks



2026 DRAFT Proposed Pavement Management Program Projects

181ST AVE
180TH AVE
179TH AVE
178TH AVE
177TH AVE
176TH AVE
175TH AVE
174TH AVE
173RD AVE
172ND AVE
171ST AVE
170TH AVE
169TH AVE
168TH AVE
167TH AVE
166TH AVE
165TH AVE
164TH AVE
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144TH AVE
143RD AVE
142ND AVE
141ST AVE
140TH AVE
139TH AVE
138TH AVE
137TH AVE
136TH AVE
135TH AVE
134TH AVE

IP 26-04
COUNTRYSIDE ESTATES
STREET RECONSTRUCTIONS

IP 26-08
2026 NEIGHBORHOOD OVERLAYS
WILDWOOD ACRES

IP 26-07
SECTION 01 UNPLATTED (S/O CR 27)
STREET RECONSTRUCTIONS

IP 26-02
2026 MSA OVERLAYS
173RD & 175TH AVENUE

IP 26-08
2026 NEIGHBORHOOD OVERLAYS
SECTION 16 UNPLATTED

IP 26-03
CAROL-ROSE ACRES & SPORTS HAVEN
STREET RECONSTRUCTIONS

IP 26-08
2026 NEIGHBORHOOD OVERLAYS
HALL-ANDERSON ACRES

IP 26-08
2026 NEIGHBORHOOD OVERLAYS
ALPINE WOODS

IP 26-08
2026 NEIGHBORHOOD OVERLAYS
EVERGREEN POINT TOWNHOMES 1ST & 2ND

IP 26-01
MSA BUNKER LAKE BOULEVARD RECONSTRUCTION
(JACKAL ST / ARMSTRONG BLVD)

IP 26-05
FLINTWOOD HILLS 2ND & 3RD
STREET RECONSTRUCTIONS

IP 26-08
2026 NEIGHBORHOOD OVERLAYS
RIVERSIDE WEST

IP 26-06
RIVERSIDE WEST
STREET RECONSTRUCTIONS

IP 26-01
MSA Bunker Lake Boulevard Reconstruction
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
MSA Bunker Lake Boulevard	Bunker Lake Boulevard	Jackal Street / Armstrong Boulevard (CSAH 83)	2463	Urban	Conc.	7	2011	CS					5.6	0**	**
		<i>Ramsey Town Center 6th Total</i>	<i>2463</i>	<i>0.47 mi.</i>											
MSA Bunker Lake Boulevard Total			2463	0.47 mi.											
* Per As-Built, GPR not available ** No Base Visible, GPR Data not available *** No Wear Course Pavement; Rehabilitation Project															

IP 26-02
2026 MSA Pavement Overlay Improvements
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
MSA 173rd Avenue & 175th Avenue	173rd Avenue	Armstrong Boulevard (CSAH 83) / Variolite Street	10483	Rural	n/a	7	2008	SC 2014	CS 2021				3.6	5.3	8.9
	175th Avenue	Variolite Street / Nowthen Boulevard (CSAH 5)	5635	Rural	n/a	7	2008	SC 2014	CS 2021				3.5	5.5	9.0
<i>MSA 173rd Avenue & 175th Avenue Total</i>			<i>16118</i>	<i>3.05 mi.</i>											
2026 MSA Pavement Overlay Total			16118	3.05 mi.											
													* Per As-Built, GPR not available		
													** No Base Visible, GPR Data not available		
													*** No Wear Course Pavement; Rehabilitation Project		

**IP 26-03
Carol-Rose Acres Sports Haven Street Reconstructions
Street Segment Summary**

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Carol-Rose Acres	163rd Lane	Yolite Street / Variolite Street	1120	Rural	n/a	2	1980	OL 1995	SC 2001	SC 2012			3.8	6.4	10.2
	164th Avenue	Yolite Street / CDS	315	Rural	n/a	3	1980	OL 1995	SC 2001	SC 2012			3.7	3.1	6.8
	164th Lane	Yolite Street / Variolite Street	1113	Rural	n/a	2	1980	OL 1995	SC 2001	SC 2012			3.4	3.2	6.6
	Yolite Street	163rd Lane / 164th Avenue	467	Rural	n/a	3	1980	OL 1995	SC 2001	SC 2012			3.6	3.0	6.6
	Yolite Street	164th Avenue / 164th Lane	473	Rural	n/a	2	1980	OL 1995	SC 2001	SC 2012			3.6	3.0	6.6
	Yolite Street	164th Lane / N EOP	169	Rural	n/a	3	1980	OL 1995	SC 2001	SC 2012			3.6	3.0	6.6
	Yolite Street	S EOP / 163rd Lane	208	Rural	n/a	3	1980	OL 1995	SC 2001	SC 2012			3.6	3.0	6.6
Carol-Rose Acres Total			3865	0.73 mi.											
Sports Haven	165th Lane	Variolite Street / CDS	305	Rural	n/a	3	1980	SC 1986	OL 1995	SC 2001			4.0	4.2	8.2
	166th Avenue	W EOP / Variolite Street	1359	Rural	n/a	3	1981	SC 1987	OL 1996	SC 2002			4.4	2.0	6.4
	Xenolith Street	166th Avenue / CDS	348	Rural	n/a	2	1982	SC 1988	OL 1997	SC 2003			3.8	0**	**
	Yolite Street	S EOP / 166th Avenue	446	Rural	n/a	3	1983	SC 1989	OL 1998	SC 2004			3.6	2.8	6.4
Sports Haven Total			2458	0.47 mi.											
Carol-Rose Acres & Sports Haven Totals			6323	1.2 mi.											
* Per As-Built, GPR not available ** No Base Visible, GPR Data not available *** No Wear Course Pavement; Rehabilitation Project															

IP 26-05
Flintwood Hills 2nd 3rd Street Reconstructions
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Flintwood Hills 2nd	141st Avenue	Dysprosium Street / Barium Street	518	Urban	Conc.	3	1985	SC 1989	SC 2001				2.0	3.1	5.1
	142nd Avenue	W EOP / Dysprosium Street	207	Urban	Conc.	5	1985	SC 1989	SC 2001				2.9	0**	**
	142nd Circle	Dysprosium Street / CDS	233	Urban	Conc.	3	1985	SC 1989	SC 2001				2.7	0**	**
	142nd Lane	Barium Street / Argon Street	273	Urban	Conc.	3	1985	SC 1989	SC 2001				2.3	2.3	4.6
	Argon Street	142nd Lane / 142nd Avenue	555	Urban	Conc.	3	1985	SC 1989	SC 2001				2.9	4.7	7.6
	Argon Street	S EOP / 142nd Avenue	399	Urban	Conc.	3	1987	SC 1989	SC 2001				2.9	4.7	7.6
	Barium Street	S EOP / 142nd Lane	912	Urban	Conc.	3	1985	SC 1989	SC 2001				2.4	5.4	7.8
	Cobalt Street	141st Avenue / CDS	207	Urban	Conc.	3	1985	SC 1989	SC 2001				2.8	0**	**
Flintwood Hills 2nd Total			3304	0.63 mi.											
Flintwood Hills 3rd	142nd Lane	Dysprosium Street / Barium Street	383	Urban	Conc.	3	1987	SC 1989	SC 2001				2.3	2.3	4.6
	143rd Avenue	Dysprosium Street / PC Argon Street	441	Urban	Conc.	3	1987	SC 1989	SC 2001				2.8	3.8	6.6
	Argon Street	Northerly PC of 143rd Avenue / 142nd Lane	242	Urban	Conc.	3	1987	SC 1989	SC 2001				2.9	4.7	7.6
Flintwood Hills 3rd Total			1066	0.2 mi.											
Flintwood Hills 2nd & 3rd Total			4370	0.83 mi.											
* Per As-Built, GPR not available ** No Base Visible, GPR Data not available *** No Wear Course Pavement; Rehabilitation Project															

IP 26-06
Riverside West Street Reconstructions
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Riverside West	137th Avenue	Dolomite Street / W EOP	726	Urban	Conc.	5	1992	SC 1996	SC 2003	SC 2011	SP 2024		2.3	5.8	8.1
	Dolomite Street	Riverdale Drive / 137th Avenue	773	Urban	Conc.	4	1992	SC 1996	SC 2003	SC 2011	SP 2024		3.9	5.2	9.1
Riverside West Total			1499												
				0.28 mi.											

* Per As-Built, GPR not available
** No Base Visible, GPR Data not available
*** No Wear Course Pavement; Rehabilitation Project

IP 26-08
2026 Neighborhood Pavement Overlay Improvements
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	Curb (Bit / Conc.)	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)
Alpine Wood	154th Court	Vanadium Street / CDS	244	Urban	Conc.	6	2004	SC 2010	SC 2018				*		
	155th Avenue	Sunfish Lake Boulevard (CR 57) / Uranium Street	194	Urban	Conc.	6	2004	SC 2010	SC 2018				*		
	Uranimite Street	155th Avenue / N EOP	204	Urban	Conc.	6	2004	SC 2010	SC 2018				*		
	Vanadium Street	153rd Lane / 155th Avenue	1363	Urban	Conc.	6	2004	SC 2010	SC 2018				*		
Alpine Woods Total			2005	0.38 mi.											
Evergreen Point Townhomes 1st & 2nd	154th Lane	Fluorine Street / W EOP	184	Urban	Conc.	7	2003	SC 2008	SC 2017	CS 2024			*		
	Fluorine Street	Alpine Drive / N EOP	676	Urban	Conc.	7	2002	SC 2008	SC 2017	CS 2025			*		
	Fluorine Street	154th Lane / S EOP	521	Urban	Conc.	7	2003	SC 2008	SC 2017	CS 2026			*		
	Germanium Street	Alpine Drive / W EOP	324	Urban	Conc.	7	2002	SC 2008	SC 2017	CS 2027			*		
Evergreen Point Townhomes 1st & 2nd Total			1705	0.32 mi.											
Hall-Anderson Acres	TH 47 Service Road	S EOP / N EOP	899	Urban	Conc.	6	2006	SC 2011	SC 2017				3.8	8.1	11.9
Hall-Anderson Acres Total			899	0.17 mi.											
Riverside West	Ebony Street	Riverdale Drive / 137th Avenue	1034	Urban	Conc.	6	2005	SC 2011	CS 2021				3.4	7.2	10.6
Riverside West Total			1034	0.2 mi.											
Section 16 Unplatted	163rd Lane	Variolite Street / Uranimite Street	282	Rural	n/a	8	2006	SC 2011	CS 2019				3.8	4.0	7.8
	164th Avenue	Sapphire Street / PT 285ft East	278	Rural	n/a	8	2007	SC 2012	CS 2020				4.3	4.1	8.4
	164th Lane	Uranimite Street / Sapphire Street	698	Rural	n/a	8	2008	SC 2013	CS 2021				3.9	5.4	9.3
	Sapphire Street	164th Lane / 164th Avenue	616	Rural	n/a	8	2009	SC 2014	CS 2022				0**	0**	**
	Uranimite Street	163rd Lane / 164th Lane	852	Rural	n/a	8	2010	SC 2015	CS 2023				0**	0**	**
Section 16 Unplatted Total			2726	0.52 mi.											

IP 26-08
2026 Neighborhood Pavement Overlay Improvements
Street Segment Summary

Subdivision	Street	Segment Description	Length (feet)	Section (Urban /	Curb (Bit /	2024 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Maint. 4	Maint. 5	Avg HMA	Avg Agg. Base	Avg Section
Wildwood Acres	174th Avenue	Iguana Street / CDS	571	Rural	n/a	4	1989	SC 1998	OL 2008	SC 2014			4.0	2.3	
	176th Avenue	Iguana Street / W EOP	642	Rural	n/a	5	1990	SC 1999	OL 2009	SC 2015			3.4	4.3	
	Iguana Street	174th Avenue / 176th Avenue	1690	Rural	n/a	5	1991	SC 2000	OL 2010	SC 2016			3.6	3.5	
	Iguana Street	176th Avenue / CDS	302	Rural	n/a	5	1992	SC 2001	OL 2011	SC 2017			3.6	3.5	
	Iguana Street	CR 63 / 174th Avenue	779	Rural	n/a	5	1993	SC 2002	OL 2012	SC 2018			3.6	3.5	
Wildwood Acres Total			3984			0.75 mi.									
2026 Neighborhood Overlay Improvements Total			12353			2.34 mi.									
* Per As-Built, GPR not available ** No Base Visible, GPR Data not available *** No Wear Course Pavement; Rehabilitation Project															

Capital Improvement Plan Ramsey, MN

Project # 24-STR-011
 Project Name MSA- Bunker Lake Boulevard (Jackal SICR 83) Recon

Total Project Cost \$826,965
 Type Improvement
 Priority 1-Existing Obligation (High)
 Useful Life 60 years

Department Street Improvements
 Category Street Improvement
 Status Active

Description

Reconstruction of MSA Bunker Lake Boulevard between Jackal Street and Armstrong Boulevard. Includes addition of shared center lane.

Developer Fees: Oppidon paid \$200,000 and PSD estimated \$191,000 assessment

TIF 18 balance to offset MSA funds, an inter-fund loan will need to be established at the time the funds are used.

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	826,965	0	0	0	0	0	0	0	0	826,965
Total	0	826,965	0	0	0	0	0	0	0	0	826,965

Funding Sources

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Public Improvement Revolving Fund	0	391,000	0	0	0	0	0	0	0	0	391,000
Tax Increment #18	0	386,750	0	0	0	0	0	0	0	0	386,750
Storm Water Utility Fund	0	49,215	0	0	0	0	0	0	0	0	49,215
Total	0	826,965	0	0	0	0	0	0	0	0	826,965

Capital Improvement Plan Ramsey, MN

Project #	24-STR-001
Project Name	2026 MSA Overlays

Total Project Cost	\$1,290,087	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Overlying of MSA streets: 173rd/175th Avenue (Armstrong Boulevard/CSAH 5): includes soil correction area

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	1,290,087	0	0	0	0	0	0	0	0	1,290,087
Total	0	1,290,087	0	0	0	0	0	0	0	0	1,290,087

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
MSA	0	1,121,815	0	0	0	0	0	0	0	0	1,121,815
Storm Water Utility Fund	0	168,272	0	0	0	0	0	0	0	0	168,272
Total	0	1,290,087	0	0	0	0	0	0	0	0	1,290,087

Capital Improvement Plan Ramsey, MN

Project #	19-STR-011		
Project Name	Reconstruction Streets: Carol-Rose Acres		
Total Project Cost	\$513,774	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Reconstruction of Streets in Carol-Rose Acres: 163rd Lane, 164th Avenue, 164th Lane, and Yolite Street.

Justification

These streets are in poor condition and require reconstruction. The pavement has deteriorated beyond the point where an overlay could be applied.

Expenditures

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	513,774	0	0	0	0	0	0	0	0	513,774
Total	0	513,774	0	0	0	0	0	0	0	0	513,774

Funding Sources

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	0	446,760	0	0	0	0	0	0	0	0	446,760
Storm Water Utility Fund	0	67,014	0	0	0	0	0	0	0	0	67,014
Total	0	513,774	0	0	0	0	0	0	0	0	513,774

Capital Improvement Plan Ramsey, MN

Project #	19-STR-017
Project Name	Reconstruction Streets: Countryside Estates

Total Project Cost	\$2,231,046	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Reconstruction of streets in Countryside Estates: 175th Lane, 176th Avenue, 176th Lane, Marmoset Street, Okapi Street, Rabbit Street, Unicorn Street, Wolverine Street and Xerus Street.

Justification

These streets are in poor condition and require reconstruction. The pavement has deteriorated beyond the point where an overlay could be applied.

Expenditures

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	2,231,046	0	0	0	0	0	0	0	0	2,231,046
Total	0	2,231,046	0	0	0	0	0	0	0	0	2,231,046

Funding Sources

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	0	1,940,040	0	0	0	0	0	0	0	0	1,940,040
Storm Water Utility Fund	0	291,006	0	0	0	0	0	0	0	0	291,006
Total	0	2,231,046	0	0	0	0	0	0	0	0	2,231,046

Capital Improvement Plan Ramsey, MN

Project #	21-STR-015
Project Name	Flintwood Hills 2nd & 3rd Street Reconstruction

Total Project Cost	\$1,168,308	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Reconstruction of streets within Flintwood Hills 2nd and Flintwood Hills 3rd subdivisions.

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	1,168,308	0	0	0	0	0	0	0	0	1,168,308
Total	0	1,168,308	0	0	0	0	0	0	0	0	1,168,308

Funding Sources

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	0	1,015,920	0	0	0	0	0	0	0	0	1,015,920
Storm Water Utility Fund	0	152,388	0	0	0	0	0	0	0	0	152,388
Total	0	1,168,308	0	0	0	0	0	0	0	0	1,168,308

Capital Improvement Plan Ramsey, MN

Project #	23-STR-009
Project Name	Riverside West Street Reconstruction

Total Project Cost	\$229,615	Department	Street Improvements
Type	Unassigned	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Reconstruction of 137th Avenue and Dolomite Street within the Riverside West subdivision.

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures

Improvements Other than Building Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
	0	229,615	0	0	0	0	0	0	0	0	229,615
Total	0	229,615	0	0	0	0	0	0	0	0	229,615

Funding Sources

Pavement Management Fund	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
	0	199,665	0	0	0	0	0	0	0	0	199,665
Storm Water Utility Fund	0	29,950	0	0	0	0	0	0	0	0	29,950
Total	0	229,615	0	0	0	0	0	0	0	0	229,615

Capital Improvement Plan Ramsey, MN

Project #	23-STR-008		
Project Name	Section 01 Unplatted (S/O CR 27) Street Recon		

Total Project Cost	\$1,013,472	Department	Street Improvements
Type	Improvement	Category	Street Improvement
Priority	1-Existing Obligation (High)	Status	Active
Useful Life	60 years		

Description

Reconstruction of the streets within Section 01 Unplatted, south of CR 27.

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis, including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	1,013,472	0	0	0	0	0	0	0	0	1,013,472
Total	0	1,013,472	0	0	0	0	0	0	0	0	1,013,472

Funding Sources

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	0	881,280	0	0	0	0	0	0	0	0	881,280
Storm Water Utility Fund	0	132,192	0	0	0	0	0	0	0	0	132,192
Total	0	1,013,472	0	0	0	0	0	0	0	0	1,013,472

Capital Improvement Plan Ramsey, MN

Project # 21-STR-014
Project Name 2026 Neighborhood Overlays

Total Project Cost \$681,477
Type Improvement
Priority 1-Existing Obligation (High)
Useful Life 60 years

Department Street Improvements
Category Street Improvement
Status Active

Description

Overlaying of streets within the following subdivisions: Alpine Woods; Evergreen Point Townhomes 1st; Evergreen Point Townhomes 2nd; Hall-Anderson Acres (TH 47 Service Road only); Section 16 Unplatted (2006 Construction only); Riverside West (Ebony Street); Wildwood Acres

Justification

In accordance with the City's Pavement Management Program, each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimated to be 60 years based on the City's predominant sand subgrades.

Expenditures	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Improvements Other than Building Cost	0	681,477	0	0	0	0	0	0	0	0	681,477
Total	0	681,477	0	0	0	0	0	0	0	0	681,477

Funding Sources	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Pavement Management Fund	0	649,026	0	0	0	0	0	0	0	0	649,026
Storm Water Utility Fund	0	32,451	0	0	0	0	0	0	0	0	32,451
Total	0	681,477	0	0	0	0	0	0	0	0	681,477

Public Works Committee**Meeting Date:** 02/18/2025**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**2026 Pavement Management Program Projects**

- *See separate case*

#25-01 Rivers Bend Regional Stormwater Pond Improvements

- Construction complete
- Received first grant payment from Anoka Conservation District (ACD) in amount of \$168,874.49
- Second grant payment request will be processed after the next pay application is received
- Project close out scheduled for Spring 2025

#25-02 MSA Sunwood Drive Reconstruction – CSAH 5 to Erkium Street

- Scheduling preconstruction meeting
- 2025 construction

#25-03 MSA Alpine Drive Reconstruction – CSAH 57 to TH 47

- Early 2025 construction anticipated

#25-04 Dickenson’s Mississippi Estate Street Reconstruction

- Design and plan preparation in progress
- Working with Lano to address area stormwater runoff concerns
- 2025 construction

#25-05 High Point Street Reconstruction

- 2025 construction
- *See separate case*

#25-06 Sorteberg’s Street Reconstruction

- 2025 construction
- *See separate case*

#25-09 2025 Crack Seal Improvements

- 2025 construction

#25-10 2025 Pavement Rejuvenation

- 2025 construction

#24-01 Barthel’s Rum River Acres & White Pine Estates Street Reconstructions

- Substantially complete
- Punch list items are being addressed

#24-02 Halls Dover Acres Street Reconstruction

- Substantially complete

- Punch list items are being addressed

#24-03 2024 NE Ramsey Street Reconstruction

- Substantially complete
- Punch list items are being addressed

#24-04 Ford Brook Estates Drainage Improvements

- Substantially complete
- Punch list items are being addressed

#24-05 Xkimo St MSA (TH47 to 142nd Avenue) Reconstruction

- Substantially complete
- Punch list items are being addressed

#24-06 2024 MSA Pavement Overlay Improvements (McKinley St)

- Substantially complete
- Punch list items are being addressed
- Final completion scheduled for June 30, 2025

#24-07 2024 Neighborhood Overlay Improvements

- Substantially complete
- Punch list items are being addressed

#24-11 Alpine Drive MSA Street Reconstruction (Puma St to CSAH 83)

- Substantially complete
- Punch list items are being addressed

#24-12 Juniper Woods 1st – 3rd Street Reconstruction

- Substantially complete
- Punch list items are being addressed

#24-13 Fox Ridge Estates 1st and 2nd Additions Street Reconstruction

- 2025 reconstruction

#24-14 Ramsey Gateway Mississippi River Outfall Removal

- 2025 Change Order to IP #20-11, Ramsey Gateway Highway 10 Improvements

#24-51 TH 47 Trail Gap Connection – 142nd Avenue to Xkimo Street

- Bolton & Menk prepared plans and specs for 10' trail construction
- *MnDOT cost contribution update is anticipated to be available in March*

#24-56 Lift Station #1 Generator Improvements

- Generator installed and operational

#23-19 COR Infrastructure Improvements

- Construction complete
- Punch list items are being addressed

#23-20 COR Mass Grading

- Construction complete
- Final payment in progress

#21-08 WTP Trunk Watermain Improvements

- Construction complete
- Final payment in progress

#21-09 Centralized Water Treatment Plant

- Construction in progress
- Substantial completion scheduled in August, 2025
- Final completion scheduled for October, 2025

#20-11 Ramsey Gateway Highway 10 Improvements

- Sunfish Lake Blvd grade separations (RR and TH10) open to traffic
- Ramsey Blvd grade separations (RR and TH10) will be constructed in early 2025
- Final completion anticipated June 2026
- Project webpage <https://www.anokacountymn.gov/3918/Hwy-10Ramsey-Blvd-Interchange>

City of Anoka Improvement Projects

Ferry Street / Trunk Highway 47 Grade Separation of BNSF Rail Crossing

- City-led project
- \$45M in bonds authorized October 2020
- 2028 construction anticipated

Highway 47 Corridor Improvements – Garfield St to Bunker Lk Blvd

- Combined with above City-led project
- 3-lane design
- Received regional solicitation funds for 2027 construction
- Permanent signal system at McKinley Street
- Construction proposed for 2027 - 2029

Anoka County Improvement Projects

- No updates.

MnDOT Improvement Projects

- No updates.

Studies & Items of Interest

Wetland 114 P staff updates

- Water levels stable.
- Staff continues to monitor water levels and will provide updates as needed.

Commercial/Industrial/Residential Developments

- Staff can respond to questions as needed.

PWC Future Topics Calendar Discussion Items

See calendar in next case.

Notification:

Notification is not required for this case.

Time Frame/Observations/Alternatives:

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

Funding Source:

NA

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: 02/12/2025

Reviewed By

Brian Hagen

Date

02/12/2025 12:52 PM

Started On: 02/12/2025 08:18 AM

Public Works Committee

Meeting Date: 02/18/2025

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 Feb2025

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 02/12/2025

Reviewed By

Brian Hagen

Date

02/12/2025 12:52 PM

Started On: 02/12/2025 08:19 AM

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
Future/TBD	Sunwood Drive Roundabout Landscaping (<i>Riverblood</i>)
Ongoing	Veterans Drive Dog Park Fence (<i>Riverblood</i>)
Date	Topics for Discussion – Regulatory
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riverblood</i>)
Ongoing	Gravel Road Elimination Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
Future/TBD	Asset Management Program Update (<i>Westby</i>)
Ongoing	Targeted Trail Gap Connection Planning (<i>Riverblood</i>)
Ongoing	Use of Recycled Shingles for Pavement Patching (<i>Westby</i>)
Date	Topics for Discussion – Staff Updates
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>)
Mar. 2024	TH 47 Trail Connection - 142 nd to So. of Xkimo (<i>Riverblood</i>)

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