

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday, April 21, 2026**

**5:30 pm**

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

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

1. **Call to Order**
  
2. **Citizen Input**
  
3. **Approve Agenda**
  
4. **Approve Minutes**
  1. Approve the following meeting minutes.  
Public Works Committee February 17, 2026
  
5. **Committee Business**
  1. Consider recommending City Council approval to adjust the scope of Improvement Project 25-08 to include planned 2029 concrete repairs to Sunwood Drive and Rhinestone Street, and to move the project to 2027.
  
  2. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Carol-Rose Acres & Sports Haven Street Reconstructions, Improvement Project #26-03
  
  3. Consider Recommending City Council Approval of Plans and Authorization to Solicit Quotes for 2026 Pavement Skim Patching Contracted Services, Maintenance Project #26-53
  
  4. Consider Recommendation for City Council Authorization to Prepare Plans and Agreements for Street Lighting Improvements for Riverdale Drive and Highway 10 North Frontage Roads
  
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:** 04/21/2026

**Primary Strategic Plan Initiative:** Address infrastructure needs.

**Title:**

Approve the following meeting minutes.  
Public Works Committee February 17, 2026

**Purpose/Background:**

The purpose of this case is to review and approve the attached February 17, 2026, meeting minutes.

**Time Frame/Observations/Alternatives:**

Staff anticipates this case will take less than 5 minutes.

**Recommendation:**

To review and approve meeting minutes dated February 17, 2026.

**Outcome/Action:**

Motion to approve meeting minutes dated February 17, 2026.

**Attachments**

PWC Meeting Minutes 02.17.26

**Form Review**

**Inbox**

Bruce Westby  
Brian Hagen  
Form Started By: Marsha Weidner  
Final Approval Date: 04/16/2026

**Reviewed By**

Bruce Westby  
Brian Hagen

**Date**

04/16/2026 09:43 AM  
04/16/2026 01:12 PM  
Started On: 04/16/2026 07:38 AM

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

The Public Works Committee conducted a regular meeting on Tuesday, February 17, 2026, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Chris Riley  
                            Councilmember Eric Peters  
                            Councilmember Dan Specht

Also Present:           City Engineer/Public Works Director Bruce Westby

**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 Specht, seconded by Councilmember Peters, to approve the agenda, as presented.

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

**4.     APPROVE MINUTES**

**4.01:  Approve January 20, 2026, Meeting Minutes**

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

Regular Meeting Minutes dated January 20, 2026

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

**5.     COMMITTEE BUSINESS**

**5.01:  Consider Recommending City Council Approval of MnDOT Limited Use Permit #0200-0113**

City Engineer/Public Works Director Westby reviewed the staff report and recommended City Council approval of MnDOT Limited Use Permit (LUP) #0200-0113.

Motion by Councilmember Specht, seconded by Councilmember Peters, to recommend City Council approval of MnDOT Limited Use Permit #0200-0113.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Specht and Peters. 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.

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

Chairperson Riley suggested an item be added to a future agenda to provide an update on the various redundancy and safety features built into the new Water Treatment Plant to ensure the treated water will remain safe to drink at all times.

City Engineer/Public Works Director Westby confirmed that it could be done and anticipated it would not be for a few months, as staff are busy commissioning the Water Treatment Plant.

Chairperson Riley stated that he would like additional information on painting the water tower at Dysprosium Street and Nowthen Boulevard and when that is slated to occur.

## **7. ADJOURNMENT**

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 5:53 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:** 04/21/2026**Primary Strategic Plan Initiative:** Improve the safety and mobility of transportation corridors.**Title:**

Consider recommending City Council approval to adjust the scope of Improvement Project 25-08 to include planned 2029 concrete repairs to Sunwood Drive and Rhinestone Street, and to move the project to 2027.

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

The purpose of this case is to consider moving Improvement Project #25-08, Sunwood Drive Crosswalk Repairs, to 2027, and to consider moving the 2029 Sunwood Drive & Rhinestone Street Concrete Repairs to 2027 and combining with Improvement Project #25-08.

**Background:**

The 2025 – 2034 CIP proposed to replace the colored concrete pedestrian crossings along Sunwood Drive in 2025. The remaining concrete repairs along Sunwood Drive and Rhinestone Street are proposed for 2029.

Project History

- September 17, 2024, the Ramsey Public Works Committee recommended City Council order topographic survey of the project area. Additionally, the committee directed staff to bring a future case forward to compare costs of various options for replacing the colored concrete.
- September 24, 2024, the Ramsey City Council adopted Resolution #24-282 ordering topographic survey of the project area.
- October 22, 2024, the Ramsey City Council adopted Resolution #24-295, accepting and awarding a proposal from Hakanson Anderson for topographic survey of the project area.
- May 20, 2025, the Ramsey Public Works Committee recommended City Council order plans and specifications for said improvements, including replacing the colored concrete with standard concrete pavement and standard crosswalk markings.
- June 10, 2025, the Ramsey City Council adopted Resolution 25-122, ordering plans and specifications for said improvements.

Existing Conditions

Sunwood Drive between Zeolite Street and Rhinestone Street is a concrete pavement urban section varying between 40 and 48 feet wide with a variation of parking lanes and turn lanes along the corridor. Concrete sidewalk exists throughout the corridor, though the existing sidewalk varies between existing and proposed from block to block. The Average Daily Traffic (ADT) is 4,582 as of 2022, but is anticipated to increase due to development in the COR. Sunwood Drive is a Municipal State Aid (MSA) street and must conform to MSA design standards, including meeting a 10-ton pavement strength design.

Construction Plans and Field Review

Staff completed preliminary plans for the Sunwood Drive Crosswalk Repairs in late July 2025. It became apparent that plans would not be ready for bidding in time for fall 2025 bidding, and staff prioritized completing plans in time for 2026 construction. Plans were complete in January of 2026, and sent through an internal plan review. Utility Department staff performed a field review of the existing gate valves within the intersections. It was discovered that the valves cannot be operated, due to the valve extensions being broken. Though the valves are not in the crosswalks, if repaired during the proposed 2029 concrete repairs project, the excavations would impact crosswalks as well. Removing the gate valve extensions significantly changes the scope of the improvements, primarily due to the depth of the existing watermain under Sunwood Drive, which is 17 feet deep

to the top of the valves. The required excavation pits to make the repairs will take out entire intersections. The repairs are also approximately 8 to 10 feet below the water table so significant dewatering will be required.

### Resident and Property Owner Impacts

The crosswalk repairs were initially moved up, and anticipated to be a multi-week project to address safety concerns. Public Works staff can continue to monitor and repair the crosswalks until 2027.

The current CIP includes 2027 overlay improvements to several streets within the COR, directly adjacent to these improvements. By moving all the Sunwood Drive and Rhinestone repairs to 2027, the city can avoid multiple years of street construction in the downtown area. A map of proposed 2027 improvements is attached to this case for reference.

The initial project scope included intersection closures, lasting approximately 1 week per intersection. The additional dewatering and watermain repairs will extend the intersection closures to approximately 2 weeks per intersection. Traffic control staging plans are included in the plans to assure detour routes through the COR are available during construction.

### Additional Permitting

Sunwood Drive and Rhinestone Street are MSA streets, which require review and approval by MnDOT Municipal State Aid (MSA) staff prior to bidding the project. The preliminary plans were routed through MSA and relevant comments were incorporated into the plans. Modifying the scope will require an additional review. However, staff is confident comments would be minimal.

### Project Timelines

City Staff is proposing to prepare plans and specifications for this project in-house, as part of their normal duties. After the remaining 2026 improvements are complete, staff proposes to prioritize this project. The following are the proposed general project timelines:

- |                  |  |
|------------------|--|
| ● April 28, 2026 | City Council adjust project scope to include additional concrete repairs |
| ● Summer 2026    | Staff prepares plans / MnDOT MSA review                                  |
| ● Fall 2026      | City Council approves plans and authorizes advertisement for bids        |
| ● Winter 2026    | City Council award construction contract                                 |
| ● Summer 2027    | Construction   |

### Engineering Design

Staff does not require additional topographic survey or geotechnical work to increase the project scope. Staff does propose to televise the existing sanitary and storm sewers to verify if additional utility improvements are necessary. Staff is currently preparing request for proposals for televising 2027 Pavement Management Program projects, and can include these improvements in the proposals.

Staff will need to perform an intensive field review to determine the extent of concrete repairs necessary along Sunwood Drive and Rhinestone Street. Staff has obtained training in Concrete Pavement Restoration (CPR) and believe they have the knowledge and skills to perform the field review in-house.

### **Notification:**

No notifications are required with this case.

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

#### **Time Frame:**

Staff anticipates up to 15 minutes are required to present information on the case and respond to any questions from the Committee.

#### **Observations:**

Staff will work with the Parks Department to minimize impacts to planned activities within the COR.

**Alternatives:**

Alternative #1 - Motion recommending City Council approval to adjust the scope of Improvement Project 25-08 to include the planned 2029 concrete repairs to Sunwood Drive and Rhinestone Street per the 2026 – 2035 Capital Improvement Plan, and adjust the project timeline to 2027.

Alternative #2 – Motion of other.

**Funding Source:**

Funding for this work is proposed to come from Municipal State Aid Funds.

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

Based on Public Works Committee recommendation.

**Attachments**

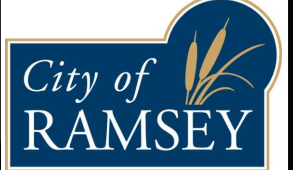
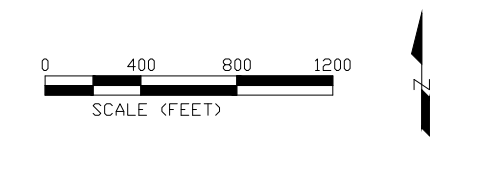
Sunwood & Rhinestone Concrete Repairs Scope  
25-08 Plans 01\_2026  
Draft 2027 PMP Map  
CIP 17-STR-012

**Form Review**

| <b>Inbox</b>                    | <b>Reviewed By</b> | <b>Date</b>                     |
|---------------------------------|--------------------|---------------------------------|
| Bruce Westby                    | Bruce Westby       | 04/09/2026 01:08 PM             |
| Brian Hagen                     | Brian Hagen        | 04/09/2026 01:15 PM             |
| Form Started By: Joe Feriancek  |                    | Started On: 01/08/2026 04:17 PM |
| Final Approval Date: 04/09/2026 |                    |                                 |



**SUNWOOD DRIVE & RHINESTONE STREET  
CONCRETE REPAIRS  
PROJECT SCOPE**

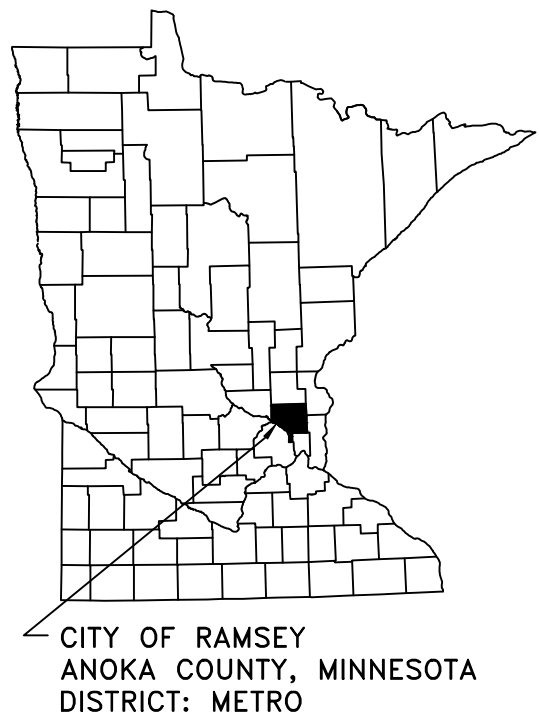
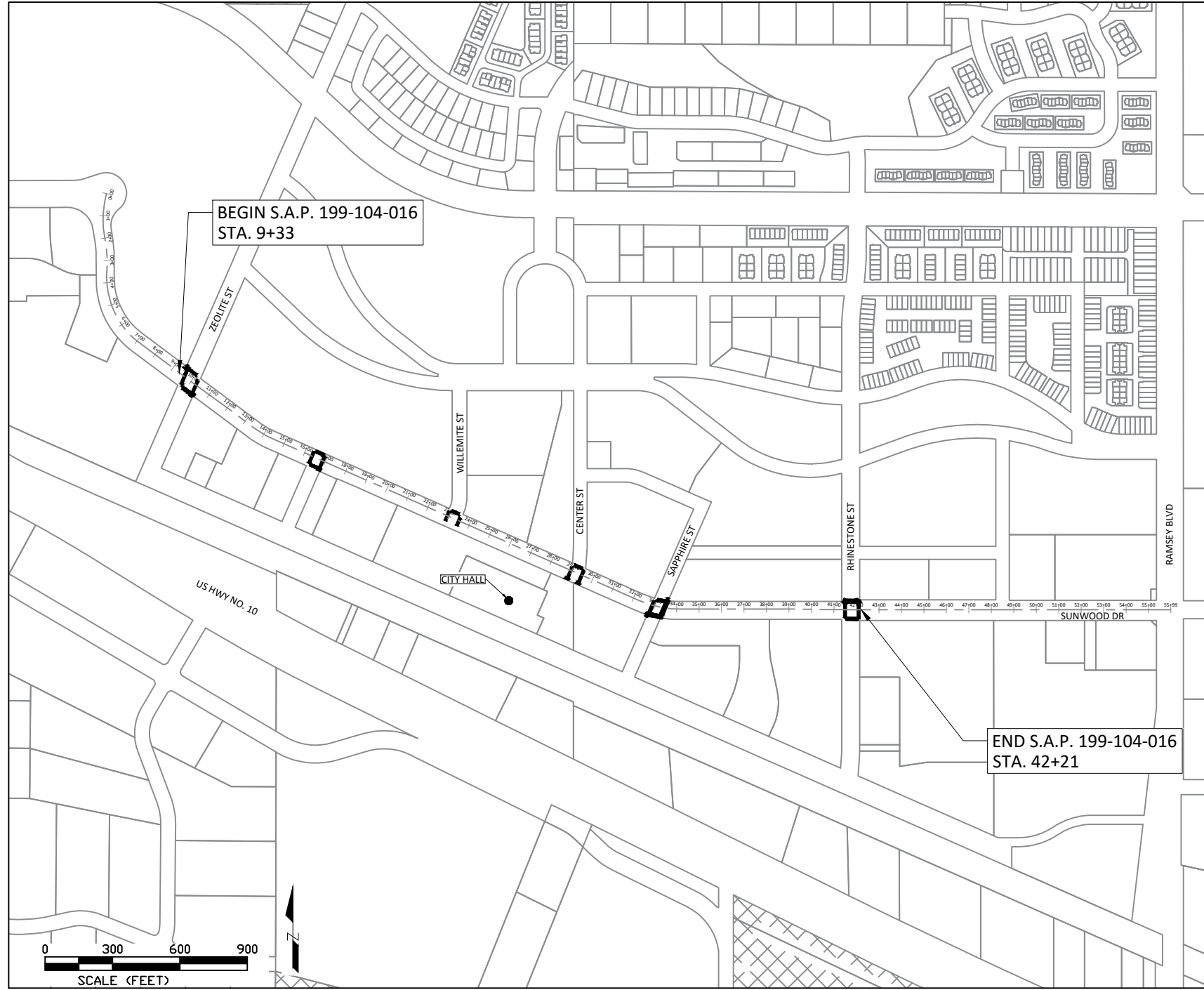


# CITY OF RAMSEY

## SUNWOOD DRIVE CROSSWALK REPAIRS

### CITY IMPROVEMENT PROJECT NO. 25-08 SAP 199-104-016

S.A.P. LOCATED ON SUNWOOD DRIVE BETWEEN ZEOLITE STREET AND RHINESTONE STREET  
 FROM SW 1/4 OF THE NW 1/4 OF S28, T32, R25 TO NW 1/4 OF THE SE 1/4 OF S28, T32, R25



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

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



### GOVERNING SPECIFICATIONS

THE 2025 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

THE 2023 EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA "STANDARD SPECIFICATIONS" SHALL GOVERN FOR UTILITY INSTALLATIONS.

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 42 SHEETS

| SHEET No. | DESCRIPTION                           |
|-----------|---------------------------------------|
| 01        | TITLE SHEET                           |
| 02        | STATEMENT OF ESTIMATED QUANTITIES     |
| 03        | TYPICAL SECTION                       |
| 04        | CITY DETAILS                          |
| 05 - 10   | MINDOT PEDESTRIAN RAMP DETAILS        |
| 11 - 18   | MINDOT CONCRETE REINFORCEMENT DETAILS |
| 19 - 20   | SWPPP                                 |
| 21 - 25   | EROSION CONTROL                       |
| 26 - 31   | REMOVALS                              |
| 32 - 37   | STREET CONSTRUCTION                   |
| 38 - 40   | PAVEMENT MARKINGS                     |
| 41 - 42   | TRAFFIC CONTROL                       |

#### 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                    |  | LANDSCAPE                     |
|  | SIGN                          |  | RETAINING WALL                |
|  | MAILBOX                       |  | TREE SAVE FENCE               |
|  | PEDESTAL - TELECOM            |  | SILT FENCE                    |
|  | PEDESTAL - ELECTRIC           |  | WATERMAIN                     |
|  | HAND HOLE                     |  | SANITARY SEWER                |
|  | BITUMINOUS PAVEMENT           |  | STORM SEWER                   |
|  | CONCRETE PAVEMENT             |  | DRAIN TILE                    |
|  | DRIVE - BITUMINOUS            |  | LANDSCAPE - ROCK              |
|  | DRIVE - CONCRETE              |  | LANDSCAPE - MULCH             |
|  | DRIVE - GRAVEL                |  | LANDSCAPE - RIP RAP           |
|  | CONCRETE WALK                 |  |                               |
|  | VALLEY GUTTER                 |  |                               |
|  | SEEDING AREA                  |  |                               |
|  | CURB & GUTTER                 |  |                               |
|  | SAWCUT FULL DEPTH             |  |                               |
|  | REMOVE CONCRETE PAVEMENT      |  |                               |
|  | REMOVE CONCRETE WALK          |  |                               |
|  | REMOVE CONCRETE 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* 57095 DATE 01/02/26  
 JOE FERIANCEK, P.E. LIC. NO.

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

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

STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING

| NO. | PROJECT                          | STA. TO STA.  | GROSS LENGTH | BRIDGE LENGTH | NET LENGTH | NET LENGTH (MILES) | ADT (2025) | ADT (2045) | DESIGN ESAL | R VALUE | TON DESIGN | DESIGN SPEED | DESIGN SPEED NOT MET | NUMBER OF LANES | WIDTH OF LANES | NUMBER OF SHOULDERS | WIDTH OF LANES | FUNCTIONAL CLASSIFICATION |
|-----|----------------------------------|---------------|--------------|---------------|------------|--------------------|------------|------------|-------------|---------|------------|--------------|----------------------|-----------------|----------------|---------------------|----------------|---------------------------|
| ①   | S.A.P. 199-104-016 SUNWOOD DRIVE | 9+33 TO 42+21 | 3,288 FT     | 0 FT          | 3,288 FT   | 0.62 MI            | 6,440      | 8,160      | 1,299,000   | 70      | 10         | 30           | N/A                  | 2               | 11'-12'        | 2                   | 10'-12'        | COLLECTOR                 |

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

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

SAP 199-104-016

Dec 31, 2025 - 11:16am C:\Engineering\AutoCad Dwg\Projects N-Z\Sunwood Dr. Crosswalk Repairs 25-08\Plan Drawings\25-08 Title & SEQ.dwg

25-08 2025 SUNWOOD DRIVE CROSSWALK REPAIRS

STATEMENT OF ESTIMATED QUANTITIES

|       |          |           |  | S.A.P.<br>199-104-016   |                    |
|-------|----------|-----------|--|-------------------------|--------------------|
|       |          |           |  | PARTICIPATING<br>STREET |                    |
| NOTE  | ITEM No. | MNDOT No. | DESCRIPTION                                    | UNIT                    | ESTIMATED QUANTITY |
|       | 1        | 2021.501  | MOBILIZATION                                   | LS                      | 1                  |
| 1     | 2        | 2104.503  | SAWING BITUMINOUS PAVEMENT - FULL DEPTH        | LF                      | 35                 |
| 1     | 3        | 2104.503  | SAWING CONCRETE PAVEMENT - FULL DEPTH          | LF                      | 3730               |
| 1, 10 | 4        | 2104.503  | REMOVE CONCRETE CURB & GUTTER                  | LF                      | 480                |
| 1, 9  | 5        | 2104.504  | REMOVE 7" CONCRETE PAVEMENT                    | SY                      | 1900               |
| 2, 7  | 6        | 2105.607  | COMMON EXCAVATION (EV)                         | CY                      | 8                  |
|       | 7        | 2112.604  | SUBGRADE PREPARATION                           | SY                      | 1900               |
|       | 8        | 2123.610  | STREET SWEEPER (WITH PICKUP BROOM)             | HOUR                    | 10                 |
|       | 9        | 2130.523  | WATER  | MGAL                    | 5                  |
| 2, 8  | 10       | 2211.507  | AGGREGATE BASE CLASS 5 - MODIFIED (CV)         | CY                      | 55                 |
|       | 11       | 2301.508  | SUPPLEMENTAL REINFORCEMENT BARS (EPOXY COATED) | LB                      | 2750               |
|       | 12       | 2504.602  | ADJUST VALVE BOX                               | EA                      | 1                  |
|       | 13       | 2506.502  | ADJUST FRAME AND RING CASTING                  | EA                      | 2                  |
| 6     | 14       | 2521.518  | 6" CONCRETE WALK                               | SY                      | 280                |
| 6     | 15       | 2301.504  | 7" CONCRETE PAVEMENT                           | SY                      | 1900               |
|       | 16       | 2301.602  | DRILL & GROUT REINF BAR (EPOXY COATED)         | EA                      | 1060               |
|       | 17       | 2301.602  | DRILL & GROUT DOWEL BAR (EPOXY COATED)         | EA                      | 2650               |
| 6     | 18       | 2531.503  | CONCRETE CURB & GUTTER DESIGN B618             | LF                      | 480                |
|       | 19       | 2531.618  | TRUNCATED DOMES                                | SF                      | 310                |
| 4     | 20       | 2563.601  | TRAFFIC CONTROL                                | LS                      | 1                  |
|       | 21       | 2563.601  | ALTERNATE PEDESTRIAN ROUTE                     | LS                      | 1                  |
|       | 22       | 2573.501  | STORM DRAIN INLET PROTECTION                   | EA                      | 18                 |
|       | 23       | 2575.504  | SODDING TYPE LAWN                              | SY                      | 70                 |
| 3, 5  | 24       | 2574.507  | TOPSOIL (LV)                                   | CY                      | 10                 |
|       | 25       | 2582.518  | CROSSWALK MARKING MULTI-COMP                   | SF                      | 5340               |
|       | 26       | 2582.518  | PAINT CONCRETE CURB (YELLOW)                   | LF                      | 60                 |

PAY ITEM NOTES:

1. REMOVAL LIMITS SHALL BE MARKED IN THE FIELD BY CITY STAFF.
2. EV TO CV CONVERSION FACTOR = 1.25.
3. EV TO CV CONVERSION FACTOR = 1.30.
4. LUMP SUM QUANTITY SHALL INCLUDE ALL COST REQUIRED FOR MAINTAINING ALL FLAGGING OPERATIONS AS NECESSARY, MAINTAINING PEDESTRIAN ACCESS ROUTES, ANY SIGNAGE AND BARRICADES AS NECESSARY, ANY DETOUR ROUTES AS NECESSARY.
5. STOCKPILING OF ANY SALVAGED TOPSOIL USED IS INCIDENTAL TO THE TOPSOIL PAY ITEM.
6. FINISH WITH WHITE CURING COMPOUND
7. COMMON EXCAVATION INCLUDES TOPSOIL MATERIAL REMOVED IN AREAS DISTURBED OUTSIDE OF ROADWAYS AS WELL AS APPROXIMATELY 2" OF MATERIAL BELOW CONCRETE WALK BEING REPLACED IN ORDER TO ACHIEVE A 6" CONCRETE PAVEMENT THICKNESS.
8. AGGREGATE BASE QUANTITY WAS DETERMINED BASED ON APPROXIMATELY 1" OF MATERIAL IN CONCRETE PAVEMENT SECTIONS. SINCE STREETS ARE GENERALLY BEING REPLACED TO EXISTING ELEVATION, AGGREGATE BASE MATERIAL SHOULD ONLY BE ADDED IF NECESSARY TO ACHIEVE PROPER GRADE.
9. CONCRETE PAVEMENT REMOVALS ARE GENERALLY EXISTING COLORED CONCRETE AREAS PLUS 1-FOOT.
10. PAVEMENT REMOVAL ADJACENT TO CURB REMOVALS, BEYOND WHAT IS SHOWN ON REMOVAL SHEETS, IS INCIDENTAL TO THE REMOVE CURB & GUTTER PAY ITEM.

GENERAL NOTES:

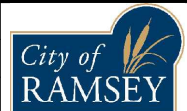
1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT CONSTRUCTION LIMITS BEFORE COMMENCING WORK. THE CONTRACTOR IS RESPONSIBLE FOR AVOIDING DAMAGE TO IRRIGATION SYSTEMS WHERE POSSIBLE.
3. PERMANENT SIGN REMOVAL AND INSTALLATION IS TO BE PERFORMED BY CITY OF RAMSEY PUBLIC WORKS DEPARTMENT.
4. STREETS ARE GENERALLY BEING REPLACED TO THEIR ORIGINAL ELEVATION. THIS IS PROPOSED TO BE ACHIEVED BY REMOVING 7 INCHES OF THE EXISTING COLORED CONCRETE PAVEMENT, SHAPE AND COMPACT EXISTING 5 INCHES OF AGGREGATE BASE MATERIAL, REPLACEMENT OF CONCRETE CURB & GUTTER, AND PLACEMENT OF 7" OF CONCRETE PAVEMENT.
5. TOPSOIL AND RESTORATION NUMBERS WERE DETERMINED BASED ON 2' OF DISTURBANCE FROM THE EDGE OF CONCRETE WALK AND CURB BEING REPLACED.
6. CONSTRUCTION LIMITS ARE THE EXTENT OF HATCHED AREAS ON STREET CONSTRUCTION PLANS.

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

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

*Joe Feriancek*  
 JOE FERIANCEK  
 Date 01/02/26 Lic. No. 57095

|              |     |       |          |
|--------------|-----|-------|----------|
| DESIGNED BY: | LWC | DATE: | 01/02/26 |
| DRAWN BY:    | LWC | FILE: | 25-08    |
| CHECKED BY:  | JJF |       |          |

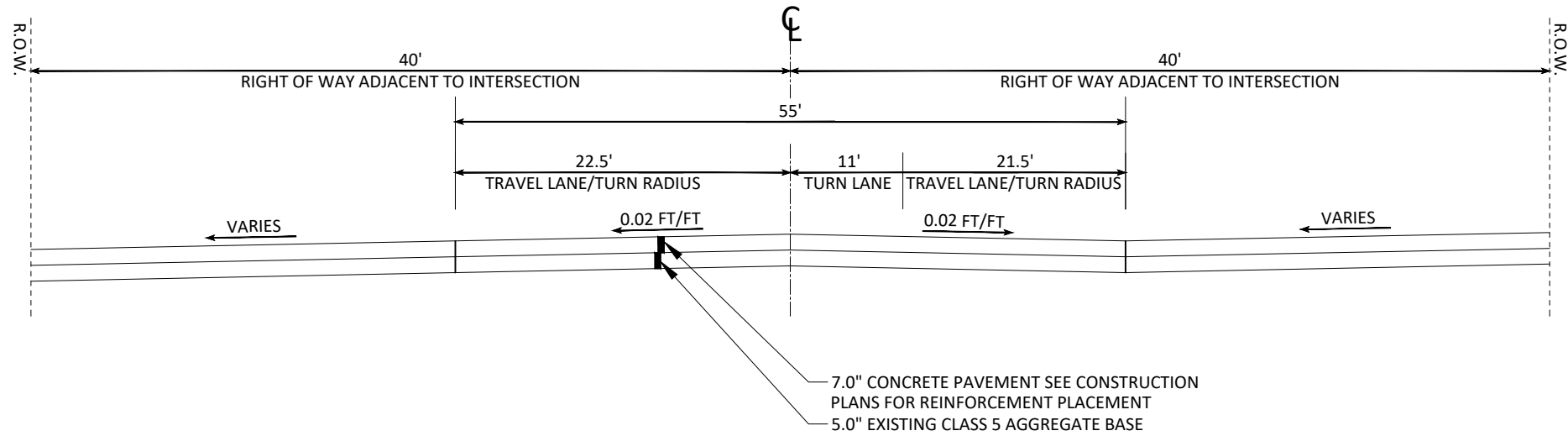


CITY OF RAMSEY  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

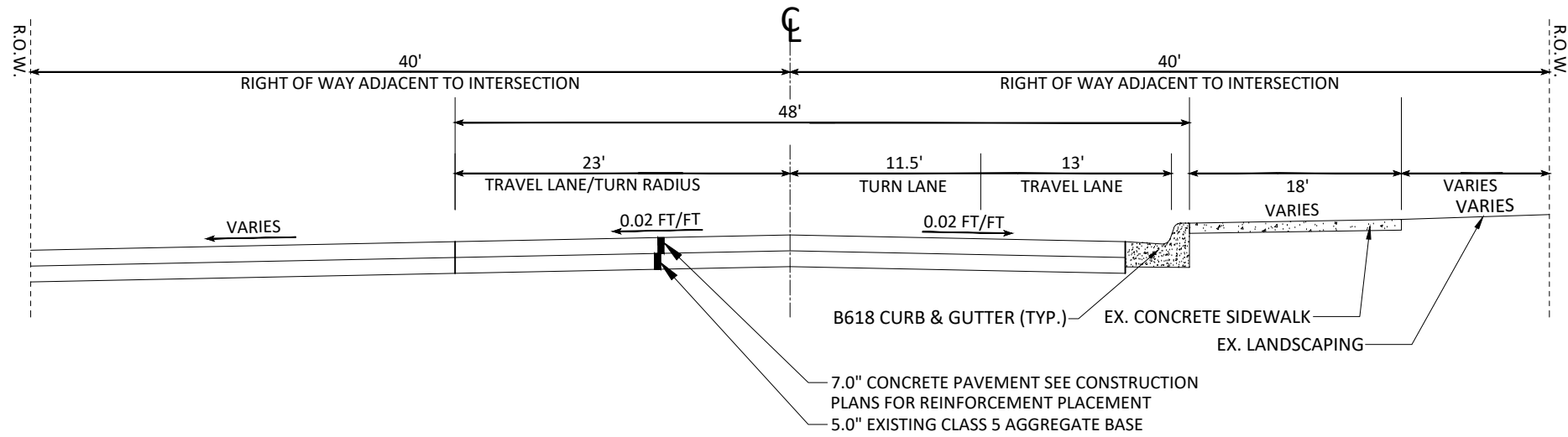
STATEMENT OF ESTIMATED QUANTITIES

SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA

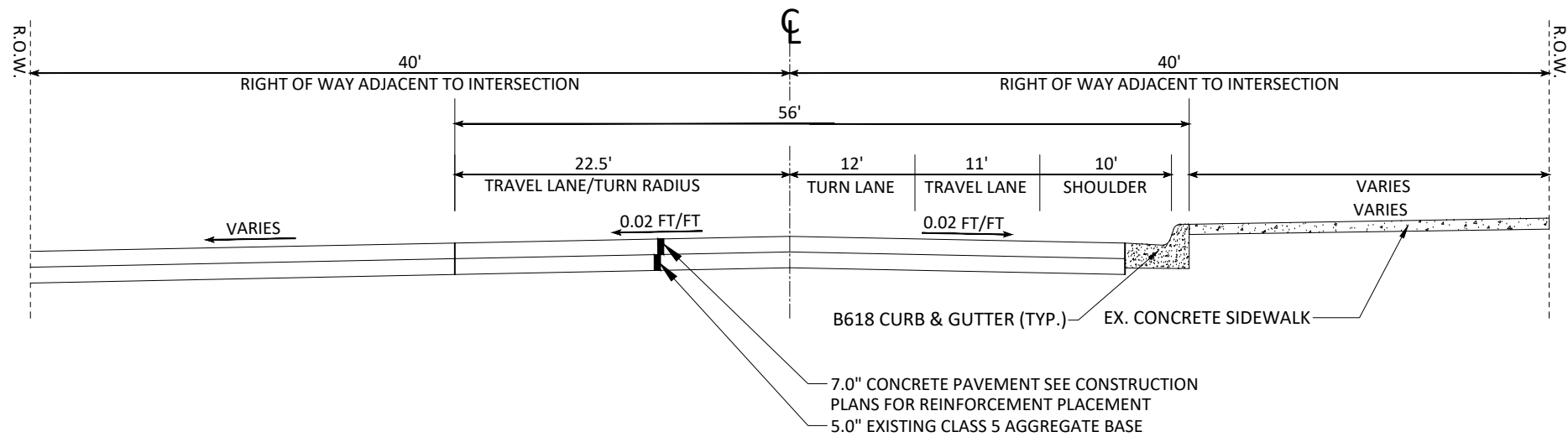
TYPICAL SECTION (ZEOLITE ST, YOLITE ST, SAPPHIRE ST, RHINESTONE ST)



TYPICAL SECTION (WILLEMITE ST)



TYPICAL SECTION (CENTER ST)



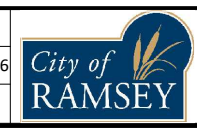
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

*Joe Feriancek*  
 JOE FERIANCEK  
 Date: 01/02/26 Lic. No. 57095

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

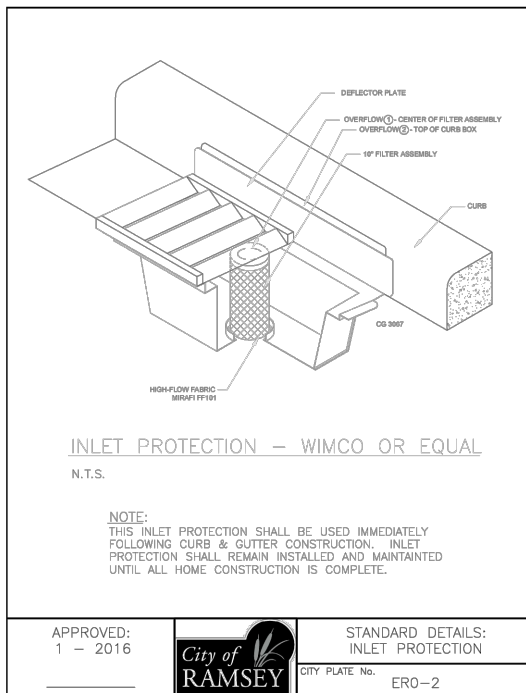
DATE: 01/02/26  
 FILE: 25-08



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

TYPICAL SECTION

SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



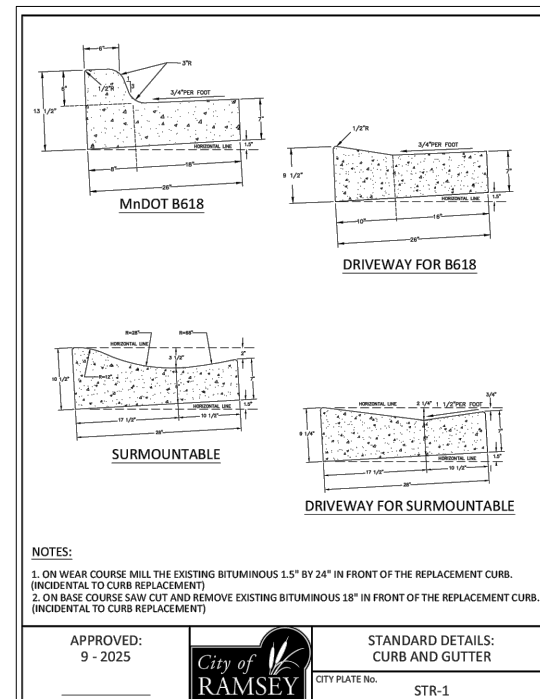
**Notes:**

1. INSTALLATION OF 4" OF TOPSOIL REQUIRED ACROSS ALL DISTURBED AREAS.
2. TOPSOIL IS DEFINED AS BLACK DIRT COMPOSED OF UNCONSOLIDATED MATERIAL, LARGELY UNDECOMPOSED ORGANIC MATTER WHICH IS SUITABLE FOUNDATION FOR VEGETATIVE GROWTH.
3. THE COMPOSITION OF TOPSOIL SHOULD CONTAIN NO MORE THAN THIRTY-FIVE PERCENT (35%) SAND CONTENT.

APPROVED: 7 - 2019

**City of RAMSEY**  
CITY PLATE No. ERO-6

STANDARD DETAILS:  
TOPSOIL REQUIREMENTS



**TABLE A**  
**MODIFIED CLASS 5**  
**SPECIFICATIONS**

**% PASSING**

|         |          |
|---------|----------|
| 1"      | 100      |
| 3/4"    | 90 - 100 |
| 3/8"    | 50 - 80  |
| No. 4   | 35 - 70  |
| No. 10  | 20 - 60  |
| No. 40  | 10 - 35  |
| No. 200 | 5 - 10   |

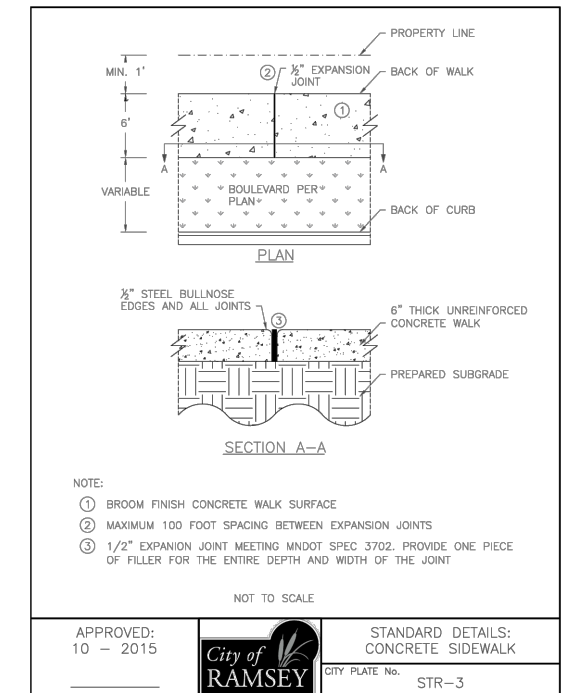
**NOTES:**

1. THE AGGREGATE BASE CONSTRUCTION WILL BE ACCEPTED FOR PAYMENT IN ACCORDANCE WITH THE PROVISIONS IN TABLE A.
2. IF THE AGGREGATE BASE FAILS TO MEET THE REQUIREMENTS OF TABLE A THE MATERIAL CAN BE CORRECTED IN PLACE OR REMOVED AND REPLACED WITH MATERIAL THAT MEET THE REQUIREMENTS OF TABLE A.
3. IN THE EVENT THAT RECYCLED MATERIAL IS USE IT MUST MEET MNDOT REQUIREMENTS FOR RECYCLED BASE.

APPROVED: 2 - 2003

**City of RAMSEY**  
CITY PLATE No. STR-26

STANDARD DETAILS:  
MODIFIED CLASS 5 SPECIFICATIONS



**STANDARD PLATES**

THE FOLLOWING STANDARD PLATES, APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION, SHALL APPLY ON THIS PROJECT

|        |  |
|--------|--|
| 1070 N | SUPPLEMENTAL PAVEMENT REINFORCEMENT        |
| 1103 M | TYPICAL DOWEL BAR ASSEMBLY                 |
| 7038 A | DETECTABLE WARNING SURFACE TRUNCATED DOMES |
| 7100 H | CONCRETE CURB AND GUTTER (DESIGN B)        |
| 8000 K | TEMPORARY CHANNELIZERS - (3 SHEETS)        |

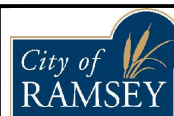
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

*Joe Feriancek*  
JOE FERIANCEK  
Date 01/02/26 Lic. No. 57095

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

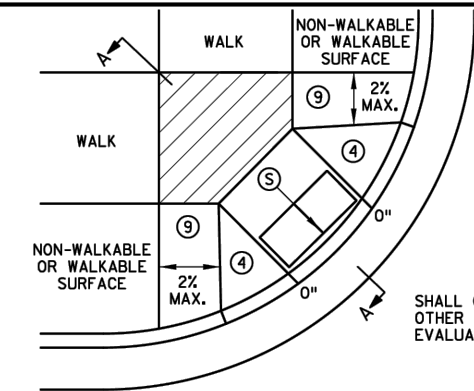
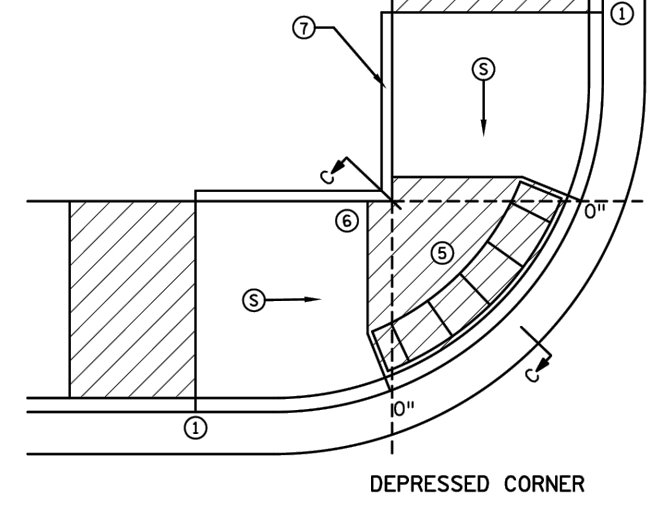
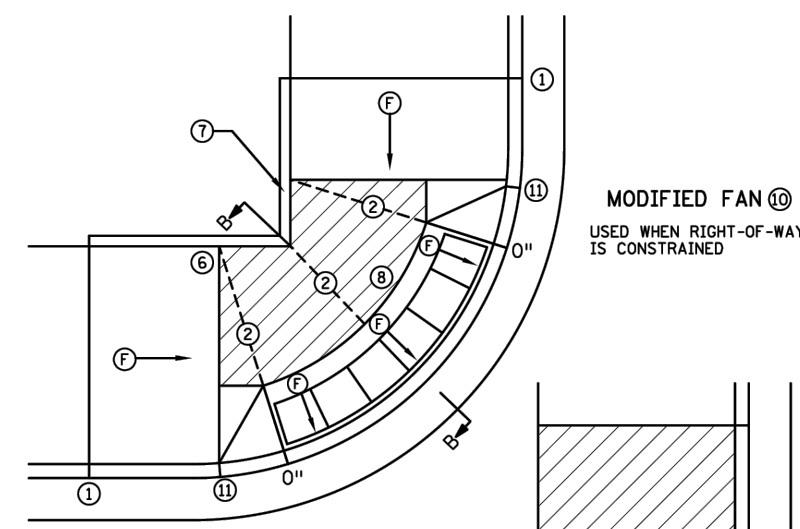
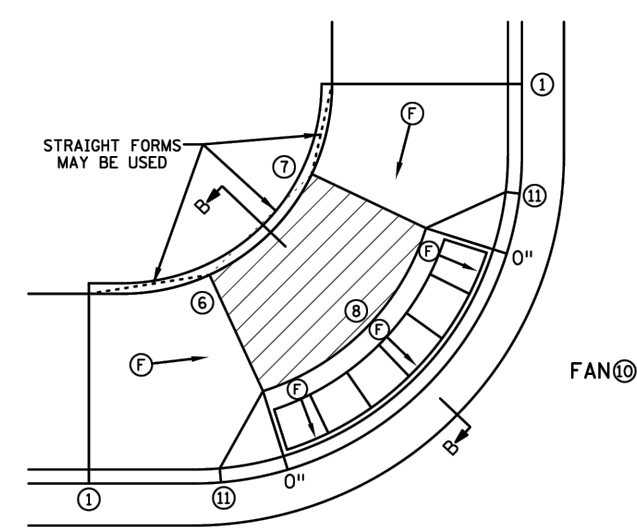
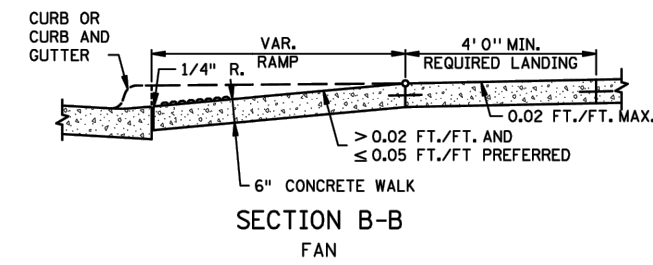
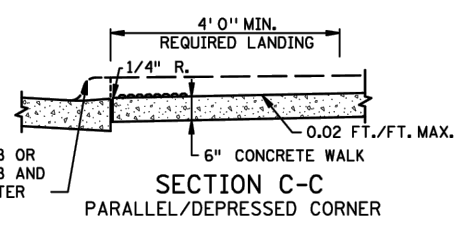
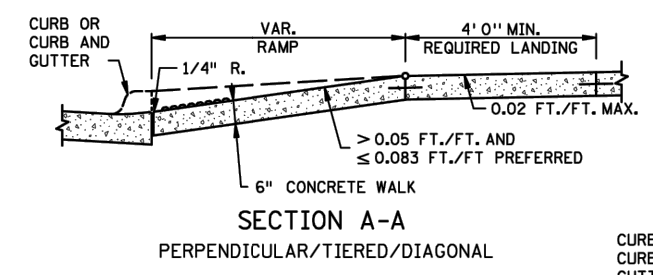
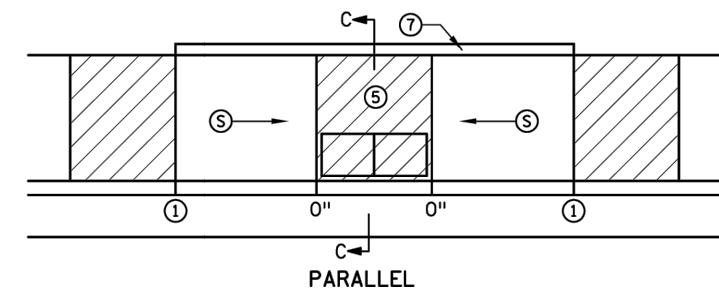
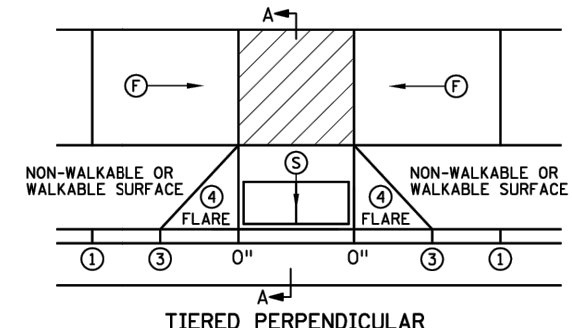
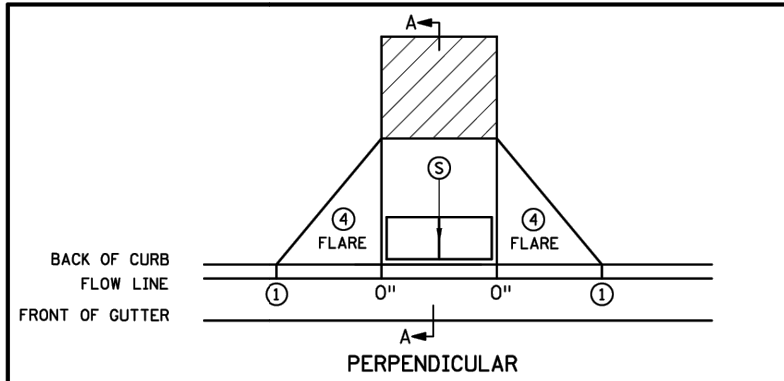
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FILE: 25-08



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

CITY DETAILS

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



NOTES:

- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE GREATER THAN 2%.
  - INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.
  - SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL RUNNING SLOPE IS GREATER THAN 5.0%.
  - CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOPS OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.
  - ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH, EXCEPT AS STATED IN (6) BELOW.
  - TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR, FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 OF 6 FOR ALL SEPARATELY POURED INITIAL LANDINGS.
  - WHEN SIDEWALK IS AT BACK OF CURB, TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE. MAINTAIN POSITIVE BOULEVARD DRAINAGE TO TOP OF CURB.
  - ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.
  - 4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.
  - WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.
  - RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB. RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB.
- 1 MATCH FULL HEIGHT CURB.
  - 2 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
  - 3 3" HIGH CURB WHEN USING A 3' LONG RAMP, 4" HIGH CURB WHEN USING A 4' LONG RAMP.
  - 4 SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
  - 5 DETECTABLE WARNINGS MAY BE PART OF THE 4' X 4' MIN. LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
  - 6 THE GRADE BREAK SHALL BE PERPENDICULAR TO THE BACK OF WALK. THIS WILL ENSURE THAT THE GRADE BREAK IS PERPENDICULAR TO THE DIRECTION OF TRAVEL. (TYPICAL FOR ALL)
  - 7 WHEN ADJACENT TO GRASS, GRADING SHALL ALWAYS BE USED WHEN FEASIBLE, V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS LESS THAN 5% RUNNING SLOPE SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
  - 8 A 7' MIN TOP RADIUS GRADE BREAK IS REQUIRED TO BE CONSTRUCTIBLE.
  - 9 PAVE FULL WALK WIDTH.
  - 10 "S" SLOPES ON FANS SHALL ONLY BE USED WHEN ALL OTHER FEASIBLE OPTIONS HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL.
  - 11 INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3" CURB HEIGHT. REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.

| LEGEND         |   |
|----------------|---|
| (S)            | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.  |
| (F)            | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.       |
| (Hatched Area) | LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS. |
| (X)            | CURB HEIGHT   |

REVISION:  
APPROVED: 11-04-2021  
*Jeffrey Perkins*  
JEFFREY PERKINS  
OPERATIONS DIVISION

**m** MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
STANDARD PLAN 5-297.250 1 OF 6  
APPROVED: 11-04-2021  
REVISOR:  
*Thomas Strubicki*  
THOMAS STRUBICKI  
STATE DESIGN ENGINEER  
STATE PROJ. NO. (TH) SHEET NO. OF SHEETS

**PEDESTRIAN CURB RAMP DETAILS**  
SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

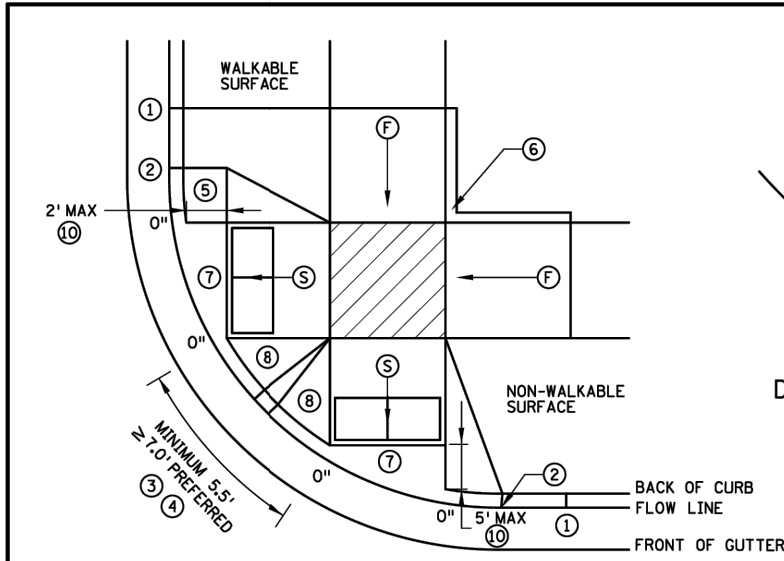
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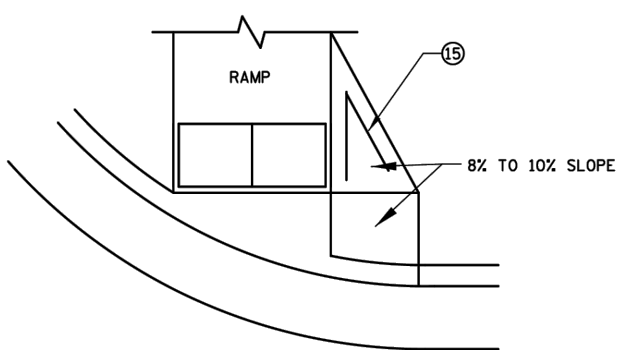
**CITY OF RAMSEY**  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

MNDOT PEDESTRIAN RAMP DETAILS

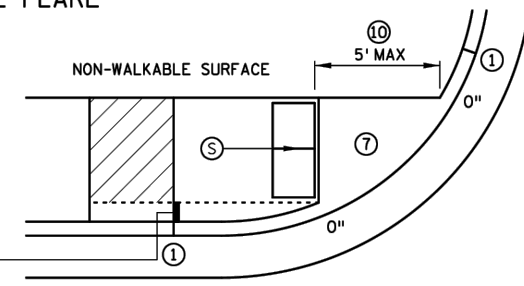
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CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



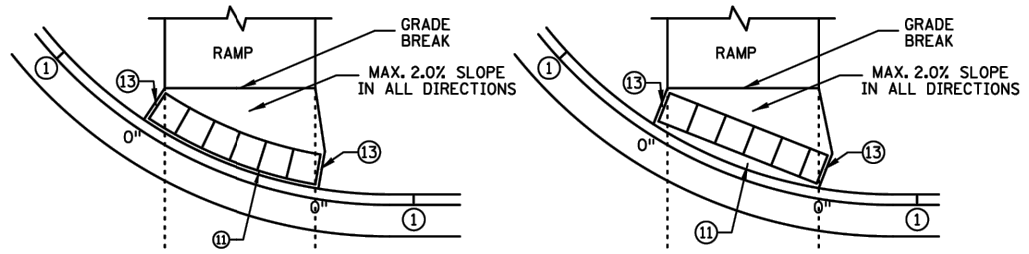
COMBINED DIRECTIONAL



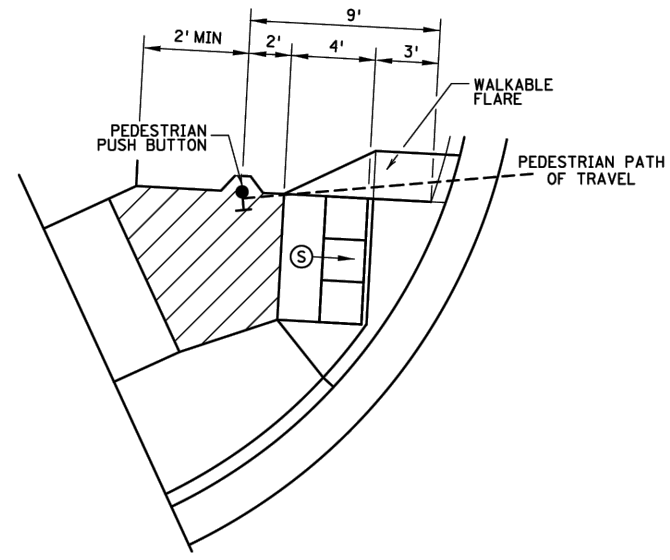
DIRECTIONAL RAMP WALKABLE FLARE



STANDARD ONE-WAY DIRECTIONAL ③

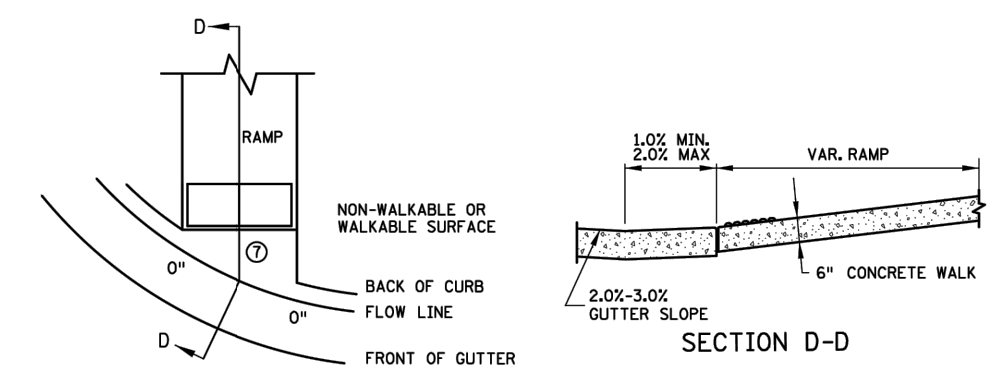


DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫  
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB



SEMI-DIRECTIONAL RAMP ③④⑨

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB  
PRIMARYLY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)



CURB FOR DIRECTIONAL RAMPS ⑭

NOTES:

- LANDINGS SHALL BE LOCATED ANYWHERE THE PEDESTRIAN ACCESS ROUTE (PAR) CHANGES DIRECTION, AT THE TOP OF RAMPS THAT HAVE RUNNING SLOPES GREATER THAN 5.0%, AND IF THE APPROACHING WALK IS INVERSE GRADE.
- INITIAL CURB RAMP LANDINGS SHALL BE CONSTRUCTED WITHIN 15' FROM THE BACK OF CURB, WITH 6' FROM THE BACK OF CURB BEING THE PREFERRED DISTANCE, ONLY APPLICABLE WHEN THE INITIAL RAMP RUNNING SLOPE IS OVER 5.0%.
- SECONDARY CURB RAMP LANDINGS ARE REQUIRED FOR EVERY 30" OF VERTICAL RISE WHEN THE LONGITUDINAL SLOPE IS GREATER THAN 5.0%.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS WITHIN THE PAR. 1/4" DEEP VISUAL JOINTS SHALL BE USED AT THE TOP GRADE BREAK OF CONCRETE FLARES ADJACENT TO WALKABLE SURFACES.
- ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL. THUS BOTH SIDES OF A SLOPED WALKING SURFACE MUST BE EQUAL LENGTH.
- TO ENSURE INITIAL RAMPS AND INITIAL LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS SHALL BE CAST SEPARATELY, FOLLOW SIDEWALK REINFORCEMENT DETAILS ON SHEET 6 AND THE ADA SPECIAL PROVISION (PROSECUTION OF WORK).
- TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
- WHEN THE BOULEVARD IS 4' WIDE OR LESS, THE TOP OF CURB TAPER SHALL MATCH THE RAMP SLOPES TO REDUCE NEGATIVE BOULEVARD SLOPES FROM THE TOP BACK OF CURB TO THE PAR.
- ALL RAMP TYPES SHOULD HAVE A MINIMUM 3' LONG RAMP LENGTH.
- 4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING TO COVER THE ENTIRE PAR WIDTH OF SHARED-USE PATHS AND THE ENTIRE PAR WIDTH OF THE WALK WITH THE EXCEPTION OF 3" MAXIMUM ON EACH OUTSIDE EDGE WHICH ENSURES THE DETECTABLE WARNINGS ARE ENCASED IN CONCRETE WHEN ADJACENT TO TURF. WHEN ADJACENT TO CONCRETE FLARES 0" - 3" OFFSET IS ALLOWED.
- WHEN DESIGNING OR ORDERING RECTANGULAR DETECTABLE WARNING SURFACES SHOULD BE 6" LESS THAN THE INCOMING PAR. ARC LENGTH OF THE RADIAL DETECTABLE WARNINGS SHOULD NOT BE GREATER THAN 20 FEET.
- RADIAL DETECTABLE WARNINGS SHALL BE SETBACK 3" MINIMUM TO 6" MAXIMUM FROM THE BACK OF CURB. SEE NOTES ⑩ & ⑪ FOR INFORMATION REGARDING RECTANGULAR DETECTABLE WARNING PLACEMENT.
- ① MATCH FULL CURB HEIGHT.
- ② 3" HIGH CURB WHEN USING A 3' LONG RAMP  
4" HIGH CURB WHEN USING A 4' LONG RAMP.
- ③ 3" MINIMUM CURB HEIGHT (5.5' MIN. DISTANCE REQUIRED BETWEEN DOMES)  
4" PREFERRED (7' MIN. DISTANCE REQUIRED BETWEEN DOMES).
- ④ THE "BUMP" IN BETWEEN THE RAMPS SHOULD NOT BE IN THE PATH OF TRAVEL FOR COMBINED DIRECTIONAL RAMPS. IF THIS OCCURS MODIFY THE RAMP LOCATION OR SWITCH RAMP TO A FAN/DEPRESSED CORNER.
- ⑤ WHEN USING CONCRETE PAVED FLARES ON THE OUTSIDE OF DIRECTIONAL RAMPS, AND ADJACENT TO A WALKABLE SURFACE, DIRECTIONAL RAMP FLARES SHALL BE USED. SEE THE DETAIL ON THIS SHEET.
- ⑥ GRADING SHALL ALWAYS BE USED WHEN FEASIBLE. V CURB, IF USED, SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS. WHEN ADJACENT TO PARKING LOTS, CONCRETE OR BITUMINOUS TAPERS SHOULD BE USED OVER V CURB TO REDUCE TRIPPING HAZARDS AND FACILITATE SNOW & ICE REMOVAL.
- ⑦ MAX. 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK AND DRAIN TO FLOW LINE. SHALL BE CONSTRUCTED INTEGRAL WITH CURB AND GUTTER.
- ⑧ 8% TO 10% WALKABLE FLARE.
- ⑨ PLACE DOMES AT THE BACK OF CURB WHEN ALLOWABLE SETBACK CRITERIA IS EXCEEDED.
- ⑩ FRONT EDGE OF DETECTABLE WARNING SHALL BE SET BACK 2' MAXIMUM WHEN ADJACENT TO WALKABLE SURFACE, AND 5' MAXIMUM WHEN ADJACENT TO NON-WALKABLE SURFACE WITH ONE CORNER SET 3" FROM BACK OF CURB. A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
- ⑪ RECTANGULAR DETECTABLE WARNINGS MAY BE SETBACK UP TO 9" FROM THE BACK OF CURB WITH CORNERS SET 3" FROM BACK OF CURB. IF 9" SETBACK IS EXCEEDED USE RADIAL DETECTABLE WARNINGS.
- ⑫ FOR DIRECTIONAL RAMPS WITH THE DETECTABLE WARNINGS PLACED AT THE BACK OF CURB, THE DETECTABLE WARNINGS SHALL COVER THE ENTIRE WIDTH OF THE WALK/PATH. THIS ENSURES A DETECTABLE EDGE AND HELPS ELIMINATE THE CURB TAPER OBSTRUCTING THE PATH OF PEDESTRIAN TRAVEL.
- ⑬ THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE BACK OF CURB. MAINTAIN 3" BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
- ⑭ TO BE USED FOR ALL DIRECTIONAL RAMPS, EXCEPT WHERE DOMES ARE PLACED ALONG THE BACK OF CURB.
- ⑮ PLACE 2 NO. 4 BARS 4 INCHES FROM SIDE OF FORMS WITH A MINIMUM 2 INCHES OF CONCRETE COVER ALONG EACH SIDE OF FLARE (INCIDENTAL).

| LEGEND  |  |
|---|--|
| THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED. |  |
| ⑤   | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%. |
| ⑥   | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.      |
| [Hatched Box]   | LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PAR. |
| X"  | CURB HEIGHT  |

REVISION:  
APPROVED: 11-04-2021  
*Jeffrey Perkins*  
JEFFREY PERKINS  
OPERATIONS DIVISION

**m** MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
STANDARD PLAN 5-297.250 2 OF 6  
APPROVED: 11-04-2021  
REVISOR:  
*Thomas Strubicki*  
THOMAS STRUBICKI  
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS  
STATE PROJ. NO. (T.H.) SHEET NO. OF SHEETS

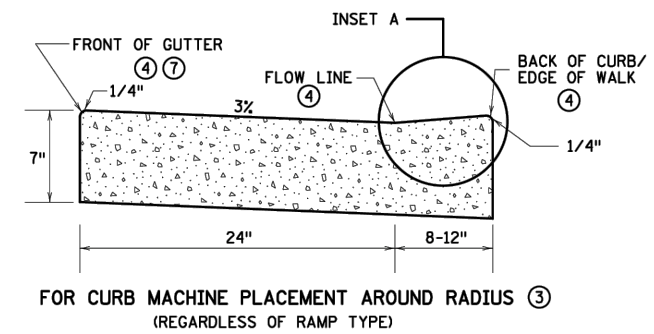
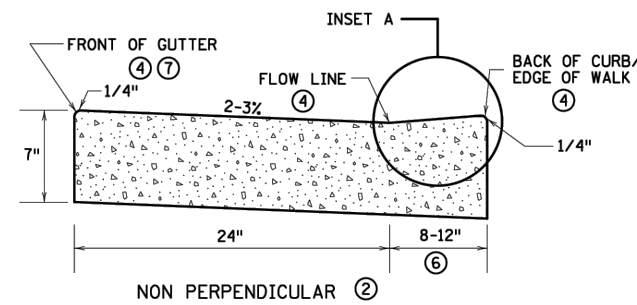
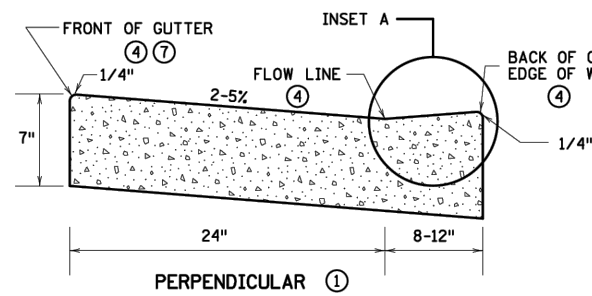
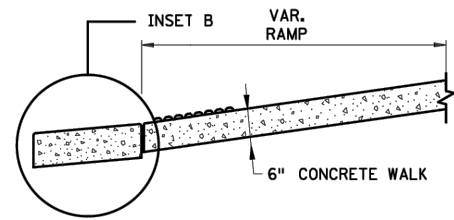
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DRAWN BY: ---  
CHECKED BY: ---  
DATE: 25-08

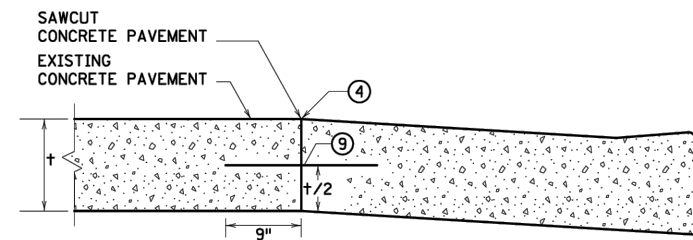
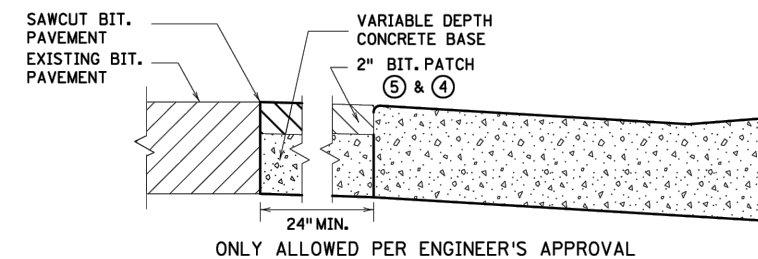
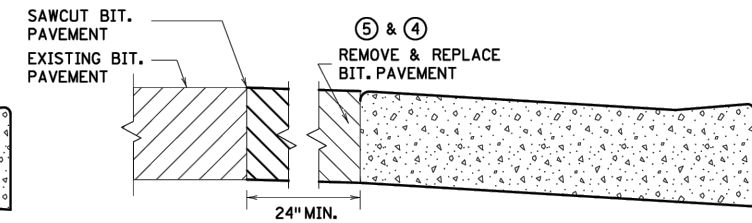
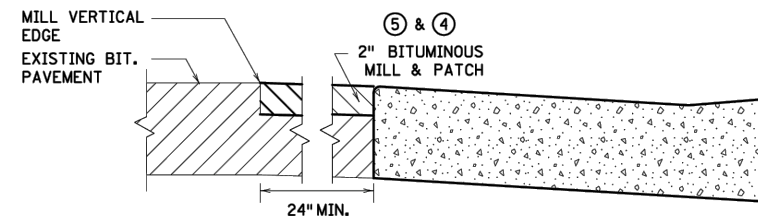
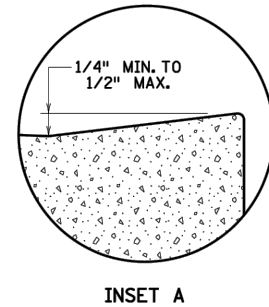
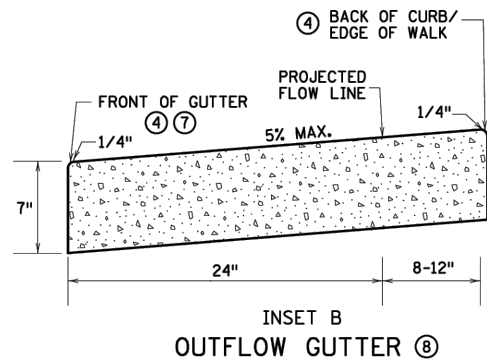
**CITY OF RAMSEY**  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

MNDOT PEDESTRIAN RAMP DETAILS

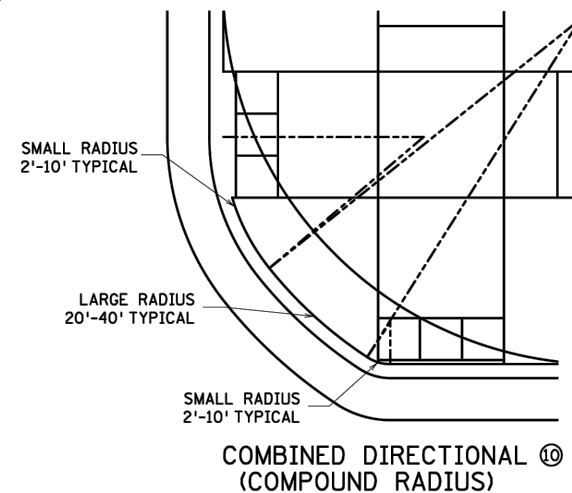
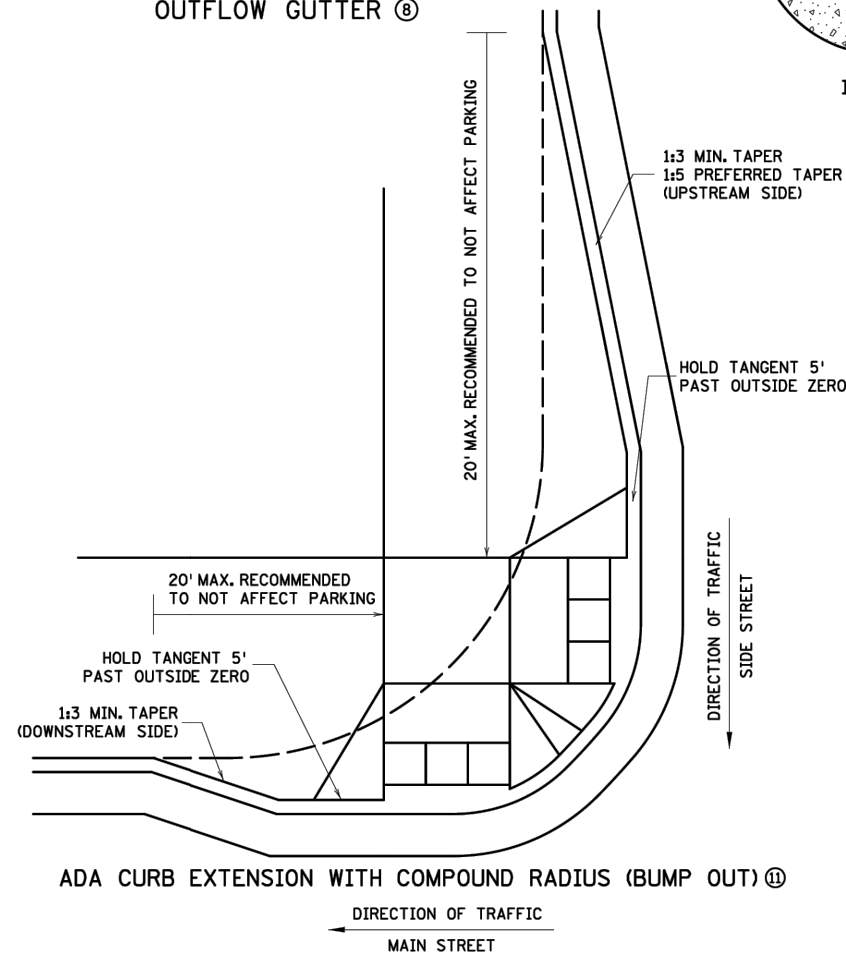
SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER FOR USE ON CURB RAMP RETROFITS



NOTES:

- POSITIVE FLOW LINE DRAINAGE SHALL BE MAINTAINED THROUGH THE PEDESTRIAN ACCESS ROUTE (PAR) AT A 2% MAXIMUM. NO PONDING SHALL BE PRESENT IN THE PAR.
- ANY VERTICAL LIP THAT OCCURS AT THE FLOW LINE SHALL NOT BE GREATER THAN 1/4 INCH.
- ① FOR USE AT CURB CUTS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: PERPENDICULAR, TIERED PERPENDICULAR, PARALLEL, AND DIAGONAL RAMPS.
- ② FOR USE AT CURB RAMPS WHERE THE PEDESTRIAN'S PATH OF TRAVEL IS ASSUMED NON PERPENDICULAR TO THE GUTTER FLOW LINE. RAMP TYPES INCLUDE: FANS & DEPRESSED CORNERS.
- ③ BEGIN GUTTER SLOPE TRANSITION 10' OUTSIDE OF ALL CURB RAMPS.
- ④ THERE SHALL BE NO VERTICAL DISCONTINUITIES GREATER THAN 1/4".
- ⑤ ELEVATION CHANGE TAKES PLACE FROM THE EXISTING TO NEW FRONT OF GUTTER. PATCH IS USED TO MATCH THE NEW GUTTER FACE INTO THE EXISTING ROADWAY.
- ⑥ VARIABLE WIDTH FOR DIRECTIONAL CURB APPLICATIONS. SEE SHEET 2 FOR DIRECTIONAL CURB SLOPE REQUIREMENTS.
- ⑦ TOP FRONT OF GUTTER SHALL BE CONSTRUCTED FLUSH WITH PROPOSED ADJACENT PAVEMENT ELEVATION. TOP 1.5" OF THE GUTTER FACE MUST BE A FORMED EDGE. PAR GUTTER SHALL NOT BE OVERLAID.
- ⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.
- ⑨ DRILL AND GROUT NO. 4 EPOXY-COATED 18" LONG TIE BARS AT 30" CENTER TO CENTER INTO EXISTING CONCRETE PAVEMENT 1' MINIMUM FROM ALL JOINTS.
- ⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.
- ⑪ CURB EXTENSIONS SHOULD BE USED IN VERTICALLY CONSTRAINED AREAS, USUALLY IN DOWNTOWN ROADWAY SEGMENTS WHERE ON-STREET PARKING IS AVAILABLE. CURB EXTENSIONS SHOULD BE CONSIDERED FOR APS INTERSECTIONS WHERE SPACE IS LIMITED. PUSH BUTTONS MUST MEET APS CRITERIA AS DESCRIBED IN THE PUSH BUTTON LOCATION DETAIL SHEET.

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| REVISION:                              |
| APPROVED: 11-04-2021                   |
| <i>Jeffrey Perkins</i>                 |
| JEFFREY PERKINS<br>OPERATIONS DIVISION |

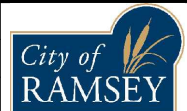


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| STANDARD PLAN 5-297.250 | 3 OF 6                    |
| APPROVED: 11-04-2021    |                           |
| REVISOR:                |                           |
| STATE PROJ. NO.         | (TH ) SHEET NO. OF SHEETS |

PEDESTRIAN CURB RAMP DETAILS

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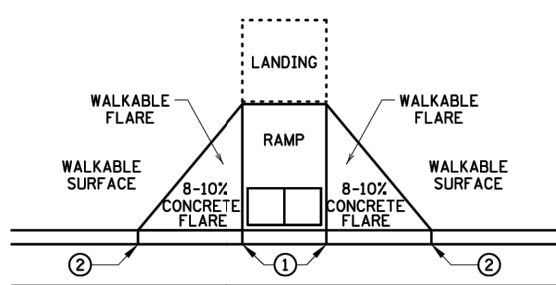
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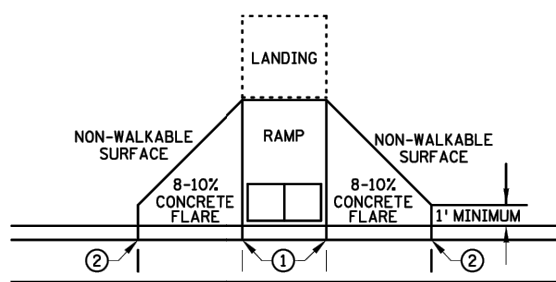
CITY OF RAMSEY  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

MNDOT PEDESTRIAN RAMP DETAILS

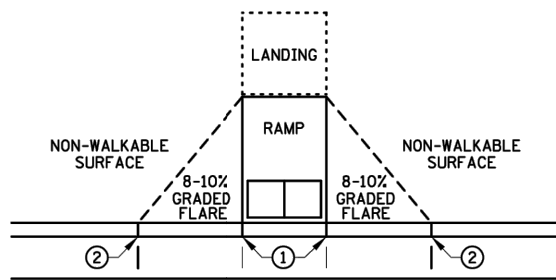
SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



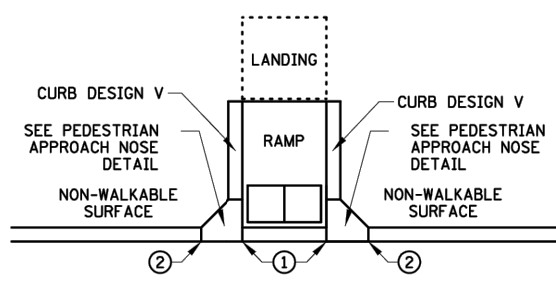
PAVED FLARES  
ADJACENT TO WALKABLE SURFACE



PAVED FLARES  
ADJACENT TO NON-WALKABLE SURFACE

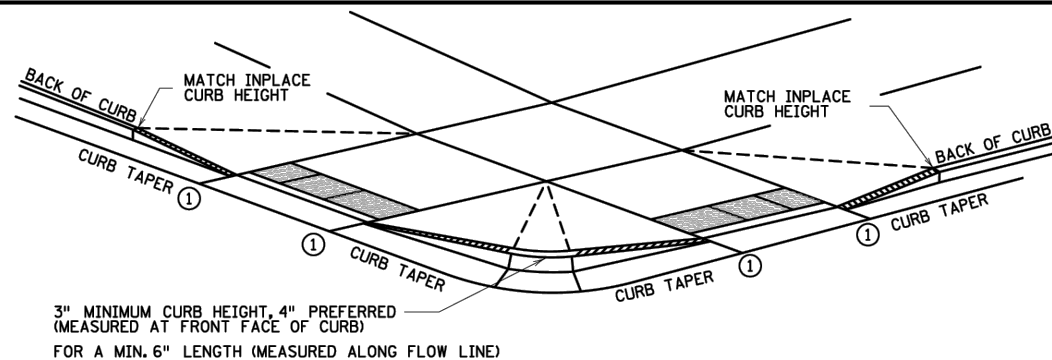


GRADED FLARES

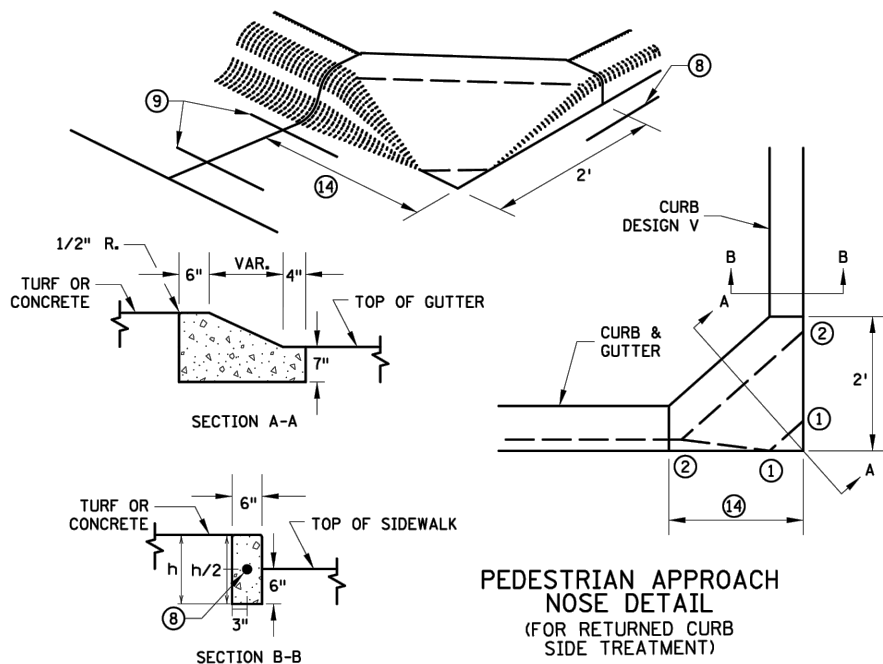
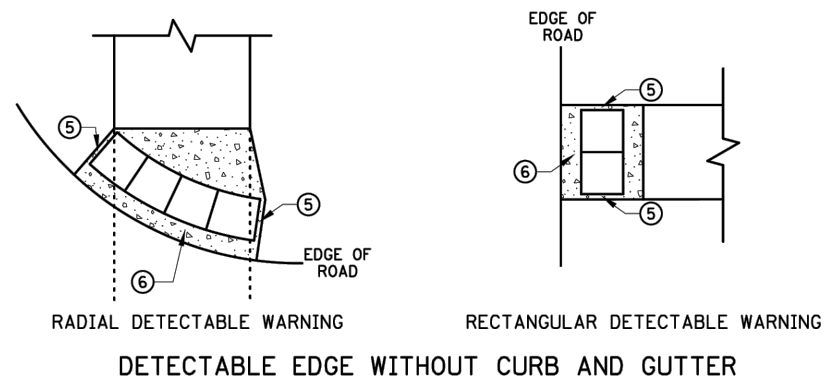


RETURNED CURB ④

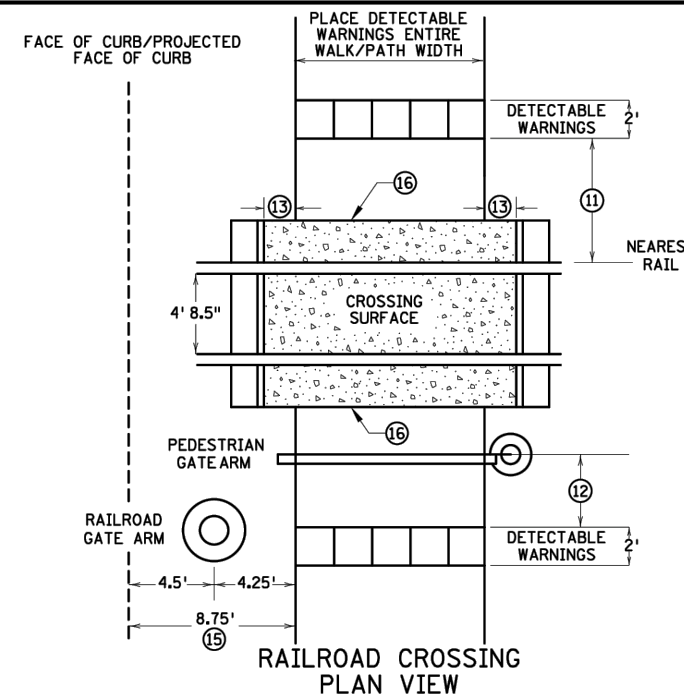
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦  
CURB AND GUTTER



PEDESTRIAN APPROACH  
NOSE DETAIL  
(FOR RETURNED CURB  
SIDE TREATMENT)



RAILROAD CROSSING  
PLAN VIEW

NOTES:

- INTERMEDIATE CURB HEIGHTS TAPER SHALL RISE AT 8-10% TO A MINIMUM 3 INCH CURB HEIGHT. INCREASE CURB TAPER LENGTH AT LESS THAN 8% OR REDUCE INTERMEDIATE CURB HEIGHT TO 2+ INCHES IF NECESSARY TO MATCH ADJACENT BOULEVARD OR SIDEWALK GRADES.
- SEE STANDARD PLATE 7038 AND THIS SHEET FOR ADDITIONAL DETAILS ON DETECTABLE WARNING.
- A WALKABLE SURFACE IS DEFINED AS A PAVED SURFACE ADJACENT TO A CURB RAMP WITHOUT RAISED OBSTACLES THAT COULD MISTAKENLY BE TRAVERSED BY A USER WHO IS VISUALLY IMPAIRED.
- CONCRETE FLARE LENGTHS ADJACENT TO NON-WALKABLE SURFACES SHOULD BE LESS THAN 8' LONG MEASURED ALONG THE RAMPS FROM THE BACK OF CURB.
- ① 0" CURB HEIGHT. SEE INSET A ON SHEET 3 OF 6.
- ② FULL CURB HEIGHT.
- ③ SIDE TREATMENTS ARE APPLICABLE TO ALL RAMP TYPES AND SHOULD BE IMPLEMENTED AS NEEDED AS FIELD CONDITIONS DICTATE. THE ENGINEER SHALL DETERMINE THE RAMP SIDE TREATMENTS BASED ON MAINTENANCE OF BOTH ROADWAY AND SIDEWALK, ADJACENT PROPERTY CONSIDERATIONS, AND MITIGATING CONSTRUCTION IMPACTS.
- ④ TYPICALLY USED FOR MEDIANS AND ISLANDS.
- ⑤ WHEN NO CONCRETE FLARES ARE PROPOSED, THE CONCRETE WALK SHALL BE FORMED AND CONSTRUCTED PERPENDICULAR TO THE EDGE OF ROADWAY. MAINTAIN 3" MAX. BETWEEN EDGE OF DOMES AND EDGE OF CONCRETE.
- ⑥ IF NO CURB AND GUTTER IS PLACED IN RURAL SECTIONS, DETECTABLE WARNINGS SHALL BE PLACED 1' FROM THE EDGE OF BITUMINOUS ROADWAY AND/OR BITUMINOUS SHARED-USE PATH TO PROVIDE VISUAL CONTRAST.
- ⑦ ALL CONSTRUCTED CURBS MUST HAVE A CONTINUOUS DETECTABLE EDGE FOR THE VISUALLY IMPAIRED. THIS DETECTABLE EDGE REQUIRES DETECTABLE WARNINGS WHEREVER THERE IS ZERO-INCH HIGH CURB. CURB TAPERS ARE CONSIDERED A DETECTABLE EDGE WHEN THE TAPER STARTS WITHIN 3" OF THE EDGE OF THE DETECTABLE WARNINGS, AND UNIFORMLY RISES TO A 3-INCH MINIMUM CURB HEIGHT. ANY CURB NOT PART OF A CURB TAPER AND LESS THAN 3 INCHES IN HEIGHT IS NOT CONSIDERED A DETECTABLE EDGE AND THEREFORE IS NOT COMPLIANT WITH ACCESSIBILITY STANDARDS.
- ⑧ DRILL AND GROUT 1 - NO. 4 12" LONG REINFORCEMENT BAR (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE V CURB.
- ⑨ DRILL AND GROUT 2 - NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) WITH 3" MIN. COVER. REINFORCEMENT BARS ARE NOT NEEDED IF THE APPROACH NOSE IS POURED INTEGRAL WITH THE CURB AND GUTTER.
- ⑩ SIDE TREATMENT EXAMPLES SHOWN ARE WHEN THE INITIAL LANDING IS APPROXIMATELY LEVEL WITH THE FULL HEIGHT CURB (I.E. 6" LONG RAMP FOR 6" HIGH CURB). WHEN THE INITIAL LANDING IS MORE THAN 1" BELOW FULL HEIGHT CURB REFER TO SHEETS 1 & 2 TO MODIFY THE CURB HEIGHT TAPERS AND MAINTAIN POSITIVE BOULEVARD DRAINAGE. CONSTRUCT THESE TAPERS AT 0"-3" AT 8-10%, THEN LESS THAN 5% FROM 3" CURB TO FULL CURB HEIGHT.
- ⑪ NEAREST EDGE OF DETECTABLE WARNING SURFACES SHALL BE PLACED 12' MINIMUM TO 15' MAXIMUM FROM THE NEAREST RAIL. FOR SKEWED RAILWAYS IN NO INSTANCE SHALL THE DETECTABLE WARNING BE CLOSER THAN 12' MEASURED PERPENDICULAR TO THE NEAREST RAIL.
- ⑫ WHEN PEDESTRIAN GATES ARE PROVIDED, DETECTABLE WARNING SURFACES SHALL BE PLACED ON THE SIDE OF THE GATES OPPOSITE THE RAIL, 2' FROM THE APPROACHING SIDE OF THE GATE ARM. THIS CRITERIA GOVERNS OVER NOTE ⑪.
- ⑬ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.
- ⑭ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.
- ⑮ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.
- ⑯ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

REVISION:  
APPROVED: 11-04-2021  
*Jeffrey Perkins*  
JEFFREY PERKINS  
OPERATIONS DIVISION

**m**  
MINNESOTA  
DEPARTMENT  
OF  
TRANSPORTATION

STANDARD PLAN 5-297.250 4 OF 6  
APPROVED: 11-04-2021  
REVISOR:  
*Thomas Strubich*  
THOMAS STRUBICH  
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS  
STATE PROJ. NO. (TH ) SHEET NO. OF SHEETS

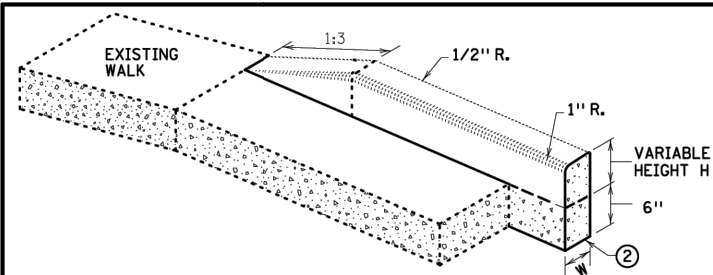
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| CHECKED BY: ---  |             |

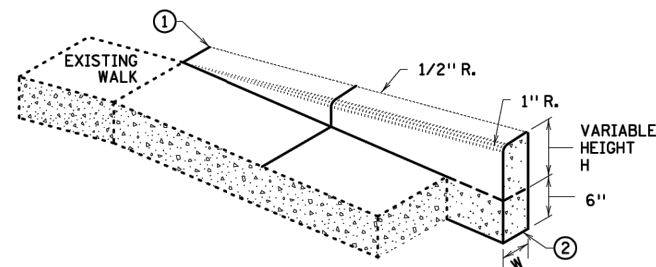
**City of RAMSEY**  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

MNDOT PEDESTRIAN RAMP DETAILS

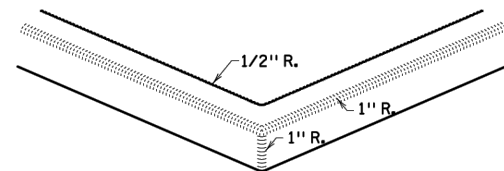
SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



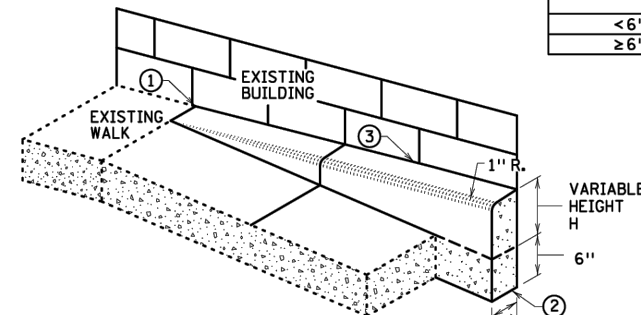
V CURB ADJACENT TO LANDSCAPE  
CURB WITHIN SIDEWALK LIMITS



V CURB ADJACENT TO LANDSCAPE  
CURB OUTSIDE SIDEWALK LIMITS

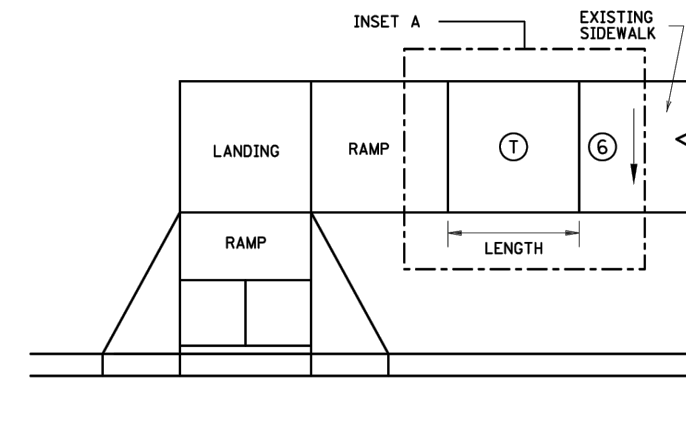


V CURB INTERSECTION

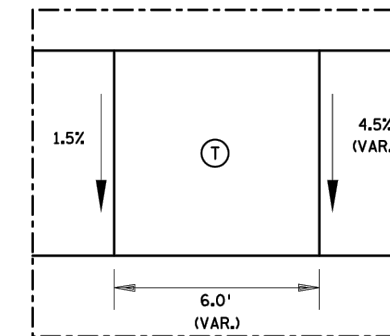


V CURB ADJACENT TO BUILDING  
OR BARRIER

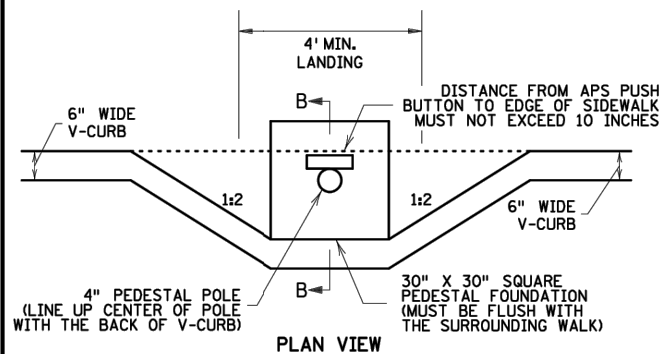
| CONCRETE CURB DESIGN V |              |
|------------------------|--------------|
| CURB HEIGHT H          | CURB WIDTH W |
| <6"                    | 4"           |
| ≥6"                    | 6"           |



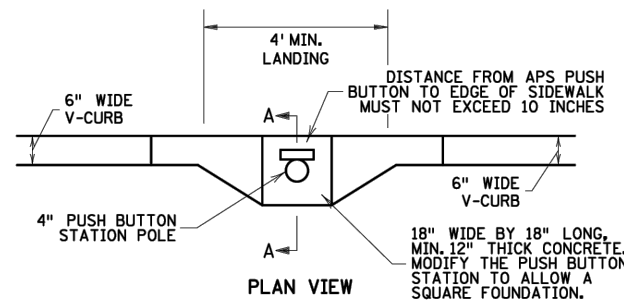
TRANSITION PANEL ④ ⑤



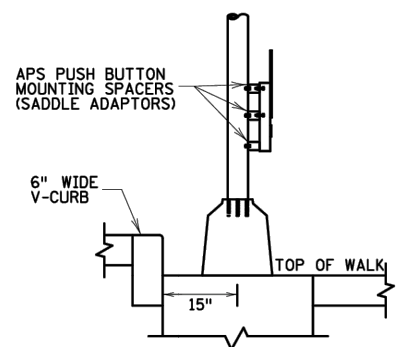
INSET A



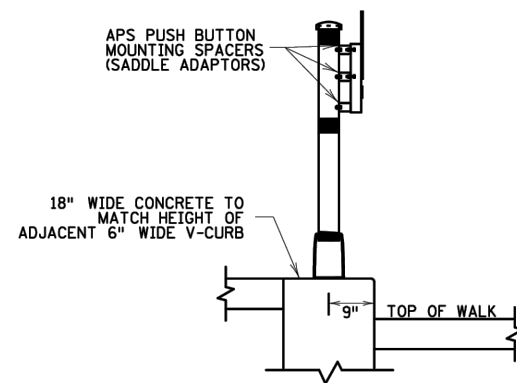
PLAN VIEW



PLAN VIEW



SECTION B-B  
SIGNAL PEDESTAL & PUSH BUTTON (V-CURB)



SECTION A-A  
PUSH BUTTON STATION (V-CURB)

NOTES:

- A WALKABLE FLARE IS AN 8-10% CONCRETE FLARE THAT IS REQUIRED WHEN THE FLARE IS ADJACENT TO A WALKABLE SURFACE, OR WHEN THE PEDESTRIAN PATH OF TRAVEL OF A PUSH BUTTON TRAVERSES THE FLARE.
- ALL V CURB CONTRACTION JOINTS SHALL MATCH CONCRETE WALK JOINTS.
- WHERE RIGHT-OF-WAY ALLOWS, USE OF V CURB SHOULD BE MINIMIZED. GRADING ADJACENT TURF OR SLOPING ADJACENT PAVEMENT IS PREFERRED.
- V CURB SHALL BE PLACED OUTSIDE THE SIDEWALK LIMITS WHEN RIGHT OF WAY ALLOWS.
- V CURB NEXT TO BUILDING SHALL BE A 4" WIDTH AND SHALL MATCH PREVIOUS TOP OF SIDEWALK ELEVATIONS.
- ① END TAPERS AT TRANSITION SECTION SHALL MATCH INPLACE SIDEWALK GRADES.
- ② ALL V CURB SHALL MATCH BOTTOM OF ADJACENT WALK.
- ③ CONSTRUCT USING APPROVED EXPANSION MATERIAL PER MNDOT TYPE A-E EXPANSION. LEAVE A MINIMUM 1/2" TOP GAP AND SEAL WITH MNDOT APPROVED SILICONE PER MNDOT SPEC 3722.
- ④ THE MAX. RATE OF CROSS SLOPE TRANSITIONING IS 1' LINEAR FOOT OF SIDEWALK PER HALF PERCENT CROSS SLOPE. WHEN PAR WIDTH IS GREATER THAN 6' OR THE RUNNING SLOPE IS GREATER THAN 5%, DOUBLE THE CALCULATED TRANSITION LENGTH.
- ⑤ TRANSITION PANELS ARE TO ONLY BE USED AFTER THE RAMP, OR IF NEEDED, LANDING ARE AT THE FULL CURB HEIGHT (TYPICAL SECTION).
- ⑥ EXISTING CROSS SLOPE GREATER THAN 2.0%.

LEGEND

- THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.
- ⑤ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.
- ④ LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.
- ① TRANSITION PANEL(S) - TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK. SEE THIS SHEET FOR ADDITIONAL INFORMATION.

REVISION:  
APPROVED: 11-04-2021  
*Jeffrey Perkins*  
JEFFREY PERKINS  
OPERATIONS DIVISION



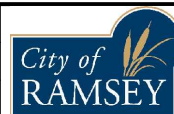
STANDARD PLAN 5-297.250 5 OF 6  
APPROVED: 11-04-2021  
REVISOR:  
THOMAS STYBRICKI  
STATE DESIGN ENGINEER

PEDESTRIAN CURB RAMP DETAILS

STATE PROJ. NO. (TH ) SHEET NO. OF SHEETS

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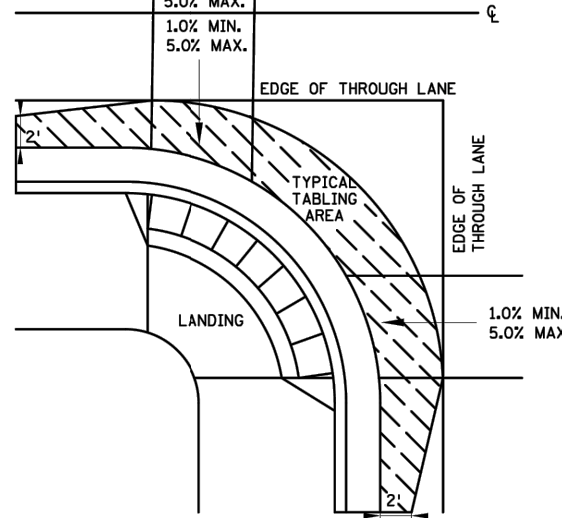
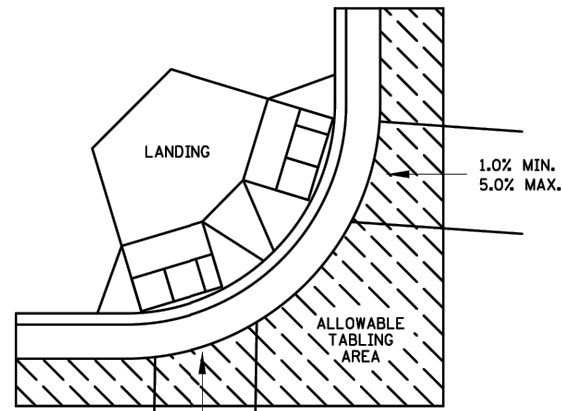
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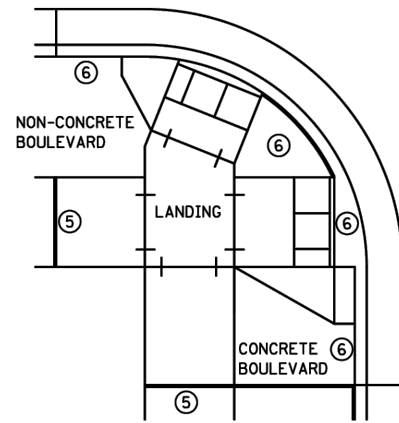
CITY OF RAMSEY  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

MNDOT PEDESTRIAN RAMP DETAILS

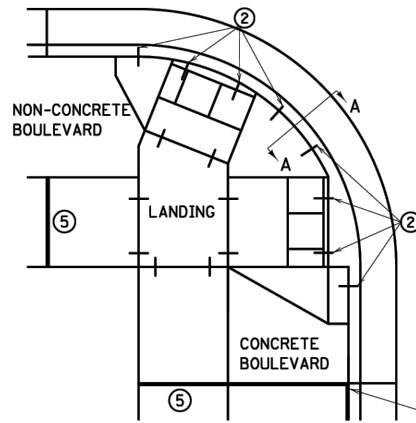
SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



CURB LINE AND ROAD CROSSING ADJUSTMENTS

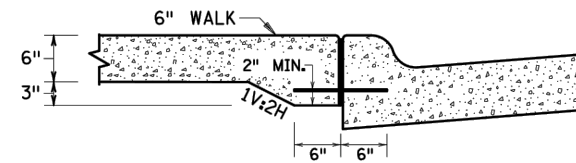


EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS

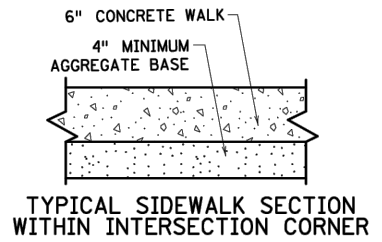


CURB LINE REINFORCEMENT PLACEMENT ON BITUMINOUS ROADWAYS

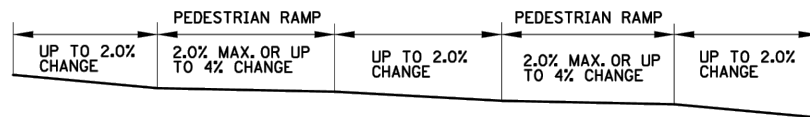
END SILL CURB AT TOP OF CURB RAMP AND DRIVEWAY FLARES.



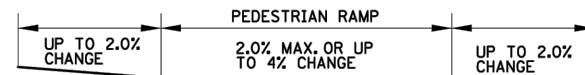
SECTION VIEW A-A THICKENED SECTION THROUGH CURB RAMP FLARES



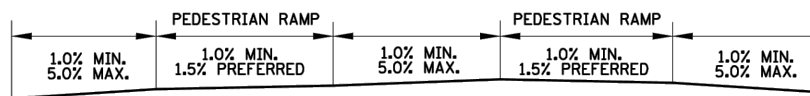
TYPICAL SIDEWALK SECTION WITHIN INTERSECTION CORNER



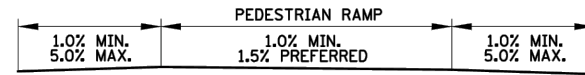
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



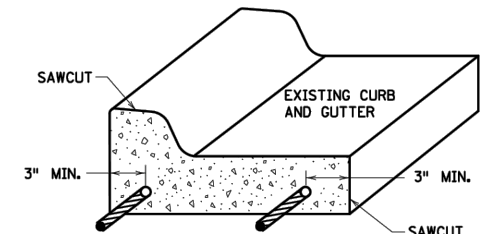
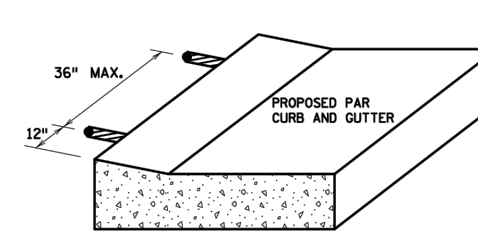
FLOW LINE PROFILE "TABLE" - FAN



FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

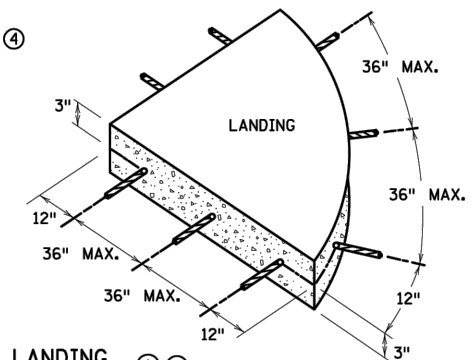
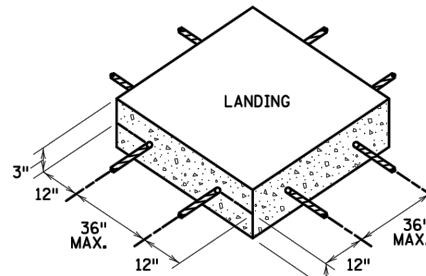


FLOW LINE PROFILE RAISE - FAN



CURB AND GUTTER REINFORCEMENT

CURB RAMP REINFORCEMENT DETAILS



SEPARATE LANDING POUR REINFORCEMENT

GENERAL NOTES:

"TABLING" OF CROSSWALKS MEANS MAINTAINING LESS THAN 2% CROSS SLOPE WITHIN A CROSSWALK, IS REQUIRED WHEN A ROADWAY IS IN A STOP OR YIELD CONDITION AND THE PROJECT SCOPE ALLOWS.

RECONSTRUCTION PROJECTS: ON FULL PAVEMENT REPLACEMENT PROJECTS "TABLING" OF ENTIRE CROSSWALK SHALL OCCUR WHEN FEASIBLE.

MILL & OVERLAY PROJECTS: "TABLING" OF FLOW LINES, IN FRONT OF THE PEDESTRIAN RAMP, IS REQUIRED WHEN THE EXISTING FLOW LINE IS GREATER THAN 2%. WARPING OF THE BITUMINOUS PAVEMENT CAN NOT EXTEND INTO THE THROUGH LANE. TABLE THE FLOW LINE TO 2% OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

- 1) 1.0% MIN. CROSS-SLOPE OF THE ROAD
- 2) 5.0% MAX. CROSS-SLOPE OF THE ROAD
- 3) "TABLE" FLOW LINE UP TO 4% CHANGE FROM EXISTING SLOPE IN FRONT OF PEDESTRIAN RAMP
- 4) UP TO 2% CHANGE IN FLOW LINE FROM EXISTING SLOPE BEYOND THE PEDESTRIAN CURB RAMP

STAND-ALONE ADA RETROFITS: FOLLOW MILL & OVERLAY CRITERIA ABOVE HOWEVER ALL PAVEMENT WARPING IS DONE WITH BITUMINOUS PATCHING ON BITUMINOUS ROADWAYS AND FULL-DEPTH APRON REPLACEMENT ON CONCRETE ROADWAYS.

RAISING OF CURB LINES SHOULD OCCUR IN VERTICALLY CONSTRAINED AREAS. RAISE THE CURB LINES ENOUGH TO ALLOW COMPLIANT RAMPS OR AS MUCH AS POSSIBLE WHILE ADHERING TO THE FOLLOWING CRITERIA:

- 1) 1.0% MIN. AND 5.0% MAXIMUM CROSS-SLOPE OF THE ROAD
- 2) 1.0% MIN. FLOW LINE (ON EITHER SIDE OF PEDESTRIAN RAMP) TO MAINTAIN POSITIVE DRAINAGE
- 3) 5.0% RECOMMENDED MAX. FLOW LINE
- 4) LONGITUDINAL THROUGH LANE ROADWAY TAPERS SHOULD BE 1" VERTICAL PER 15' HORIZONTAL

NOTES:

- ① TO ENSURE RAMPS AND LANDINGS ARE PROPERLY CONSTRUCTED, ALL INITIAL LANDINGS AT A TOP OF A RAMPED SURFACE (RUNNING SLOPE GREATER THAN 2%) SHALL BE FORMED AND PLACED SEPARATELY IN AN INDEPENDENT CONCRETE POUR. FOLLOW SIDEWALK REINFORCEMENT DETAILS ON THIS SHEET FOR ALL SEPARATELY POURED INITIAL LANDINGS.
- ② DRILL AND GROUT NO. 4 12" LONG REINFORCEMENT BARS (EPOXY COATED) AT 36" MAXIMUM CENTER TO CENTER MINIMUM 12" SPACING FROM CONSTRUCTION JOINTS. BARS TO BE ADJUSTED TO MATCH RAMP GRADE. BARS TO BE PAID BY EACH.
- ③ DRILL AND GROUT 2 - NO. 4 X 12" LONG 6" EMBEDDED REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.
- ④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.
- ⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.
- ⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

|  |
|--|
| REVISION:  |
| APPROVED: 11-04-2021   |
| <i>Jeffrey Perkins</i><br>JEFFREY PERKINS<br>OPERATIONS DIVISION |

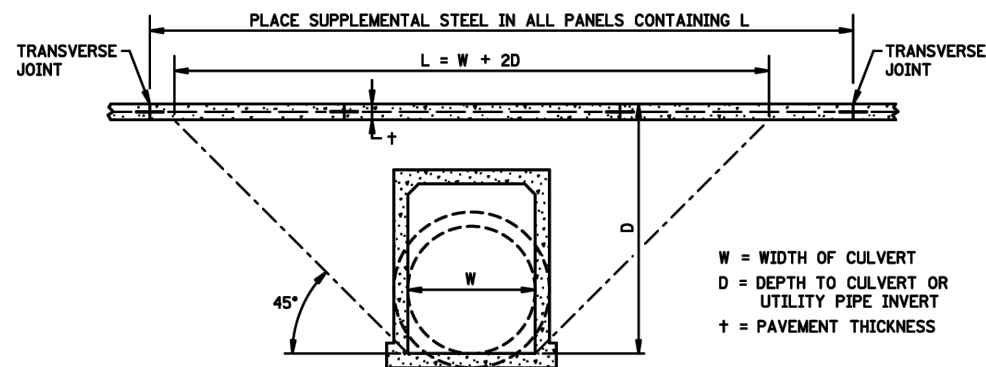
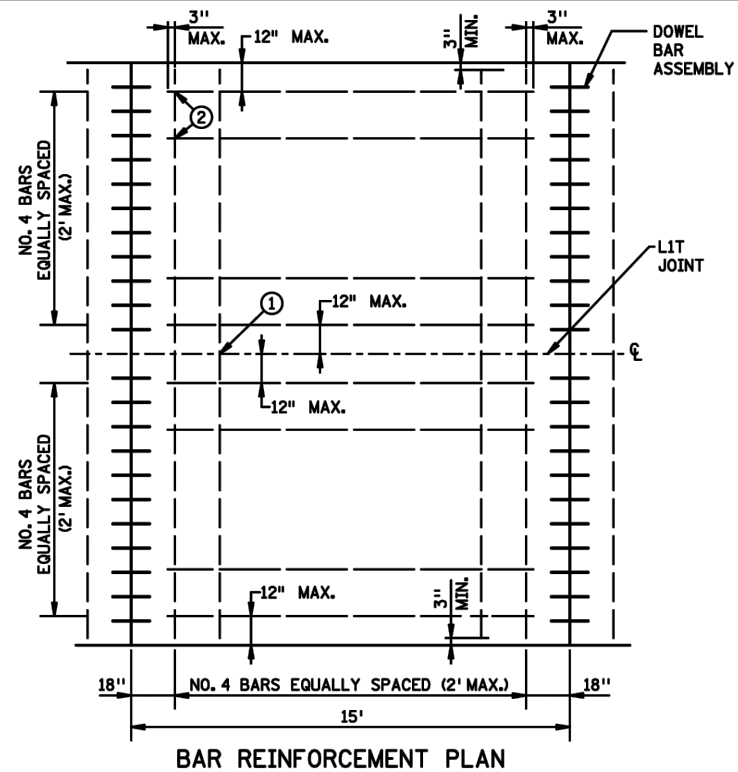


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|-------------------------|---------------------------|
| STANDARD PLAN 5-297.250 | 6 OF 6                    |
| APPROVED: 11-04-2021    |                           |
| REVISED:                |                           |
| STATE PROJ. NO.         | (TH ) SHEET NO. OF SHEETS |

PEDESTRIAN CURB RAMP DETAILS

MNDOT PEDESTRIAN RAMP DETAILS

SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



NOTE: SEE PLANS FOR LOCATIONS WHERE REINFORCEMENT OR EXTRA REINFORCEMENT IS REQUIRED.

**NOTES:**

CONCRETE PANELS DO NOT NEED SUPPLEMENTAL REINFORCEMENT OVER EXISTING (UNDISTURBED) CULVERTS OR UTILITY PIPES. THIS INCLUDES CONCRETE OVERLAYS UNLESS THE INPLACE PAVEMENT EXHIBITS DIFFERENTIAL SETTLEMENT ISSUES, THEN REINFORCE THE NEW CONCRETE PAVEMENT.

DURING CONSTRUCTION, IF THE ENGINEER DETERMINES AN INCREASED POTENTIAL FOR DIFFERENTIAL SETTLEMENT, THEN REINFORCE THE NEW CONCRETE PAVEMENT.

SUPPLEMENTAL REINFORCEMENT IS REQUIRED IN THE MAINLINE AND OUTSIDE SHOULDER PANELS OVER NEW CULVERTS OR UTILITY PIPES CROSSING THE PAVEMENT IN THE TRANSVERSE DIRECTION AS SHOWN IN THE CROSS SECTION ABOVE. SUPPLEMENTAL REINFORCEMENT IS NOT REQUIRED IN THE INSIDE SHOULDER PANELS.

CONTACT THE MNDOT CONCRETE ENGINEERING UNIT FOR USE IN ANY OTHER SITUATIONS.

PROVIDE EPOXY-COATED REINFORCEMENT BARS COMPLYING WITH SPEC. 3301.

PLACE THE SUPPLEMENTAL STEEL ON CHAIRS AT A DEPTH OF  $\pm/2 \pm 1"$ .

- ① TIE BARS (FOR LIT JOINT) NOT REQUIRED IF TRANSVERSE BARS ARE CONTINUOUS THROUGH LONGITUDINAL JOINT.
- ② TIE ALL PERIPHERAL INTERSECTIONS AND A SUFFICIENT NUMBER OF INTERMEDIATE INTERSECTIONS TO PREVENT SHIFTING.

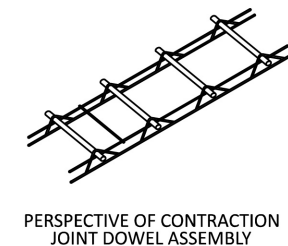
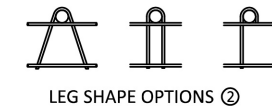
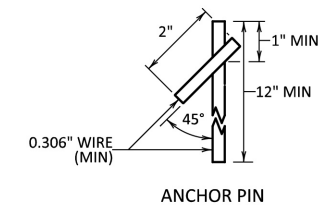
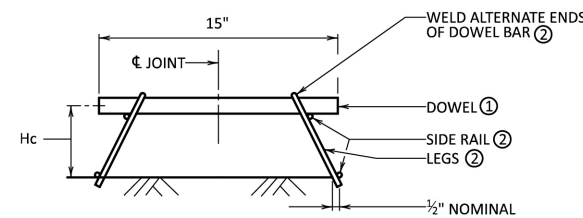
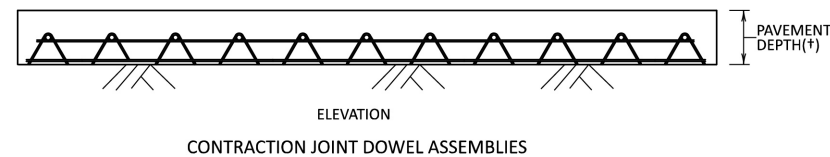
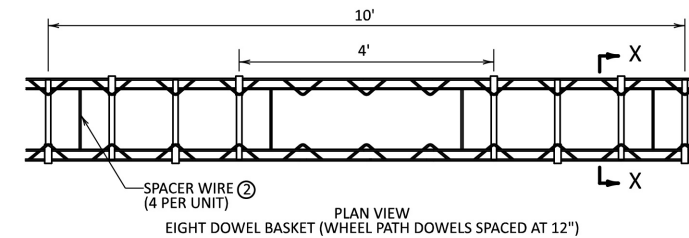
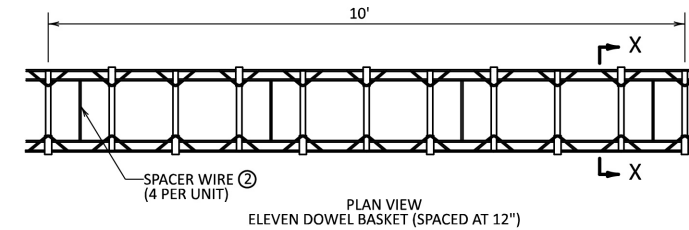
APPROVED 09-30-2022

*Tom Styrbicki*  
STATE DESIGN ENGINEER

STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
**SUPPLEMENTAL PAVEMENT  
REINFORCEMENT**

SPECIFICATION  
REFERENCE  
2301

STANDARD  
PLATE  
NO.  
**1070N**



**NOTES:**

- ① DOWEL BARS:  
-PROVIDE DOWEL BARS, 15" IN LENGTH, IN ACCORDANCE WITH SPEC 3302 AND THE CONTRACT.  
-CUT ENDS WITH STRAIGHT SURFACE AND DEBURR.  
-SEE DOWEL BAR TABLE FOR DOWEL BAR DIAMETERS.  
-COAT ENTIRE DOWEL BAR ASSEMBLY WITH BOND BREAKER MATERIAL MEETING THE REQUIREMENTS OF SPEC 3302.

- ② DOWEL BAR ASSEMBLY:  
-SIDE RAILS (0.306" DIAMETER MINIMUM).  
-V-LEG OR U-LEG (0.243" DIAMETER MINIMUM).  
-J-LEG (0.306" DIAMETER MINIMUM).  
-SPACER WIRES (0.177" DIAMETER MAXIMUM).  
-ANCHOR PINS STEM AND HOOK WIRE (0.306" DIAMETER MINIMUM).  
-WELD ALL WIRE INTERSECTIONS.  
-WELD ALTERNATE ENDS OF DOWEL BAR OR MECHANICALLY ATTACH DOWEL BAR.  
-SUBMIT SHOP DRAWINGS OF CONSTRUCTION JOINT DOWEL ASSEMBLY FOR APPROVAL TO THE CONCRETE ENGINEER; ONE SHOP DRAWING IS REQUIRED FOR EACH METHOD USED TO FASTEN DOWEL BARS TO ASSEMBLY.

- ③ FABRICATION TOLERANCES:  
- $\pm 1/4"$  PER LINEAR FOOT UNLESS OTHERWISE SPECIFIED.  
-MANUFACTURE BASKETS SO THAT THE DOWELS ARE HORIZONTAL AND PARALLEL FROM EACH OTHER AND PERPENDICULAR TO THE BASKET  
- $\pm 3/8"$  PER LINEAR FOOT.  
-ON CENTER SHOULD BE  $\pm 1/2"$ .  
-HEIGHT (Hc) TO CENTER  $\pm 1/2"$ .

| DOWEL BAR TABLE ① ③       |                             |                              |
|---------------------------|-----------------------------|------------------------------|
| † PAVEMENT DEPTH (INCHES) | DOWEL BAR DIAMETER (INCHES) | Hc HEIGHT TO CENTER (INCHES) |
| 7 - 7½                    | 1                           | 3                            |
| 8 - 10                    | 1½                          | 4                            |
| ≥ 10½                     | 1½                          | 5                            |

APPROVED: 01-29-2025

*Tom Styrbicki*  
THOMAS STYRBICKI  
STATE DESIGN ENGINEER

STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
**TYPICAL DOWEL BAR ASSEMBLY  
CONSTRUCTION JOINT**

SPECIFICATION  
REFERENCE  
2301  
3302

STANDARD  
PLATE NO.  
**1103M**

1 OF 1

| DATE | REVISION |
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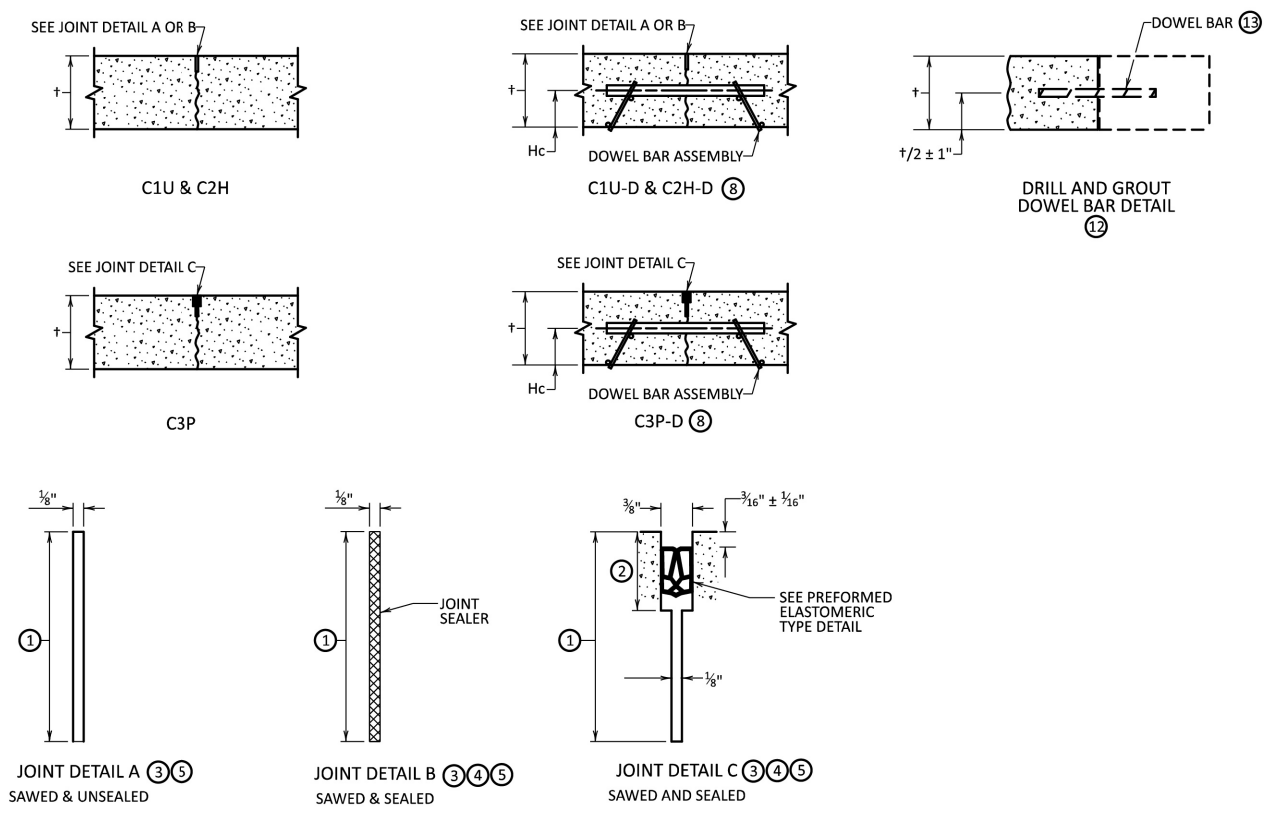
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| DESIGNED BY: --- | DATE: ---   |
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| CHECKED BY: ---  |             |



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

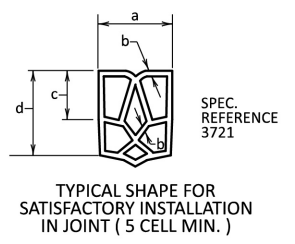
MNDOT CONCRETE REINFORCEMENT DETAILS

SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



REQUIRED DIMENSIONS (2)

| JOINT TYPE          | TRANSVERSE  |
|---------------------|---|
| NOMINAL SEALER SIZE | $\frac{1}{16}$ "<br>USE IN ALL $\frac{3}{8}$ " JOINTS |
| a                   | $0.69" + 0.13" - 0.05"$                               |
| b                   | $0.08" \pm 0.02"$                                     |
| c                   | 0.25" MIN.  |
| d                   | 0.63" MIN.  |



PREFORMED ELASTOMERIC TYPE DETAIL (2)

CONTRACTION JOINT REFERENCE, DETAIL & SEALER SPEC. TABLE

| JOINT REFERENCE |             | JOINT DETAIL | JOINT SEALER SPEC. | JOINT WIDTH     |
|-----------------|-------------|--------------|--------------------|-----------------|
| WITHOUT DOWELS  | WITH DOWELS |              |                    |                 |
| C1U             | C1U-D       | A            | UNSEALED           | $\frac{1}{8}$ " |
| C2H             | C2H-D       | B            | 3725               | $\frac{3}{8}$ " |
| C3P             | C3P-D       | C            | 3721               | $\frac{3}{8}$ " |

LEGEND  
 C = CONTRACTION JOINT  
 NO. = JOINT REFERENCE  
 U = UNSEALED  
 H = HOT Poured  
 P = PREFORMED  
 -D = DOWEL BARS

EXAMPLE  
 C2H-D

NOTES:

SEE STANDARD PLATE 1103 FOR DOWEL BAR ASSEMBLY.

FURNISH AND INSTALL ALL JOINT SEALER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

SEE STANDARD PLANS 5-297.217 AND 5-297.219 FOR CONCRETE MAINLINE/RAMP PAVEMENT.

SEE PAVING LAYOUTS IN THE PLANS FOR JOINT CLASS DESIGNATION TO USE AND SPECIAL REINFORCEMENT REQUIREMENTS.

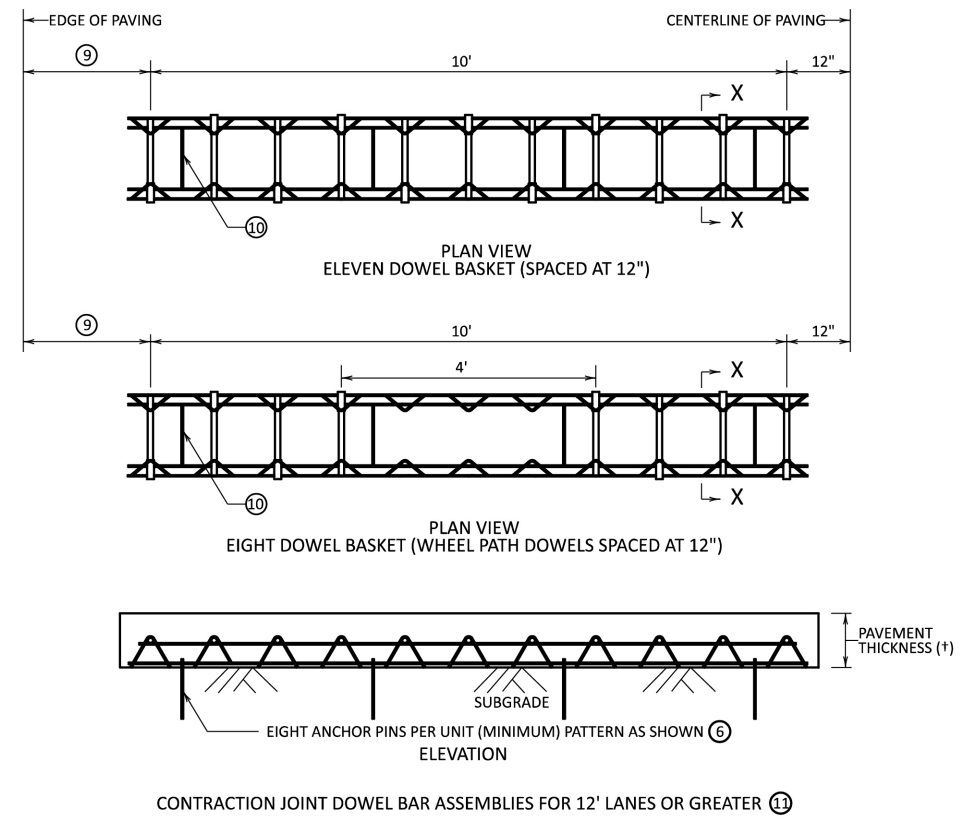
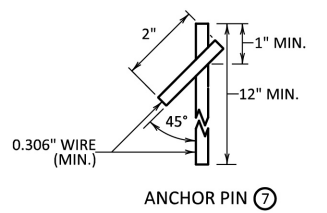
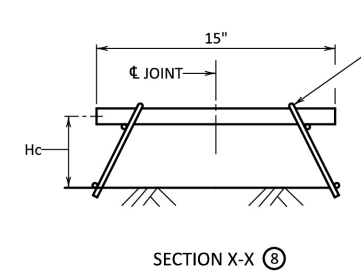
(1) JOINT DEPTH AND TOLERANCE:  $\pm \frac{1}{3} \pm \frac{1}{4}$ ".

(2) JOINT TO FIT THE JOINT DESIGN WIDTH. "a" DIMENSION APPLIES AT ANY POINT THROUGHOUT "c" DEPTH. SHARP CORNERS NOT PERMITTED. PROVIDE CORNERS WITH SUITABLE FILLET.

(3) WHEN WET-CUT SAWING, CLEAN JOINT FACES WITH WATER DURING THE SAW CUTTING OPERATION OR BY WATER BLASTING AFTER SAWING. WHEN EARLY-ENTRY SAWING, USE AIR BLASTING TO REMOVE SAWING RESIDUE.

DOWEL BAR TABLE

| † PAVEMENT THICKNESS (INCHES) | DOWEL BAR DIAMETER (INCHES) | Hc HEIGHT TO CENTER OF DOWEL BAR (INCHES) |
|-------------------------------|-----------------------------|---|
| 7 - 7½                        | 1                           | 3   |
| 8 - 10                        | 1½                          | 4   |
| > 10½                         | 1½                          | 5   |



- (9) DISTANCE TO EDGE OF PAVEMENT FROM OUTSIDE DOWEL:  
 - 3' 0" FOR 14' 0" LANE.  
 - 2' 6" FOR 13' 6" LANE.  
 - 2' 0" FOR 13' 0" LANE.  
 - 1' 0" FOR 12' 0" LANE.
- (10) CONTRACTOR OPTION TO CUT AND BEND SPACER WIRES AFTER STAKING.
- (11) REMOVE ONE DOWEL BAR PER FOOT OF LANE WIDTH REDUCTION LESS THAN 12'.
- (12) DRILL THE HOLE  $\frac{1}{8}$ " WIDER THAN THE NOMINAL OUTSIDE DIAMETER OF THE BAR TO A DEPTH OF 9". INJECT A MNDOT-APPROVED EPOXY OR NON-SHRINK GROUT IN THE BACK OF THE DRILL HOLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- (13) PROVIDE DOWEL BAR, 18" LONG, SPACED AT 12" ON CENTER.

LEAD EXPERT OFFICE  
 CURT TURGEON  
 DIRECTOR  
 OFFICE OF MATERIALS & ROAD RESEARCH

PAVEMENT JOINTS  
 CONTRACTION (DESIGN C)

APPROVED:  
 01-30-2025

THOMAS STYRBICKI  
 STATE DESIGN ENGINEER

STANDARD PLAN  
 5-297.221

1 OF 5



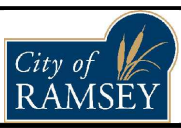
STANDARD PLAN

STATE PROJ. NO.  
 TRUNK HWY.

SHEET NO.  
 TOTAL SHEETS

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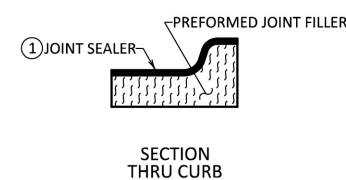
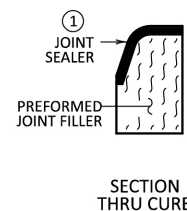
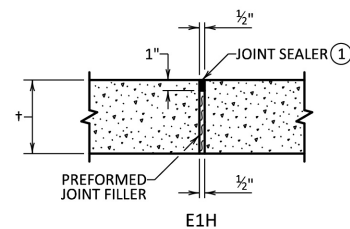
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CITY OF RAMSEY  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

MNDOT CONCRETE REINFORCEMENT DETAILS

SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



| EXPANSION JOINT REFERENCE, DETAIL & SEALER SPEC. TABLE |                              |                    |             |
|--|------------------------------|--------------------|-------------|
| JOINT REFERENCE  | PREFORMED JOINT FILLER SPEC. | JOINT SEALER SPEC. | JOINT WIDTH |
| WITHOUT DOWELS   |                              |                    |             |
| E1H  | 3702                         | 3725               | 1/2"        |

|                       |       |         |
|-----------------------|-------|---------|
| LEGEND                |       | EXAMPLE |
| E = EXPANSION JOINT   | _____ | E1H-D   |
| NO. = JOINT REFERENCE | _____ |         |
| H = HOT POURED        | _____ |         |
| -D = DOWEL BARS       | _____ |         |

NOTES:

PROVIDE PREFORMED JOINT FILLER MATERIAL IN ACCORDANCE WITH SPEC. 3702.

FURNISH AND INSTALL ALL JOINT SEALER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

① JOINT SEALER SPEC. 3725. CLEAN AND DRY JOINT FACES BY SANDBLASTING AND AIR BLASTING. TOP OF SEALER FLUSH TO 1/8" BELOW TOP OF PAVEMENT SURFACE.

|  |  |  |  |                                   |           |
|--|--|--|--|-----------------------------------|-----------|
|  | <b>LEAD EXPERT OFFICE</b><br>CURT TURGEON<br>DIRECTOR<br>OFFICE OF MATERIALS & ROAD RESEARCH | <b>PAVEMENT JOINTS</b><br>EXPANSION (DESIGN E) | APPROVED:<br>01-30-2025<br><br>THOMAS STYRBICKI<br>STATE DESIGN ENGINEER | <b>STANDARD PLAN</b><br>5-297.221 | 2 OF 5    |
|  | STANDARD PLAN  |  |  | STATE PROJ. NO.                   | SHEET NO. |
|  |  |  | TRUNK HWY.   | TOTAL SHEETS                      |           |

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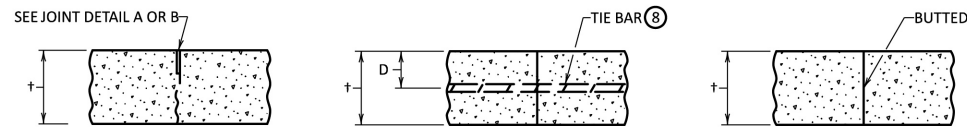
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MNDOT CONCRETE REINFORCEMENT DETAILS

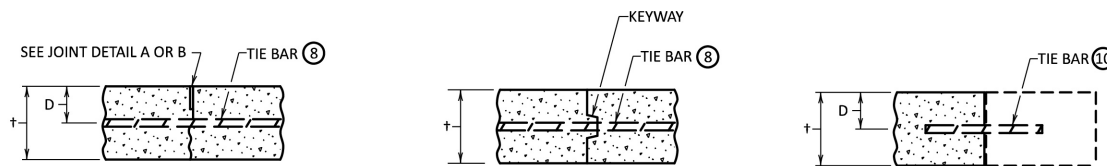
SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



L1U & L1H

L2TU ②③

L3U



L1TU & L1TH ①⑧

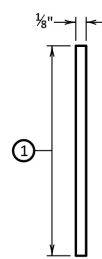
L2KTU ②⑥

DRILL AND GROUT REINFORCEMENT BAR DETAIL ⑧⑨

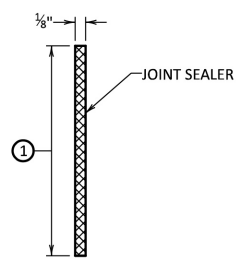
| LONGITUDINAL JOINT REFERENCE, DETAIL & SEALER SPECIFICATION TABLE |               |                        |              |                   |             |
|---|---------------|------------------------|--------------|-------------------|-------------|
| JOINT REFERENCE   |               |                        | JOINT DETAIL | JOINT SEALER SPEC | JOINT WIDTH |
| WITHOUT TIE BARS  | WITH TIE BARS | WITH KEYWAY & TIE BARS |              |                   |             |
| L1U   | L1TU          |                        | A            | UNSEALED          | 3/8"        |
| L1H   | L1TH          |                        | B            | 3725              | 3/8"        |
|   | L2TU          | L2KTU                  | NONE         | UNSEALED          |             |
| L3U   |               |                        | NONE         | UNSEALED          |             |

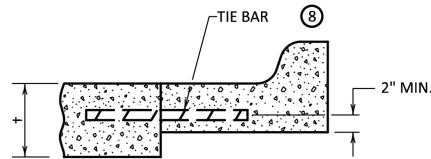
| LEGEND |                             | EXAMPLE |
|--------|-----------------------------|---------|
| L      | = LONGITUDINAL JOINT        | L2KTU   |
| NO.    | = JOINT REFERENCE           |         |
| 1      | = PAVED CONSTRUCTION JOINT  |         |
| 2      | = TIED CONSTRUCTION JOINT   |         |
| 3      | = BUTTED CONSTRUCTION JOINT |         |
| K      | = KEYWAY                    |         |
| T      | = TIE BARS                  |         |
| U      | = UNSEALED                  |         |
| H      | = HOT Poured                |         |



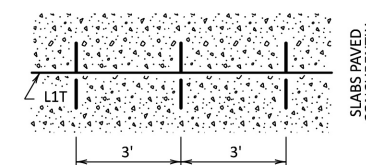
JOINT DETAIL A ③⑤  
SAWED & UNSEALED



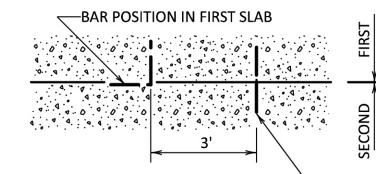
JOINT DETAIL B ④⑤  
SAWED & SEALED



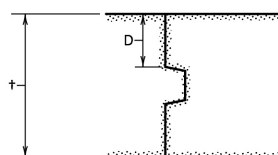
SECTION THRU CURB ⑦



L1T PAVING DETAIL



L2T & L2KT TIE BAR BENDING AND PAVING DETAIL ②



PAVEMENT KEYWAY DETAIL ⑥

| FIXED FORM KEYWAY TABLE ⑥ |                   |
|---------------------------|-------------------|
| † PAVEMENT THICKNESS      | D (MINIMUM DEPTH) |
| < 7"                      | 2 1/2"            |
| 7" TO 7 1/2"              | 3"                |
| 8" TO 9 1/2"              | 4"                |
| ≥ 10"                     | 5"                |

| SLIPFORM KEYWAY TABLE ⑥ |                   |
|-------------------------|-------------------|
| † PAVEMENT THICKNESS    | D (MINIMUM DEPTH) |
| < 10"                   | NO KEYWAY         |
| ≥ 10"                   | 5"                |

NOTES:

- PROVIDE EPOXY-COATED TIE BARS COMPLYING WITH SPEC. 3301.
- FURNISH AND INSTALL ALL JOINT SEALER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- SEE STANDARD PLANS 5-297.217 AND 5-297.219 FOR CONCRETE MAINLINE AND RAMP PAVEMENT.
- SEE PAVING LAYOUTS IN THE PLANS FOR JOINT CLASS DESIGNATION TO USE AND SPECIAL REINFORCEMENT REQUIRED.
- FOR LONGITUDINAL JOINTS SAWED WIDER THAN 3/8", CONTACT THE CONCRETE UNIT FOR SEALING RECOMMENDATIONS.
- ① JOINT DEPTH AND TOLERANCE:  $\pm 3 \pm 1/4"$ .
- ② BEND THE BARS 90 DEGREES WHEN INSERTED IN THE L2 JOINTS, EXCEPT WHEN NOTED OTHERWISE IN THE PLANS.
- ③ CLEAN JOINT FACES WITH WATER DURING THE SAW CUTTING OPERATION OR BY WATER BLASTING AFTER SAWING.
- ④ CLEAN AND DRY JOINT FACES BY SANDBLASTING AND AIR BLASTING WHEN SEALING IS REQUIRED.
- ⑤ JOINT WIDTH TOLERANCE IS  $\pm 1/16"$  TO  $-1/32"$ .

- ⑥ CONTRACTOR'S OPTION TO USE KEYWAY WHEN:
  - PLACING FIXED FORM CONSTRUCTION.
  - PLACING SLIPFORM CONSTRUCTION WHEN  $\pm \geq 10"$ .
 USE OF KEYWAY FOR ANY OTHER APPLICATION REQUIRES APPROVAL BY THE ENGINEER. OTHER KEYWAY SHAPES MAY BE USED WITH THE APPROVAL OF THE CONCRETE ENGINEER.
- ⑦ WHEN CURB AND GUTTER IS NOT CONSTRUCTED AT THE SAME DEPTH AS ADJACENT CONCRETE, PLACE TIE BAR A MINIMUM OF 2" ABOVE THE CURB AND GUTTER GRADE.
- ⑧ PROVIDE NO. 4 TIE BAR, 30" LONG, SPACED AT 3' ON CENTER AT A DEPTH (D) BETWEEN  $t/2$  AND  $t/2$  PLUS 1".
- ⑨ DRILL THE HOLE 3/8" WIDER THAN THE NOMINAL OUTSIDE DIAMETER OF THE REINFORCEMENT BAR TO A DEPTH OF 9". INJECT A MnDOT-APPROVED EPOXY OR NON-SHRINK GROUT IN THE BACK OF THE DRILL HOLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- ⑩ PROVIDE NO. 4 TIE BAR, 18" LONG, SPACED AT 3' ON CENTER AT A DEPTH (D) BETWEEN  $t/2$  AND  $t/2$  PLUS 1".

|  |  |   |  |                                   |        |
|--|--|---|--|-----------------------------------|--------|
|  | <b>LEAD EXPERT OFFICE</b><br>CURT TURGEON<br>DIRECTOR<br>OFFICE OF MATERIALS & ROAD RESEARCH | <b>PAVEMENT JOINTS</b><br>LONGITUDINAL (DESIGN L) | APPROVED:<br>01-30-2025<br><br>THOMAS STYRBICKI<br>STATE DESIGN ENGINEER | <b>STANDARD PLAN</b><br>5-297.221 | 3 OF 5 |
|  | STATE PROJ. NO. _____ SHEET NO. _____<br>TRUNK HWY. _____ TOTAL SHEETS _____                 |   | <b>STANDARD PLAN</b>   |                                   |        |

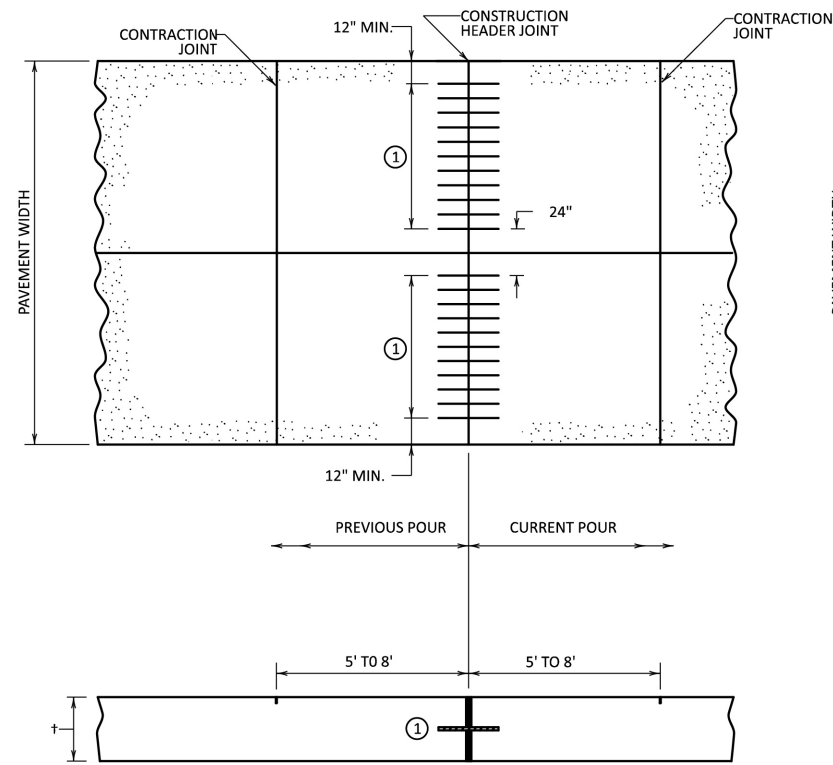
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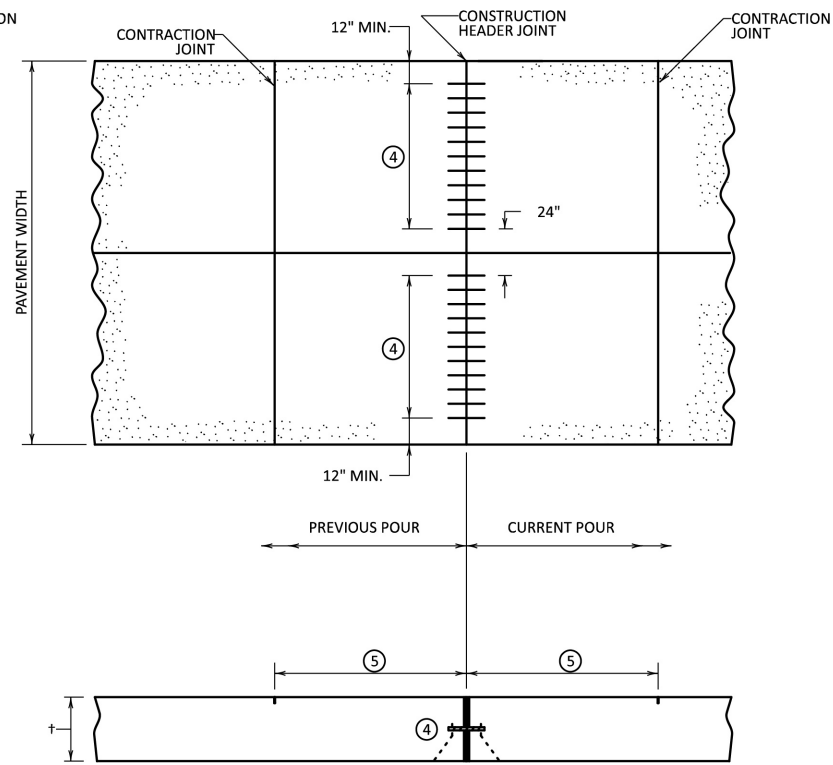
**CITY OF RAMSEY**  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

**MNDOT CONCRETE REINFORCEMENT DETAILS**

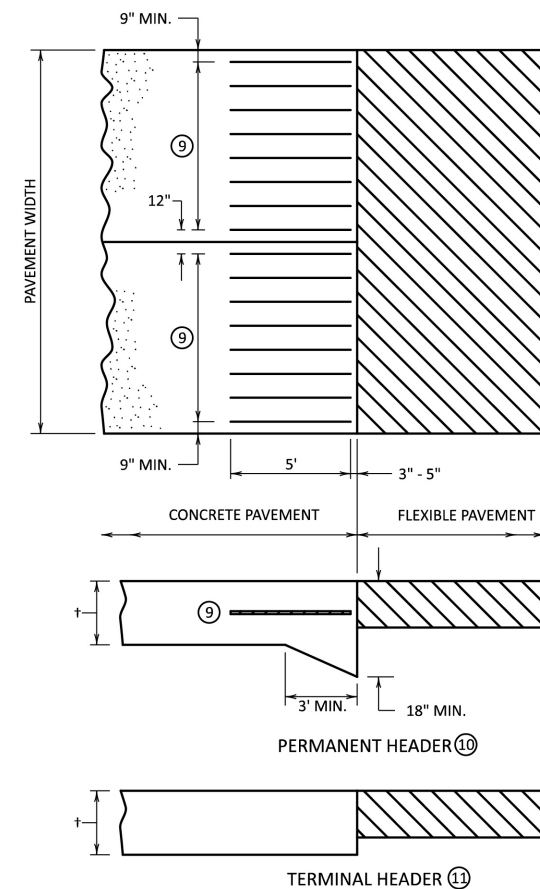
**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



REINFORCEMENT BAR CONSTRUCTION HEADERS



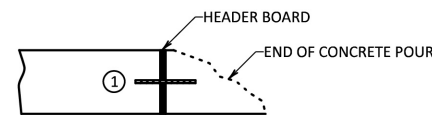
DOWEL BAR CONSTRUCTION HEADERS



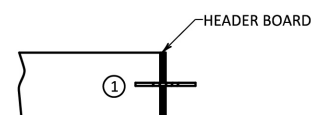
NOTES:

PROVIDE EPOXY-COATED TIE BARS COMPLYING WITH SPEC. 3301.

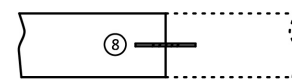
- ① PROVIDE NO. 4 REINFORCEMENT BARS, 30" LONG, SPREAD 12" ON CENTER AT DEPTH OF  $t/2 \pm 1"$ .
- ② PAVE PAST THE HEADER LOCATION. REMOVE END OF CONCRETE POUR. SET HEADER BOARD SHAPED TO PAVEMENT CROSS SECTION AND SLOTTED OR DRILLED FOR REINFORCEMENT BARS. INSERT THE REINFORCEMENT BARS AND FINISH THE CONCRETE BEHIND THE BOARD.
- ③ SET HEADER BOARD SHAPED TO PAVEMENT CROSS SECTION AND SLOTTED OR DRILLED FOR REINFORCEMENT BARS. PLACE THE CONCRETE BEHIND THE BOARD AND INSERT THE REINFORCEMENT BARS. CONSOLIDATE AND FINISH THE CONCRETE BEHIND THE HEADER BOARD.
- ④ PROVIDE DOWEL BARS IN ACCORDANCE WITH SPEC. 3302 AND THE CONTRACT.
- ⑤ DISTANCE EQUAL TO OR LESS THAN THE DESIGNED CONTRACTION JOINT SPACING IN ACCORDANCE WITH THE CONTRACT.
- ⑥ PLACE DOWEL BAR BASKET AT DESIRED HEADER LOCATION. SET HEADER BOARD SHAPED TO PAVEMENT CROSS SECTION ABOVE AND BELOW THE DOWELS. PAVE PAST THE HEADER LOCATION AND FINISH CONCRETE BEHIND THE HEADER BOARD. THOROUGHLY REMOVE ALL CONCRETE FROM THE EXPOSED DOWELS.
- ⑦ PLACE DOWEL BAR BASKET AT DESIRED HEADER LOCATION. SET HEADER BOARD SHAPED TO PAVEMENT CROSS SECTION ABOVE AND BELOW THE DOWELS. PLACE, CONSOLIDATE, AND FINISH THE CONCRETE BEHIND THE HEADER BOARD.
- ⑧ DRILL AND GROUT 18" LONG DOWEL OR REINFORCEMENT BARS SPACED AT 12" ON CENTER AT A DEPTH OF  $t/2 \pm 1"$ . DRILL THE HOLE  $1/8"$  GREATER THAN THE NOMINAL OUTSIDE DIAMETER OF THE BAR BEING PLACED TO A DEPTH OF 9". INJECT A MNDOT-APPROVED EPOXY OR NON-SHRINK GROUT IN THE BACK OF THE DRILL HOLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
  - FOR DOWEL BAR HEADERS, USE DOWEL BARS HAVING A DIAMETER IN ACCORDANCE WITH SPEC. 3302 AND THE CONTRACT.
  - FOR REINFORCEMENT BAR HEADERS, USE NO. 4 REINFORCEMENT BARS.
- ⑨ PROVIDE NO. 7 REINFORCEMENT BARS, 5' LONG, SPACED 18" ON CENTER AT DEPTH OF  $t/2 \pm 1"$ .
- ⑩ USE PERMANENT HEADER WHEN LONG SECTIONS OF CONCRETE (400' OR GREATER) ABUT BITUMINOUS. CONTACT THE CONCRETE UNIT WHEN FUTURE CONCRETE IS BEING CONSTRUCTED ADJACENT TO AN EXISTING PERMANENT HEADER.
- ⑪ USE TERMINAL HEADER WHEN SHORT SECTIONS OF CONCRETE (LESS THAN 400') ABUT BITUMINOUS (ON SIDE STREETS, FOR EXAMPLE).



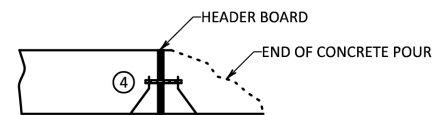
SLIPFORM PLACED REINFORCEMENT BAR HEADER ②



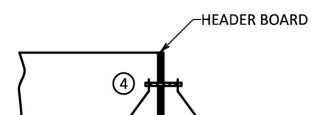
FIXED FORM PLACED REINFORCEMENT BAR HEADER ③



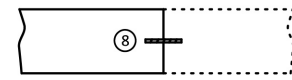
DRILL AND GROUT REINFORCEMENT BAR HEADER



SLIPFORM PLACED DOWEL BAR HEADER ⑥



FIXED FORM PLACED DOWEL BAR HEADER ⑦



DRILL AND GROUT DOWEL BAR HEADER

|  |  |                                |  |                                |               |
|--|--|--------------------------------|--|--------------------------------|---------------|
|  | <b>LEAD EXPERT OFFICE</b><br>CURT TURGEON<br>DIRECTOR<br>OFFICE OF MATERIALS & ROAD RESEARCH | <b>PAVEMENT JOINTS HEADERS</b> | APPROVED:<br>01-30-2025<br><br>THOMAS STYRBICKI<br>STATE DESIGN ENGINEER | <b>STANDARD PLAN 5-297.221</b> | <b>4 OF 5</b> |
|  | STATE PROJ. NO.  | SHEET NO.                      | TRUNK HWY.   | TOTAL SHEETS                   |               |

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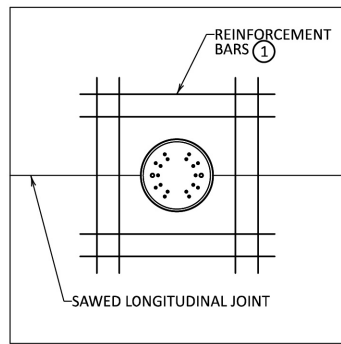
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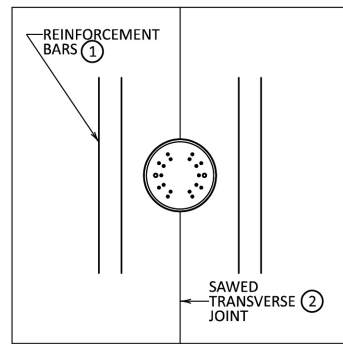
CITY OF RAMSEY  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

MNDOT CONCRETE REINFORCEMENT DETAILS

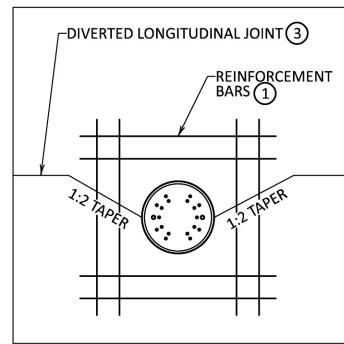
SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



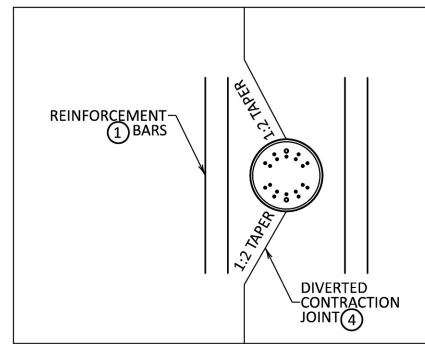
MANHOLE WITH LONGITUDINAL JOINT



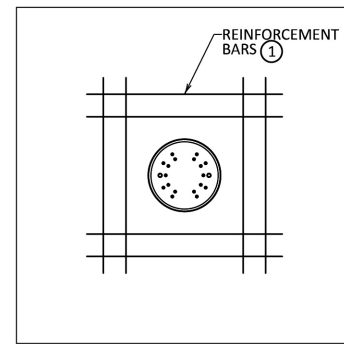
MANHOLE WITH CONTRACTION JOINT



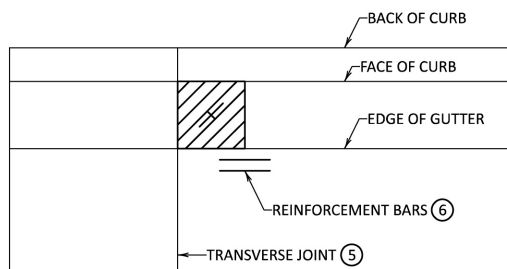
MANHOLE WITH DIVERTED LONGITUDINAL JOINT



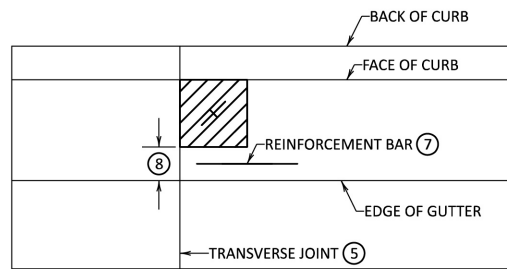
MANHOLE WITH DIVERTED CONTRACTION JOINT



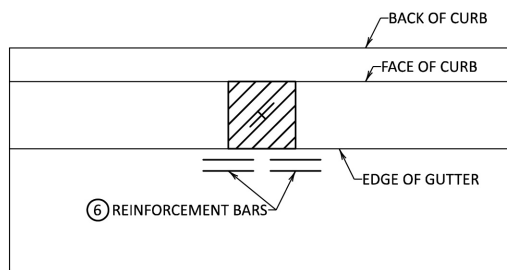
MANHOLE WITH NO JOINTS



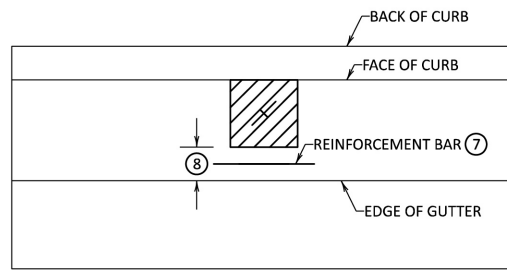
INLET WITH CONTRACTION JOINT



INLET WITH CONTRACTION JOINT (GUTTER WIDTHS GREATER THAN 24 ")



INLET WITHOUT CONTRACTION JOINT



INLET WITHOUT CONTRACTION JOINT (GUTTER WIDTHS GREATER THAN 24 ")

NOTES:

PROVIDE EPOXY-COATED REINFORCEMENT BARS COMPLYING WITH SPEC. 3301.

DO NOT FORM "BOX-OUTS" OF CASTINGS UNLESS APPROVED BY THE ENGINEER.

- ① PLACE NO. 4 REINFORCEMENT BARS AT 8" AND 16" FROM THE EDGE OF THE MANHOLE. PLACE REINFORCEMENT BARS ON CHAIRS AT A DEPTH OF  $\pm/2 \pm 1/4"$ .
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE WHERE POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2' OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2', DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT BARS AROUND THE MANHOLE.
- ④ IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE CONTRACTION JOINT IS LESS THAN 4', DIVERT THE CONTRACTION JOINT AT A 2:1 TAPER TO THE CENTER OF THE MANHOLE. DO NOT DOWEL THE TAPER. IF THE DISTANCE IS 4' OR GREATER, DO NOT DIVERT THE JOINT. WHENEVER POSSIBLE, MOVING THE CONTRACTION JOINT TO A DISTANCE 4' OR GREATER IS PREFERRED OVER DIVERTING THE JOINT.
- ⑤ ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHERE PRACTICAL.
- ⑥ PLACE TWO NO. 4 x 18" REINFORCEMENT BARS SPACED 4" AND 10" FROM LONGITUDINAL JOINT.
- ⑦ PLACE NO. 4 x 36" REINFORCEMENT BAR BETWEEN INLET AND EDGE OF GUTTER.
- ⑧ FILL IN ANY GAP THAT IS 1" OR LESS USING BACKER ROD AND HOT POUR.

|  |  |  |                         |   |                                   |        |
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|  | <b>LEAD EXPERT OFFICE</b><br>CURT TURGEON<br>DIRECTOR<br>OFFICE OF MATERIALS & ROAD RESEARCH | <b>PAVEMENT JOINTS</b><br>UTILITY FIXTURES | APPROVED:<br>01-30-2025 | <br>THOMAS STYRBICKI<br>STATE DESIGN ENGINEER | <b>STANDARD PLAN</b><br>5-297.221 | 5 OF 5 |
|  | STANDARD PLAN  |  |                         | STATE PROJ. NO.<br>TRUNK HWY.                 | SHEET NO.<br>TOTAL SHEETS         |        |

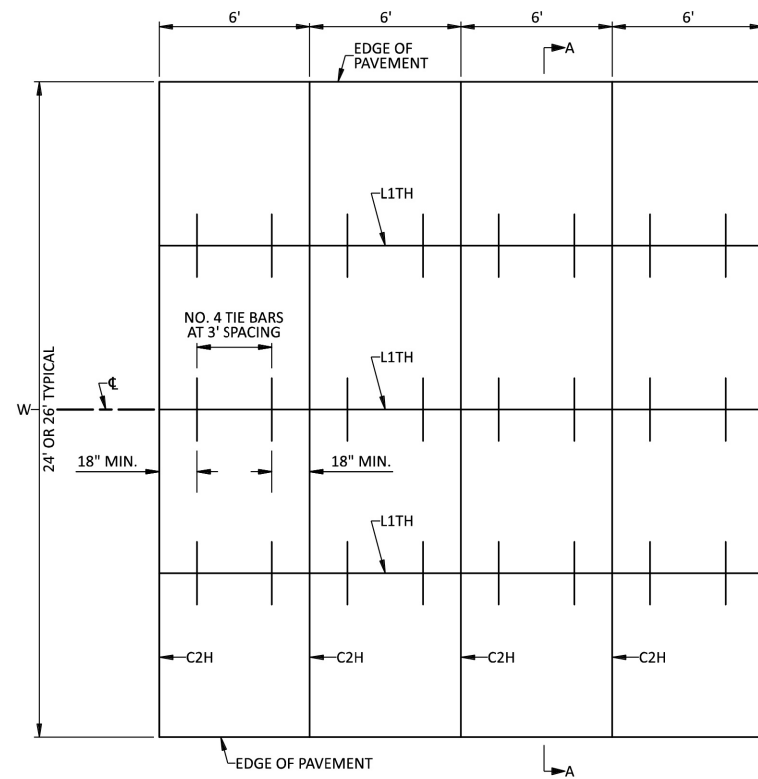
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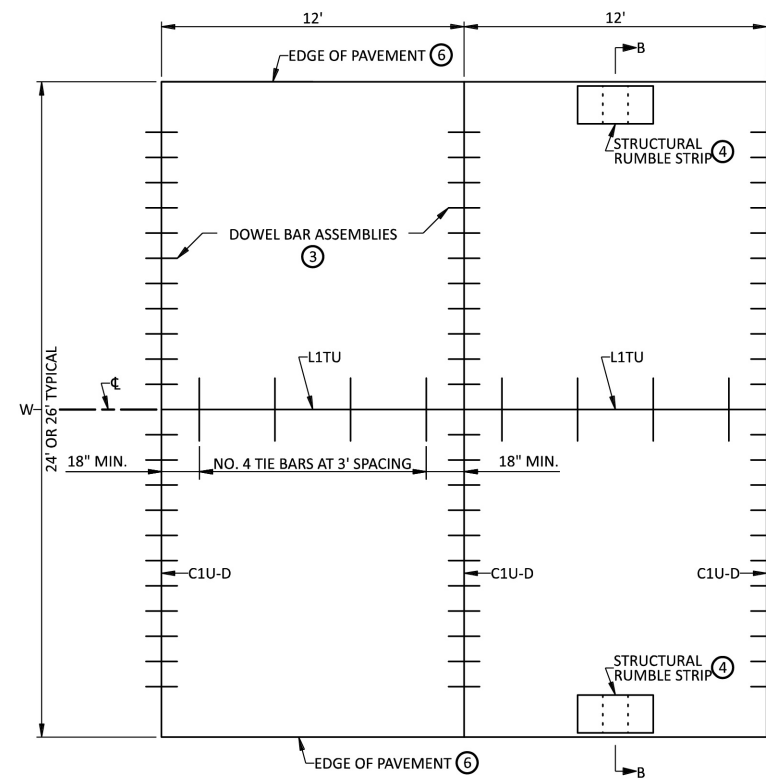
**CITY OF RAMSEY**  
 7550 SUNWOOD DRIVE  
 RAMSEY, MN 55303  
 (763) 427-1410 FAX (763) 433-9898

**MNDOT CONCRETE REINFORCEMENT DETAILS**

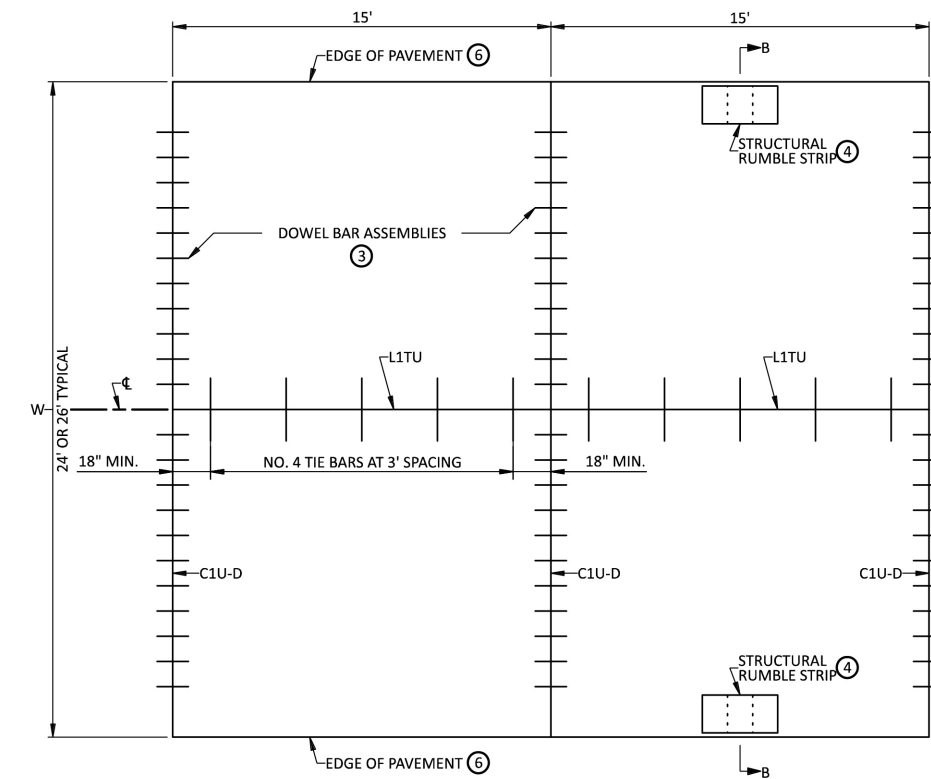
**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



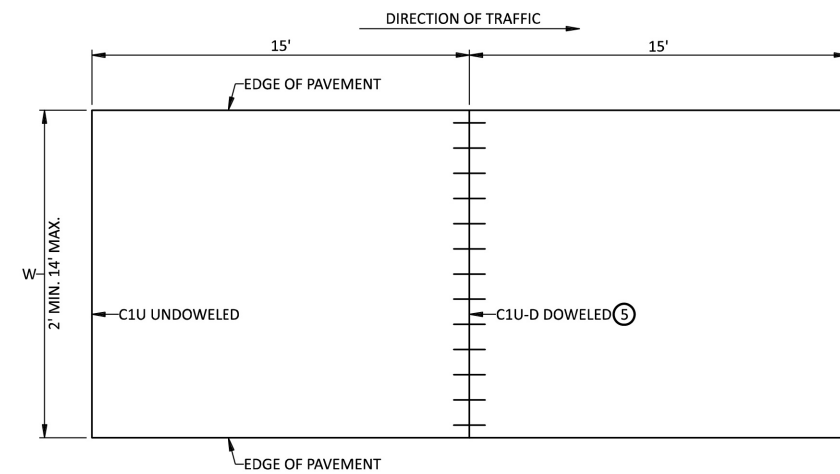
**MAINLINE PAVEMENT  
UNDOWELED  
(PAVEMENT THICKNESS LESS THAN 7")**



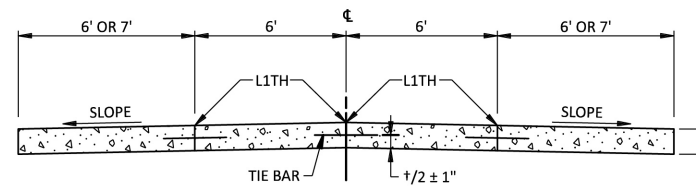
**MAINLINE PAVEMENT  
DOWELED  
(PAVEMENT THICKNESS FROM 7" TO 7 1/2")**



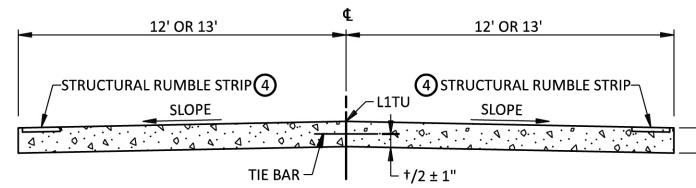
**MAINLINE PAVEMENT  
DOWELED  
(PAVEMENT THICKNESS 8" AND GREATER)**



**PAVEMENT 2' THRU 14' WIDTH  
UNDOWELED OR DOWELED**  
①②



**SECTION A-A**



**SECTION B-B**

**NOTES:**

- SEE TYPICAL SECTIONS AND PLAN SHEETS FOR CROSS SLOPES, LANE WIDTHS AND PAVEMENT THICKNESS.
- PROVIDE EPOXY COATED TIE BARS COMPLYING WITH SPEC. 3301.
- FOR SUPPLEMENTAL PAVEMENT REINFORCEMENT, SEE STANDARD PLATE 1070.
- FOR DOWEL BAR ASSEMBLIES, SEE STANDARD PLATE 1103.
- FOR SAFETY EDGE DETAILS, SEE STANDARD PLAN 5-297.220.
- FOR PAVEMENT JOINT DETAILS, SEE STANDARD PLAN 5-297.221.

- ① ADD A LONGITUDINAL JOINT DOWN THE MIDDLE OF THE LANE WHEN THE PAVING WIDTH IS GREATER THAN 14'.
- ② IN PAVEMENT TAPER AREAS 6' WIDE OR LESS, PLACE A NO. 4 REINFORCEMENT BAR 4" FROM AND ALONG EACH SIDE OF THE TAPERING PANEL.
- ③ PROVIDE 11 DOWEL BARS PER BASKET FOR NEW/RECONSTRUCTED PAVEMENTS. PROVIDE 8 WHEEL PATH DOWEL BARS PER BASKET FOR CONCRETE OVERLAYS.
- ④ SEE PLANS FOR RUMBLE STRIP DETAILS. CONSTRUCT STRUCTURAL RUMBLE STRIPS (INCIDENTAL) IN THE PLASTIC CONCRETE WHERE THE PAVEMENT WIDTH (W) IS GREATER THAN 24' AND THERE IS NO OUTSIDE CONCRETE SHOULDER ADDED.
- ⑤ PROVIDE DOWELS WHEN PAVEMENT WIDTH IS GREATER THAN OR EQUAL TO 4'.
- ⑥ PROVIDE AN L1TU OR L2TU JOINT WHEN ADDING OUTSIDE CONCRETE SHOULDER.

|  |                           |  |   |                         |   |                                   |        |
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|  | <b>LEAD EXPERT OFFICE</b> | CURT TURGEON<br>DIRECTOR<br>OFFICE OF MATERIALS<br>& ROAD RESEARCH | <b>CONCRETE MAINLINE PAVEMENT</b><br>TWO-LANE ROADWAY | APPROVED:<br>01-30-2025 | <br>THOMAS STYRBICKI<br>STATE DESIGN ENGINEER | <b>STANDARD PLAN</b><br>5-297.217 | 1 OF 2 |
|  | STANDARD PLAN             |  |   | STATE PROJ. NO.         | SHEET NO.                                     |                                   |        |
|  |                           |  |   | TRUNK HWY.              | TOTAL SHEETS                                  |                                   |        |

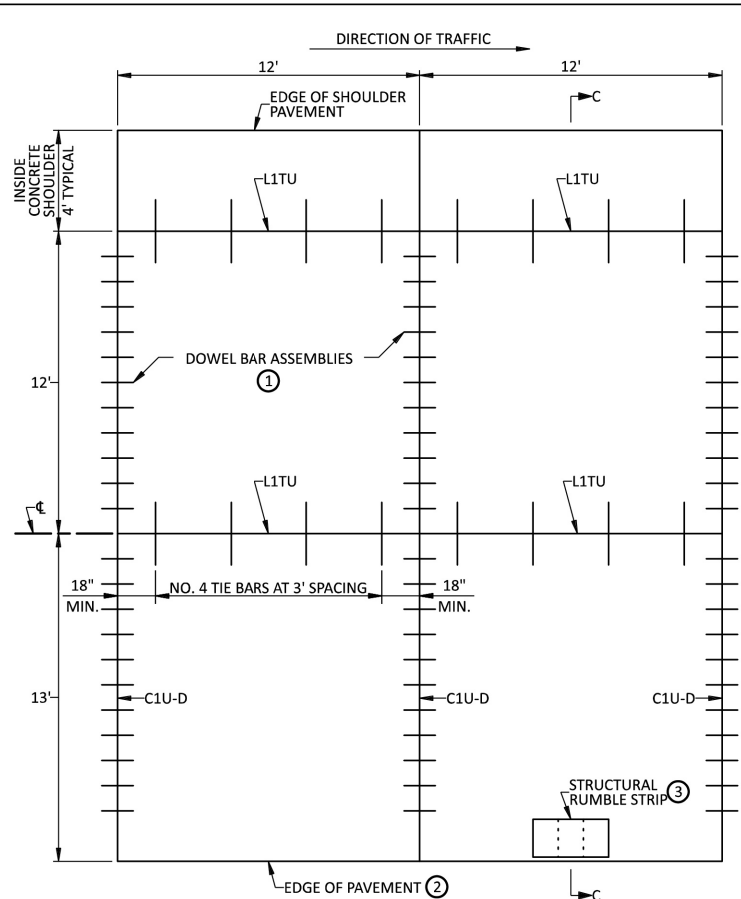
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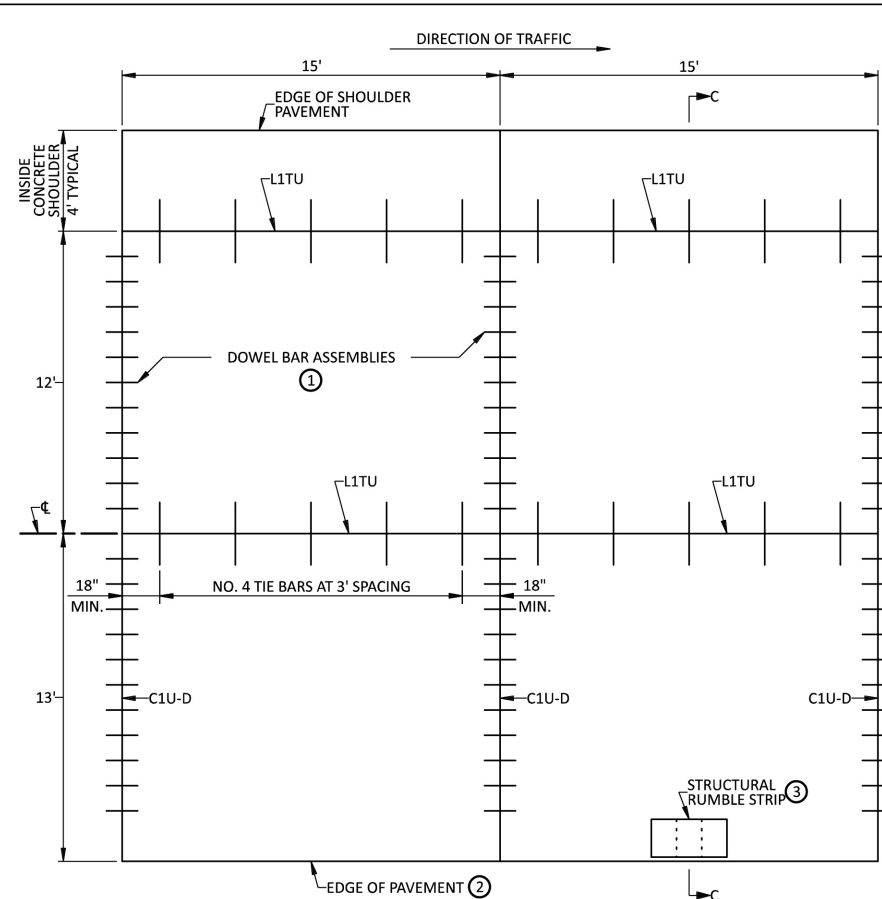
**CITY OF RAMSEY**  
7550 SUNWOOD DRIVE  
RAMSEY, MN 55303  
(763) 427-1410 FAX (763) 433-9898

**MNDOT CONCRETE REINFORCEMENT DETAILS**

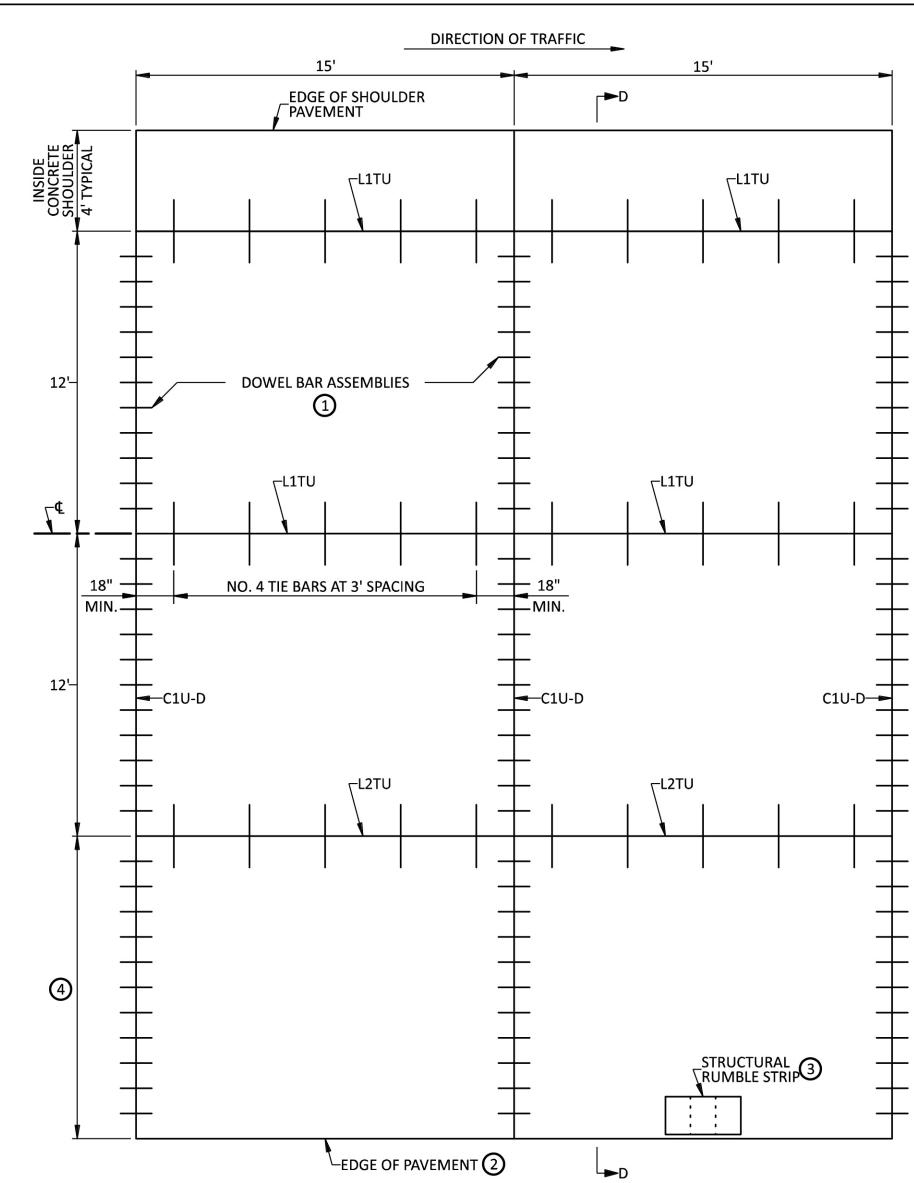
**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



**MAINLINE PAVEMENT WITH INSIDE CONCRETE SHOULDERS (4 LANE DIVIDED) DOWELED**  
(PAVEMENT THICKNESS FROM 7" TO 7½")



**MAINLINE PAVEMENT WITH INSIDE CONCRETE SHOULDERS (4 LANE DIVIDED) DOWELED**  
(PAVEMENT THICKNESS 8" AND GREATER)

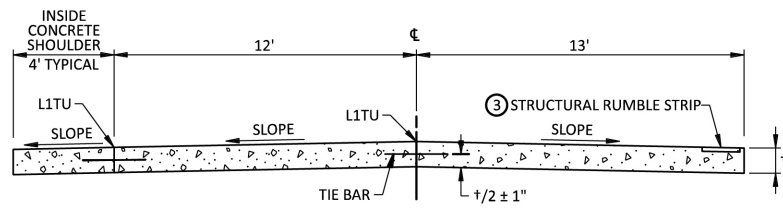


**MAINLINE PAVEMENT (MULTIPLE LANE DIVIDED) DOWELED**

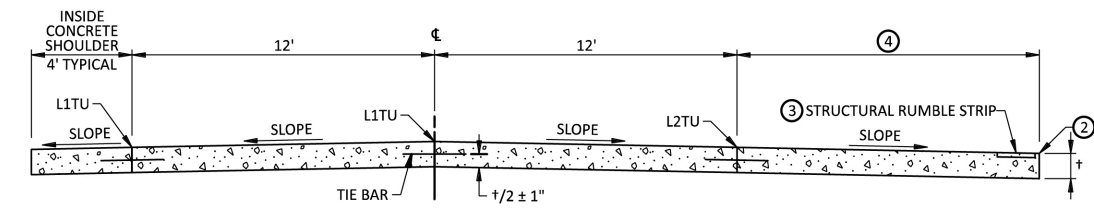
**NOTES:**

- SEE TYPICAL SECTIONS AND PLAN SHEETS FOR CROSS SLOPES, LANE WIDTHS AND PAVEMENT THICKNESS.
- PROVIDE EPOXY COATED TIE BARS COMPLYING WITH SPEC. 3301.
- FOR SUPPLEMENTAL PAVEMENT REINFORCEMENT, SEE STANDARD PLATE 1070.
- FOR DOWEL BAR ASSEMBLIES, SEE STANDARD PLATE 1103.
- FOR SAFETY EDGE DETAILS, SEE STANDARD PLAN 5-297.220.
- FOR PAVEMENT JOINT DETAILS, SEE STANDARD PLAN 5-297.221.

- ① PROVIDE 11 DOWEL BARS PER BASKET ASSEMBLY FOR NEW/RECONSTRUCTED PAVEMENTS. PROVIDE 8 WHEEL PATH DOWEL BARS PER BASKET ASSEMBLY FOR CONCRETE OVERLAYS.
- ② PROVIDE AN L1TU OR L2TU JOINT WHEN ADDING AN OUTSIDE CONCRETE SHOULDER.
- ③ SEE PLANS FOR RUMBLE STRIP DETAILS. CONSTRUCT STRUCTURAL RUMBLE STRIPS (INCIDENTAL) IN THE PLASTIC CONCRETE WHEN THERE IS NO OUTSIDE CONCRETE SHOULDER OR CURB AND GUTTER ADDED.
- ④ 13'-WIDE LANE WHEN HMA SHOULDERS ARE USED, OTHERWISE 12'-WIDE LANE.



**SECTION C-C**



**SECTION D-D**

|  |                           |   |  |                         |   |                                   |        |
|--|---------------------------|---|--|-------------------------|---|-----------------------------------|--------|
|  | <b>LEAD EXPERT OFFICE</b> | CURT TURGEON<br>DIRECTOR<br>OFFICE OF MATERIALS & ROAD RESEARCH | <b>CONCRETE MAINLINE PAVEMENT</b><br>DIVIDED ROADWAY | APPROVED:<br>01-30-2025 | <br>THOMAS STYRBICKI<br>STATE DESIGN ENGINEER | <b>STANDARD PLAN</b><br>5-297.217 | 2 OF 2 |
|  |                           |   |  | STANDARD PLAN           | STATE PROJ. NO.                               | SHEET NO.                         |        |
|  |                           |   |  | TRUNK HWY.              | TOTAL SHEETS                                  |                                   |        |

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

**MNDOT CONCRETE REINFORCEMENT DETAILS**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

SHEET **18** OF **42** SHEETS

# STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

## SUNWOOD DRIVE CROSSWALK REPAIRS

### CITY OF RAMSEY ANOKA COUNTY, MINNESOTA

#### DESCRIPTION OF CONSTRUCTION ACTIVITIES AND STORMWATER MANAGEMENT:

Construction activities include; Site Grading, Temporary Erosion and Sediment Control, Roadway Construction, and Permanent Stabilization.

Project Description: This project consists of reconstructing 6 intersections on Sunwood Dr, replacing existing colored concrete sections with standard reinforced concrete and crosswalk markings. The project also includes the replacement of 10 pedestrian ramps adjacent to the intersections. The drainage for the existing streets use concrete curb & gutter and storm sewer which will remain the same. Outfall locations will remain the same. Runoff generally drains into storm sewer and East to the COR infiltration pond.

#### RESPONSIBLE PARTIES:

The Contractor and Owner must apply for coverage under the MPCA's General Storm Water Permit for Construction Activity as required by the National Pollution Discharge Elimination System (NPDES) Phase II program. Coverage under the permit will begin automatically 7 calendar days after the electronic submittal date or after the postmarked date of a complete application. (Longer time frames will apply to areas disturbing 50 acres or discharge within 1 mile of a special water).

|                                      | COMPANY        | CONTACT PERSON   | PHONE        |
|--------------------------------------|----------------|------------------|--------------|
| OWNER:                               | CITY OF RAMSEY | BRUCE WESTBY, PE | 763-433-9825 |
| SWPPP DESIGNER:                      | CITY OF RAMSEY | LOGAN CZECH      | 763-453-2531 |
| CONTRACTOR:                          |                |                  |              |
| SITE MANAGER:                        |                |                  |              |
| PARTY RESPONSIBLE FOR LONG TERM O&M: | CITY OF RAMSEY | BRUCE WESTBY, PE | 763-433-9825 |

Individuals listed above, including the SWPPP preparer, individual overseeing implementation of, revising and amending the SWPPP, Individuals performing or supervising the installation, maintenance and repair of BMP's must be trained. At least one individual present on the permitted project, or available within 72 hours shall be trained in the applicable job duties. Documentation showing training commensurate with the job duties and responsibilities is required to be included in the SWPPP prior to any work beginning on the site. Copies of the SWPPP preparer information is included in the Project Manual. The Contractor shall provide information for the individual(s) overseeing implementation, supervising installation, maintenance, and repair of BMP's to be included in the Project Manual prior to the start of construction. This information shall be kept up to date until the project NOT is filed.

#### Documentation shall include:

- Names of trained personnel associated with this project.
- Dates of training, names of instructor(s) and entity providing training.
- Content of training course or workshop including the number of hours trained.
- As an alternative to a, b, and c listed above, a photocopy of the current Erosion and Stormwater Management card issued by the University of Minnesota can be attached to the SWPPP as suitable documentation of training.

#### DOCUMENTATION RETENTION:

The following documentation will be retained for a period of not less than 3-years from the date of submittal of the NOT.

- The final SWPPP.
- Copies of all stormwater related permits required for the project.
- Records of all inspection and maintenance conducted during construction.
- Copies of all permanent operation and maintenance agreements; including all right-of-way, contracts, covenants and other binding requirements regarding perpetual maintenance.
- All required calculations for design of temporary and permanent BMP's.

#### IMPLEMENTATION SCHEDULE AND PHASING:

- Furnish & Install inlet protection.
- Removal of existing colored concrete and pedestrian ramps.
- Rough grade site.
- Furnish & install curb & gutter.
- Furnish & install pedestrian ramps.
- Furnish & install concrete pavement.
- Add additional temporary BMP's as necessary during construction based on inspection reports.
- Submit Notice of Termination (NOT) to MPCA within 30 days of final stabilization.

#### FINAL STABILIZATION:

The permittee(s) must ensure final stabilization of the site. The permittee(s) must submit a NOT within 30 days after final stabilization is complete, or another owner/operator (permittee) has assumed control over all areas of the site which have not undergone final stabilization. Final stabilization can be achieved in one of the following ways:

- All soil disturbing activities at the site have been completed and all soils must be stabilized by a uniform perennial vegetative cover with a density of 70 percent over the entire pervious surface area, or other equivalent means necessary to prevent soil failure under erosive conditions and;
  - All drainage ditches, constructed to drain water from the site after construction is complete, must be stabilized to preclude erosion;
  - All temporary synthetic, and structural erosion prevention and sediment control BMP's (such as silt fence) must be removed as part of the site final stabilization; and
  - The permittee(s) must clean out all sediment from conveyances and from temporary sedimentation basins to be used as permanent water quality management basins. Sediment must be stabilized to prevent it from being washed back into the basin, conveyances or drainage ways discharging off-site or to surface waters. The cleanout of permanent basins must be sufficient to return the basin to design capacity.
- Final vegetation cover shall be in the Project Specifications.
- For residential construction only, final stabilization has been achieved when temporary erosion protection and down gradient perimeter control for individual lots has been completed and the residence has been transferred to the homeowner. Additionally, the permittee must distribute the MPCA "Homeowner fact sheet" to the homeowner to inform the homeowner of the need for, and benefits of, final stabilization.

#### SPECIAL ENVIRONMENTAL CONSIDERATIONS:

|   |    |
|---|----|
| Was an environmental review required for this project or any part of a common plan of development or sale that includes all or any portion of this project? | NO |
| Does any portion of the site have the potential to affect threatened or endangered species?   | NO |
| Does any portion of this site discharge to a Calcareous Fen and the letter of approval from the DNR is located in the Project Manual?                       | NO |
| Will any portion of this site potentially affect properties listed on the National Register of Historic Places or a Known or Discovered Archeological site? | NO |
| Have any Karst features been identified in the project vicinity?  | NO |
| Is compliance with temporary or permanent stormwater management design requirements infeasible for this project?  | NO |

#### POLLUTION PREVENTION MANAGEMENT MEASURES:

The permittee(s) shall implement the following pollution prevention management measures on the site:

- Solid waste: collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris and other wastes must be disposed of properly and must comply with MPCA disposal regulations.
- Hazardous materials: oil, gasoline, paint and any hazardous substances must be properly stored, including secondary containment, to prevent spills, leaks or other discharge. Restricted access to storage areas must be provided to prevent vandalism. Storage and disposal of hazardous waste must be in compliance with MPCA regulations.
- External washing of trucks and other construction vehicles must be limited to a defined area of the site. Runoff must be contained and waste properly disposed of. No engine degreasing is allowed on site.

#### GENERAL STORMWATER DISCHARGE REQUIREMENTS:

All requirements listed in Part 15 of the permit for the design of permanent stormwater treatment system and discharge have been included in the preparation of this SWPPP. These include but are not limited to:

- The expected amount, frequency, intensity and duration of precipitation.
- The nature of stormwater runoff and run-on at the site.
- Peak flow rates and stormwater volumes to minimize erosion at outlets and downstream channel and stream bank erosion.
- The range of soil particle sizes expected to be present on the site.

#### RECEIVING WATERS:

Receiving waters, including surface water, wetlands, Public Waters, and stormwater ponds are identified on the USGS 7.5min quad map within 1 mile of the project boundary. Receiving waters that are impaired, the impairment and WLA are listed as follows. All specific BMP's relative to construction activities listed in this permit for special and impaired waters have been incorporated into this plan. All specific BMP's listed in approved TMDLs and those BMP's listed for construction related waste load allocations have also been incorporated.

| NAME OF WATER BODY | TYPE (DITCH, POND, WETLAND, LAKE, ETC.) | APPENDIX A SPECIAL WATER? | FLOWS TO IMPAIRED WATER WITHIN 1 MILE? | USEPA APPROVED TMDL? |
|--------------------|---|---------------------------|--|----------------------|
| MISSISSIPPI RIVER  | RIVER                                   | YES                       | YES                                    | YES                  |
| Hg-F; Nutrients    |   |                           |  |                      |

#### PROJECT AREAS:

|  |             |
|--|-------------|
| Total project size (disturbed area) =          | 0.48 acres  |
| Existing area of impervious surface =          | 0.46 acres  |
| Post construction area of impervious surface = | 0.46 acres  |
| Impervious surface area increased =            | 0.00 acres  |
| Planned construction start date:               | May 2026    |
| Planned construction completion date:          | August 2026 |

#### PROJECT LOCATION:

County: ANOKA Township: 32 Range: 25 Section: 28 Latitude: 45.233552 Longitude: -93.462514

#### PERMANENT STORMWATER MANAGEMENT SYSTEM:

Type of storm water management used if more than 1 acre of new impervious surface is created:

- Wet Sedimentation Pond
- Infiltration / Filtration
- Regional Pond
- Permanent Stormwater Management Not Required

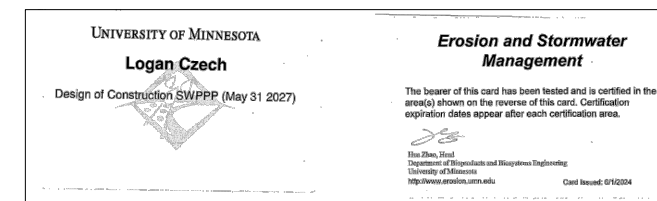
#### LOCATION OF SWPPP REQUIREMENTS IN PROJECT PLAN:

| DESCRIPTION                          | LOCATION           |
|--------------------------------------|--------------------|
| TEMPORARY EROSION CONTROL MEASURES   | SHEETS No. 21 - 25 |
| FINAL STABILIZATION                  | SHEETS No. 32 - 37 |
| EROSION AND SEDIMENT CONTROL DETAILS | SHEET No. 04       |

#### EROSION AND SEDIMENT CONTROL QUANTITIES:

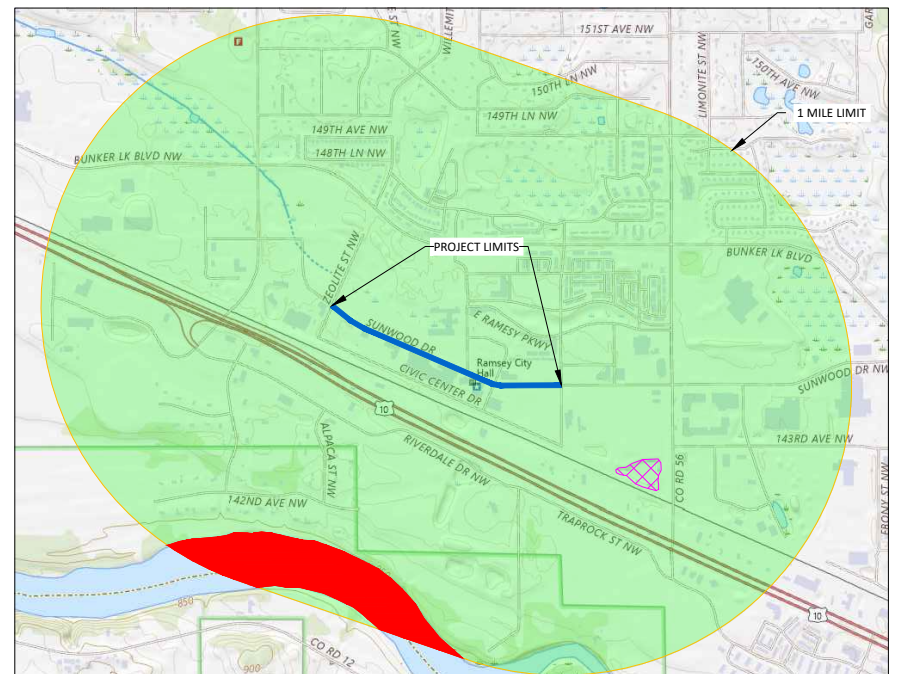
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| STORM DRAIN INLET PROTECTION | EA | 16 |
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#### CERTIFICATION:



#### LEGEND

|  |                |  |                 |
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|  | PROJECT LIMITS |  | RECEIVING WATER |
|  | 1 MILE LIMIT   |  | IMPAIRED WATER  |

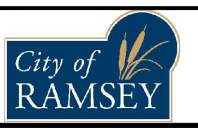


| DATE | REVISION |
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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota

*Joe Feriancek*  
JOE FERIANCEK  
Date 01/02/26 Lic. No. 57095

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



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

SWPPP

SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

**SEQUENCE OF CONSTRUCTION:**

Construction shall proceed in the following sequence:

1. Contractor shall schedule and conduct a pre-construction meeting with the City.
2. Contractor shall secure all necessary permits and licenses.
3. Furnish & install erosion control measures.
4. Maintain erosion control measures, i.e. silt fence, inlet protection.
5. Remove concrete pavement and pedestrian ramps.
6. Grade and compact base material.
7. Furnish & install curb & gutter.
8. Furnish & install pedestrian ramps.
9. Furnish & install concrete pavement.
10. Complete restoration per plan.
11. Remove erosion control after vegetation is established.

**ADDITIONAL STORMWATER POLLUTION PREVENTION, GRADING PLAN, AND SCHEDULE NOTES:**

1. All slopes to be 1:4 unless approved by the city engineer.
2. Below grade structures shall be protected and meet drainage requirements per the city engineer.
3. Construction operation hours are from 7:00 a.m. - 10:00 p.m. Monday through Saturday.
4. Call Gopher State One Call for utility locations prior to any work at 1-800-252-1166.
5. Permittee may need to modify SWPPP if the general objectives of controlling pollutants is not being met.
6. Operator shall implement these and any other BMP's that may be required to meet the general permit requirements.
7. Site is not in karst area or pollution or remediation site.
8. Silt fence to be installed downhill from any grading activity.
9. If tracking onto adjacent streets occurs a street sweeper shall be used to clean streets within 8 hours or as directed by the engineer.
10. Dust control may be necessary during rough grading. No grading can take place if wind speed exceeds 25 mph.
11. Solid waste shall be collected and disposed of properly and must comply with MPCA disposal requirements.
12. Hazardous materials shall be stored properly to prevent spills and vandalism.
13. No engine degreasing is allowed on site. External washing of vehicles shall be limited to a defined area (bone yard) on site.
14. Permittee(s) shall adhere to all SWPPP specifications on the plan and other MPCA permit requirements.

**EROSION PREVENTION PRACTICES:**

1. The permittee(s) must plan for and implement appropriate construction phasing, vegetative buffer strips, horizontal slope grading, and other construction practices that minimize erosion, so that the inspection and maintenance requirements are complied with. The location of areas not to be disturbed must be delineated (e.g. with flags, stakes, signs, silt fence, etc.) on the development site before work begins.
2. All exposed soil areas must be stabilized as soon as practical, but in no case later than 7 days after the construction area has temporarily or permanently ceased. These areas include constructed stormwater management pond side slopes, and any exposed soil areas with a positive slope to a stormwater conveyance system, such as a curb and gutter system, storm sewer inlet, temporary or permanent drainage ditch or other natural or man made systems that discharge to a surface water.
3. The normal wetted perimeter of any temporary or permanent drainage ditch that drains water from a construction site, or diverts water around a site, must be stabilized within 200 lineal feet from the property edge, or from the point of discharge to any surface water. Stabilization must be completed within 24 hours of connecting to a surface water.
4. Pipe outlets must be provided with temporary or permanent energy dissipation within 24 hours of connection to a surface water.
5. All disturbed areas, except roadways, building areas, parking areas, islands and sidewalk, shall be restored with minimum 4 inches topsoil, seeded and mulched within 7 days of completion of site grading. Seeding shall be in accordance with MnDOT Specification 2575. Where side slopes exceed or equal 1:3 and running slope is greater than 1:50, a polypropylene netting or wood fiber blanket shall be provided and staked over the mulched area. Seed and mulch types and applications rates are per plan and specification.
6. Refer to restoration plan for areas to be seeded or sodded for erosion control.

**DEWATERING AND BASIN DRAINING:**

1. Dewatering or basin draining (e.g. pumped discharges, trench/ditch cuts for drainage) related to the construction activity that may have turbid or sediment laden discharge water must be discharged to a temporary or permanent sedimentation basin on the project site whenever possible. If the water cannot be discharged to a sedimentation basin prior to entering the surface water, it must be treated with the appropriate BMP's, such that the discharge does not adversely affect the receiving water or downstream landowners. The permittee(s) must ensure that discharge points are adequately protected from erosion and scour. The discharge must be dispersed over natural rock rip rap, sand bags, plastic sheeting or other accepted energy dissipation measures. Adequate sedimentation control measures are required for discharge water that contains suspended solids.
2. All water from dewatering or basin draining activities must be discharged in a manner that does not cause nuisance conditions, erosion in receiving channels or on downslope properties, or inundation in wetlands causing significant adverse impact to the wetland.

**SEDIMENT CONTROL PRACTICES:**


1. Sediment control practices must minimize sediment from entering surface waters, including curb and gutter systems and storm sewer inlets.
  - a. Temporary or permanent drainage ditches and sediment basins that are designed as part of a treatment system (e.g. ditches with rock check dams) require sediment control practices only as appropriate for site conditions.
  - b. If the down gradient treatment system is overloaded, additional upgradient sediment control practices must be installed to eliminate the overloading, and the SWPPP must be amended to identify these additional practices.
  - c. In order to maintain sheet flow and minimize rills and/or gullies, there shall be no unbroken slope length of greater than 75 feet for slopes with a grade of 1:3 or steeper.
2. Sediment control practices must be established on all down gradient perimeters before any upgradient land disturbing activities begin. These practices shall remain in place until final stabilization has been established.
3. The timing of the installation of sediment control practices may be adjusted to accommodate short-term activities such as clearing or grubbing, or passage of vehicles. Any short-term activity must be completed as quickly as possible and the sediment control practices must be installed immediately after the activity is completed. However, sediment control practices must be installed before the next precipitation event even if the activity is not complete.
4. All storm drain inlets must be protected by appropriate BMP's during construction until all sources with potential for discharging to the inlet have been stabilized.
5. Temporary soil stockpiles must have silt fence or other effective sediment controls, and cannot be placed in surface waters, including stormwater conveyances such as curb and gutter systems, or conduits and ditches.
6. Stockpile areas which remain on the site for more than seven days shall be seeded, mulched, and surrounded by silt fence.
7. Vehicle tracking of sediment from the construction site must be minimized by BMP's such as stone pads, concrete or steel wash racks, or equivalent systems. Street sweeping must be used if such BMPs are not adequate to prevent sediment from being tracked onto the street.
8. The permittee must install temporary sedimentation basins as required.

**INSPECTIONS AND MAINTENANCE:**

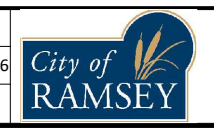
1. The permittee(s) (either the owner or operator, whoever is identified in the SWPPP) must routinely inspect the construction site once every seven (7) days during active construction and within 24 hours after a rainfall event greater than 0.5-inches in 24 hours. Following an inspection that occurs within 24 hours after a rainfall event, the next inspection must be conducted within 7 days.
2. All inspections and maintenance conducted during construction must be recorded in writing and these records must be retained with the SWPPP. Records of each inspection and maintenance activity shall include:
  - a. Date and time of inspections;
  - b. Name of persons conducting inspections;
  - c. Accurate findings of inspections, including the specific location where corrective actions are needed;
  - d. Corrective actions taken (including dates, times, and party completing maintenance activities);
  - e. Date of all rainfall events greater than ½ inches in 24 hours, and the amount of rainfall for each event. Permittee(s) must obtain rainfall amounts by either a properly maintained rain gauge installed onsite, a weather station that is within one (1) mile of your location, or a weather reporting system that provides site specific rainfall data from radar summaries;
  - f. If permittee(s) observe a discharge (i.e., color, odor, settled or suspended solids, oil sheen, and other obvious indicators of pollutant(s));
  - g. Any amendments to the SWPPP proposed as a result of the inspection must be documented as required in Section 6 of the general permit within seven (7) calendar days.
3. Where parts of the construction site have undergone final stabilization, but work remains on other parts of the site, inspections of the stabilized areas may be reduced to once per month. Where work has been suspended due to frozen ground conditions, the required inspections and maintenance must take place within 24 hours after runoff occurs at the site or 24 hours prior to resuming construction, whichever occurs first.
4. All erosion prevention and sediment control BMP's must be inspected to ensure integrity and effectiveness. All nonfunctional BMP's must be repaired, replaced, or supplemented with functional BMP's. The permittee(s) must investigate and comply with the following inspection and maintenance requirements:
  - a. All silt fence must be repaired, replaced, or supplemented when they become nonfunctional or the sediment reaches ½ of the height of the fence. These repairs must be made within 24 hours of discovery, or as soon as field conditions allow access.
  - b. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches ½ the storage volume. Drainage and removal must be completed within 72 hours of discovery, or as soon as field conditions allow access.
  - c. Surface waters, including drainage ditches and conveyance systems, must be inspected for evidence of sediment being deposited by erosion. The permittee(s) must remove all deltas and sediment deposited in surface waters, including drainage ways, catch basins, and other drainage systems, and restabilize the areas where sediment removal results in exposed soil. The removal and stabilization must take place within seven (7) days of discovery unless precluded by legal, regulatory, or physical access constraints. The permittee shall use all reasonable efforts to obtain access. If precluded, removal and stabilization must take place within seven (7) calendar days of obtaining access. The permittee is responsible for contacting all local, regional, state and federal authorities and receiving any applicable permits, prior to conducting any work.
  - d. Construction site vehicle exit locations must be inspected for evidence of off-site sediment tracking onto paved surfaces. Tracked sediment must be removed from all paved surfaces within 3 hours after notification by the City that sweeping is required.
  - e. The permittee(s) are responsible for the operation and maintenance of temporary and permanent water quality management BMP's as well as all erosion prevention and sediment control BMP's, for the duration of the construction work at the site. The permittee(s) are responsible until another permittee has assumed control over all areas of the site that have not been finally stabilized or the site has undergone final stabilization, and a NOT has been submitted to the MPCA.
  - f. If sediment escapes the construction site, off-site accumulations of sediment must be removed in a manner and at a frequency sufficient to minimize off-site impacts (e.g. fugitive sediment in streets could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets).
5. All infiltration areas must be inspected to ensure that no sediment from ongoing construction activities is reaching the infiltration area and these areas are protected from compaction due to construction equipment driving across the infiltration area.
6. Storm sewer pipes and structures to be inspected and cleaned out.

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

  
 JOE FERIANCEK  
 Date 01/02/26 Lic. No. 57095

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|--------------|-----|-------|----------|
| DESIGNED BY: | LWC | DATE: | 01/02/26 |
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| CHECKED BY:  | JJF |       |          |

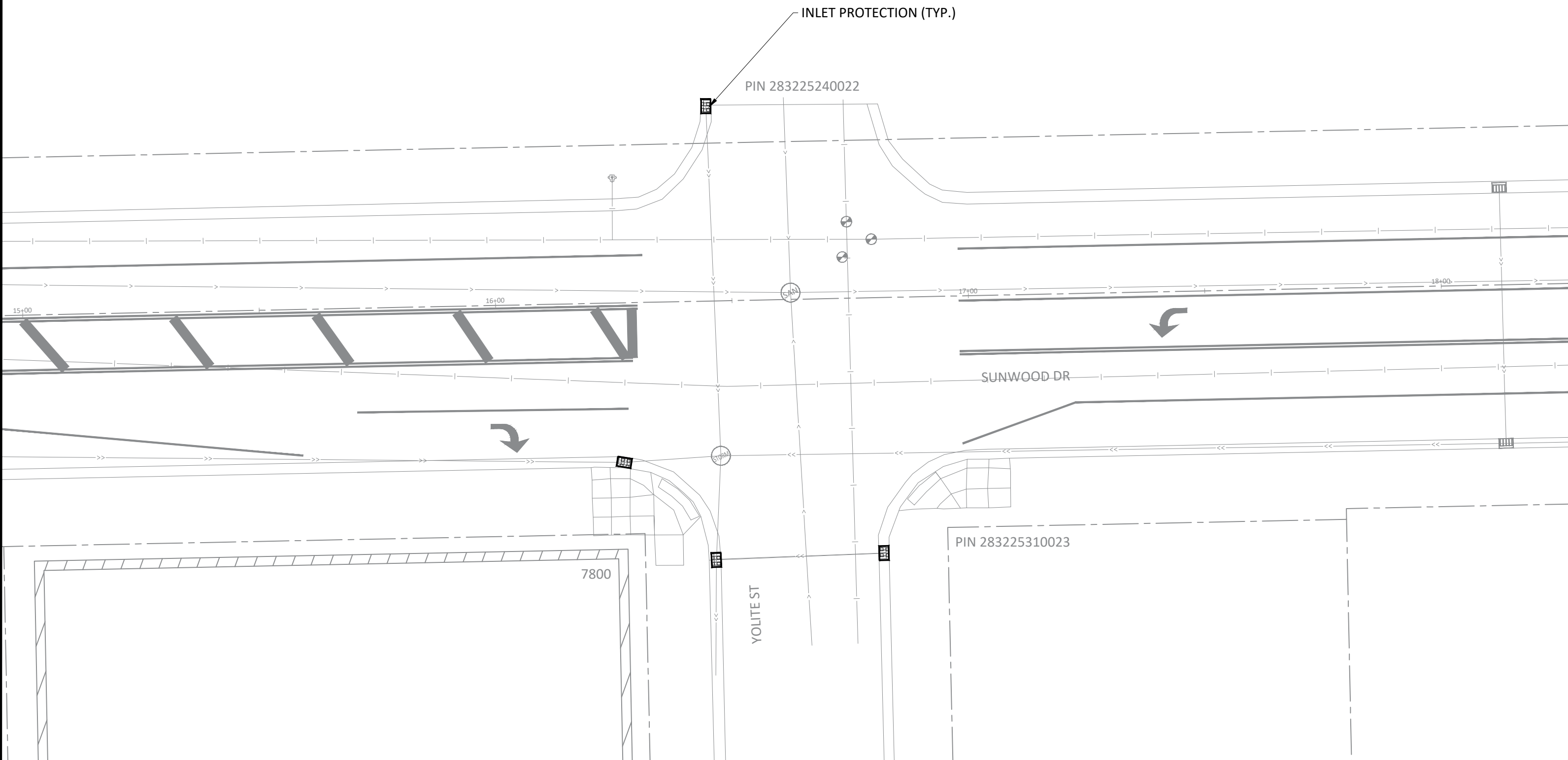


**CITY OF RAMSEY**  
 7550 SUNWOOD DRIVE  
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 (763) 427-1410 FAX (763) 433-9898

SWPPP

SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016

CITY OF RAMSEY, MINNESOTA



**LEGEND**



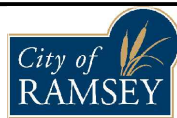
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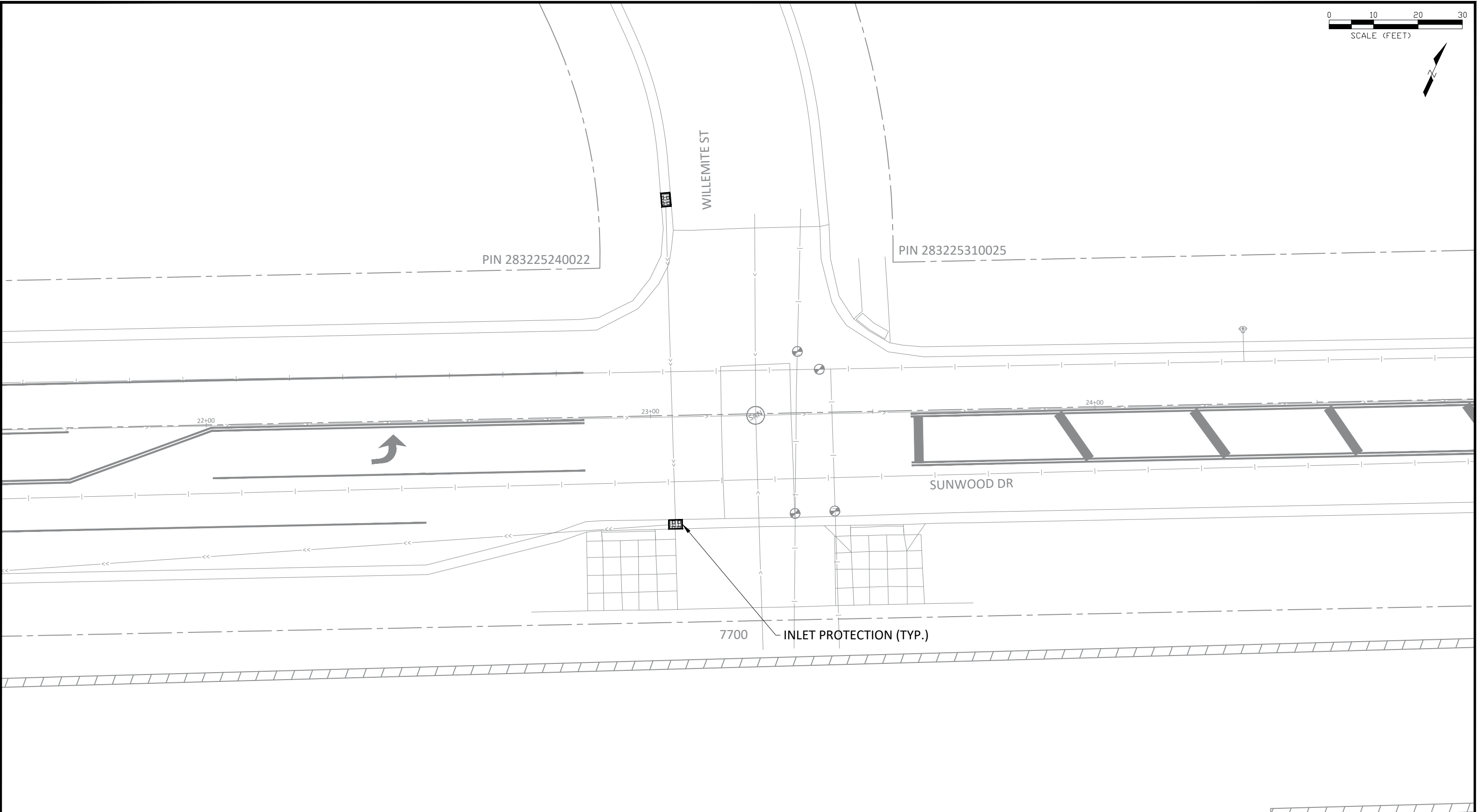
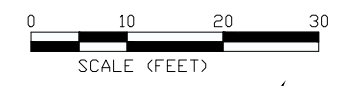
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**EROSION CONTROL**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
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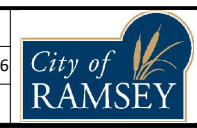
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**EROSION CONTROL**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA

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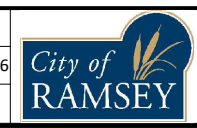
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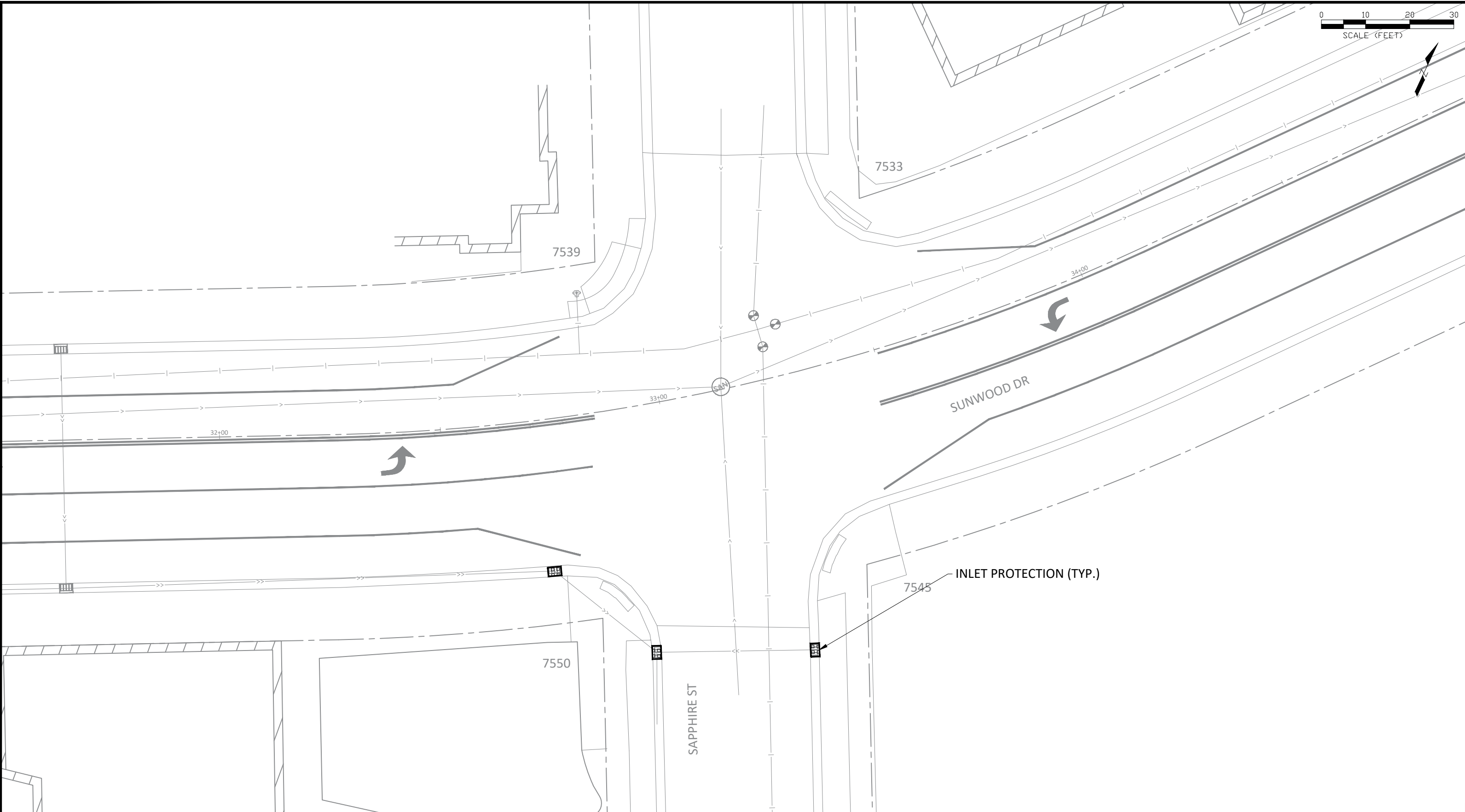
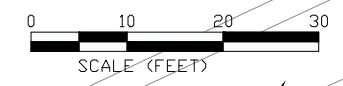
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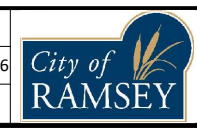
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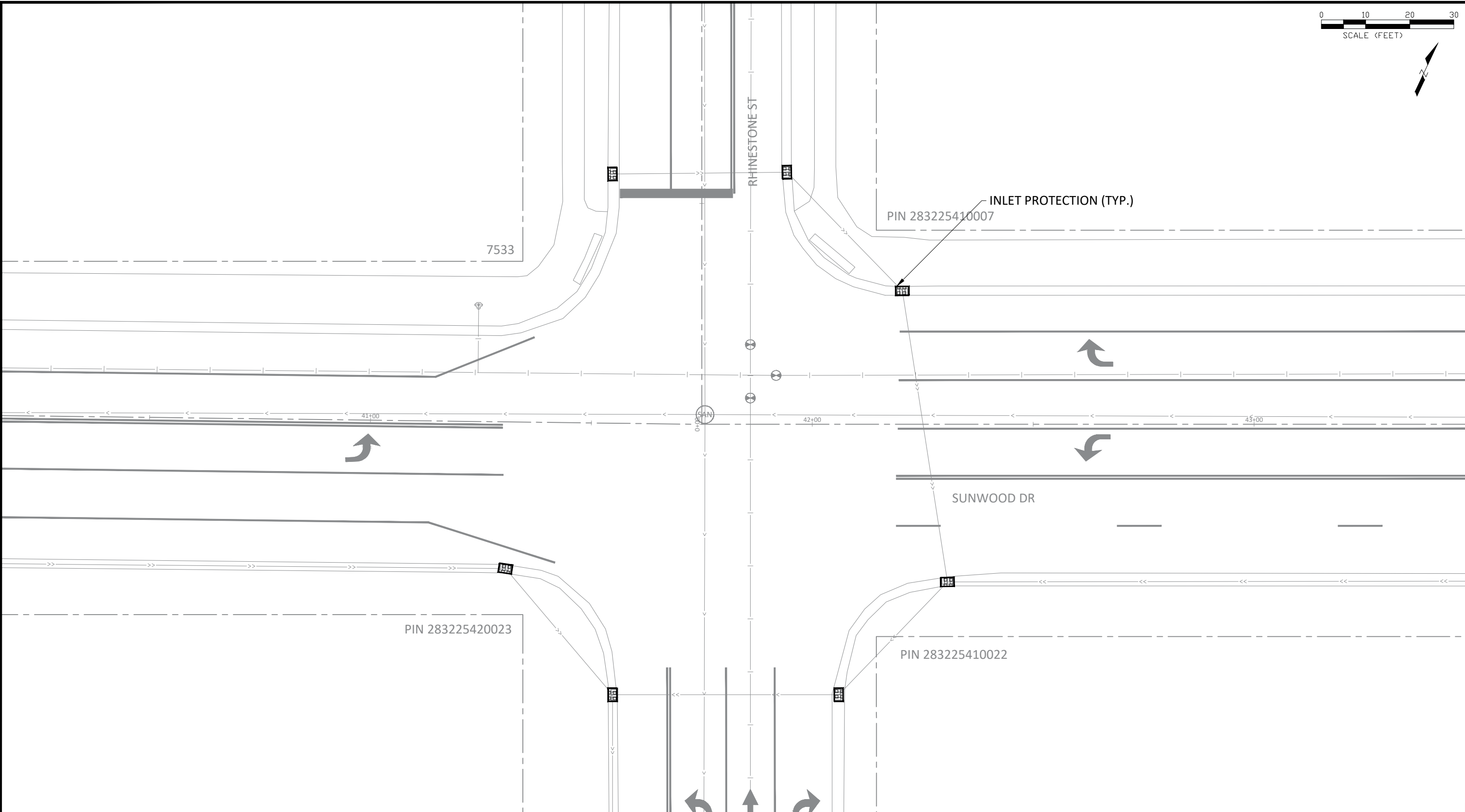
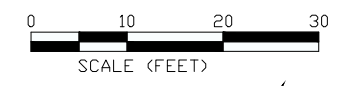
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| DESIGNED BY: | LWC | DATE: | 01/02/26 |
| DRAWN BY:    | LWC | FILE: | 25-08    |
| CHECKED BY:  | JJF |       |          |



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

**EROSION CONTROL**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



**LEGEND**



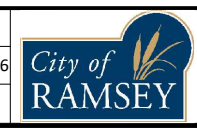
INLET PROTECTION

| DATE | REVISION |
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*Joe Feriancek*  
 JOE FERIANCEK  
 Date 01/02/26 Lic. No. 57095

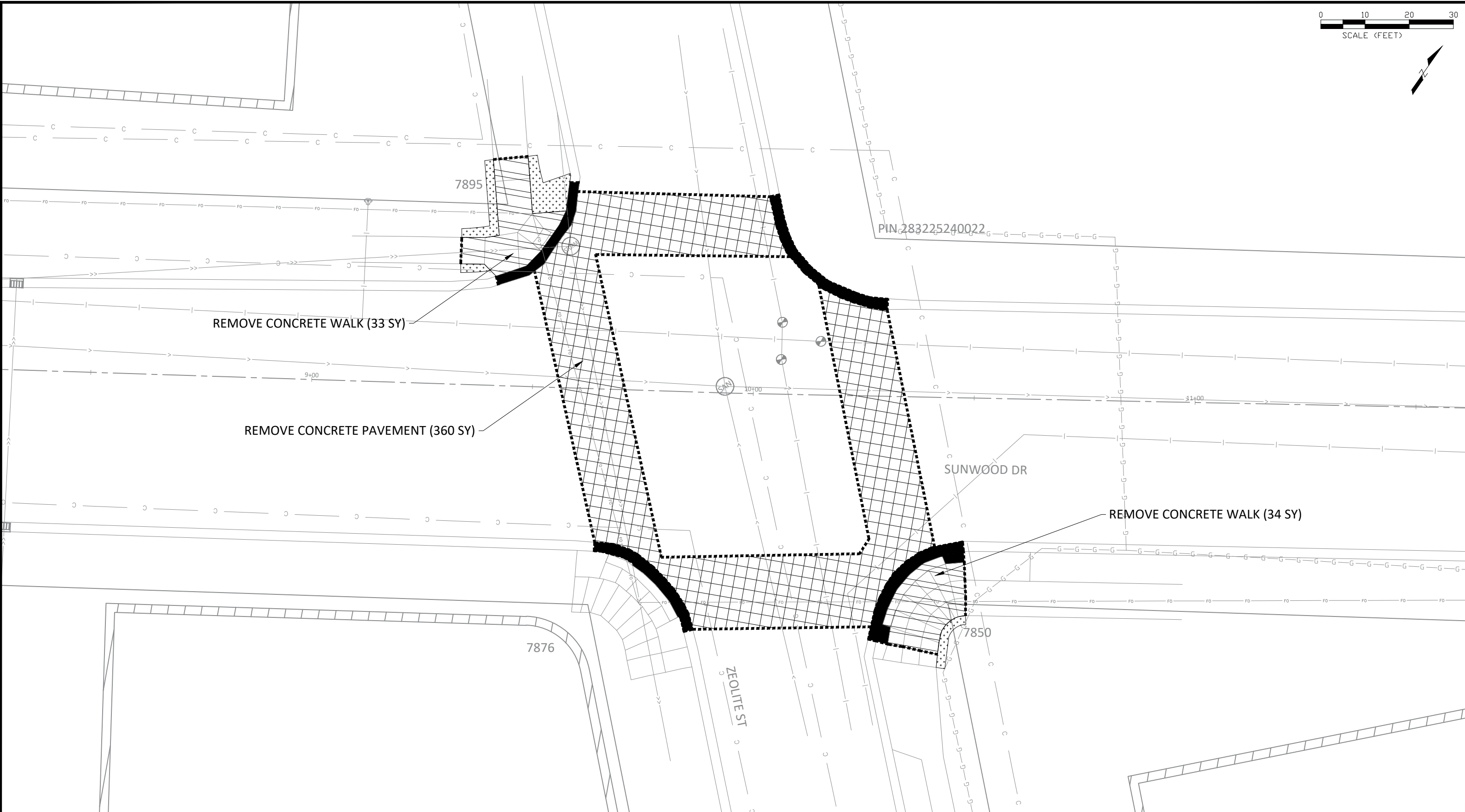
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**EROSION CONTROL**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



REMOVE CONCRETE WALK (33 SY)

REMOVE CONCRETE PAVEMENT (360 SY)

REMOVE CONCRETE WALK (34 SY)

**LEGEND**

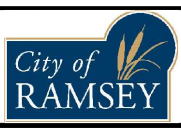
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|--|----------------------|--|----------------------------|--|-------------------------------|--|--------------------|--|----------------|
|  | SAWCUT - FULL DEPTH  |  | REMOVE CONCRETE PAVEMENT   |  | EASEMENT - DRAINAGE & UTILITY |  | COMMUNICATION LINE |  | SANITARY SEWER |
|  | REMOVE CURB & GUTTER |  | REMOVE CONCRETE WALK       |  | LOT LINE                      |  | GAS LINE           |  | STORM SEWER    |
|  |                      |  | REMOVE BITUMINOUS PAVEMENT |  | UNDERGROUND POWER             |  | FIBER OPTIC LINE   |  |                |
|  |                      |  | COMMON EXCAVATION          |  | OVERHEAD POWER                |  | WATER MAIN         |  |                |

**NOTE:**  
 1. REMOVALS WILL BE MARKED IN THE FIELD BY CITY STAFF. ALL REMOVALS MUST BE SAWCUT.  
 2. PROTECT LANDSCAPING AND IRRIGATION.  
 3. EROSION CONTROL MUST BE IN-PLACE PRIOR TO REMOVALS.

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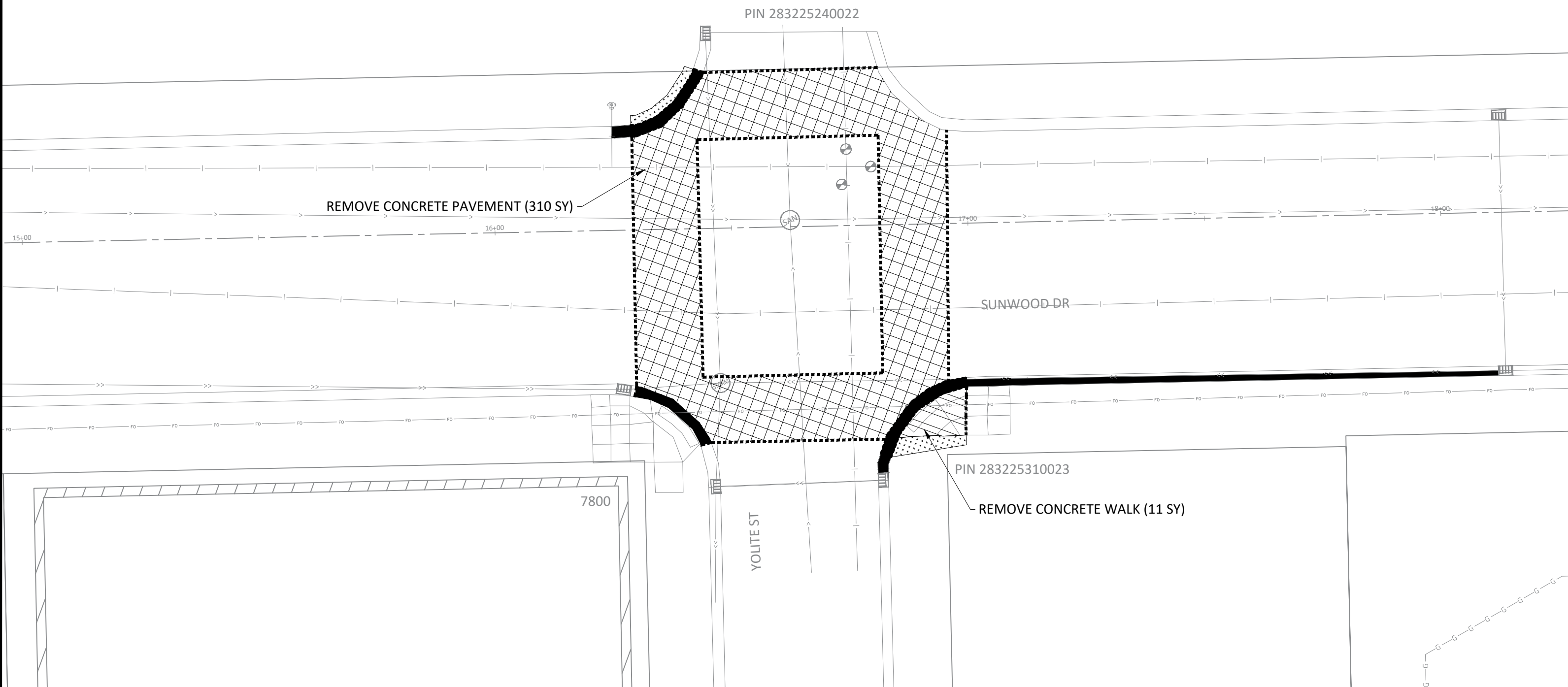
DESIGNED BY: LWC  
 DRAWN BY: LWC  
 CHECKED BY: JJF  
 DATE: 01/02/26  
 FILE: 25-08



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

**REMOVALS**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



**LEGEND**

- |  |                            |  |                          |  |                               |  |                    |  |                |
|--|----------------------------|--|--------------------------|--|-------------------------------|--|--------------------|--|----------------|
|  | SAWCUT - FULL DEPTH        |  | REMOVE CONCRETE PAVEMENT |  | EASEMENT - DRAINAGE & UTILITY |  | COMMUNICATION LINE |  | SANITARY SEWER |
|  | REMOVE CURB & GUTTER       |  | REMOVE CONCRETE WALK     |  | LOT LINE                      |  | GAS LINE           |  | STORM SEWER    |
|  | REMOVE BITUMINOUS PAVEMENT |  | COMMON EXCAVATION        |  | UNDERGROUND POWER             |  | FIBER OPTIC LINE   |  | WATER MAIN     |
|  | OVERHEAD POWER             |  |                          |  |                               |  |                    |  |                |

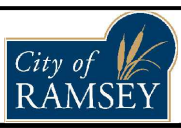
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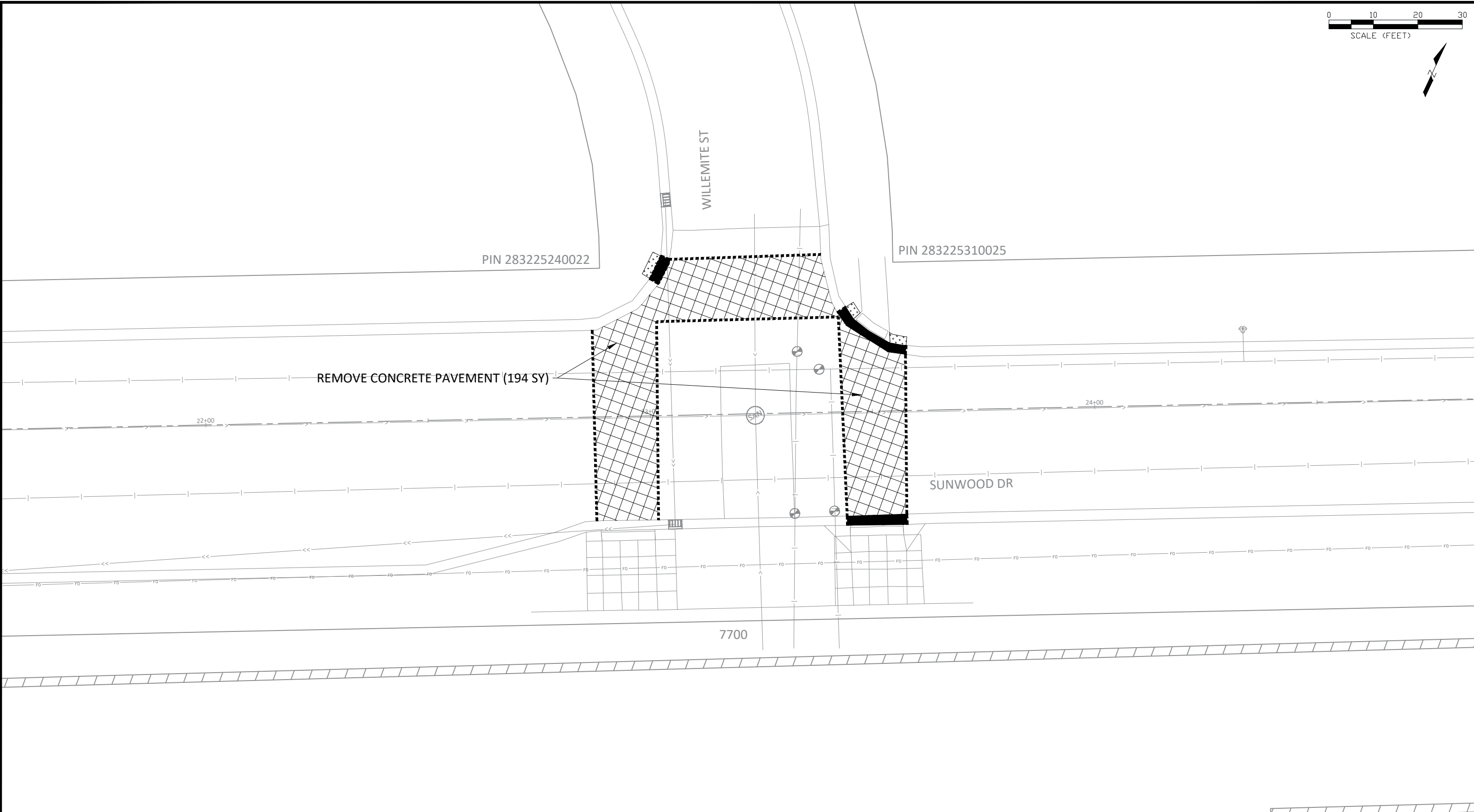
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| DRAWN BY:    | LWC | FILE: | 25-08    |
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**REMOVALS**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



**LEGEND**

- |  |                            |  |                          |  |                               |  |                    |  |                |
|--|----------------------------|--|--------------------------|--|-------------------------------|--|--------------------|--|----------------|
|  | SAWCUT - FULL DEPTH        |  | REMOVE CONCRETE PAVEMENT |  | EASEMENT - DRAINAGE & UTILITY |  | COMMUNICATION LINE |  | SANITARY SEWER |
|  | REMOVE CURB & GUTTER       |  | REMOVE CONCRETE WALK     |  | LOT LINE                      |  | GAS LINE           |  | STORM SEWER    |
|  | REMOVE BITUMINOUS PAVEMENT |  | COMMON EXCAVATION        |  | UNDERGROUND POWER             |  | FIBER OPTIC LINE   |  |                |
|  | OVERHEAD POWER             |  |                          |  | WATER MAIN                    |  |                    |  |                |

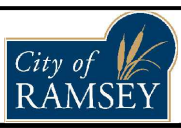
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**CITY OF RAMSEY**  
 7550 SUNWOOD DRIVE  
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**REMOVALS**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA

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CENTER ST

SUNWOOD DR

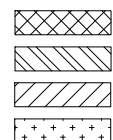
7550

REMOVE CONCRETE PAVEMENT (229 SY)

REMOVE CONCRETE WALK (22 SY)

REMOVE CONCRETE WALK (23 SY)

LEGEND



REMOVE CONCRETE PAVEMENT  
 REMOVE CONCRETE WALK  
 REMOVE BITUMINOUS PAVEMENT  
 COMMON EXCAVATION

EASEMENT - DRAINAGE & UTILITY  
 LOT LINE  
 UNDERGROUND POWER  
 OVERHEAD POWER

COMMUNICATION LINE  
 GAS LINE  
 FIBER OPTIC LINE  
 WATER MAIN  
 SANITARY SEWER  
 STORM SEWER

NOTE:  
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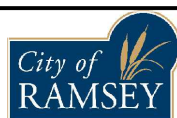
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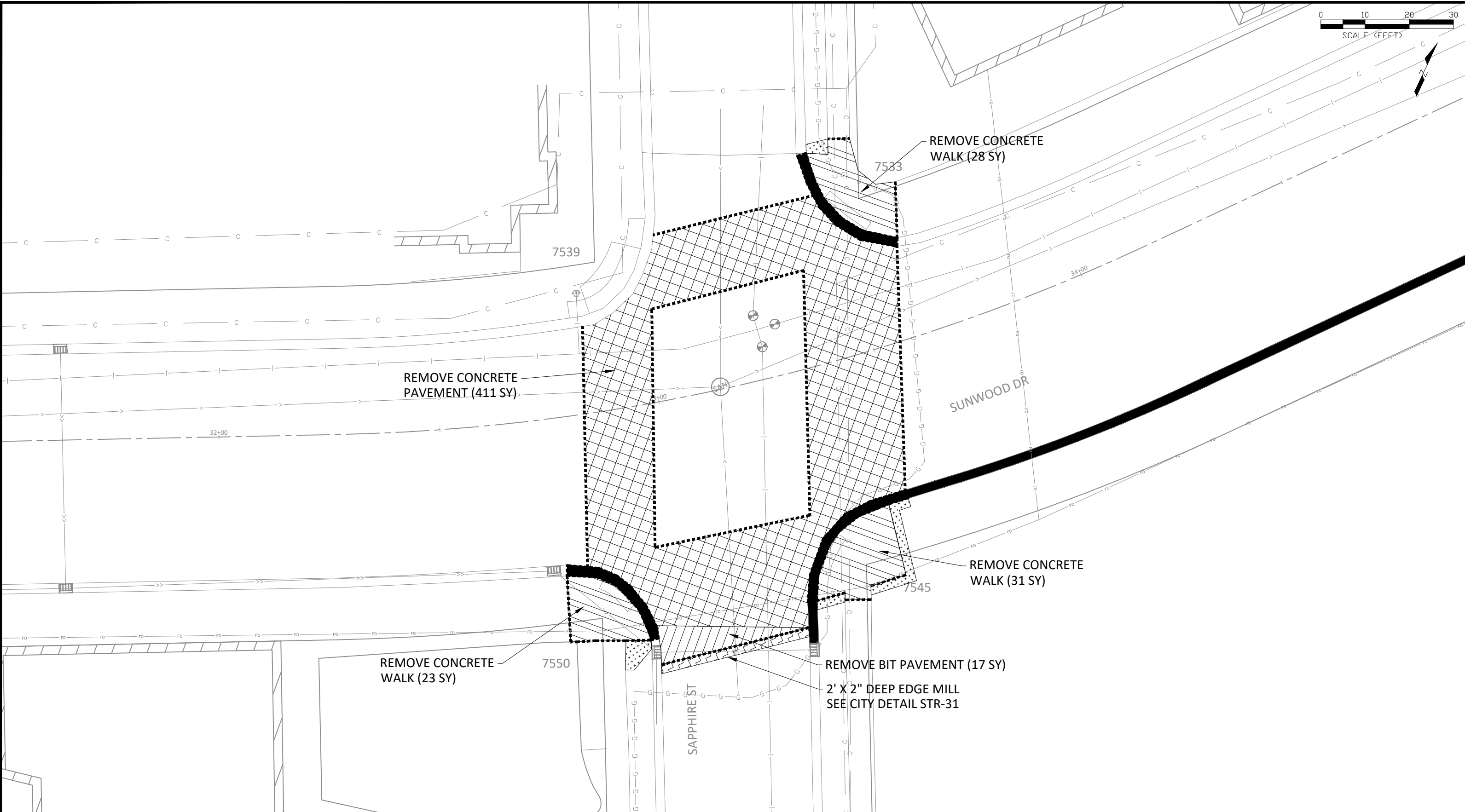
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REMOVALS

SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



**LEGEND**

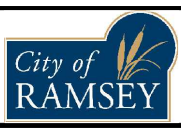
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|  | SAWCUT - FULL DEPTH  |  | REMOVE CONCRETE PAVEMENT   |  | EASEMENT - DRAINAGE & UTILITY |  | COMMUNICATION LINE |  | SANITARY SEWER |
|  | REMOVE CURB & GUTTER |  | REMOVE CONCRETE WALK       |  | LOT LINE                      |  | GAS LINE           |  | STORM SEWER    |
|  |                      |  | REMOVE BITUMINOUS PAVEMENT |  | UNDERGROUND POWER             |  | FIBER OPTIC LINE   |  |                |
|  |                      |  | COMMON EXCAVATION          |  | OVERHEAD POWER                |  | WATER MAIN         |  |                |

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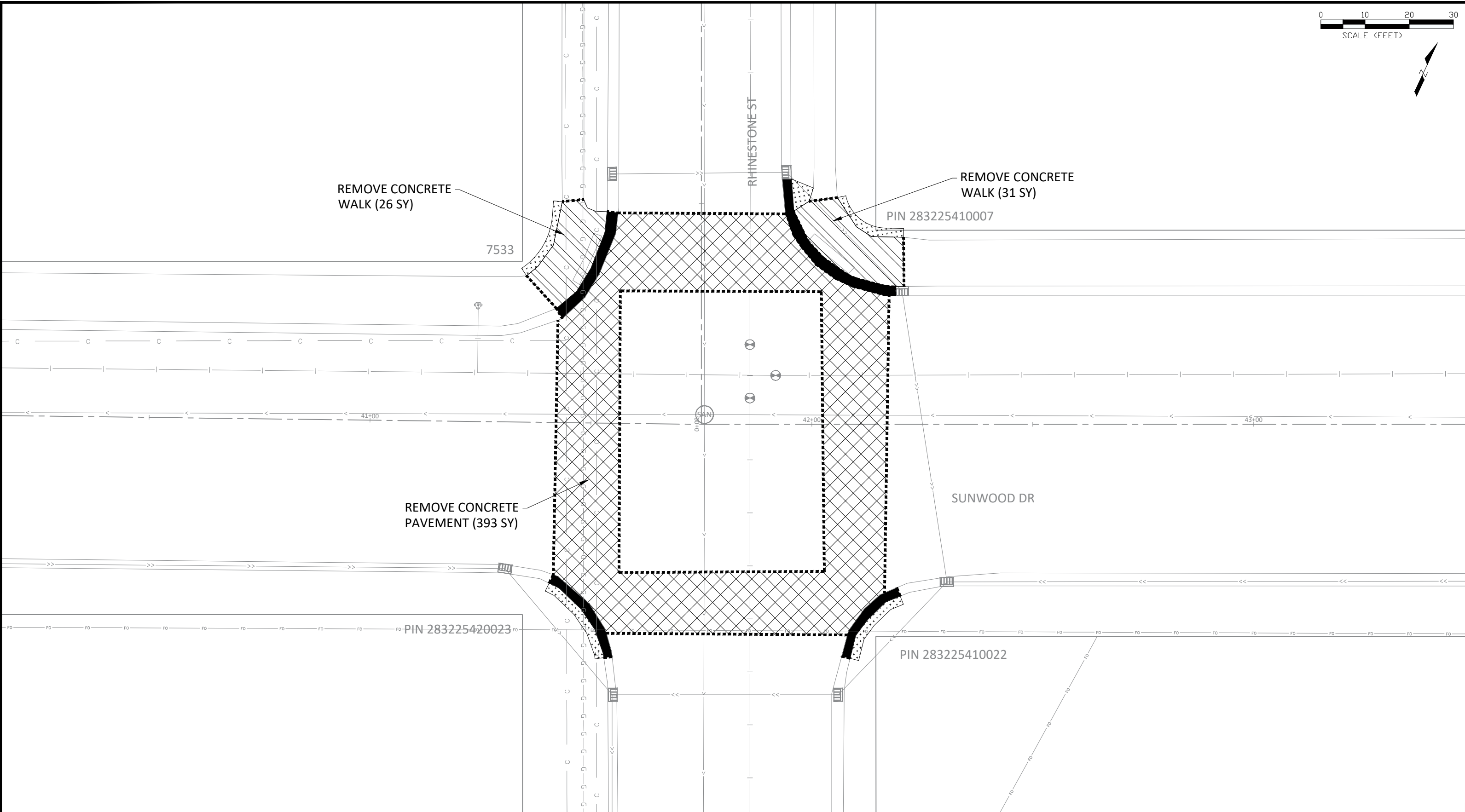
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 7550 SUNWOOD DRIVE  
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**REMOVALS**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



REMOVE CONCRETE WALK (26 SY)

REMOVE CONCRETE WALK (31 SY)

REMOVE CONCRETE PAVEMENT (393 SY)

**LEGEND**

- |  |                            |  |                               |  |                    |  |                |
|--|----------------------------|--|-------------------------------|--|--------------------|--|----------------|
|  | REMOVE CONCRETE PAVEMENT   |  | EASEMENT - DRAINAGE & UTILITY |  | COMMUNICATION LINE |  | SANITARY SEWER |
|  | REMOVE CONCRETE WALK       |  | LOT LINE                      |  | GAS LINE           |  | STORM SEWER    |
|  | REMOVE BITUMINOUS PAVEMENT |  | UNDERGROUND POWER             |  | FIBER OPTIC LINE   |  |                |
|  | REMOVE CURB & GUTTER       |  | OVERHEAD POWER                |  | WATER MAIN         |  |                |
|  | COMMON EXCAVATION          |  |                               |  |                    |  |                |

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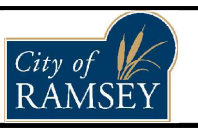
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DRAWN BY: LWC  
CHECKED BY: JJF

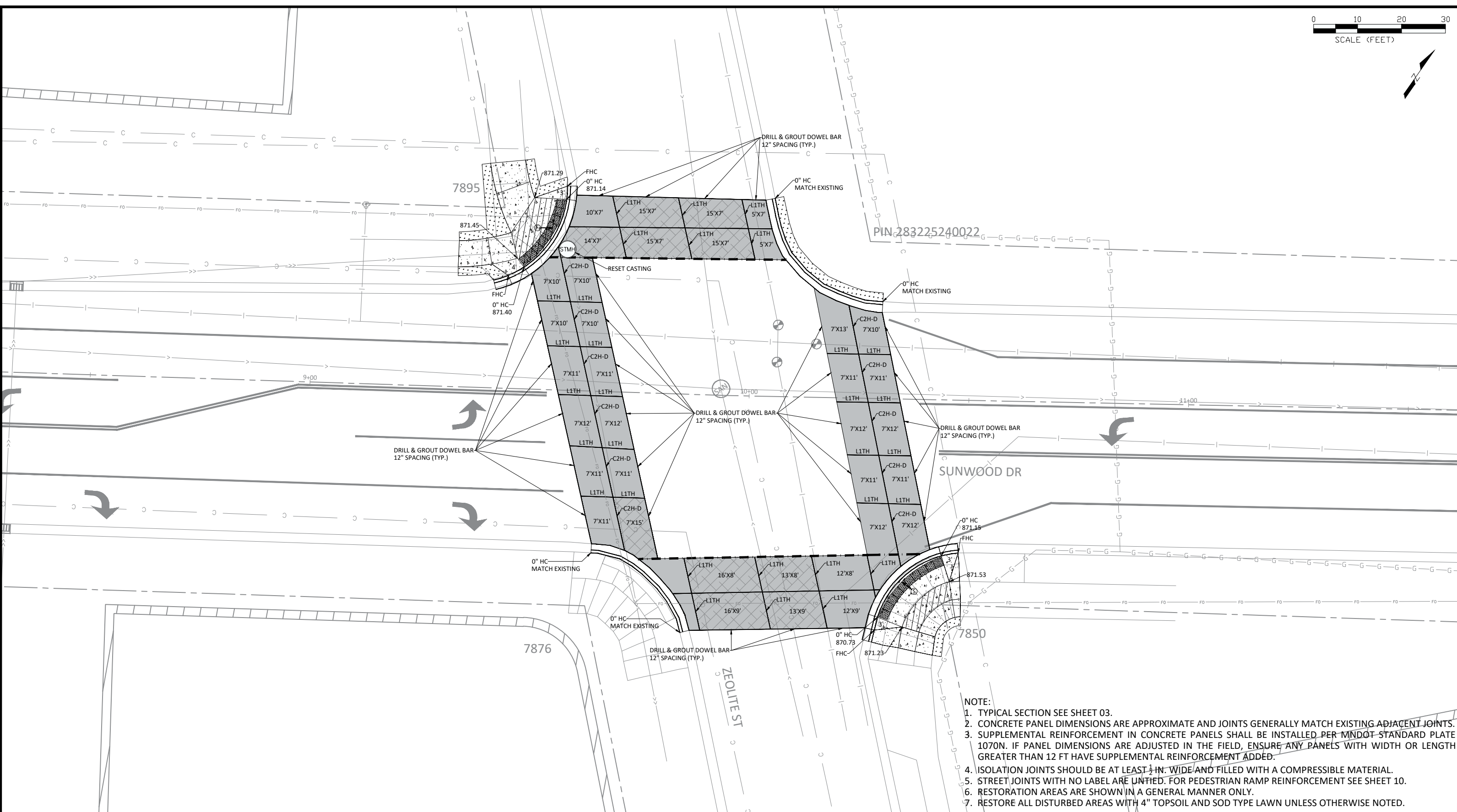
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**REMOVALS**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



- NOTE:**
1. TYPICAL SECTION SEE SHEET 03.
  2. CONCRETE PANEL DIMENSIONS ARE APPROXIMATE AND JOINTS GENERALLY MATCH EXISTING ADJACENT JOINTS.
  3. SUPPLEMENTAL REINFORCEMENT IN CONCRETE PANELS SHALL BE INSTALLED PER MNDOT STANDARD PLATE 1070N. IF PANEL DIMENSIONS ARE ADJUSTED IN THE FIELD, ENSURE ANY PANELS WITH WIDTH OR LENGTH GREATER THAN 12 FT HAVE SUPPLEMENTAL REINFORCEMENT ADDED.
  4. ISOLATION JOINTS SHOULD BE AT LEAST 1/4 IN. WIDE AND FILLED WITH A COMPRESSIBLE MATERIAL.
  5. STREET JOINTS WITH NO LABEL ARE UNFIED. FOR PEDESTRIAN RAMP REINFORCEMENT SEE SHEET 10.
  6. RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
  7. RESTORE ALL DISTURBED AREAS WITH 4" TOPSOIL AND SOD TYPE LAWN UNLESS OTHERWISE NOTED.

|                    |                            |                     |                   |                    |  |
|--------------------|----------------------------|---------------------|-------------------|--------------------|--|
| CONCRETE PAVEMENT  | ISOLATION JOINT (UNFIED)   | LANDING (<2% GRADE) | STORM SEWER       | OVERHEAD POWER     | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%. |
| CURB & GUTTER      | SUPPLEMENTAL REINFORCEMENT | TRUNCATED DOME      | FIBER OPTIC LINE  | COMMUNICATION LINE | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.  |
| CONSTRUCTION JOINT | CONCRETE WALK              | WATER MAIN          | GAS LINE          |                    |  |
|                    | SOD TYPE LAWN              | SANITARY SEWER      | UNDERGROUND POWER |                    |  |

DATE: \_\_\_\_\_ REVISION: \_\_\_\_\_

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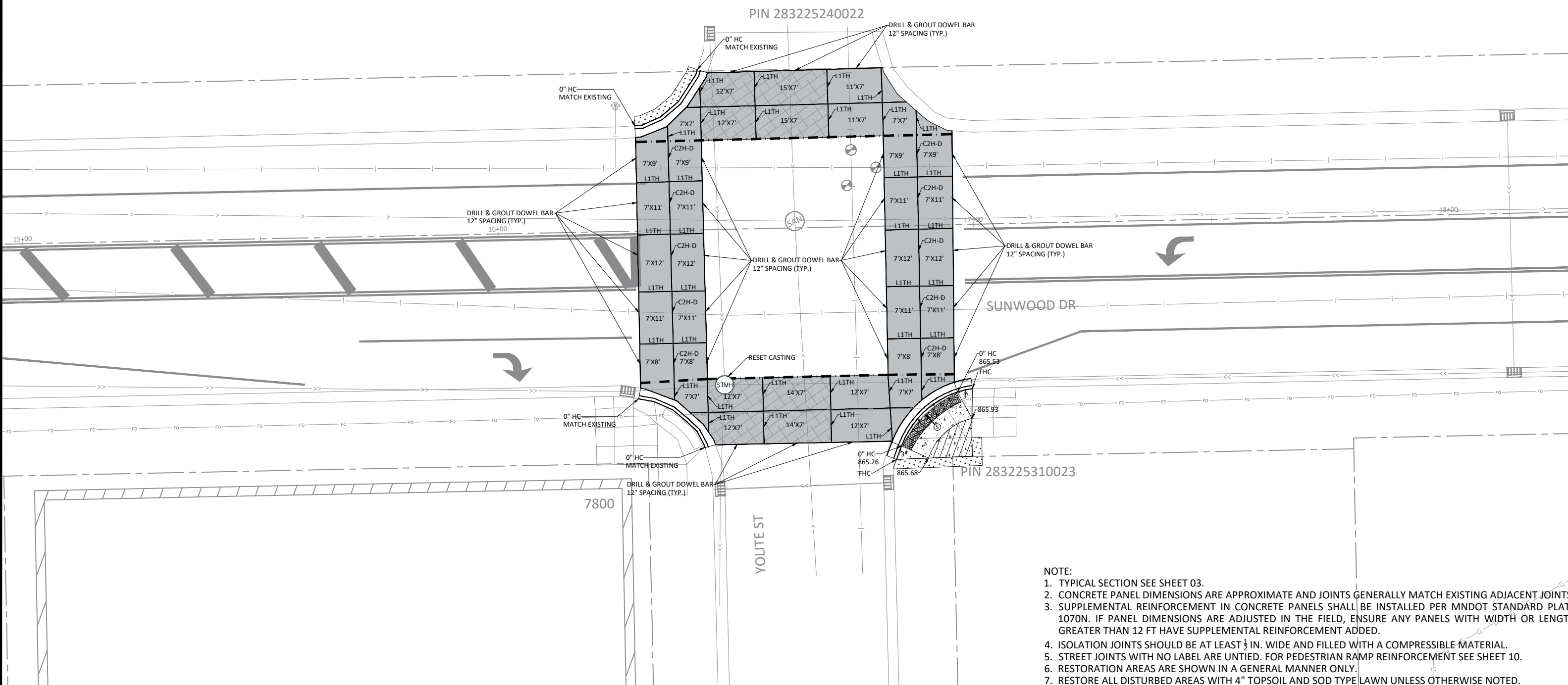
DESIGNED BY: LWC  
DRAWN BY: LWC DATE: 01/02/26  
CHECKED BY: JIF FILE: 25-08

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

**STREET CONSTRUCTION**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

SHEET 32 OF 42 SHEETS



- NOTE:**
1. TYPICAL SECTION SEE SHEET 03.
  2. CONCRETE PANEL DIMENSIONS ARE APPROXIMATE AND JOINTS GENERALLY MATCH EXISTING ADJACENT JOINTS.
  3. SUPPLEMENTAL REINFORCEMENT IN CONCRETE PANELS SHALL BE INSTALLED PER MNDOT STANDARD PLATE 1070N. IF PANEL DIMENSIONS ARE ADJUSTED IN THE FIELD, ENSURE ANY PANELS WITH WIDTH OR LENGTH GREATER THAN 12 FT HAVE SUPPLEMENTAL REINFORCEMENT ADDED.
  4. ISOLATION JOINTS SHOULD BE AT LEAST 1/2 IN. WIDE AND FILLED WITH A COMPRESSIBLE MATERIAL.
  5. STREET JOINTS WITH NO LABEL ARE UNTIED. FOR PEDESTRIAN RAMP REINFORCEMENT SEE SHEET 10.
  6. RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
  7. RESTORE ALL DISTURBED AREAS WITH 4" TOPSOIL AND SOD TYPE LAWN UNLESS OTHERWISE NOTED.

|                    |                            |                     |                   |                    |  |
|--------------------|----------------------------|---------------------|-------------------|--------------------|--|
| CONCRETE PAVEMENT  | ISOLATION JOINT (UNTIED)   | LANDING (<2% GRADE) | STORM SEWER       | OVERHEAD POWER     | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%. |
| CURB & GUTTER      | SUPPLEMENTAL REINFORCEMENT | TRUNCATED DOME      | FIBER OPTIC LINE  | COMMUNICATION LINE | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.  |
| CONSTRUCTION JOINT | CONCRETE WALK              | WATER MAIN          | GAS LINE          |                    |  |
|                    | SOD TYPE LAWN              | SANITARY SEWER      | UNDERGROUND POWER |                    |  |

DATE: \_\_\_\_\_ REVISION: \_\_\_\_\_

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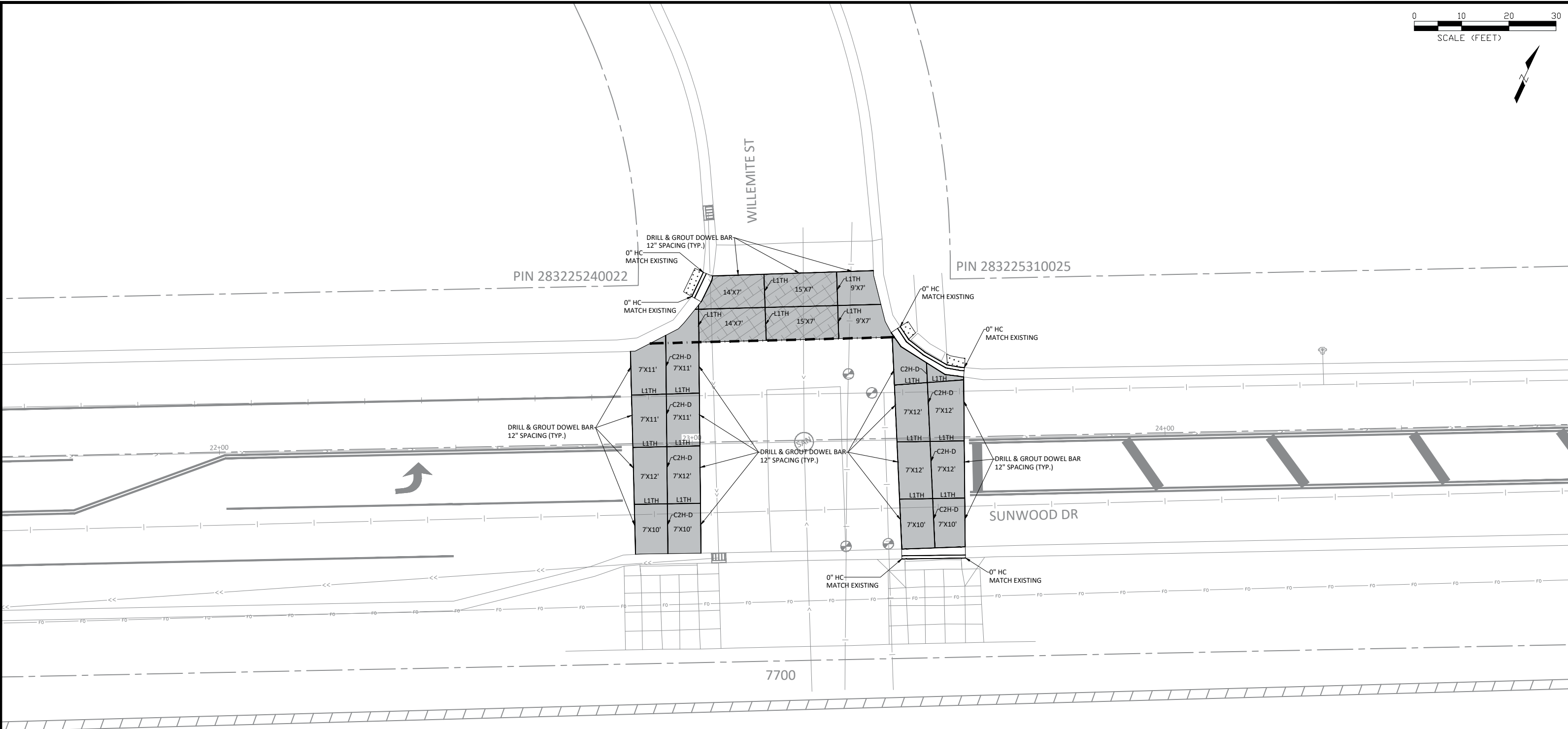
DESIGNED BY: LWC  
DRAWN BY: LWC DATE: 01/02/26  
CHECKED BY: JJF FILE: 25-08

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**STREET CONSTRUCTION**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

SHEET 33 OF 42 SHEETS



- NOTE:**
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  3. SUPPLEMENTAL REINFORCEMENT IN CONCRETE PANELS SHALL BE INSTALLED PER MNDOT STANDARD PLATE 1070N. IF PANEL DIMENSIONS ARE ADJUSTED IN THE FIELD, ENSURE ANY PANELS WITH WIDTH OR LENGTH GREATER THAN 12 FT HAVE SUPPLEMENTAL REINFORCEMENT ADDED.
  4. ISOLATION JOINTS SHOULD BE AT LEAST 1/2 IN. WIDE AND FILLED WITH A COMPRESSIBLE MATERIAL.
  5. STREET JOINTS WITH NO LABEL ARE UNTIED. FOR PEDESTRIAN RAMP REINFORCEMENT SEE SHEET 10.
  6. RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
  7. RESTORE ALL DISTURBED AREAS WITH 4" TOPSOIL AND SOD TYPE LAWN UNLESS OTHERWISE NOTED.

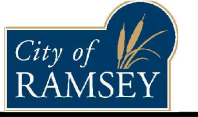
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|--------------------|----------------------------|---------------------|-------------------|--------------------|--|
| CONCRETE PAVEMENT  | ISOLATION JOINT (UNTIED)   | LANDING (<2% GRADE) | STORM SEWER       | OVERHEAD POWER     | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%. |
| CURB & GUTTER      | SUPPLEMENTAL REINFORCEMENT | TRUNCATED DOME      | FIBER OPTIC LINE  | COMMUNICATION LINE | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.  |
| CONSTRUCTION JOINT | CONCRETE WALK              | WATER MAIN          | GAS LINE          |                    |  |
|                    | SOD TYPE LAWN              | SANITARY SEWER      | UNDERGROUND POWER |                    |  |

| DATE | REVISION |
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*Joe Feriancek*  
JOE FERIANCEK  
Date 01/02/26 Lic. No. 57095

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



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**STREET CONSTRUCTION**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

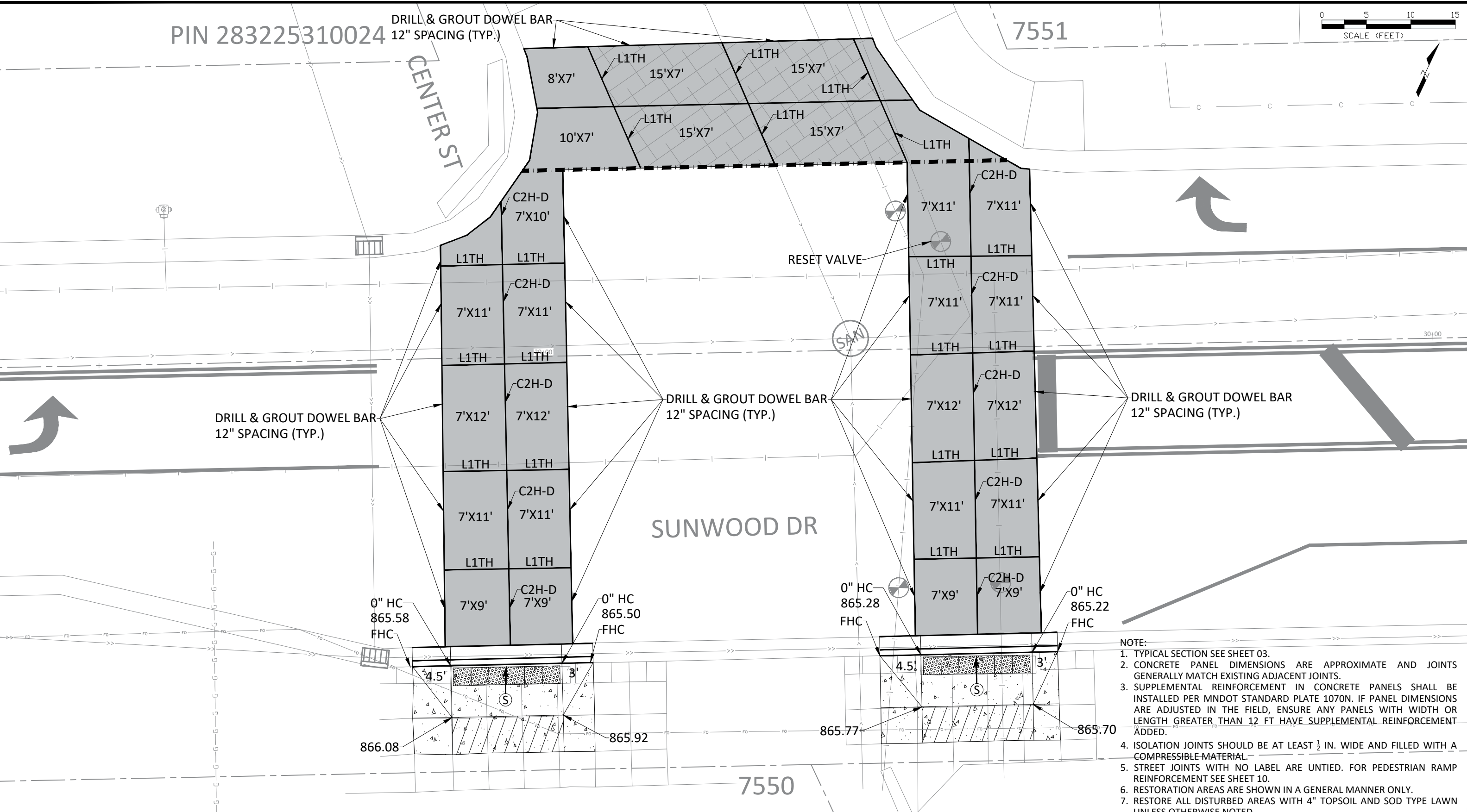
PIN 283225310024

DRILL & GROUT DOWEL BAR  
12" SPACING (TYP.)

7551



CENTER ST



DRILL & GROUT DOWEL BAR  
12" SPACING (TYP.)

DRILL & GROUT DOWEL BAR  
12" SPACING (TYP.)

DRILL & GROUT DOWEL BAR  
12" SPACING (TYP.)

SUNWOOD DR

0" HC  
865.58  
FHC

0" HC  
865.50  
FHC

0" HC  
865.28  
FHC

0" HC  
865.22  
FHC

- NOTE:
1. TYPICAL SECTION SEE SHEET 03.
  2. CONCRETE PANEL DIMENSIONS ARE APPROXIMATE AND JOINTS GENERALLY MATCH EXISTING ADJACENT JOINTS.
  3. SUPPLEMENTAL REINFORCEMENT IN CONCRETE PANELS SHALL BE INSTALLED PER MNDOT STANDARD PLATE 1070N. IF PANEL DIMENSIONS ARE ADJUSTED IN THE FIELD, ENSURE ANY PANELS WITH WIDTH OR LENGTH GREATER THAN 12 FT HAVE SUPPLEMENTAL REINFORCEMENT ADDED.
  4. ISOLATION JOINTS SHOULD BE AT LEAST 1/2 IN. WIDE AND FILLED WITH A COMPRESSIBLE MATERIAL.
  5. STREET JOINTS WITH NO LABEL ARE UNTIED. FOR PEDESTRIAN RAMP REINFORCEMENT SEE SHEET 10.
  6. RESTORATION AREAS ARE SHOWN IN A GENERAL MANNER ONLY.
  7. RESTORE ALL DISTURBED AREAS WITH 4" TOPSOIL AND SOD TYPE LAWN UNLESS OTHERWISE NOTED.

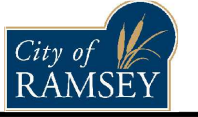
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| CONCRETE PAVEMENT  | ISOLATION JOINT (UNTIED) | SUPPLEMENTAL REINFORCEMENT | LANDING (<2% GRADE) | STORM SEWER  | OVERHEAD POWER  |
| CURB & GUTTER      | CONCRETE WALK            | WATER MAIN                 | TRUNCATED DOME      | FIBER OPTIC LINE   | COMMUNICATION LINE  |
| CONSTRUCTION JOINT | SOD TYPE LAWN            | SANITARY SEWER             | UNDERGROUND POWER   | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%. | INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%. |

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

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*Joe Feriancek*  
 JOE FERIANCEK  
 Date 01/02/26 Lic. No. 57095

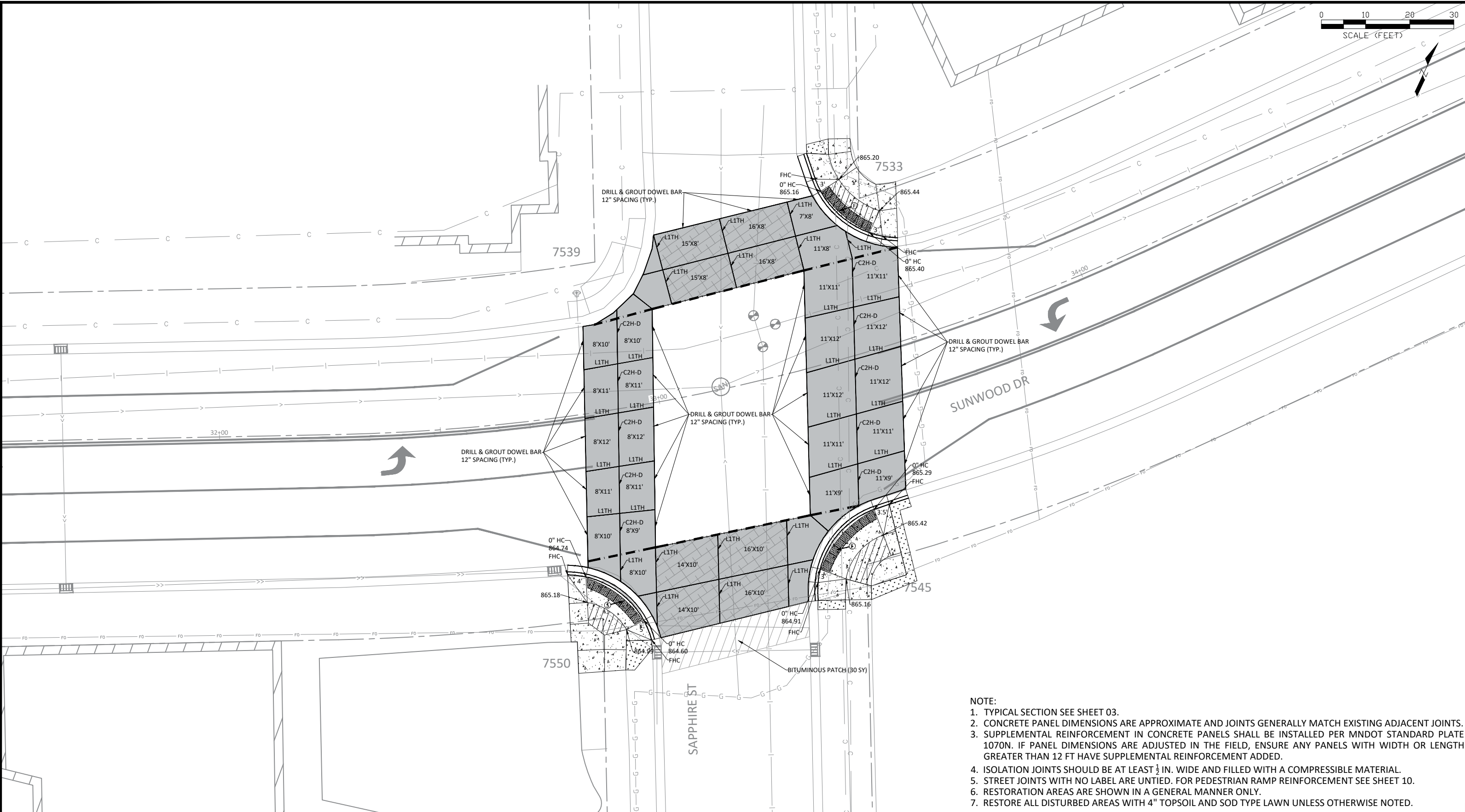
DESIGNED BY: LWC  
 DATE: 01/02/26  
 DRAWN BY: LWC  
 FILE: 25-08  
 CHECKED BY: JJF



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

STREET CONSTRUCTION

SUNWOOD DRIVE CROSSWALK REPAIRS  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



- NOTE:**
1. TYPICAL SECTION SEE SHEET 03.
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| CONSTRUCTION JOINT | CONCRETE WALK              | WATER MAIN          | GAS LINE          |                    |  |
|                    | SOD TYPE LAWN              | SANITARY SEWER      | UNDERGROUND POWER |                    |  |

DATE: \_\_\_\_\_ REVISION: \_\_\_\_\_

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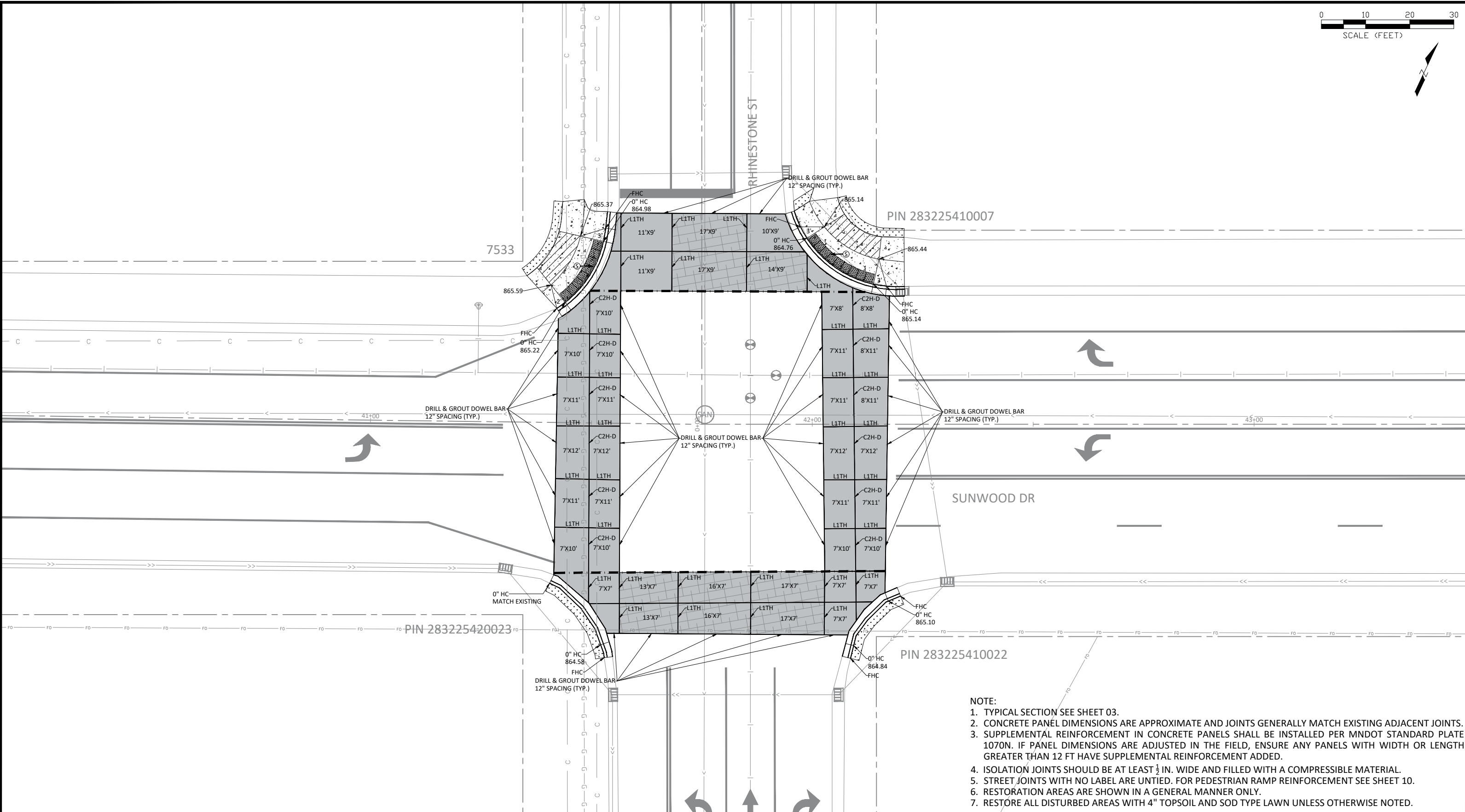
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DRAWN BY: LWC DATE: 01/02/26  
CHECKED BY: JJF FILE: 25-08

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**STREET CONSTRUCTION**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

SHEET 36 OF 42 SHEETS



- NOTE:**
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|                    | SOD TYPE LAWN              | SANITARY SEWER      | UNDERGROUND POWER |                    |  |

DATE: \_\_\_\_\_ REVISION: \_\_\_\_\_

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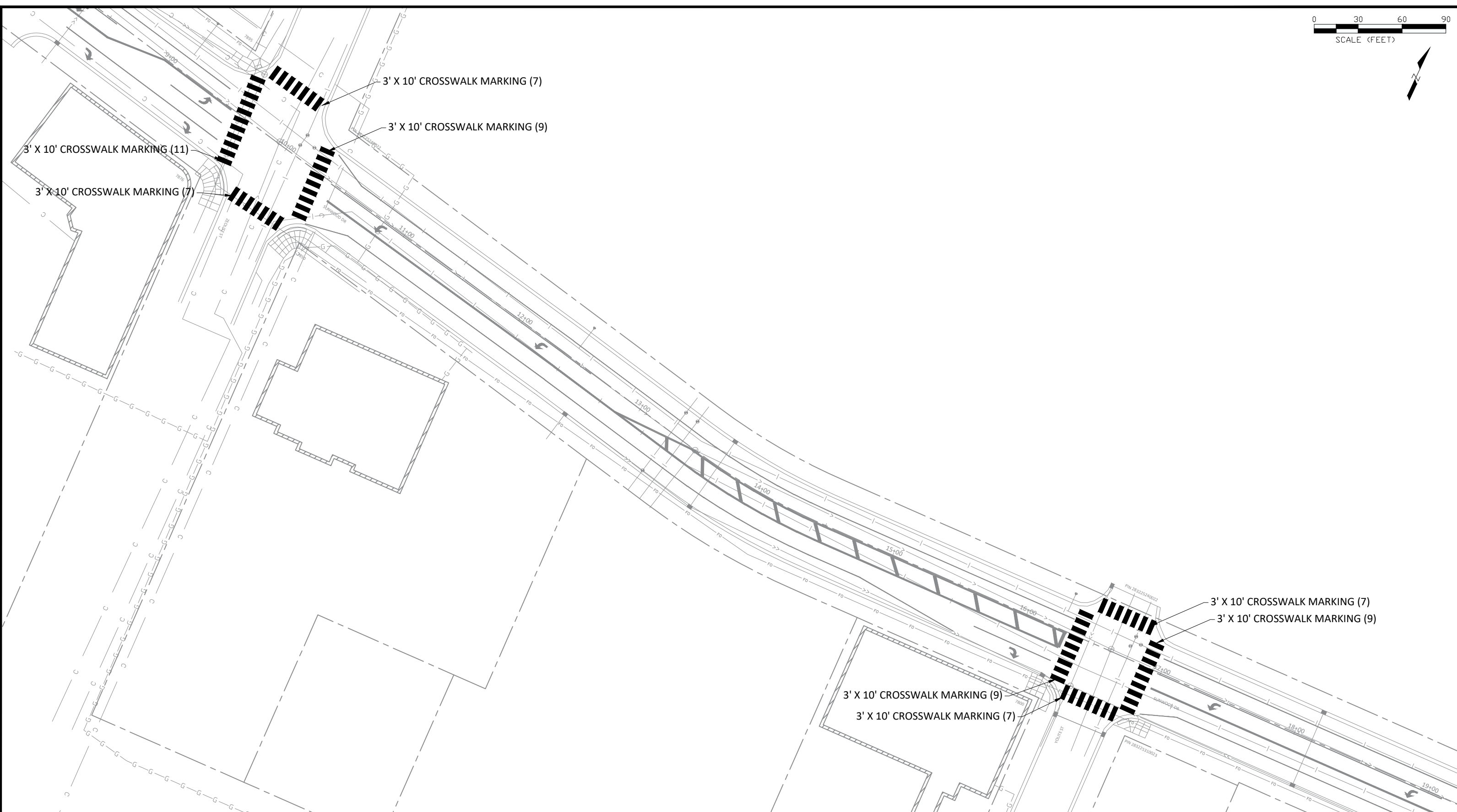
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DRAWN BY: LWC DATE: 01/02/26  
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**STREET CONSTRUCTION**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA

SHEET 37 OF 42 SHEETS



**LEGEND**

- CROSSWALK MARKING
- CURB PAINT

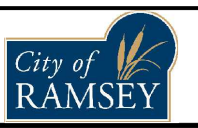
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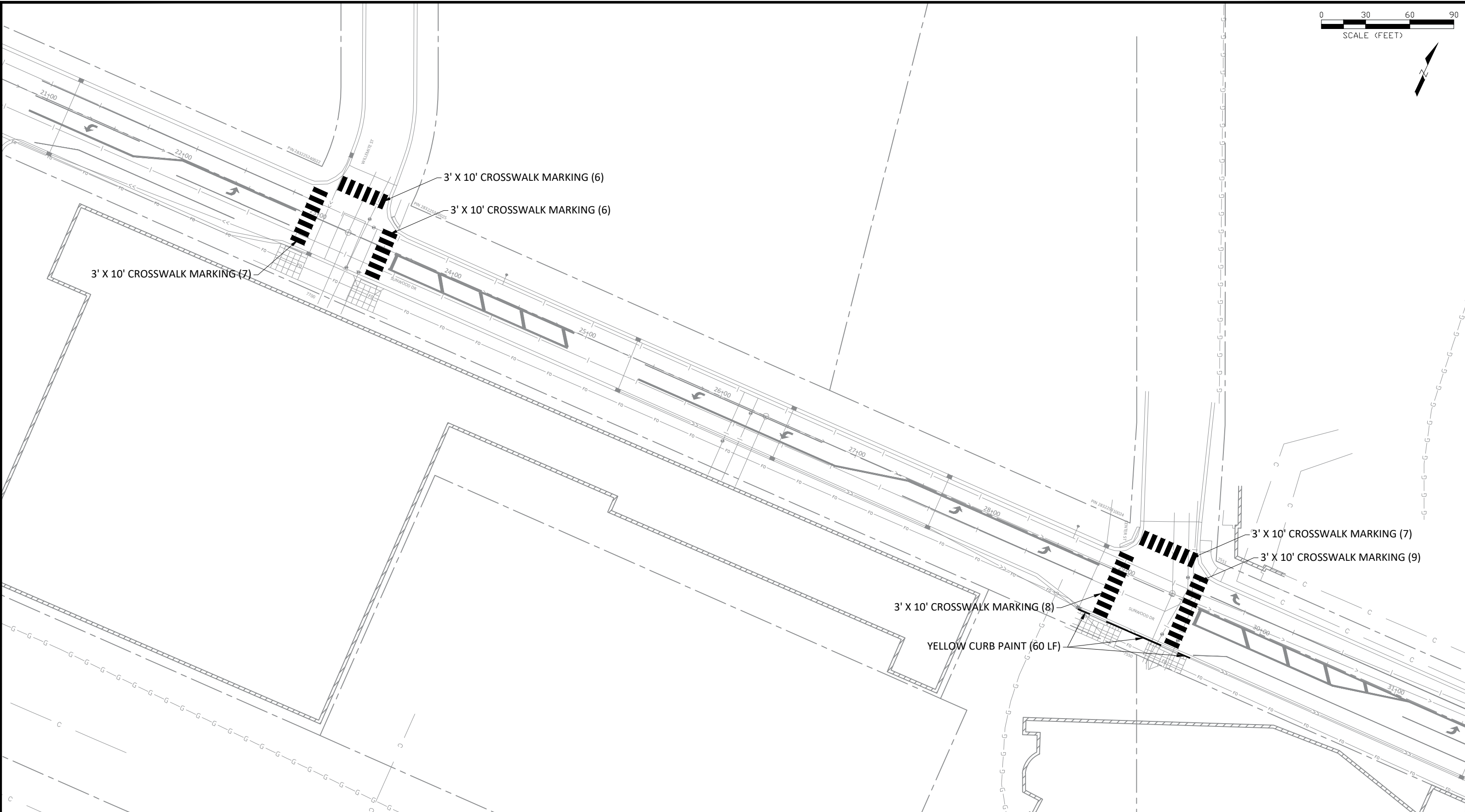
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| FILE: | 25-08    |



**CITY OF RAMSEY**  
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**PAVEMENT MARKING**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
 CITY PROJECT NO. 25-08 SAP 199-104-016  
 CITY OF RAMSEY, MINNESOTA



3' X 10' CROSSWALK MARKING (6)

3' X 10' CROSSWALK MARKING (6)

3' X 10' CROSSWALK MARKING (7)

3' X 10' CROSSWALK MARKING (7)

3' X 10' CROSSWALK MARKING (9)

3' X 10' CROSSWALK MARKING (8)

YELLOW CURB PAINT (60 LF)

**LEGEND**

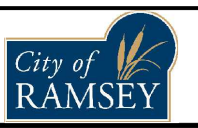
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|  | CROSSWALK MARKING |
|  | CURB PAINT        |

| DATE | REVISION |
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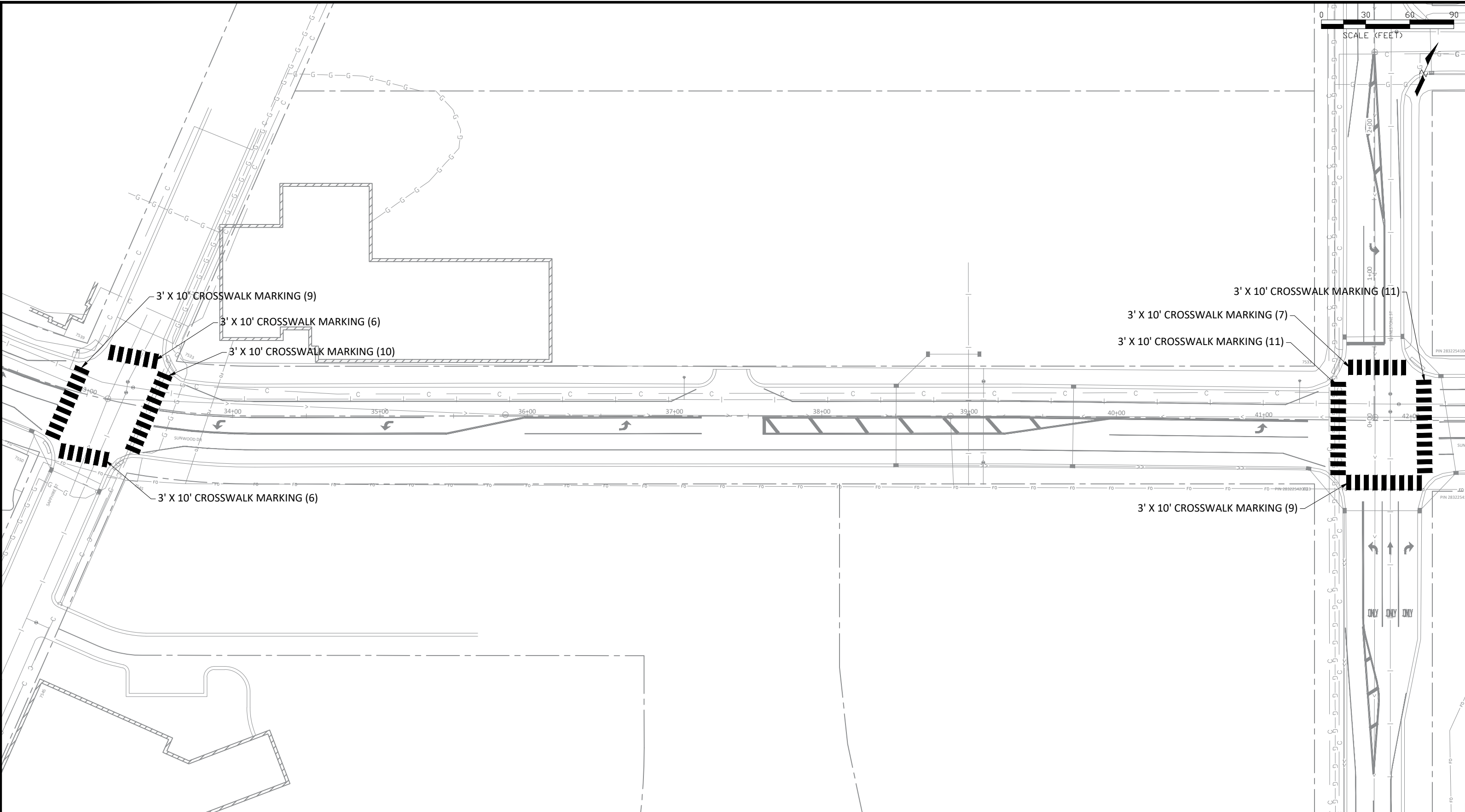
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PAVEMENT MARKING

SUNWOOD DRIVE CROSSWALK REPAIRS  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



**LEGEND**

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|  | CROSSWALK MARKING |
|  | CURB PAINT        |

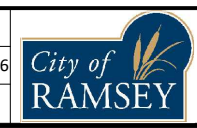
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**PAVEMENT MARKING**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
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 CITY OF RAMSEY, MINNESOTA



**TRAFFIC CONTROL DEVICES & SYMBOLS LEGEND**

**SYMBOL DESCRIPTION**

- AREA CLOSED TO TRAFFIC / WORK AREA
- DETOUR ROUTE
- TRAFFIC CONTROL SIGN
- TYPE III BARRICADE =
- DRUM-LIKE CHANNELIZER (TYPE B) =
- TYPE A FLASHING WARNING LIGHT

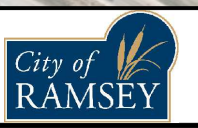
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FILE: 25-08



**CITY OF RAMSEY**  
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**TRAFFIC CONTROL - PHASE 1**

**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



**TRAFFIC CONTROL DEVICES & SYMBOLS LEGEND**

**SYMBOL DESCRIPTION**

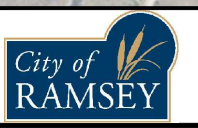
- AREA CLOSED TO TRAFFIC / WORK AREA
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| DATE | REVISION |
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|      |          |
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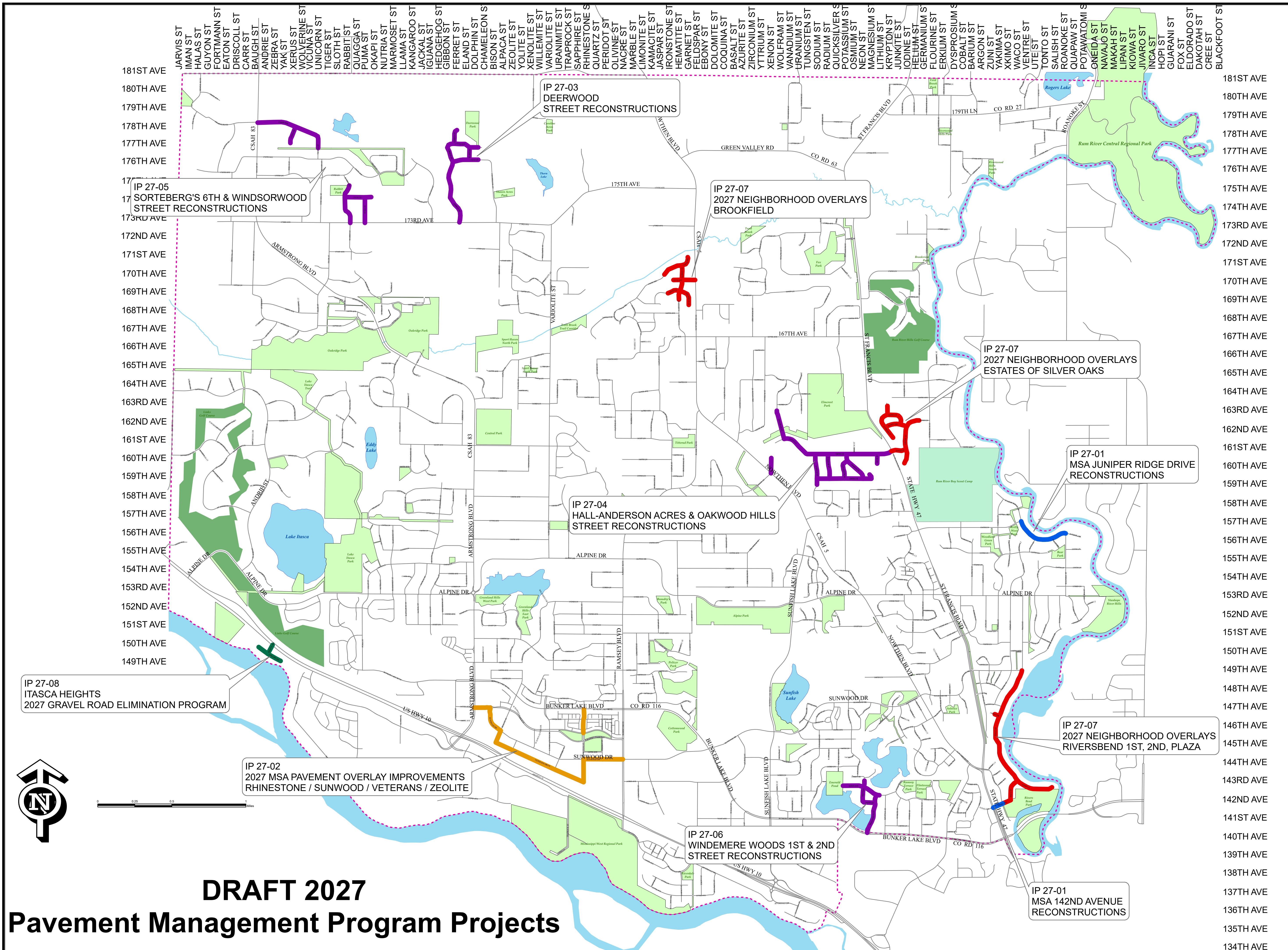
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| DRAWN BY:    | LWC      |
| CHECKED BY:  | JJF      |
| DATE:        | 01/02/26 |
| FILE:        | 25-08    |



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**TRAFFIC CONTROL - PHASE 2**

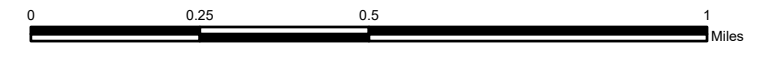
**SUNWOOD DRIVE CROSSWALK REPAIRS**  
CITY PROJECT NO. 25-08 SAP 199-104-016  
CITY OF RAMSEY, MINNESOTA



## Legend

- 2027 MSA Recon.
- 2027 MSA Overlay
- 2027 Overlay
- 2027 Reconstruction
- 2027 GREP
- Streets
- MuniBndry
- ScoutCamp
- Golf\_Courses
- Parks
- Rivers
- Lakes\_Ponds
- Creeks

# DRAFT 2027 Pavement Management Program Projects



# Capital Improvement Plan Ramsey, MN

Project # 17-STR-012  
Project Name Concrete Repairs

Total Project Cost \$1,097,726  
Type Improvement  
Priority 1-Existing Obligation (High)  
Useful Life 20 years

Department Street Improvements  
Category Street Improvement  
Status Active

### Description

Repair, overlay and stripe concrete pavement on Sunwood Drive and Rhinestone Street in the COR. Proposed improvements include repairing cracks, failing concrete joists and holes, as well as, replacing all existing colored concrete crosswalks with high-early concrete and adding thermoplastic crosswalk markings, along with new pavement striping on both sides. Repair colored concrete crosswalks within Sunwood Drive between Zeolite Street and Rhinestone Street in 2026.

### Justification

Numerous concrete pavement joints are failing resulting in stormwater runoff infiltrating into the pavement base, accelerating pavement deterioration due to saturated subgrade soils. Numerous holes also exist in the pavement allowing stormwater runoff into the pavement base. These holes also present trip hazards to pedestrians and most of the holes are located in pedestrian crosswalks where colored concrete was used for enhanced delineation.

| Expenditures                          | 2026           | 2027     | 2028     | 2029           | 2030     | 2031     | 2032     | 2033     | 2034     | 2035     | Total            |
|---------------------------------------|----------------|----------|----------|----------------|----------|----------|----------|----------|----------|----------|------------------|
| Improvements Other than Building Cost | 405,000        | 0        | 0        | 692,726        | 0        | 0        | 0        | 0        | 0        | 0        | 1,097,726        |
| <b>Total</b>                          | <b>405,000</b> | <b>0</b> | <b>0</b> | <b>692,726</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,097,726</b> |
| Funding Sources                       | 2026           | 2027     | 2028     | 2029           | 2030     | 2031     | 2032     | 2033     | 2034     | 2035     | Total            |
| MSA                                   | 405,000        | 0        | 0        | 549,544        | 0        | 0        | 0        | 0        | 0        | 0        | 954,544          |
| Storm Water Utility Fund              | 0              | 0        | 0        | 143,182        | 0        | 0        | 0        | 0        | 0        | 0        | 143,182          |
| <b>Total</b>                          | <b>405,000</b> | <b>0</b> | <b>0</b> | <b>692,726</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,097,726</b> |

**Public Works Committee****Meeting Date:** 04/21/2026**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Carol-Rose Acres & Sports Haven Street Reconstructions, Improvement Project #26-03

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

The purpose of this case is to consider recommending City Council approve plans and specifications and authorize advertisement for bids for Carol-Rose Acres & Sports Haven Street Reconstructions, Improvement Project #26-03.

**Background:**

The 2026 – 2035 Capital Improvement Plan (CIP) identifies the streets within the Carol-Rose Acres & Sports Haven subdivisions for street reconstruction in 2026. A street segment summary for the project is attached to this case.

Project History

- On April 22, 2025, the Ramsey City Council adopted Resolution #25-082, accepting and awarding a proposal to Bolton & Menk for topographic survey of the project area.
- May 13, 2025, the Ramsey City Council adopted Resolution #25-101, accepting and awarding a proposal to Independent Testing Technologies for a geotechnical report of the project area.
- June 17, 2025, the Ramsey Public Works Committee recommended City Council order plans and specifications for said improvements.
- June 24, 2025, the Ramsey City Council adopted Resolution #25-137, ordering plans and specifications for said improvements.

Existing Conditions

This project proposes to reconstruct streets within the Carol-Rose Acres and Sports Haven subdivisions, generally located west of Variolite Street between 163<sup>rd</sup> Lane and 166<sup>th</sup> Avenue. The streets are 24-foot-wide rural section, totaling 1.20 miles in length. Traffic counts have not been taken within the project area, however, there are no known destinations within the subdivision which would increase traffic above normal. Drainage is handled through street crossing culverts and drainage swales which generally carry storm water to an existing wetland located south of 164<sup>th</sup> Lane, west of Variolite Street.

The streets within Carol-Rose Acres were constructed in 1980 and received an overlay in 1995. Ground Penetrating Radar (GPR) data shows an average pavement section of 7.6-inches, including 3.6-inches of bituminous and 4.0-inches of aggregate base. The streets within Sports Haven were constructed in 1980 and received an overlay in 1995. GPR data shows an average pavement section of 6.6-inches, including 4.1-inches of bituminous and 2.5-inches of aggregate base.

No stormwater improvements, other than replacing existing street crossing culverts, are proposed with this project. As part of the PACT Charter High School development, residents on 163<sup>rd</sup> Lane had concerns about runoff from the High School overflowing the wetland in their rear yard, adjacent to the High School. The High School development has not been found to have a negative impact to this wetland, which during heavy rainfall events causes water to temporarily sit in the southern ditch of 163<sup>rd</sup> Lane. The water does not appear to stay in the ditch more than 48 hours and is maintainable in its current condition.

### Project Scope

The reconstruction is proposed to be a Full-depth Reclamation (FDR). This generally includes reclamation of the existing bituminous pavement and underlying aggregate base; flipping the reclaim, hauling out excess sand subbase material and scarifying the subbase; hauling off excess reclamation material (minimal due to hauling out subbase material); shaping and compacting the remaining reclamation material to be used as the new aggregate base; placing new bituminous pavement in two lifts. The road profile and alignment generally stay in the same location, with some minor corrections to curves occurring, but does typically impact 6 to 8 feet of adjacent boulevard and driveways.

Three (3) of the eighteen (18) soil borings found silty sand. Though it's generally understood proper conditions can make use of this material as road subbase, previous projects with similar material have required removal and replacement after the material failed; after removal of the bituminous under the load of construction equipment. Because of this, and the marginal soil borings not being all grouped together, the plans include a contingency quantity for soil corrections, but no specific removals are called out in the plans.

Staff explored performing a reclamation rehabilitation, however, the subbase material is not high enough quality for this to be effective. The new pavement section will include 6-inches of recycled reclamation material under 3.5-inches of new bituminous.

Municipal utilities do not exist within the project area, extension of municipal utilities to this subdivision are not proposed as it is outside of the 2040 MUSA.

### Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes ad for bids
  - April 28, 2026
- Staff Receives Bids
  - June 2, 2026
- Council Awards Contract to the Lowest Responsible Bidder
  - June 9, 2026
- Contractor Begins Construction
  - After July 1, 2026
- Contractor Substantially Completes Construction
  - New bituminous pavement in-place, topsoil and seed in-place
  - September 4, 2026
- Contractor Final Completion
  - Verify final restoration; punch list created
  - October 2, 2026

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.

### **Notification:**

Notification is not required for this case.

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

#### **Timeframe:**

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

#### **Observations:**

The public open house was held on November 13, 2025 for this project, no residents attended. Since the open house staff has had discussions with three residents, verifying the scope of the improvements.

**Alternatives:**

Alternative #1 - Motion recommending City Council approve plans and specifications and authorize advertisement for bids for Carol-Rose Acres & Sports Haven Street Reconstructions, Improvement Project #26-03.

Alternative #2 – Motion of other.

**Funding Source:**

Funding for this improvement is proposed to come from Pavement Management Funds and Storm Water Utility Funds. Below is the engineer’s estimated based upon 90% plans.

|                            |                     |
|----------------------------|---------------------|
| Pavement Management Funds  | \$931,151.08        |
| Storm Water Utility Funds  | \$57,104.72         |
| <b>Total Project Funds</b> | <b>\$988,255.80</b> |

CIP level estimated project costs are \$844,560 (\$734,400 Pavement Management Funds, \$110,160 Storm Water Utility Funds). The final project costs may change depending upon bid prices and actual construction quantities.

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

Motion to recommend City Council approve plans and specifications and authorize advertisement for bids for Carol-Rose Acres & Sports Haven Street Reconstructions, Improvement Project #26-03.

**Attachments**

- 26-03 Street Summary
- 26-03 Title Sheet

**Form Review**

| <b>Inbox</b>                    | <b>Reviewed By</b> | <b>Date</b>                     |
|---------------------------------|--------------------|---------------------------------|
| Bruce Westby                    | Bruce Westby       | 04/09/2026 03:07 PM             |
| Brian Hagen                     | Brian Hagen        | 04/09/2026 03:17 PM             |
| Form Started By: Joe Feriancek  |                    | Started On: 04/09/2026 09:05 AM |
| Final Approval Date: 04/09/2026 |                    |                                 |

**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          | 1980       | SC 1986  | OL 1995  | SC 2001  |          |          | 4.4              | 2.0                    | 6.4                  |
|  | Xenolith Street | 166th Avenue / CDS               | 348           | Rural                   | n/a                | 2          | 1980       | SC 1986  | OL 1995  | SC 2001  |          |          | 3.8              | 0**                    | **                   |
|  | Yolite Street   | S EOP / 166th Avenue             | 446           | Rural                   | n/a                | 3          | 1980       | SC 1986  | OL 1995  | SC 2001  |          |          | 3.6              | 2.8                    | 6.4                  |
| Sports Haven Total   |                 |                                  | 2458          | 0.47 mi.                |                    |            |            |          |          |          |          |          |                  |                        |                      |
| <b>Carol-Rose Acres &amp; Sports Haven Totals</b>  |                 |                                  | <b>6323</b>   | <b>1.2 mi.</b>          |                    |            |            |          |          |          |          |          |                  |                        |                      |
| * Per As-Built, GPR not available<br>** No Base Visible, GPR Data not available<br>*** No Wear Course Pavement; Rehabilitation Project |                 |                                  |               |                         |                    |            |            |          |          |          |          |          |                  |                        |                      |

# CITY OF RAMSEY

## CAROL-ROSE ACRES & SPORTS HAVEN STREET RECONSTRUCTIONS

### CITY IMPROVEMENT PROJECT NO. 26-03

## GOVERNING SPECIFICATIONS

THE 2025 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

THE 2023 EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA "STANDARD SPECIFICATIONS" SHALL GOVERN FOR UTILITY INSTALLATIONS.

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 48 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 - 16   | EROSION CONTROL                   |
| 17 - 23   | REMOVALS                          |
| 24 - 36   | STREET CONSTRUCTION               |
| 37 - 48   | 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 |  |                               |



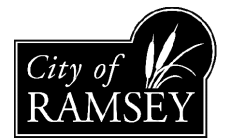
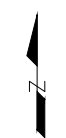
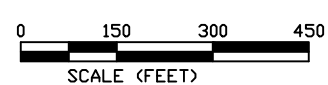
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

XXXXX XXXXX, P.E.  
ASSISTANT CITY ENGINEER

XXXXX    DATE 02/19/26  
LIC. NO.

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

Feb 11, 2026 -- 9:36am C:\Engineering\AutoCad Dwg\Projects A-M\Carol-Rose Acres & Sports Haven 26-03\Plan Drawings\26-03 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."

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

**Public Works Committee****Meeting Date:** 04/21/2026**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approval of Plans and Authorization to Solicit Quotes for 2026 Pavement Skim Patching Contracted Services, Maintenance Project #26-53

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

The purpose of this case is to consider recommending City Council approval of plans and authorization to solicit quotes for 2026 Pavement Skim Patching Contracted Services, Maintenance Project #26-53.

**Background:**

In 2023, the number of public streets with numerous deep potholes and surface stripping increased to the point that Public Works staff were only able to maintain a small percentage of the streets in-house. The poor pavement conditions were due in small part to the previous winter's severe weather conditions, but more significantly the poor pavement conditions were due to advanced pavement age and minimal pavement section composition, as well as due to not receiving regular proactive maintenance treatments over the life of the pavement sections. In 2023, the city spent almost \$1.3M on contracted pavement patching services.

Since 2023, the city has expended over \$10,000,000 per year on pavement overlay and street reconstruction improvement projects, and on pavement maintenance projects including crack seal, pavement rejuvenation, and pavement skim and spray patching projects. In addition, public works staff continue to patch potholes, as well as mill and overlay pavement segments where pavement stripping is generally confined to tire tracks. This work has helped to significantly reduce the scope and severity of potholes, pavement stripping and other forms of pavement damage on city streets.

Based on staff's observations of all contracted skim patching work to date, the patching appears to have a useful life of 4 years or more. To date, this product has held up very well to plowing, traffic and weather.

This spring, staff inspected and identified public street segments within 7 residential areas that would benefit greatly from pavement skim patching due to existing poor pavement conditions and the fact that the majority of these streets are not programmed in the CIP for reconstruction until 2032 or later, with 3 of the street segments not programmed for reconstruction in the CIP at all. All identified street segments total 3.35 miles in length. Attached is a figure showing the street segments located within the 7 areas.

Many streets identified for skim patching in 2026 have deep potholes (deeper than 2-inches) that will require hand patching before skim patching operations commence. Below is a summary of the proposed skim patching process, which is generally the same process followed since 2023.

- City staff will patch deepest potholes and sweep streets first.
- Contractor will blow debris and water out of remaining potholes using compressed air.
- Contractor will apply bituminous tack coat to potholes, fill with hot mix, then compact the mix.
- Contractor will apply bituminous tack coat to existing pavement surfaces and patches.
- Contractor will skim patch both sides of streets except outer 2 feet to maintain positive drainage.
- Contractor will compact skim patching with rubber-tired rollers.
- City will sweep patched streets full width.

City staff will patch all other public paved street segments in-house as needed and as time allows.

**Time Frame/Observations/Alternatives:**

**Observations:**

Tentative project schedule:

- April 21<sup>st</sup> – Public Works Committee considers recommending City Council authorization to solicit quotes
- May 12<sup>th</sup> – City Council considers authorizing solicitation of quotes
- June 23<sup>rd</sup> – City Council considers approving quotes and awarding contract
- July 6<sup>th</sup> – Begin construction
- August 28<sup>th</sup> – Final completion

**Alternatives:**

Alternative #1: Motion recommending City Council approval of plans and authorization to solicit quotes for 2026 Pavement Skim Patching Contracted Services, Maintenance Project #26-53.

Alternative #2: Motion of other.

**Funding Source:**

Payment for this work is proposed to come from the \$650,000 budgeted for 2026 to complete cracksealing, pavement rejuvenation, pavement striping and contracted pavement patching projects. Awarded contract costs for the 2026 cracksealing project total \$156,951.90, and awarded contract costs for the pavement rejuvenation project total \$327,922.41. Staff currently estimates 2026 pavement striping project costs at \$18,000, which leaves an estimated \$147,125.69 for 2026 skim patching contracted services.

In 2026, staff recommends skim patching all street segments in areas 1 through 4 using contracted services. These street segment lengths total 2.21 miles.

Staff estimates costs for the proposed 2026 skim patching project (areas 1 - 4) at \$166,300, which is over \$19,000 more than the estimated available funding amount. Staff therefore proposes to solicit skim patching quotes for areas 1, 2 and 3, and to request alternate quotes for streets within areas 4 and 5. This will allow the city to custom size the project to spend down as much available funding as possible.

Per State statute, projects with costs of \$175,000 or more are required to be bid, while projects with costs under \$175,000 can be awarded by soliciting multiple quotes.

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

Motion recommending City Council approval of plans and authorization to solicit quotes for 2026 Pavement Skim Patching Contracted Services, Maintenance Project #26-53.

**Attachments**

Plans 26-53

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 04/16/2026

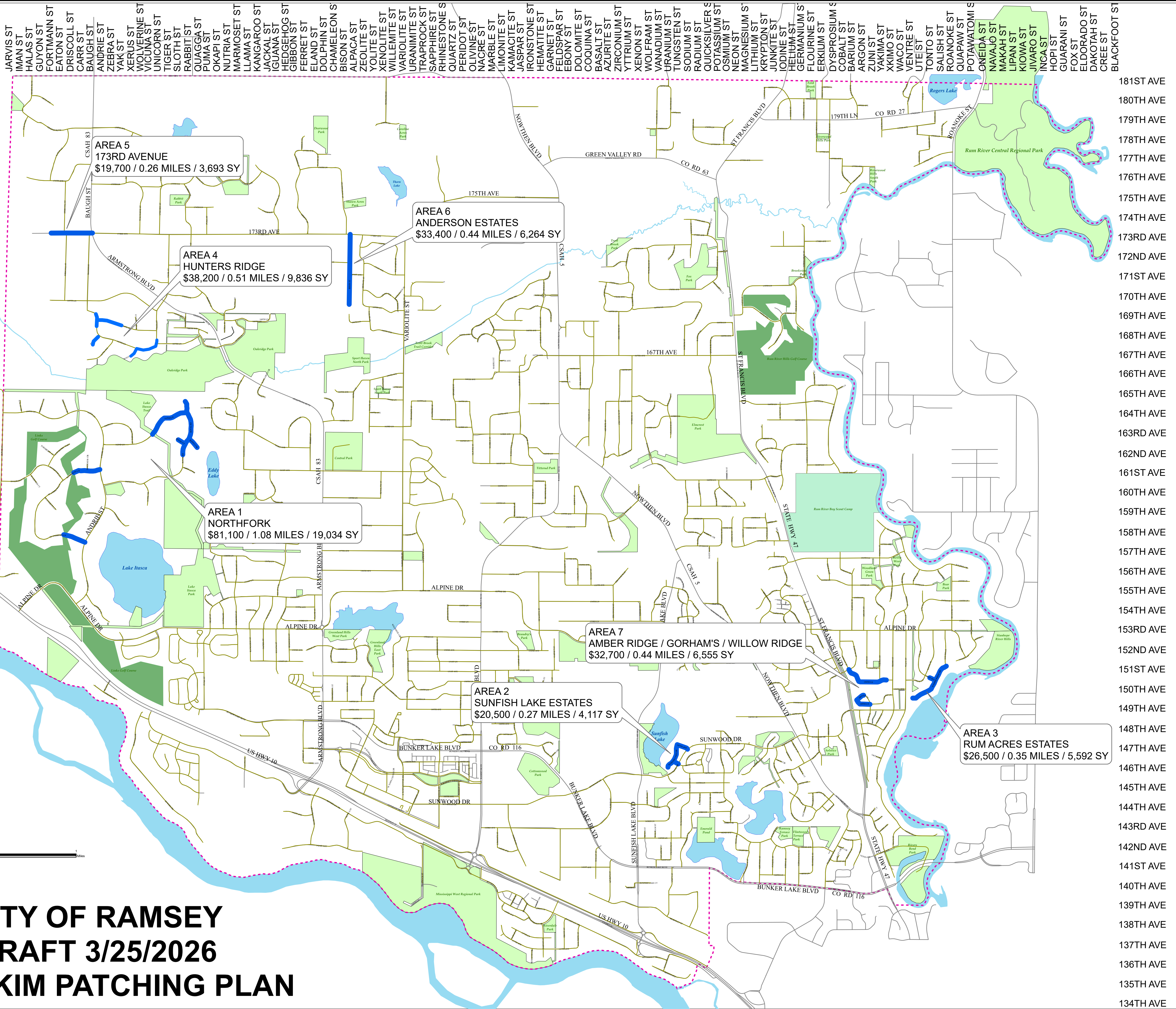
**Reviewed By**

Brian Hagen

**Date**

04/16/2026 01:12 PM







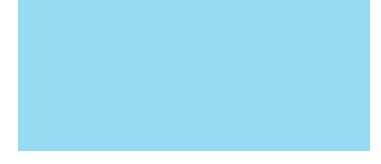

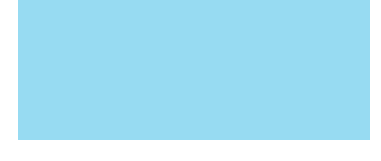
Started On: 04/09/2026 03:25 PM

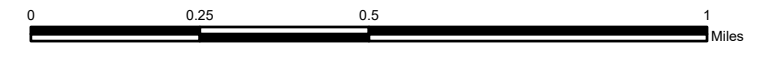


181ST AVE  
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134TH AVE

### Legend

-  2026 SKIM PATCH
-  Streets2016
-  Streets
-  MuniBndry
-  ScoutCamp
-  Golf\_Courses
-  Parks
-  Rivers
-  Lakes\_Ponds
-  Creeks



# CITY OF RAMSEY DRAFT 3/25/2026 2026 SKIM PATCHING PLAN

**Public Works Committee****Meeting Date:** 04/21/2026**Primary Strategic Plan Initiative:** Improve the safety and mobility of transportation corridors.**Title:**

Consider Recommendation for City Council Authorization to Prepare Plans and Agreements for Street Lighting Improvements for Riverdale Drive and Highway 10 North Frontage Roads

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

The purpose of this case is to recommend City Council authorization for Connexus Energy to prepare plans and agreements for street lighting improvements for unlit segments of Riverdale Drive and the new Highway 10 North Frontage Roads.

**Background:**

Lighting is deficient along numerous segments of Riverdale Drive, including all recently constructed or reconstructed segments, as well as along the north frontage roads recently constructed with the Ramsey Gateway Highway 10 improvements project.

Attached are sheets 289 – 292 from the 2026-2035 Capital Improvement Plan outlining proposed street lighting improvement project costs for these street segments.

Staff is requesting a recommendation from the Public Works Committee to the City Council to authorize Connexus Energy to prepare plans and specifications for these street lighting improvements.

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

Staff estimate this case will take up to 10 minutes to present and discuss.

**Observations/Alternatives:**

Tentative project schedule:

- April 21<sup>st</sup> – Public Works Committee considers recommending City Council authorization for Connexus Energy to prepare plans
- July 28<sup>th</sup> – City Council considers approving plans and construction and maintenance agreements with Connexus Energy
- August 3<sup>rd</sup> – Begin construction
- October 23<sup>rd</sup> – Final completion

**Alternatives:**

Alternative #1: Motion recommending City Council authorization for Connexus Energy to prepare plans and agreements for street lighting improvements for unlit segments of Riverdale Drive and Highway 10 North Frontage Roads.

Alternative #2: Motion of other.

**Funding Source:**

The estimated costs for these proposed 2026 street lighting improvements totals \$525,000.

Funding for the proposed street light improvements is proposed to come from the Street Light Utility Fund.

**Recommendation:**

Staff recommends alternative action #1.

**Outcome/Action:**

Motion recommending City Council authorization for Connexus Energy to prepare plans and agreements for street lighting improvements for unlit segments of Riverdale Drive and Highway 10 North Frontage Roads.

---

**Attachments**

2026-2035 CIP sheets 289-292

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 04/16/2026

**Reviewed By**

Brian Hagen

**Date**

04/16/2026 02:06 PM

Started On: 03/11/2026 09:46 AM

2026 thru 2035

# Capital Improvement Plan Ramsey, MN

**Project #** 19-STLT-001  
**Project Name** Bunker Lake Blvd & Puma Street Lights

|                           |                       |                   |                                  |
|---------------------------|-----------------------|-------------------|----------------------------------|
| <b>Total Project Cost</b> | \$175,000             | <b>Department</b> | Street Light Utility             |
| <b>Type</b>               | Improvement           | <b>Category</b>   | Street Light Utility Improvement |
| <b>Priority</b>           | 2-New Addition (High) | <b>Status</b>     | Active                           |
| <b>Useful Life</b>        | 20 years              |                   |                                  |

**Description**

Construct minimal street lighting improvements along Bunker Lake Boulevard and Puma Street, west of Armstrong Boulevard.

**Justification**

The new sections of Bunker Lake Boulevard and Puma Street serve Riverstone North and Northfork Meadows development residents and the West Business Park businesses. Street lighting improvements will increase safety for the traveling public.

| <b>Expenditures</b>                   | <b>2026</b> | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------------------|-------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Improvements Other than Building Cost | 0           | 175,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 175,000        |
| <b>Total</b>                          | <b>0</b>    | <b>175,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>175,000</b> |

| <b>Funding Sources</b>    | <b>2026</b> | <b>2027</b>    | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------|-------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Street Light Utility Fund | 0           | 175,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 175,000        |
| <b>Total</b>              | <b>0</b>    | <b>175,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>175,000</b> |

2026 thru 2035

# Capital Improvement Plan Ramsey, MN

**Project #** 19-STLT-002  
**Project Name** Riverdale Drive Street Lights

|                           |                       |                   |                                  |
|---------------------------|-----------------------|-------------------|----------------------------------|
| <b>Total Project Cost</b> | \$300,000             | <b>Department</b> | Street Light Utility             |
| <b>Type</b>               | Improvement           | <b>Category</b>   | Street Light Utility Improvement |
| <b>Priority</b>           | 2-New Addition (High) | <b>Status</b>     | Active                           |
| <b>Useful Life</b>        | 20 years              |                   |                                  |

**Description**

Construct minimal street lighting improvements along all unlit sections of Riverdale Drive.

**Justification**

Riverdale Drive serves as a frontage road to Highway 10. Street lighting improvements will increase safety for drivers and pedestrians.

| <b>Expenditures</b>                   | <b>2026</b>    | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Improvements Other than Building Cost | 300,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 300,000        |
| <b>Total</b>                          | <b>300,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>300,000</b> |

| <b>Funding Sources</b>    | <b>2026</b>    | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Street Light Utility Fund | 300,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 300,000        |
| <b>Total</b>              | <b>300,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>300,000</b> |

# Capital Improvement Plan Ramsey, MN

**Project #** 25-SLT-001  
**Project Name** COR Street Lights

|                           |                       |                   |                                  |
|---------------------------|-----------------------|-------------------|----------------------------------|
| <b>Total Project Cost</b> | \$475,000             | <b>Department</b> | Street Light Utility             |
| <b>Type</b>               | Improvement           | <b>Category</b>   | Street Light Utility Improvement |
| <b>Priority</b>           | 2-New Addition (High) | <b>Status</b>     | Active                           |
| <b>Useful Life</b>        | 20 years              |                   |                                  |

**Description**

Install street lights along new street segments constructed in 2024 with the COR Infrastructure Improvements (Center Street, Ramsey Parkway, Zeolite Street) and other streets as needed to fill in gaps in lighting.

**Justification**

Improve safety for drivers and pedestrians within The COR, including Park patrons during evening hours.

| <b>Expenditures</b>                   | <b>2026</b>    | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Improvements Other than Building Cost | 475,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 475,000        |
| <b>Total</b>                          | <b>475,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>475,000</b> |

| <b>Funding Sources</b>    | <b>2026</b>    | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Street Light Utility Fund | 475,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 475,000        |
| <b>Total</b>              | <b>475,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>475,000</b> |

2026 thru 2035

# Capital Improvement Plan Ramsey, MN

**Project #** 26-SLT-001  
**Project Name** Hwy 10 No Frontage Rd Street Lights

**Total Project Cost** \$225,000      **Department** Street Light Utility  
**Type** Improvement      **Category** Street Light Utility Improvement  
**Priority** 2-New Addition (High)      **Status** Active  
**Useful Life** 20 years

### Description

Construct street lighting improvements along new Highway 10 North Frontage Roads East of Armstrong Boulevard, as needed.

### Justification

Street lighting improvements will improve safety for drivers and pedestrians using these City streets.

| <b>Expenditures</b>   | <b>2026</b>    | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|-----------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Furnishings/Equipment | 225,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 225,000        |
| <b>Total</b>          | <b>225,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>225,000</b> |

| <b>Funding Sources</b>    | <b>2026</b>    | <b>2027</b> | <b>2028</b> | <b>2029</b> | <b>2030</b> | <b>2031</b> | <b>2032</b> | <b>2033</b> | <b>2034</b> | <b>2035</b> | <b>Total</b>   |
|---------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| Street Light Utility Fund | 225,000        | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 225,000        |
| <b>Total</b>              | <b>225,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>225,000</b> |

**Public Works Committee****Meeting Date:** 04/21/2026**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****#26-01 MSA Bunker Lake Boulevard Reconstruction**

- Bolton & Menk, Inc. prepared final plans and specifications
- Preconstruction meeting scheduled for April 22<sup>nd</sup>
- Bunker Lake Blvd. closed to traffic during construction (after Biz Expo and before Game Fair)

**#26-02 2026 MSA Pavement Overlay Improvements**

- Preparing plans and specifications in-house
- 2026 construction proposed

**#26-03 Carol-Rose Acres & Sports Haven Street Reconstructions**

- *See separate case*

**#26-04 Countryside Estates & Wildwood Acres Street Reconstructions**

- Prepared plans and specifications in-house
- Scheduling preconstruction meeting with North Valley

**#26-05 Flintwood Hills 2nd & 3rd Street Reconstructions**

- Prepared plans and specifications in-house
- Scheduling preconstruction meeting with North Valley

**#26-06 Riverside West Street Reconstructions**

- Preparing plans and specifications in-house
- Open house scheduled for April 22<sup>nd</sup>
- 2026 construction proposed

**#26-07 Section 01 Unplatted (S. CR 27) Street Reconstructions**

- Prepared plans and specifications in-house
- Scheduling preconstruction meeting with North Valley

**#26-08 2026 Neighborhood Pavement Overlay Improvements**

- Bolton & Menk, Inc. preparing final plans and specifications
- 2026 construction proposed

**#26-09 2026 Crack Seal Improvements**

- Prepared plans and specifications in-house
- Scheduling preconstruction meeting with MP Asphalt Maintenance

**#26-10 2026 Pavement Rejuvenation Improvements**

- Prepared plans and specifications in-house
- Scheduling preconstruction meeting with Corrective Asphalt Materials

#### **#26-11 2026 Pavement Marking Improvements**

- Preparing plans and specifications in-house
- 2026 construction proposed

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

- Construction complete
- Closing project out

#### **#25-04 Dickenson’s Mississippi Estate Street Reconstruction**

- Construction complete
- Closing project out

#### **#25-06 Sortebergs Street Reconstruction**

- Construction complete
- Closing project out

#### **#25-08 Sunwood Drive Crosswalk Repairs**

- *See separate case*

#### **#25-12 COR Street Lighting Improvements**

- Street lights proposed along Ramsey Parkway and all intersections
- Connexus Energy preparing final plans and specifications plus required agreements
- 2026 construction proposed

#### **#25-58 Waterfront Water Play Area Improvements**

- City utilities in place (IP #25-51)
- Mass grading complete (IP #25-62)
- Construction of restroom and waterplay improvements in progress
- Construction will be complete by July 1st

#### **#24-03 2024 NE Ramsey Street Reconstruction**

- Construction complete
- Closing project out

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

- Construction complete
- Closing project out

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

- Bolton & Menk is revising construction plans for 10’ pedestrian trail per MnDOT comments
- Working to minimize right-of-way impacts and obtain temporary/permanent easements
- MnDOT proposes to construct 10’ trail with their 2028 TH 47 mill and overlay project

#### **#21-09 Centralized Water Treatment Plant**

- Fine tuning plate settler operations
- Treated water contains only trace amounts of Iron and/or Manganese

#### **#20-11 Ramsey Gateway Highway 10 Improvements**

- Project complete
- Punch list items are being addressed

#### **City of Anoka Improvement Projects & Studies**

##### **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 Plan – Garfield St to Bunker Lk Blvd**

- Improvements proposed to address intersection operations and safety, providing safe pedestrian and

- bicyclist routes, providing safe driveway access, and accommodating future growth
- Proposing 3-lane design with center two-way turn lane (CTWTL)
- Received regional solicitation funds for 2027 construction
- Permanent signal system at McKinley Street
- Construction proposed for 2027 - 2029
- Website; <https://www.anokaminnesota.com/836/Trunk-Hwy-47-Corridor-BNSF-Railroad-Grad>

### **City of Elk River Improvement Projects & Studies**

#### **Highway 10 Corridor Improvements - Highway 169 to city boundary with Ramsey**

- Corridor planning project
- Received \$1.6M from MnDOT Corridors of Commerce Readiness Advancement program for preliminary design and environmental analysis

### **Anoka County Improvement Projects**

- 2027 Sunfish Lake Blvd. pavement overlay/reclamation proposed north of Bunker Lake Blvd.
- 2027 Bunker Lake Boulevard / Ramsey Boulevard intersection improvements
  - BLB pavement overlay Ramsey to Limonite, reclamation Ramsey to Rhinestone

### **MnDOT Improvement Projects**

#### **#SP 0202-126 TH 10 Traffic Management System Improvements**

- Construct TH 10 traffic management system improvements from Thurston Ave in City of Anoka to TH 101 in Elk River, and TH 101 from CSAH 38 (70th St) to N of CSAH 39 in Otsego
- No impacts to existing utilities anticipated
- 2026 construction proposed

#### **#SP 0202-119 Highway 10 Mill & Overlay and RCI Improvements**

- Proposed improvements include;
  - Mill & overlay pavement from approx. ½-mile west of Cleveland/Jarvis Avenue in Elk River to ½-mile west of Ramsey Boulevard in Ramsey, including Dayton Rest Area
  - Reduced Conflict Intersection (RCI) improvements (J-Turns w/out signal systems) at Edison and Jarvis Streets in Elk River, and Alpine and Beatty Drives in Ramsey
  - Remove median crossovers
  - Extend pedestrian trail south of US 10/169 from 500-feet East of Adams Street to Edison Street
  - Construct pedestrian crossover/refuge in median of US 10/169 at Jarvis Street
  - Remove, repair and replace drainage culverts
  - Construct, repair and replace misc. guardrail/end treatments
- 2027 construction proposed
- 60-percent plans complete
- No public open houses scheduled yet for Elk River or Ramsey

### **Studies & Items of Interest**

#### **Wetland 114P Outlet Control Structure**

- Staff continue to monitor water levels. No updates at this time.

#### **Commercial/Industrial/Residential Developments**

- Staff can respond to questions as needed.

### **Miscellaneous Staff Updates**

- On May 19<sup>th</sup> staff will present updates on the redundancy/safety features built into the new Water Treatment Plant to ensure treated water will remain safe to drink at all times, and will discuss when the water tower at Dysprosium Street and Nowthen Boulevard is proposed to be painted as requested during the February 17<sup>th</sup> PWC meeting.

**PWC Future Topics Calendar Discussion Items**

See calendar in following case.

**Time Frame/Observations/Alternatives:**

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

**Recommendation:**

Staff can offer recommendations on specific items upon request.

**Outcome/Action:**

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

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**Attachments**

*No file(s) attached.*

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 04/16/2026

**Reviewed By**

Brian Hagen

**Date**

04/16/2026 01:12 PM

Started On: 04/09/2026 03:38 PM

**Public Works Committee**

**Meeting Date:** 04/21/2026

**Primary Strategic Plan Initiative:** Not Applicable

**Title:**

Review Future Topics Calendar

**Purpose/Background:**

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The calendar includes topics drawn from Committee requests received during meetings and/or unresolved topics previously discussed by the Committee. Calendar dates are subject to change based on the availability of information and required attendees, staff workload, and competing interests and objectives.

**Time Frame/Observations/Alternatives:**

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

**Recommendation:**

Staff recommend 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 Apr2026

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 04/16/2026

**Reviewed By**

Brian Hagen

**Date**

04/16/2026 01:12 PM

Started On: 04/09/2026 03:40 PM

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

| <b>Date</b> | <b>Topics for Discussion – Committee Action</b>                             |
|-------------|---|
| Q4 2026     | Sunwood Drive roundabout landscaping ( <i>Riverblood</i> )                  |
| Q3 2026     | Veterans Drive Dog Park Fence ( <i>Riverblood</i> )                         |
| May 2026    | COR Street Lighting Improvements ( <i>Westby</i> )                          |
|             |   |
|             |   |
|             |   |
| <b>Date</b> | <b>Topics for Discussion – Regulatory</b>                                   |
|             |   |
|             |   |
|             |   |
|             |   |
|             |   |
| <b>Date</b> | <b>Topics for Discussion – Policy</b>                                       |
| Q3 2026     | Landscaped median maintenance policy ( <i>Riverblood</i> )                  |
|             |   |
|             |   |
|             |   |
|             |   |
| <b>Date</b> | <b>Topics for Discussion – Planning and Budget</b>                          |
| Q2 2026     | Asset management program update ( <i>Westby</i> )                           |
| Ongoing     | Trail gap connection opportunities ( <i>Riverblood</i> )                    |
|             |   |
|             |   |
|             |   |
| <b>Date</b> | <b>Topics for Discussion – Staff Updates</b>                                |
| Monthly     | Waterfront waterplay improvements ( <i>Riverblood/Westby</i> )              |
| Ongoing     | Flashing Yellow Arrow opportunities ( <i>Westby-continue lobbying for</i> ) |
| Monthly     | TH 47 Anoka improvements, Bunker Lk Blvd to Hwy 10 ( <i>Westby</i> )        |
| Monthly     | TH 47 trail connection 142 <sup>nd</sup> to Xkimo St ( <i>Riverblood</i> )  |
|             |   |
|             |   |

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