

City of Ramsey
Agenda
Public Works Committee
Tuesday, June 19, 2018
5:30 pm
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve Public Works Committee Meeting Minutes.
- 5. Committee Business**
 1. Consider Stop Sign Installation at Garnet St. and 169th Lane
 2. Consider Speed Study Request for Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive
 3. Consider Replacing 20+ Year Old Pergola, and Park Shelter Roof at Emerald Pond Park
- 6. Committee/Staff Input**
 1. Staff Updates on Improvement Projects and Items of Interest
 2. Review Future Topics Calendar
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 06/19/2018

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve Public Works Committee Meeting Minutes.

Purpose/Background:

To review and approve Public Works Committee meeting minutes dated April 18, 2018.

Timeframe:

n/a

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

Action:

Motion to approve Public Works Committee meeting minutes dated April 18, 2018.

Attachments

Minutes

Form Review

Inbox	Reviewed By	Date
Bruce Westby	MaryJo Warner	05/10/2018 08:56 AM
Mary Jo Warner (Originator)	MaryJo Warner	06/14/2018 09:41 AM
Bruce Westby	Bruce Westby	06/14/2018 12:27 PM
Grant Riemer	Grant Riemer	06/14/2018 01:34 PM
Kurt Ulrich	Kurt Ulrich	06/14/2018 03:45 PM
Form Started By: MaryJo Warner		Started On: 05/09/2018 02:27 PM
Final Approval Date: 06/14/2018		

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

The Public Works Committee conducted a regular meeting on Wednesday, April 18, 2018, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Jill Johns
 Councilmember Mark Kuzma

Also Present: Public Works Superintendent Grant Riemer
 City Engineer Bruce Westby
 Civil Engineer IV Leonard Linton
 City Administrator Kurt Ulrich

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 5:45 p.m.

2. CITIZEN INPUT

There was none.

3. APPROVE AGENDA

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

4. APPROVE MINUTES

4.01: Approve March 20, 2018, Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to approve the following minutes:

Regular Meeting Minutes dated March 20, 2018

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Using Soil from COR Infiltration Basin Project as Fill in Other Areas of the COR

Civil Engineer IV Linton stated that preparation of plans for the COR Infiltration Basin Improvement was approved by the City Council on April 9, 2018 and noted that the project will generate approximately 35,000 cubic yards of soil that needs to be exported. He reported that The COR was master planned as Ramsey Town Center and the developer completed grading on the sites generally east of Rhinestone Street and north of East Ramsey Parkways before going out of business and walking away from the project. He noted that there have been several analyses of the site to determine the amount of fill required to bring the site to grade and ready for construction. He noted that the general number is 200,000 cubic yards of fill will be required to bring the pads up to grade and ready for building.

Civil Engineer IV Linton stated that it would be feasible to issue a contract for the following work on select sites to use the excess fill from the COR Infiltration Basin Improvement Project:

1. Install silt fence.
2. Strip and stockpile the existing topsoil.
3. Spread the fill material in uniform lifts and compact.
4. Have a geotechnical engineer perform compaction tests and document the location and results of the tests.
5. Replace the topsoil.
6. Establish vegetation.

Civil Engineer IV Linton stated that the area south of Sunwood Drive and east of Zeolite Street was identified as a potential site for the excess fill and will take approximately 6,000 cubic yards. He stated that bringing the site to grade will address a concern raised by the Minnesota Department of Health about the area around the municipal well being depressed and holding water and will also make the site more marketable. He stated that the remainder of the fill will be placed in another area of the COR that needs fill using the same steps. He identified other areas which could include the property between Casey's and the infiltration basin, the future park site, and the regional pond site. He stated that it would be feasible to add this work to the COR Infiltration Basin Improvement Project and the funding sources for each line item would be provided to finance in advance, so each pay estimate would draw from the correct fund. He recommended amending the plans for the COR Infiltration Basin Improvements, Improvement Project #18-09, to include placing the fill in a controlled and documented manner on selected sites in the COR.

Councilmember Kuzma asked if the fill could be sold to Affinity.

Civil Engineer IV Linton stated that Affinity will be ready for fill prior to the City having the fill available and therefore that timing would not align.

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to recommend that the City Council orders amending the plans for The COR Infiltration Basin Improvements,

Improvement Project #18-09, to include placing the excess fill in a controlled manner on selected sites in The COR.

Further discussion: Chairperson Riley stated that he did not see a cost estimate for this work. City Engineer Westby provided additional details, noting that costs would primarily be associated with moving the soil, stripping and reapplying existing topsoil, and seeding. He stated that this could be added as an alternate bid if desired. Councilmember Johns noted that the costs would be needed anyway so this work should be included with the project.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Kuzma and Johns. Voting No: None.

Motion by Councilmember Johns, seconded by Councilmember Kuzma, to recess the meeting at 5:55 p.m.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Kuzma. Voting No: None.

The meeting reconvened to Open Session at 5:58 p.m.

5.02: Consider Recommendation to City Council Authorizing Speed Study on Bunker Lake Boulevard

City Engineer Westby stated that staff received a request from a developer to reduce the speed limit on Bunker Lake Boulevard/CSAH 116 from 55 mph to 45 mph, on the north side of The COR. He stated that recent development of the “triangle” and “U-shape” parcels in Ramsey Town Center 8th Addition added 26 new single-family homes immediately north of this segment of Bunker Lake Boulevard. He noted that the developer of the “U-shape” parcel, which includes 12 of the 26 single-family lots, feels the posted speed of 55 mph presents an immediate danger to current and future residents of these homes. He noted that the City owns and operates Bunker Lake Boulevard west of Armstrong Boulevard/CSAH 83 and Anoka County owns and operates Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and the east City limits. He noted that posted speeds are currently 40 mph west of Armstrong Boulevard, 55 between Armstrong Boulevard and Sunfish Lake Boulevard, and 50 mph east of Sunfish Lake Boulevard. He reviewed the Minnesota Statute 169.14 which establishes statutory speed limits on most typical roadways under ideal conditions, noting that all other speed limits are set by the Commissioner of the Minnesota Department of Transportation (MnDOT) based upon an engineering and traffic investigation (speed study) in which the follow factors are considered:

- Road type and condition
- Location and type of access points (intersections, entrances, etc.)
- Sufficient length of roadway (1/4 mile minimum)
- Existing traffic control devices (signs, signals, etc.)
- Crash history traffic volume sight distances (curve, hill, etc.)
- Test drive results

City Engineer Westby stated that the most common speed limits observed throughout Minnesota are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 55 mph on other roads
- 65 mph on expressways
- 65 mph on urban interstate highways
- 70 mph on rural interstate highways

City Engineer Westby stated that if speed limits are not posted, these are to be considered the default speed limits. He noted that local road authorities can determine advisory speeds for local roads and post the roads with advisory speed signs without authorization from the MnDOT Commissioner. He stated that local road authorities can also pass a resolution requesting a speed study investigation by MnDOT. He noted that the local road authority that owns and operates the segment of road to be studied is responsible for submitting the request to MnDOT and based upon the study results, which often take in excess of one year to receive, MnDOT may then authorize the local road authority to post the road with new speed limits. He noted that it is important to state that the study could find that the new speed limit should be greater than the existing speed limit, which is typically contrary to the desired outcome. He noted that staff from various departments discussed the developer's request on April 10th and staff's opinion is that there is no harm in requesting the speed study because the posted speed limit is 55 mph, which is considered the maximum speed limit for this type of road. He noted that staff commented that it would be best from a driver expectation point of view to keep speed limits as uniform as possible on Bunker Lake Boulevard throughout the City limits. He stated that staff therefore recommends specifying the scope of the speed study from Armstrong Boulevard to Sunfish Lake Boulevard, where the speed limit is consistently 55 mph. He stated that because Anoka County owns and operates this segment of Bunker Lake Boulevard, the City would request Anoka County to submit a formal speed study request to MnDOT and Anoka County would then make the decision on whether this request moves forward. He recommended that the Public Works Committee recommend that the City Council authorize to request a Speed Study on Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57. He noted that the City's request would be submitted to Anoka County, who will then consider forwarding the request to the MnDOT Commissioner.

Councilmember Kuzma asked if there is a cost for the study.

City Engineer Westby replied that there is no cost to the City for the study.

Councilmember Johns asked the plan for that section of roadway, specifically if there are plans for a traffic signal in the future at Center Street. She stated that she would rather see the speed reduced over an additional traffic signal.

City Engineer Westby replied that Bunker Lake Boulevard will eventually be reconstructed and that a traffic signal will be added at Center Street, including controlled pedestrian crossings. He stated that the improvements have not been requested by Anoka County yet.

Councilmember Kuzma stated that he would prefer not to change the speed and wait for the traffic signal to drive the study. He stated that the road was there prior to the homes being built and those residents were aware of the situation. He noted that even if the posted speed changes, people will still drive 55 mph.

Chairperson Riley asked if the City is able to request a speed.

City Engineer Westby stated that the City is unable to request a speed. He stated that when the traffic signal is added, a speed study would occur by MnDOT. He noted that the timing for that improvement is not yet known and reviewed some items that would trigger that improvement.

Councilmember Johns noted that this section is an anomaly, as this is the only 55 mph section of Bunker Lake Boulevard, through Andover. She noted that the speed will not go up and if anything could decrease. She stated that the speed could be decreased to match another segment of the roadway that adjoins to that section.

City Engineer Westby stated that the City cannot request a speed, as the speed study process will identify the speed. He stated that staff would like the corridor to be as consistent as possible.

Chairperson Riley stated that while he would like the speed to be consistent, the speed was 55 mph before the homes were built.

Councilmember Johns agreed that makes sense to wait until the reconstruction but noted that there are residents trying to cross the roadway for events and the traffic is moving quickly.

City Engineer Westby stated that the connection of the regional trail along Center Street could also trigger the intersection improvement at Center Street, and therefore that signal could be added before the reconstruction of Bunker Lake Boulevard.

Councilmember Johns asked and received confirmation that pedestrian crossings are accounted for in the study.

Motion by Councilmember Riley, seconded by Councilmember Johns, to recommend City Council authorization to request a Speed Study on Bunker Lake Boulevard/CSAH 116 between Armstrong Boulevard/CSAH 83 and Sunfish Lake Boulevard/CSAH 57.

Motion carried. Voting Yes: Chairperson Riley and Councilmembers Johns. Voting No: Councilmember Kuzma.

6. COMMITTEE / STAFF INPUT

6.01: Staff Updates on Improvement Projects and Items of Interest

City Engineer Westby stated that a list of projects planned for 2018 by Anoka County and MnDOT were included in the packet and reviewed the timing on the upcoming projects. He

stated that there are four posters in the lobby of City Hall, which the City received from the Anoka Conservation District, and coordinating brochures on different water related topics.

Councilmember Kuzma asked if the work at King's Island has been completed.

City Engineer Westby confirmed that work has been completed.

Councilmember Kuzma asked if the City could have a public event, perhaps a ribbon cutting.

City Engineer Westby stated that he has been working with parks staff in attempt to schedule an event.

Councilmember Kuzma suggested that perhaps it be a joint event with Ramsey and Anoka.

6.02: Review Future Topics Calendar

City Administrator Ulrich stated that the franchise fee impact on debt will be on the Council worksession agenda the following Tuesday along with a reception for the Mayor.

City Engineer Westby stated that the dates are dynamic, noting that some topics have been delayed allowing for recent projects to move forward.

7. ADJOURNMENT

Motion by Councilmember Kuzma, seconded by Councilmember Johns, to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 6:24 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 06/19/2018

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Consider Stop Sign Installation at Garnet St. and 169th Lane

Purpose/Background:

Staff has received a request for stop signs at the intersection of 169th Lane and Garnet St. Currently there are no stop signs on any legs of the intersections. The requested action would change this intersection to a 2-way stop, with the stop condition on the north and south legs of Garnet Street. The reasons given for requesting the additional stop signs are excessive speed and there is a bus stop located at that intersection. The neighborhood petition requesting the stop signs is attached to this case.

We used the police radar trailer to gather information on vehicle speed and to determine the 85 percentile speed. The 85 percentile is defined as "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point." The trailer was in place May 16,17,21,24 and the 29th.

Timeframe:

10-15 minutes

Observations/Alternatives:

The following information was gathered at the intersection:

Traffic count on Garnet St north of 169th Lane-447 ADT

Traffic count on Garnet St south of 169th Lane -267 ADT

Traffic count on 169 th Lane east of Garnet St-104 ADT

Traffic count on 169 th Lane west of Garnet St -338 ADT

Posted speed limit at intersection-30 mph

85th percentile speed- 37.52 mph

Accident data- no accidents reported for this intersection

Based on the information gathered, this intersection does not meet the warrants outlined in the *Minnesota Manual of Uniform Traffic Control Devices* because of the following factors:

1. Insufficient traffic volumes
2. Accident history at the intersection
3. Sufficient visibility at the intersection

Funding Source:

This case was prepared as part of normal Staff duties. Any signs recommended for installation would come from the general fund budget.

Recommendation:

Staff recommends not installing additional stop signs at this intersection based on the traffic counts and accident history. Staff would also recommend that the Police Department continue to enforce the 30 mph speed limit in the area in an effort to reduce speeds on Garnet St.

Action:

Motion to accept staff recommendation to not install additional stop signs at 169th Lane/Garnet St based on the traffic counts, visibility and accident history or reject staff recommendation and approve alternative motion based on committee discussion.

Attachments

Petition

Vehicle Counts by Speed

85 Percentile Speed for Garnet St

MUTCD Recommendation

Form Review

Inbox

Kurt Ulrich

Form Started By: Grant Riemer

Final Approval Date: 06/14/2018

Reviewed By

Kurt Ulrich

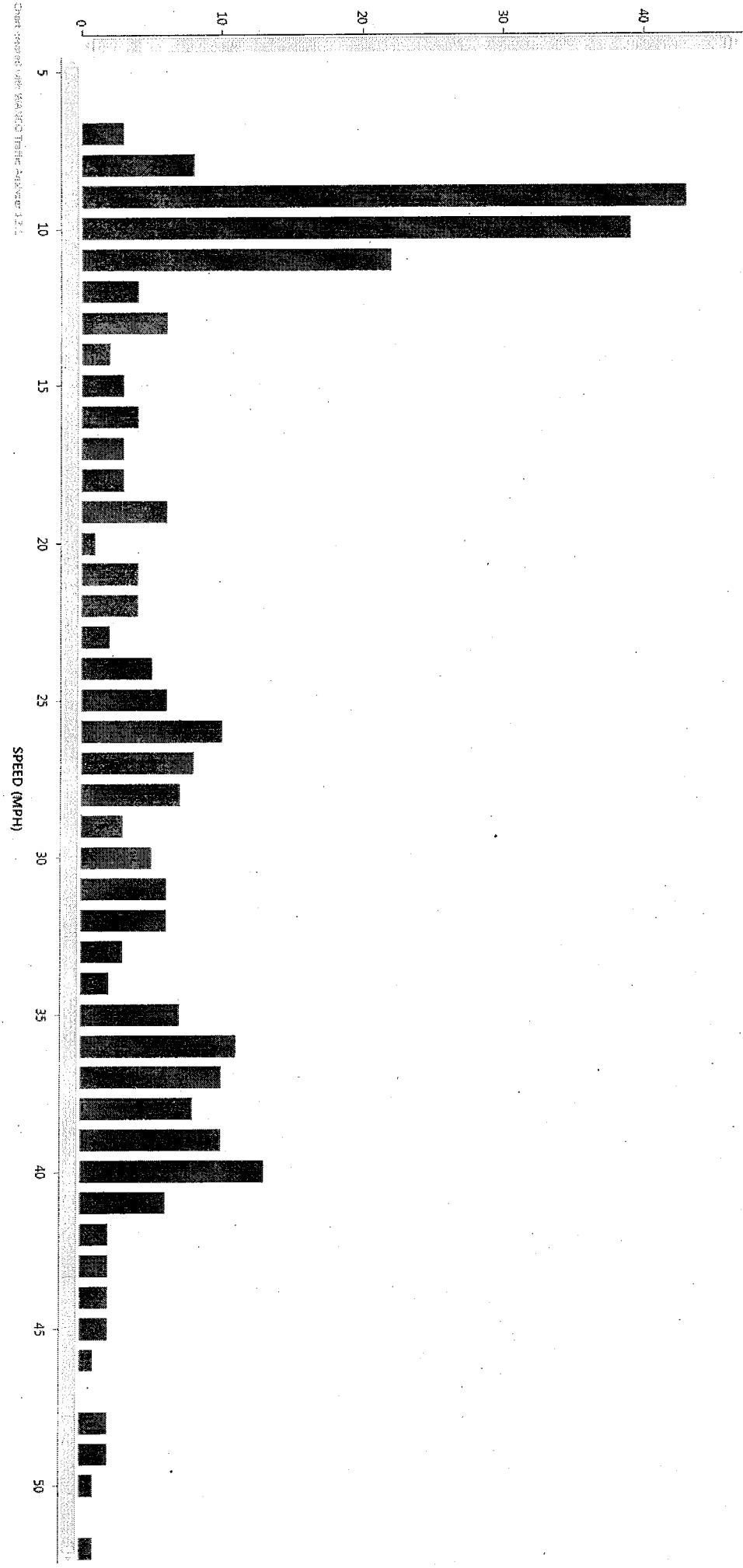
Date

06/14/2018 03:56 PM

Started On: 06/01/2018 01:49 PM

Vehicle Count By Speed

COUNT



Speeds: 7 - 55 MPH Start: 2018-05-17
Vehicles: All Types End: 2018-05-17
Directions: Approach & Depart Records: 298

Chart generated with MAXVUE Traffic Analyzer 1.2.1

Vehicle Count By Speed

COUNT

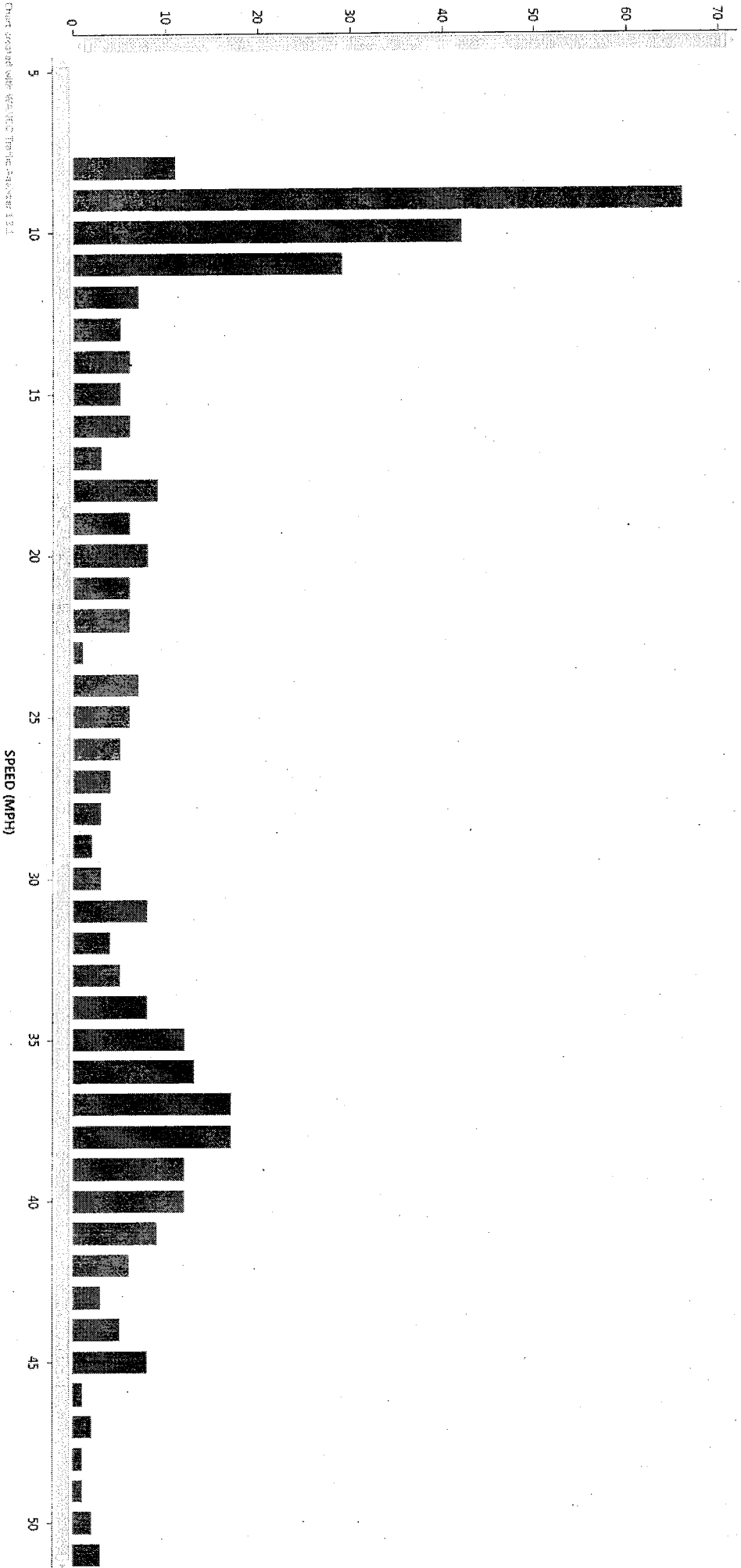


Chart created with VDOT Traffic Advisor 1.0.1

Speeds: 7 - 53 MPH
 Vehicles: All Types
 Directions: Approach & Depart
 Start: 2018-05-21
 End: 2018-05-21
 Records: 395

Vehicle Count By Speed

COUNT

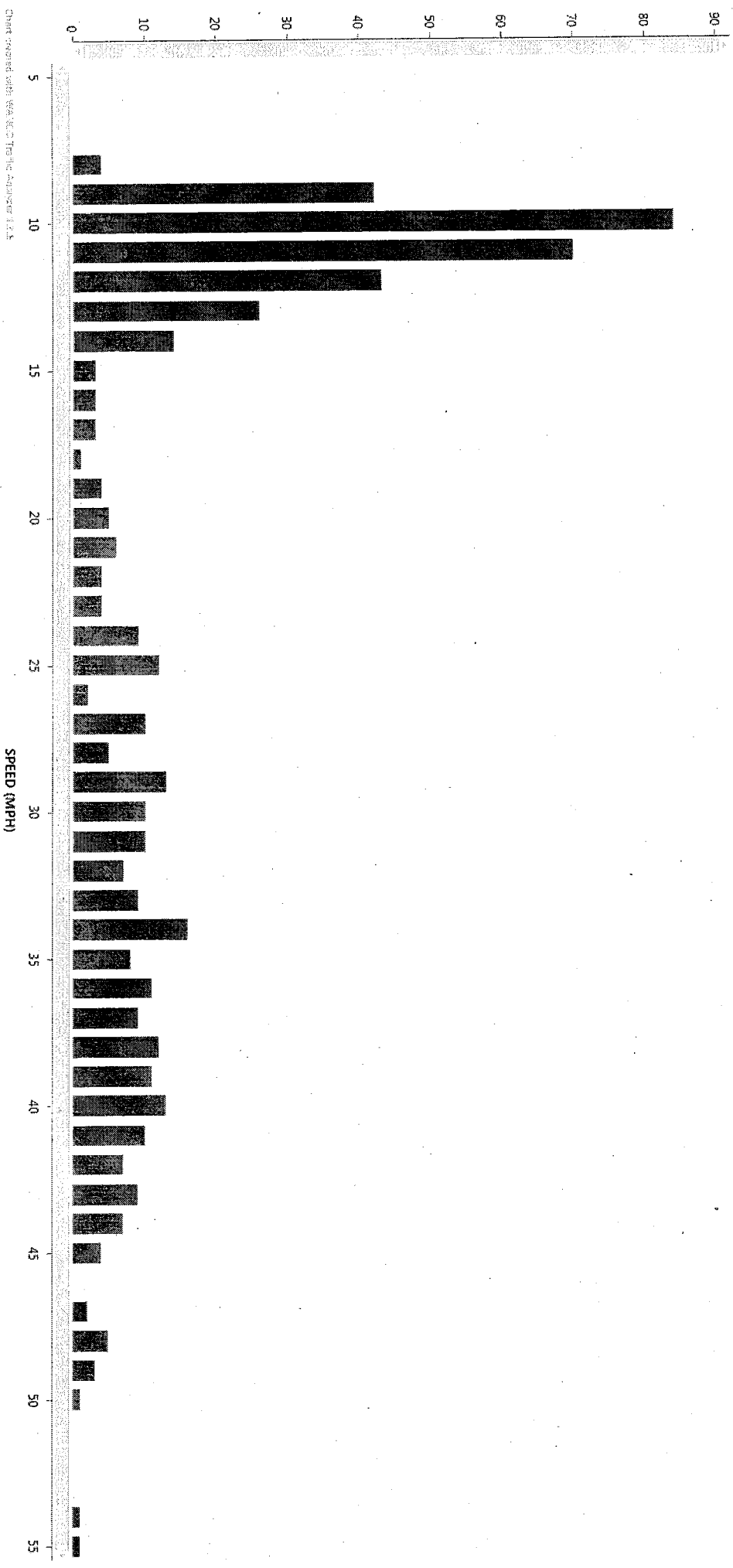


Chart created with NGA, LLC Traffic Advisor 1.2.3

Speeds: 7 - 55 MPH
 Vehicles: All Types
 Directions: Approach & Depart
 Start: 2018-05-24
 End: 2018-05-24
 Records: 533

Vehicle Count By Speed

COUNT

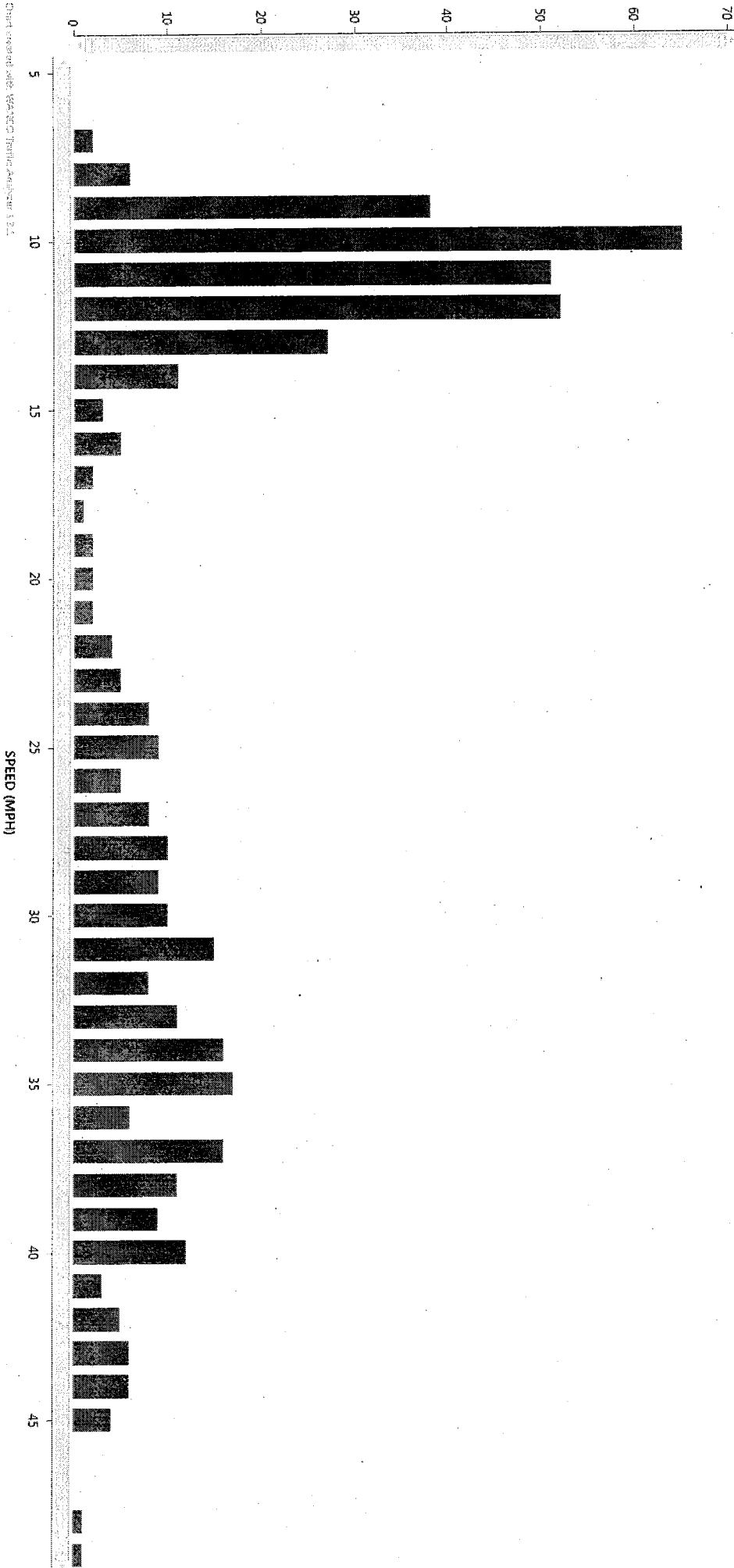


Chart generated with VERA VCCO Traffic Analyzer 1.2.2

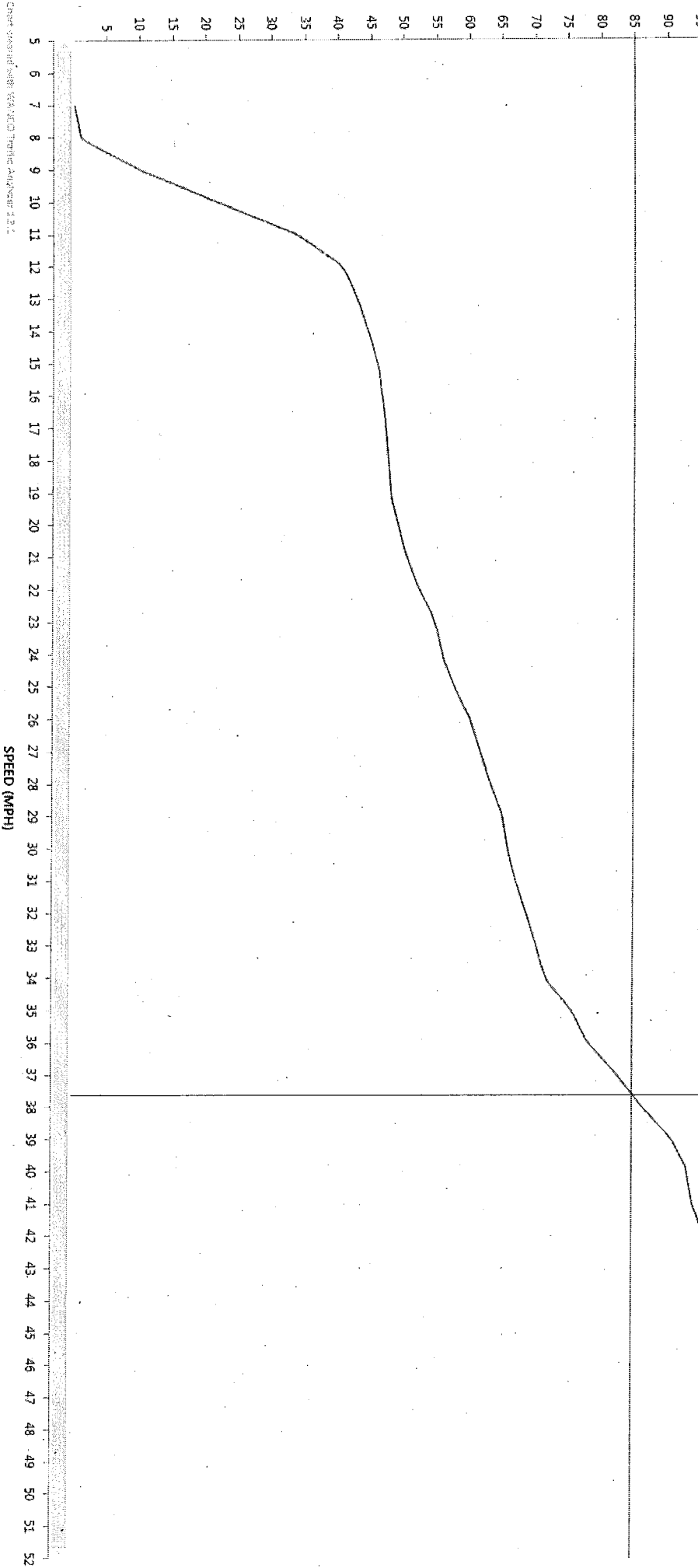
Speeds: 7 - 50 MPH
 Vehicles: All Types
 Directions: Approach & Depart
 Start: 2018-05-29
 End: 2018-05-29
 Records: 484

Percentile By Speed

PERCENTILE

85% = 37.63 MPH

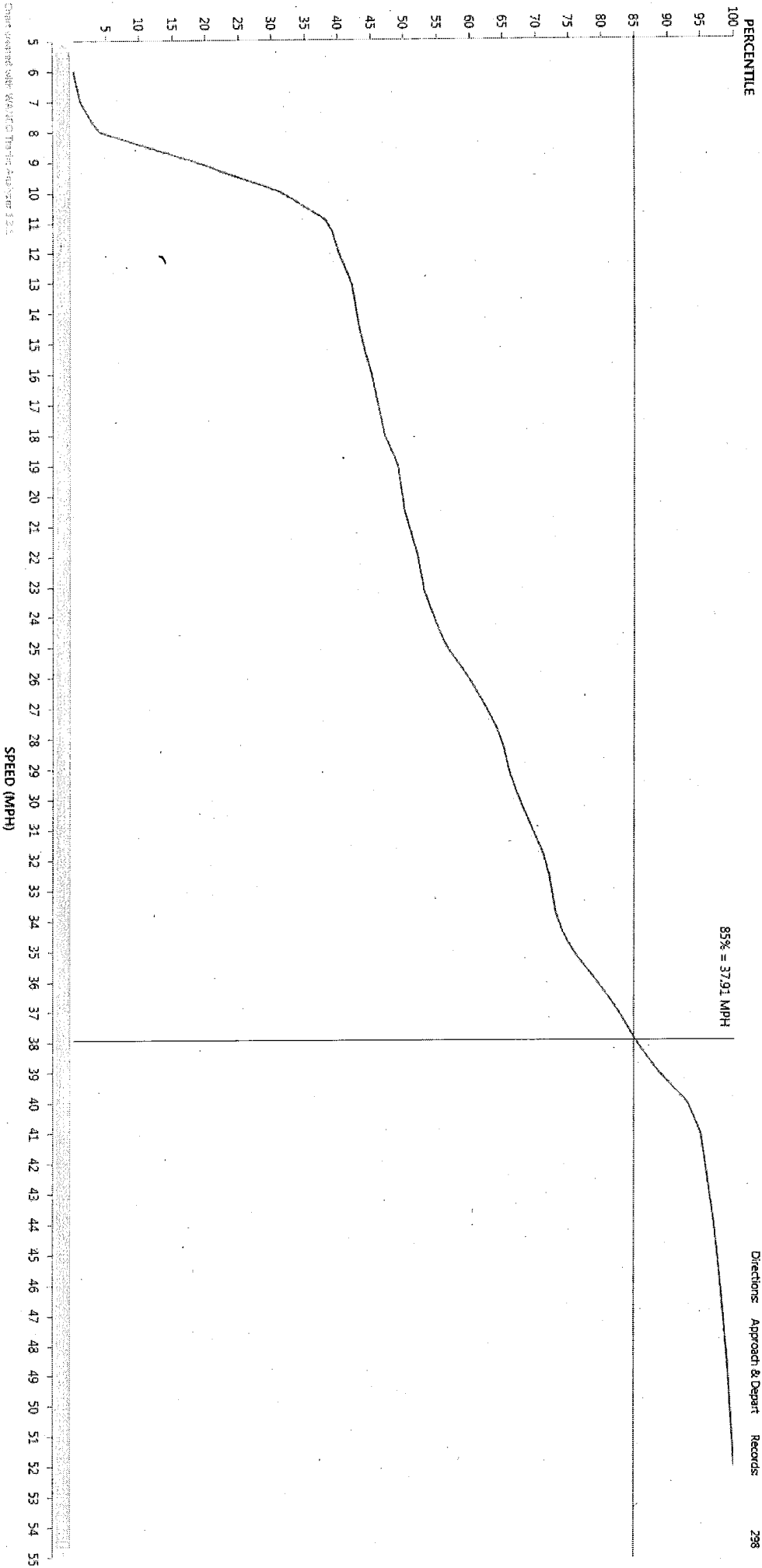
Speeds: 7 - 50 MPH
Vehicles: All Types
Directions: Approach & Depart
Start: 2018-05-16
End: 2018-05-16
Records: 316



SPEED (MPH)

Chart generated with the NCD Traffic Analyzer 2.0.2

Percentile By Speed



85% = 37.91 MPH

SPEEDS: 7 - 55 MPH
VEHICLES: All Types
DIRECTIONS: Approach & Depart
START: 2018-05-17
END: 2018-05-17
RECORDS: 298

> Percentile By Speed

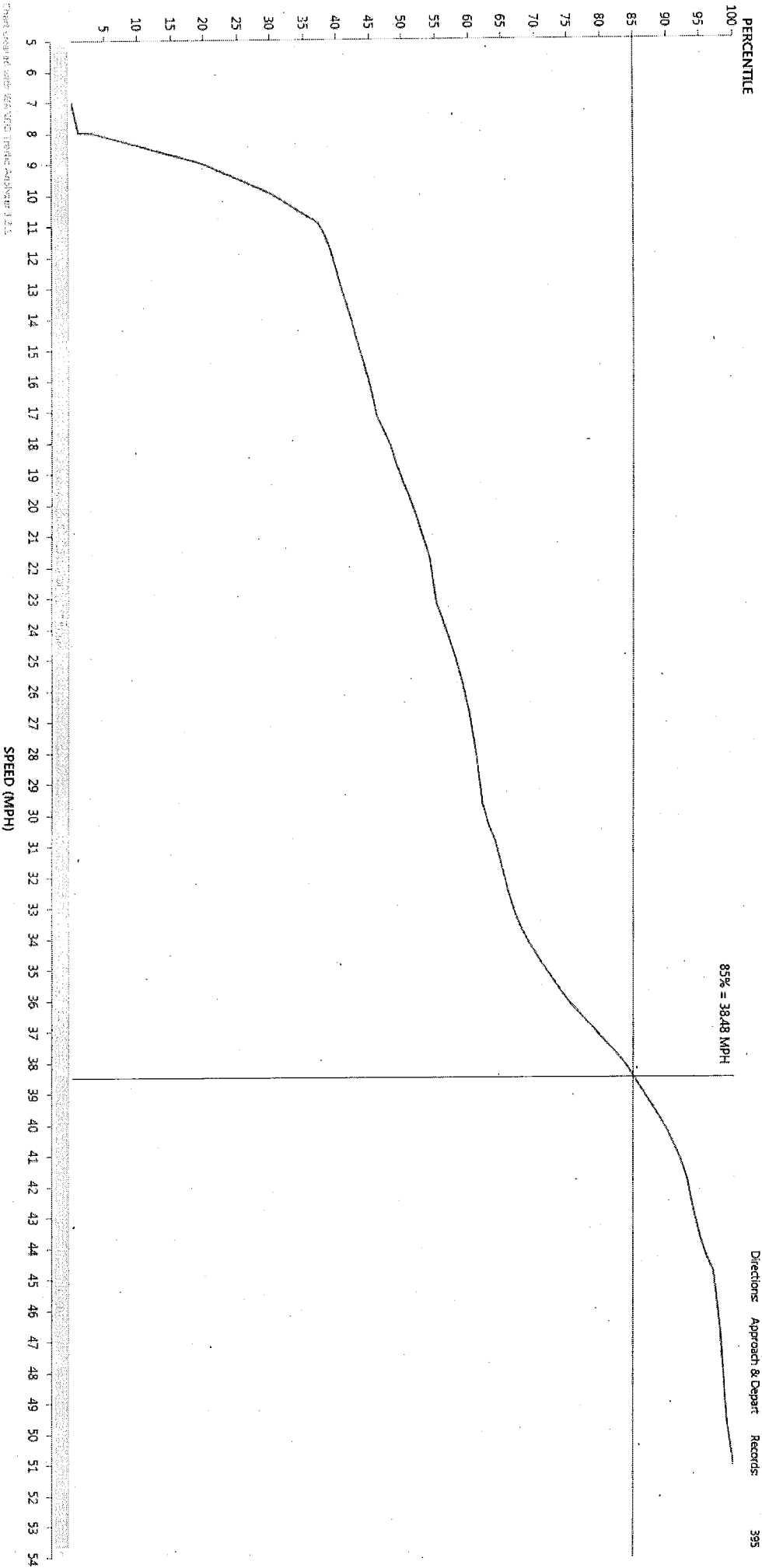


Chart created with the VDOT Traffic Advisor 1.2.1.

Speeds: 7 - 52 MPH Start: 2018-05-21
Vehicles: All Types End: 2018-05-21
Directions: Approach & Depart Records: 395

Percentile By Speed

PERCENTILE

85% = 37.5 MPH

Speeds: 7 - 55 MPH
Vehicles: All Types
Directions: Approach & Depart
Start: 2018-05-24
End: 2018-05-24
Records: 533

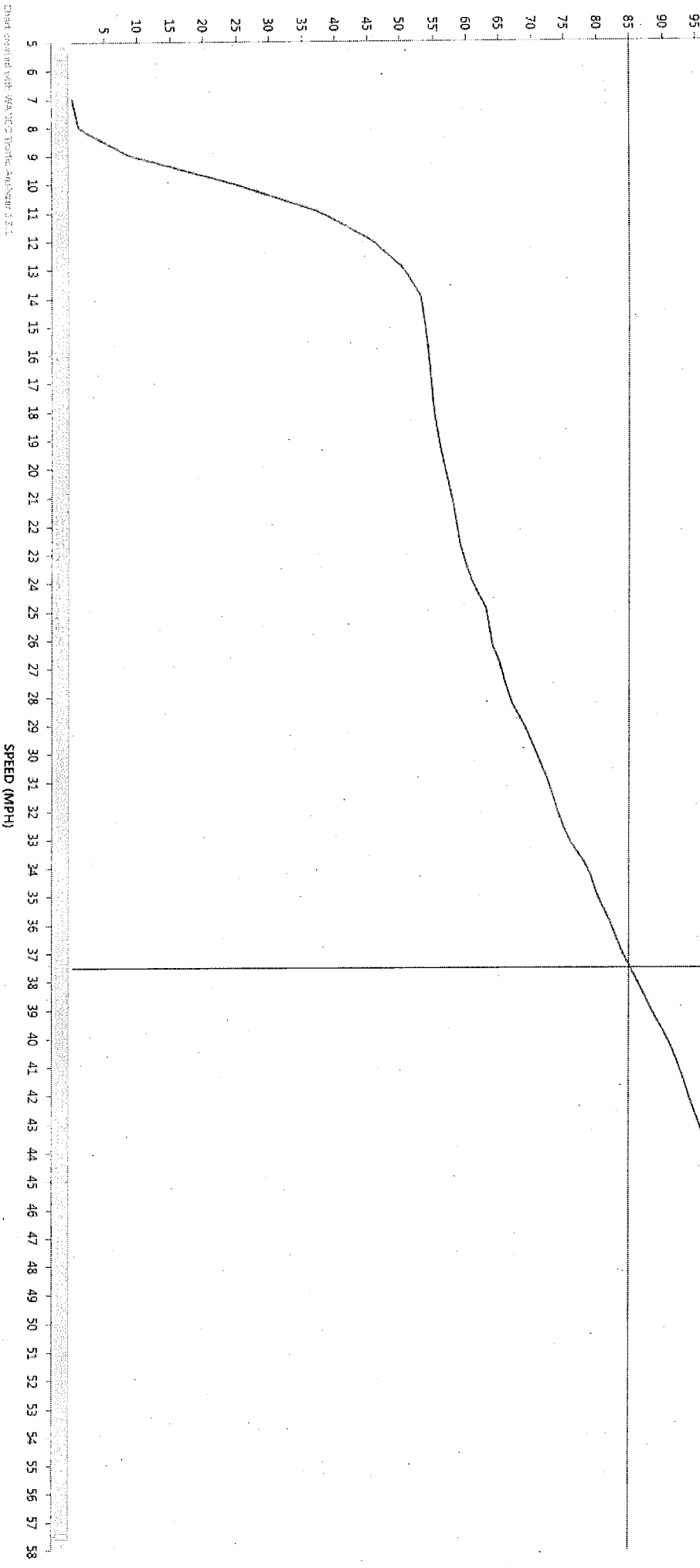
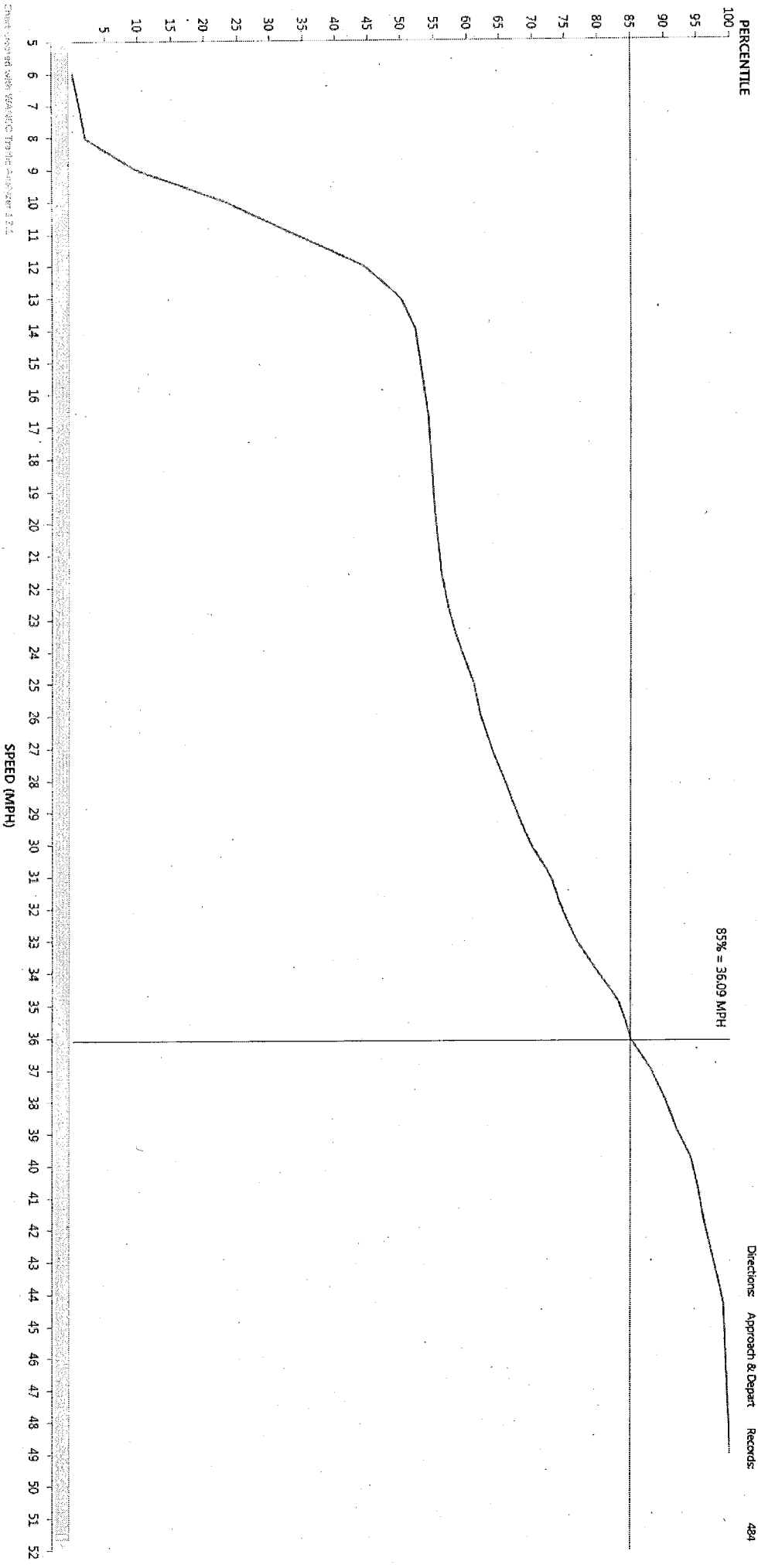


Chart generated with Advanced Traffic Analyzer 4.2.1.

SPEED (MPH)

Percentile By Speed



85% = 36.09 MPH

Speeds: 7 - 50 MPH
Vehicles: All Types
Directions: Approach & Depart
Records: 484

Sprt: 2018-05-29
End: 2018-05-29

Chart created with ROADREC Traffic Analyzer 4.0.1.1

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

YIELD or STOP signs should not be used for speed control.

Section 2B.7 contains provisions regarding the application of multi-way STOP control at an intersection. Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

GUIDANCE:
SUPPORT:

Public Works Committee

5. 2.

Meeting Date: 06/19/2018

By: Bruce Westby, Engineering/Public Works

Title:

Consider Speed Study Request for Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive

Purpose/Background:

Purpose:

The purpose of this case is to consider a request to perform a Speed Study on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive.

Background:

Staff received a request from a former PACT Charter School bus driver who resides in Nowthen (applicant) to reduce the speed limit on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive. The applicant feels the existing pedestrian crossings for Ramsey Boulevard are unsafe for children who walk to PACT Charter School due to the existing posted speed limit of 55 mph.

This segment of Ramsey Boulevard has two controlled pedestrian crossings, one at Bunker Lake Boulevard and one at Sunwood Drive. The controlled crossings consist of marked crosswalks with pedestrian actuated signals at each of the signalized intersections. The applicant is concerned that if a child crosses against a red light that vehicles will not be able to react in time to avoid hitting the child, and that a slower speed limit will provide more reaction time for drivers to help them avoid hitting the child. The applicant plans to attend the Public Works Committee meeting to explain their concerns in detail.

Minnesota Statute 169.14 establishes statutory speed limits on most typical roadways under ideal conditions. All other speed limits are set by the Commissioner of the Minnesota Department of Transportation (MnDOT) based upon an engineering and traffic investigation (speed study) in which the following factors are considered:

- Road type and condition
- Location and type of access points (intersections, entrances, etc.)
- Sufficient length of roadway (1/4 mile minimum)
- Existing traffic control devices (sign, signals, etc.)
- Crash history traffic volume sight distances (curve, hill, etc.)
- Test drive results

The most common speed limits observed throughout Minnesota are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 55 mph on other roads
- 65 mph on expressways
- 65 mph on urban interstate highways
- 70 mph on rural interstate highways

Where speed limits are not posted, these are considered the default speed limits.

Local road authorities (cities, townships, and counties) can determine advisory speeds for local roads and post the roads with advisory speed signs without authorization from the MnDOT Commissioner.

Local road authorities can also pass a resolution requesting a speed study investigation by MnDOT. The local road

authority that owns and operates the segment of road to be studied is responsible for submitting the request to MNDOT. Anoka County owns and operates Ramsey Boulevard/CSAH 56 so they are required to submit the Speed Study request to MnDOT.

Based on the study results, which often take in excess of one-year to receive, MnDOT may authorize the local road authority to post the road with new speed limits. However, it is important to note that the study could find that the new speed limit should be greater than the existing speed limit, which is typically contrary to the desired outcome. In this case, Staff would not expect the speed limit to increase given the current posted speed and the functional classification of the road.

Additional information regarding speed limits is available on MnDOT's web site at <http://www.dot.state.mn.us/speed/index.html>.

Timeframe:

Staff estimates this case will take approximately 15 minutes to present and discuss.

Observations/Alternatives:

Observations:

Staff does not believe that a Speed Study will result in a reduced speed limit on Ramsey Boulevard based on the criteria used to perform speed studies.

Staff did not reach out to PACT Charter School to discuss this issue, but if the Committee believes this request should be pursued Staff will meet with School officials to discuss this issue in detail, including obtaining information on bus/walking zones.

Staff did not reach out to the Anoka County Highway Department to discuss this issue, but if the Committee believes this request should be pursued Staff will meet with Anoka County Highway Department Staff to discuss this issue in detail, including obtaining information on planned improvements for this corridor.

It is typically best to maintain uniform speed limits along roadway corridors where the functional classification does not vary to meet driver expectations.

Because Anoka County owns and operates this segment of Ramsey Boulevard, the City must submit a speed study request to Anoka County, who must then submit a formal speed study request to MnDOT. Anoka County and MnDOT must then ultimately make the final decision on whether this request moves forward.

Alternatives:

Alternative #1 – Motion of denial to file a request with Anoka County to perform a Speed Study on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive.

Alternative #2 – Motion of other.

Funding Source:

No costs are anticipated as a result of this request, other than Staff's time.

Recommendation:

Staff recommends alternative #1. If the Committee selects alternate #2, Staff will meet with PACT Charter School officials and Anoka County Highway Department Staff to discuss this issue in greater detail, and to bring a case back to the July 17th Public Works Committee meeting for further discussion.

Action:

Motion of denial to file a request with Anoka County to perform a Speed Study on Ramsey Boulevard between Bunker Lake Boulevard and Sunwood Drive.

Attachments

[Figure 1](#)

[Figure 2](#)

[MSS 169.14](#)

[MnDOT Speed Brochure](#)

Form Review

Inbox

Grant Riemer

Kurt Ulrich

Form Started By: Bruce Westby

Final Approval Date: 06/14/2018

Reviewed By

Grant Riemer

Kurt Ulrich

Date

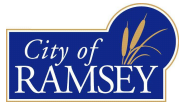
06/14/2018 01:28 PM

06/14/2018 03:59 PM

Started On: 06/13/2018 08:20 AM

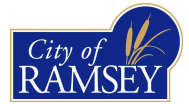
Ramsey Blvd Ped Xing Concerns

FIGURE 1



Ramsey Blvd Ped Xing Concerns

FIGURE 2



LOGIS, Arok a County

0 55 110 220 330 440
Feet

169.14 SPEED LIMITS, ZONES; RADAR.

Subdivision 1. **Duty to drive with due care.** No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions. Every driver is responsible for becoming and remaining aware of the actual and potential hazards then existing on the highway and must use due care in operating a vehicle. In every event speed shall be so restricted as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering the highway in compliance with legal requirements and the duty of all persons to use due care.

Subd. 1a. **License revocation for extreme speed.** The driver's license of a person who violates any speed limit established in this section, by driving in excess of 100 miles per hour, is revoked for six months under section 171.17, or for a longer minimum period of time applicable under section 169A.53, 169A.54, or 171.174.

Subd. 2. **Speed limits.** (a) Where no special hazard exists the following speeds shall be lawful, but any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that the speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful:

(1) 30 miles per hour in an urban district;

(2) 65 miles per hour on noninterstate expressways, as defined in section 160.02, subdivision 18b, and noninterstate freeways, as defined in section 160.02, subdivision 19;

(3) 55 miles per hour in locations other than those specified in this section;

(4) 70 miles per hour on interstate highways outside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(5) 65 miles per hour on interstate highways inside the limits of any urbanized area with a population of greater than 50,000 as defined by order of the commissioner of transportation;

(6) ten miles per hour in alleys;

(7) 25 miles per hour in residential roadways if adopted by the road authority having jurisdiction over the residential roadway; and

(8) 35 miles per hour in a rural residential district if adopted by the road authority having jurisdiction over the rural residential district.

(b) A speed limit adopted under paragraph (a), clause (7), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the residential roadway on which the speed limit applies.

(c) A speed limit adopted under paragraph (a), clause (8), is not effective unless the road authority has erected signs designating the speed limit and indicating the beginning and end of the rural residential district for the roadway on which the speed limit applies.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established in this subdivision, or a speed limit designated on an appropriate sign under subdivision 4, 5, 5b, 5c, or 5e, by driving 20 miles per hour or more in excess of the applicable speed limit, is assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than \$25.

Subd. 2a. **Increased speed limit when passing.** Notwithstanding subdivision 2, the speed limit is increased by ten miles per hour over the posted speed limit when the driver:

- (1) is on a two-lane highway having one lane for each direction of travel;
- (2) is on a highway with a posted speed limit that is equal to or higher than 55 miles per hour;
- (3) is overtaking and passing another vehicle proceeding in the same direction of travel; and
- (4) meets the requirements in section 169.18.

Subd. 3. **Reduced speed required.** (a) The driver of any vehicle shall, consistent with the requirements, drive at an appropriate reduced speed when approaching or passing an authorized emergency vehicle stopped with emergency lights flashing on any street or highway, when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding roadway, and when special hazards exist with respect to pedestrians or other traffic or by reason of weather or highway conditions.

(b) A person who fails to reduce speed appropriately when approaching or passing an authorized emergency vehicle stopped with emergency lights flashing on a street or highway shall be assessed an additional surcharge equal to the amount of the fine imposed for the speed violation, but not less than \$25.

Subd. 4. **Establishment of zones by commissioner.** On determining upon the basis of an engineering and traffic investigation that any speed set forth in this section is greater or less than is reasonable or safe under the conditions found to exist on any trunk highway or upon any part thereof, the commissioner may erect appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. On determining upon that basis that a part of the trunk highway system outside a municipality should be a zone of maximum speed limit, the commissioner may establish that part as such a zone by erecting appropriate signs showing the beginning and end of the zone, designating a reasonable and safe speed therefor, which may be different than the speed set forth in this section, and that it is a zone of maximum speed limit. The speed so designated by the commissioner within any such zone shall be a maximum speed limit, and speed in excess of such limit shall be unlawful. The commissioner may in the same manner from time to time alter the boundary of such a zone and the speed limit therein or eliminate such zone.

Subd. 4a. [Repealed, 1997 c 143 s 20]

Subd. 5. **Zoning within local area.** When local authorities believe that the existing speed limit upon any street or highway, or part thereof, within their respective jurisdictions and not a part of the trunk highway system is greater or less than is reasonable or safe under existing conditions, they may request the commissioner to authorize, upon the basis of an engineering and traffic investigation, the erection of appropriate signs designating what speed is reasonable and safe, and the commissioner may authorize the erection of appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of these speed limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. Alteration of speed limits on streets and highways shall be made only upon authority of the commissioner except as provided in subdivision 5a.

Subd. 5a. **Speed zoning in school zone; surcharge.** (a) Local authorities may establish a school speed limit within a school zone of a public or nonpublic school upon the basis of an engineering and traffic investigation as prescribed by the commissioner of transportation. The establishment of a school speed limit on any trunk highway shall be with the consent of the commissioner of transportation. Such school speed limits shall be in effect when children are present, going to or leaving school during opening or closing hours or during school recess periods. The school speed limit shall not be lower than 15 miles per hour and shall not be more than 30 miles per hour below the established speed limit on an affected street or highway.

(b) The school speed limit shall be effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the reduced speed zone. Any speed in excess of such posted school speed limit is unlawful. All such signs shall be erected by the local authorities on those streets and highways under their respective jurisdictions and by the commissioner of transportation on trunk highways.

(c) For the purpose of this subdivision, "school zone" means that section of a street or highway which abuts the grounds of a school where children have access to the street or highway from the school property or where an established school crossing is located provided the school advance sign prescribed by the Manual on Uniform Traffic Control Devices adopted by the commissioner of transportation pursuant to section 169.06 is in place. All signs erected by local authorities to designate speed limits in school zones shall conform to the Manual on Uniform Traffic Control Devices.

(d) Notwithstanding section 609.0331 or 609.101 or other law to the contrary, a person who violates a speed limit established under this subdivision is assessed an additional surcharge equal to the amount of the fine imposed for the violation, but not less than \$25.

Subd. 5b. **Segment in urban district.** When any segment of at least a quarter-mile in distance of any city street, municipal state-aid street, or town road on which a speed limit in excess of 30 miles per hour has been established pursuant to an engineering and traffic investigation by the commissioner meets the definition of "urban district" as defined in section 169.011, subdivision 90, the governing body of the city or town may by resolution declare the segment to be an urban district and may establish on the segment the speed limit for urban districts prescribed in subdivision 2. The speed limit so established shall be effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the segment on which the speed limit is established, and any speed in excess of such posted limits shall be unlawful. A copy of the resolution shall be transmitted to the commissioner at least ten days prior to the erection of the signs.

Subd. 5c. **Speed zoning in alleyway.** Local authorities may regulate speed limits for alleyways as defined in section 169.011 based on their own engineering and traffic investigations. Alleyway speed limits established at other than ten miles per hour shall be effective when proper signs are posted.

Subd. 5d. **Speed limit in work zone when workers present.** (a) Notwithstanding subdivision 2 and subject to subdivision 3, the speed limit on a road having an established speed limit of 50 miles per hour or greater is adjusted to 45 miles per hour in a work zone when (1) at least one lane or portion of a lane of traffic is closed in either direction, and (2) workers are present. A speed in excess of the adjusted speed limit is unlawful.

(b) Paragraph (a) does not apply to a segment of road in which:

(1) positive barriers are placed between workers and the traveled portion of the highway;

(2) the work zone is in place for less than 24 hours;

(3) a different speed limit for the work zone is determined by the road authority following an engineering and traffic investigation and based on accepted engineering practice; or

(4) a different speed limit for the work zone is established by the road authority under paragraph (c).

(c) The commissioner, on trunk highways and temporary trunk highways, and local authorities, on streets and highways under their jurisdiction, may authorize the use of reduced maximum speed limits in work zones when workers are present, without an engineering and traffic investigation required. The work zone speed limit must not reduce the speed limit on the affected street or highway by more than:

(1) 20 miles per hour on a street or highway having an established speed limit of 55 miles per hour or greater; and

(2) 15 miles per hour on a street or highway having an established speed limit of 50 miles per hour or less.

(d) A work zone speed limit under paragraph (c) is effective on erection of appropriate regulatory speed limit signs. The signs must be removed or covered when they are not required. A speed in excess of the posted work zone speed limit is unlawful.

(e) For any speed limit under this subdivision, a road authority shall erect signs identifying the speed limit and indicating the beginning and end of the speed limit zone.

Subd. 5e. **Speed limit on park road.** The political subdivision with authority over a park may establish a speed limit on a road located within the park. A speed limit established under this subdivision on a trunk highway is effective only with the commissioner's approval. A speed limit established under this subdivision must be based on an engineering and traffic investigation prescribed by the commissioner of transportation and must not be lower than 20 miles per hour, and no speed limit established under this subdivision may reduce existing speed limits by more than 15 miles per hour. A speed limit established under this subdivision is effective on the erection of appropriate signs designating the speed limit and indicating the beginning and end of the reduced speed zone. Any speed in excess of the posted speed is unlawful.

Subd. 5f. **Speed limits on certain rural residential districts.** (a) A rural residential district existing and lawfully signed before August 1, 2009, continues to qualify as a rural residential district.

(b) A rural residential district existing and lawfully signed before August 1, 2009, is subject to the speed limit signed before August 1, 2009.

[See Note.]

Subd. 5g. **St. Louis County Road 128.** Notwithstanding any provision to the contrary in this section, the speed limit on St. Louis County Road 128 in Eagles Nest Township between marked Trunk Highway 169 and County Road 989 is 40 miles per hour. The county engineer must erect appropriate signs displaying the 40 miles per hour speed limit.

[See Note.]

Subd. 6. [Repealed, Ex1971 c 27 s 49]

Subd. 6a. **Work zone speed limit violations.** A person convicted of operating a motor vehicle in violation of a speed limit in a work zone, or any other provision of this section while in a work zone, shall be required to pay a fine of \$300. This fine is in addition to the surcharge under section 357.021, subdivision 6.

Subd. 7. **Burden of proof.** The provisions of this chapter declaring speed limitation shall not be construed to relieve the plaintiff in any civil action from the burden of proving negligence on the part of the defendant as the proximate cause of an accident.

Subd. 8. **Minimum speeds.** On determining upon the basis of an engineering and traffic investigation that a speed at least as great as, or in excess of, a specified and determined minimum is necessary to the reasonable and safe use of any trunk highway or portion thereof, the commissioner may erect appropriate signs specifying the minimum speed on such highway or portion thereof. The minimum speed shall be effective when such signs are erected. Any speeds less than the posted minimum speeds shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful.

Subd. 9. **Standards of evidence.** In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed of a motor vehicle as indicated on the speedometer thereof shall be admissible on a showing that a vehicle is regularly used in traffic law enforcement and that the speedometer thereon is regularly and routinely tested for accuracy and a record of the results of said tests kept on file by the agency having control of said vehicle. Evidence as to the speed indicated on said speedometer shall be prima facie evidence that the said vehicle was, at the time said reading was observed, traveling at the rate of speed so indicated; subject to correction by the amount of error, if any, shown to exist by the test made closest in time to the time of said reading.

Records of speedometer tests kept in the regular course of operations of any law enforcement agency shall be admissible without further foundation, as to the results of said tests. Such records shall be available to the defendant upon demand. Nothing herein shall be construed to preclude or interfere with the cross examination or impeachment of evidence of rate of speed as indicated by speedometer readings, pursuant to the Rules of Evidence.

Subd. 10. **Radar; speed-measuring device; standards of evidence.** (a) In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed as indicated on radar or other speed-measuring device is admissible in evidence, subject to the following conditions:

- (1) the officer operating the device has sufficient training to properly operate the equipment;
- (2) the officer testifies as to the manner in which the device was set up and operated;
- (3) the device was operated with minimal distortion or interference from outside sources; and
- (4) the device was tested by an accurate and reliable external mechanism, method, or system at the time it was set up.

(b) Records of tests made of such devices and kept in the regular course of operations of any law enforcement agency are admissible in evidence without further foundation as to the results of the tests. The records shall be available to a defendant upon demand. Nothing in this subdivision shall be construed to preclude or interfere with cross examination or impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring device.

Subd. 11. **Handheld traffic radar.** (a) Law enforcement agencies that use handheld radar units shall establish operating procedures to reduce the operator's exposure to microwave radiation.

- (b) The procedures, at a minimum, must require:
- (1) that the operator turn the unit off when it is not in use;
 - (2) if the unit has a standby mode, that the operator use this mode except when measuring a vehicle's speed;
 - (3) that the operator not allow the antenna to rest against the operator's body while it is in operation; and

(4) that the operator always point the antenna unit away from the operator and any other person in very close proximity to the unit.

Subd. 12. **Radar jammer.** For purposes of this section, "radar jammer" means any instrument, device, or equipment designed or intended for use with a vehicle or otherwise to jam or interfere in any manner with a speed-measuring device operated by a peace officer.

No person shall sell, offer for sale, use, or possess any radar jammer in this state.

History: (2720-178) 1937 c 464 s 28; 1939 c 430 s 6; 1947 c 428 s 12,13; 1955 c 802 s 1,2; 1957 c 580 s 1; 1963 c 843 s 1-4; 1969 c 623 s 1; 1975 c 53 s 1; 1975 c 363 s 1,2; 1976 c 166 s 7; 1979 c 60 s 1; 1980 c 498 s 4; 1984 c 417 s 24,25; 1986 c 444; 1987 c 319 s 1; 1991 c 298 art 4 s 9; 1993 c 26 s 1; 1993 c 61 s 1; 1994 c 635 art 1 s 12; 1994 c 640 s 1; 1994 c 645 s 1; 1995 c 118 s 1; 1995 c 265 art 2 s 18; 1996 c 455 art 1 s 5,6; 1997 c 143 s 9-11; 1997 c 159 art 2 s 20,21; 1999 c 44 s 1; 2001 c 213 s 9; 1Sp2003 c 19 art 2 s 27; 1Sp2005 c 6 art 3 s 41,42; 2008 c 287 art 1 s 45; 2009 c 56 s 4,5; 2009 c 165 s 1; 2010 c 356 s 1; 2014 c 312 art 11 s 7,8; 1Sp2017 c 3 art 3 s 48

NOTE: Subdivision 5f, paragraph (b), as added by Laws 2009, chapter 56, section 5, expires when the speed limit signs erected before August 1, 2009, are replaced. Laws 2009, chapter 56, section 5, the effective date.

NOTE: The new speed limit under subdivision 5g, as added by Laws 2017, First Special Session chapter 3, article 3, section 48, is effective when the required signs are erected. Laws 2017, First Special Session chapter 3, article 3, section 48, the effective date.

Q&A

Will lowering the speed limit reduce speeds?

No. Studies show there is little change in the speed pattern after the posting of a speed limit. The driver is much more influenced by the roadway conditions.

Will lowering the speed limit reduce crash frequency?

No. Although lowering the speed limit is often seen as a cure-all in preventing crashes, this is not the case. Crashes are most often the result of driver inattention and driver error. However, if a posted speed limit is unrealistically low, it creates a greater speed variance (i.e. some drivers follow the speed limit while most drive the reasonable speed). This speed variance can contribute to crashes.

Why do we even have speed limits?

A uniform speed of vehicles in a traffic flow results in the safest operation. The posted speed limits can keep the traffic flowing smoothly provided the majority of drivers find the speed limits reasonable. To best do this, the limits must be consistent throughout the state. The speed limits also give the motorist an idea of a reasonable speed to drive in an unfamiliar location. The speed limits are used by police officials to identify excessive speeds and curb unreasonable behavior.






Who do I contact?

If you believe that there is a safety concern or an inappropriate speed limit posted, the person to contact depends on the type of road.

Interstates, federal and state highways

For regulatory and advisory speed limits on the trunk highway system, contact the district traffic engineer at your MnDOT district office.

The trunk highway system includes:

-  Interstate Highways
-  U.S. Highways and
-  Minnesota State Highways

Local streets and highways

For these roadways, you may contact your local road authority (county, city, or township).

If you are unable to find the right phone number, call the MnDOT Information center:

Greater Minnesota: 1-800-657-3774
Twin Cities Metro: 651-296-3000

MnDOT Office of Traffic Safety and Technology

For more information, visit: www.mndot.gov/speed/

We all have a stake in **A+B**

Minnesota Speed Limits



What are the legal speed limits?

State law says every road should have a speed limit, whether posted or not. Speed limits are set according to Minnesota State Statute 169.14. The Minnesota Department of Transportation carries out state laws through the development and enforcement of regulations.

Speed limits are set to improve traffic flow and reduce crashes, injuries and fatalities and the costs associated with them. Speed limits are also intended to supplement motorists' judgment in determining speeds. To effectively enforce a law, motorists must believe that the law is reasonable.

Minnesota's speed regulations are based on the same basic speed law that is used in all 50 states: "No person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions."

Speed limits are based on the concept that highways can operate safely at set maximum speeds under ideal conditions. In poor weather conditions, at curves or hills and when there are potential hazards such as pedestrians, drivers are required to reduce speeds below the speed limits, whether they are posted or not.

Drivers must also reduce speed when approaching or passing emergency vehicles with emergency lights flashing.

The most common speeds regulated by state law are:

- 10 mph in alleys
- 30 mph on streets in urban districts
- 70 mph on rural interstate highways
- 65 mph on urban interstate highways
- 65 mph on expressways
- 55 mph on other roads

When these speed limits are not the correct value for a specific highway, speed limits may be changed.



Interstates are high design multi-lane divided highways that have controlled access interchanges such as cloverleaf or diamond shaped interchanges. Through traffic on the interstate never has to stop or yield.
Examples: I-94 or I-35



Expressways are multi-lane divided highways but they have entries and intersections, sometimes controlled by traffic signals. Some interchanges may exist but they are not the rule. Examples: Highways 10 or Highway 52

What are the types of speed limits?

REGULATORY SPEED LIMIT SIGN



This black and white sign shows the maximum speed that motorist may travel under ideal conditions. It can be a value based on state statute or it must be authorized by the commissioner of transportation.

ADVISORY SPEED SIGN



This black and yellow speed sign is used to advise motorists of a comfortable speed to navigate certain situations. It is used with a warning sign. For example, when traveling on a winding road, the curve warning sign would be used with an advisory speed sign. This sign may be posted by the local road authority on local roads.

SPEED LIMITS IN SCHOOL ZONES



Local authorities may establish school speed limits on local streets, within a school zone, based on the engineering and traffic investigation as directed by the commissioner of transportation. This speed limit is in effect whenever children are present, such as before and after school or during recess. The school sign is black and yellow and the other signs are black and white. Optional fluorescent yellow green may be used for the school sign.



How does MnDOT determine the speed limit?

These factors are considered:

- Road type and condition
- Location and type of access points (intersections, entrances, etc.)
- Sufficient length of roadway (1/4 mile minimum)
- Existing traffic control devices (signs, signals, etc.)
- Crash history
- Traffic volume
- Sight distances (curve, hill, etc.)
- Test drive results
- Speed study

The speed study is the most important part of the traffic investigation. Drivers take many roadway environment factors into consideration when choosing a speed. The speed that the majority of people consider reasonable is an important value. Data is collected by performing radar checks at selected locations on the roadway under ideal driving conditions.

An analysis is done on the results to determine the 85th percentile, which is the value indicating the speed at which most (85%) drivers are traveling. The posted speed limit near the 85th percentile is the maximum safe and reasonable speed. Studies show that traveling faster or slower than this value can increase the chances of being in a crash.

Engineering judgment is the most important tool. The traffic investigator must use knowledge of nationally accepted principles combined with experience to assign the safe speed.

Public Works Committee

5. 3.

Meeting Date: 06/19/2018

By: Mark Riverblood, Engineering/Public Works

Title:

Consider Replacing 20+ Year Old Pergola, and Park Shelter Roof at Emerald Pond Park

Purpose/Background:

The purpose of this case is to consider a recommendation to City Council for authorization to perform maintenance/replacement activity for two structures at Emerald Pond Park. Funding is requested to be allocated from the City's Capital Maintenance Fund (not the Park Trust Fund) and therefore is being brought to the Public Works Committee, because the project funding source is limited, and also is used for other (non-park) capital maintenance needs of the community. In 2017, the Council expanded the scope of this fund to allow use for other non-park capital maintenance needs (e.g., roof replacement, parking lot resurfacing, etc.). These facilities are high priority maintenance items.

The pergola was completely removed in 2017 due to the cedar post decay at the mounting point with the concrete base—and a concern that it (if not removed) may have represented a safety hazard. The pergola was in service for 21 years.

The roof replacement does not represent a hazard, however the cedar shake roof is in very poor shape, and water is likely penetrating through to the laminated wood roof itself (the structural element). The hexagonal shelter has been in service for approximately 26 years.

Emerald Pond Park is one of the most heavily used neighborhood parks in Ramsey's system of parks, and some of the nearby residents are very eager to see the pergola back in service—which was also used for weddings when it was in a more presentable condition.

Timeframe:

The background and overview of this case presentation may be less than 5 (five) minutes.

Observations/Alternatives:

Observations:

It may be useful to note here, for the Public Works Committee, that Staff is in process of inventorying all of the City's, as well as the park systems', capital maintenance needs to develop long-term maintenance cost projections and priorities. This work is expected to be completed this fall.

If the Committee recommends replacement of the pergola and the shelter's roof, utilizing the Capital Maintenance Fund, (formerly known as the Park Maintenance Fund), Staff would proceed to immediately develop an RFP or obtain competitive quotes for the two projects consistent with the City's Purchasing Policy. The pergola is anticipated to cost less than \$30,000; the roof replacement to a standing seam (green) steel roof with trim, less than \$15,000.

The new shelter roof protects an existing asset and delaying replacement may cost more in the long-run. Consequently replacement is recommended versus the option of not replacing the roof at this time.

The pergola replacement is not time-critical, and not replacing the structure is an option. Likely, the expectation of the park users is that replacement would be soon, however, other priorities may be considered by the City.

Additional information will be available at the meeting.

Funding Source:

Capital Maintenance Fund, (formerly known as the Park Maintenance Fund), in a total amount (two projects) in a not-to-exceed amount of \$45,000.

The current available balance for the above fund is \$630,000.

Recommendation:

Staff recommends replacing the pergola and roof shelter as described within this case.

Action:

Motion to recommend/not recommend to City Council, the replacement of the pergola, and roof shelter at Emerald Pond Park as discussed, at a not-to-exceed cost of \$45,000 from the Capital Maintenance Fund.

Attachments

Project images

Form Review

Inbox

Grant Riemer
Kurt Ulrich
Mark Riverblood (Originator)
Grant Riemer
Kurt Ulrich
Form Started By: Mark Riverblood
Final Approval Date: 06/14/2018

Reviewed By

Grant Riemer
Kurt Ulrich
MaryJo Warner
MaryJo Warner
Kurt Ulrich

Date

06/14/2018 01:32 PM
06/14/2018 03:53 PM
06/14/2018 04:17 PM
06/14/2018 04:18 PM
06/14/2018 04:43 PM
Started On: 05/17/2018 03:18 PM

Pergola and Shelter Roof Replacement – Emerald Pond Park



Archive pergola photo from time of installation (early 1990's)



View from 'front' with center fountain (2017)



'Interior' views demonstrating column tilt from decayed base †





Pergola area existing conditions (June 2018) ↓





36' Hexagonal Shelter at Emerald Pond Park



Shingle conditions (June 2018)

Public Works Committee

6. 1.

Meeting Date: 06/19/2018

By: Bruce Westby, Engineering/Public Works

Title:

Staff Updates on Improvement Projects and Items of Interest

Purpose/Background:

Purpose/Background:

The purpose of this case is to update the Public Works Committee on current and proposed improvement projects within the City, and on other items of interest to the Committee.

City Improvement Projects

- **Riverdale Drive Extension - Traprock St. to Ramsey Blvd. (#16-20)**
 - Construction substantially complete
 - Bituminous wear course scheduled for week of June 18th
 - Final completion 2018
- **River's Bend Street Reconstructions (#17-02)**
 - Construction substantially complete
 - Final completion 2019
- **Puma Street Utilities Extensions (#17-10)**
 - Construction substantially complete
 - Final completion 2018
- **Stanhope Terrace Street Reconstructions (#18-00)**
 - Construction substantially complete
 - Bituminous wear course scheduled for week of June 18th
 - Final completion 2019
- **2018 Street Overlay Improvements (#18-03)**
 - Construction underway; roughly 70% complete
 - Final completion 2019
- **2018 Crackseal and Sealcoat Improvements (#18-04)**
 - Cracksealing scheduled to start June 25
 - Sealcoating scheduled for week of July 16
 - Change Order #1 – CRS-2 oil è CRS-2P
- **The COR Regional Infiltration Basin (#18-09)**
 - Staff is finalizing Plans & Specifications
 - Infiltration tests scheduled for Thursday, June 21
 - Excess fill to be placed throughout The COR
 - LRRWMO Permit applied for
 - Construction in fall 2018
 - Final completion 2019
- **Bunker Lake Boulevard and Puma Street Improvements (#18-05)**
 - Council awarded contract June 12
 - Construction anticipated to begin late June
 - Substantial completion anticipated late August
 - Final completion 2019

MnDOT Improvement Projects

- **Trunk Highway 10 Cable Median Barrier Installation (2018)**
 - Construction complete
- **Ferry Street / Trunk Highway 47 Grade Separation @ BNSF Railway Crossing (2017)**
 - Preliminary design on hold
 - Exploring realignment of Highway 47 to remove S-curve at fair grounds
 - Ramsey Staff will continue tracking this project
 - Combine with other Highway 10 improvement projects?

Items of Interest

- **Patching of 173rd Avenue**
 - Public Works patched a portion of the south side of 173rd Avenue to repair rutting damage
 - Considering Spring Load Restrictions on 173rd Avenue between Armstrong Boulevard and Variolite Street

Timeframe:

Staff estimates 5 minutes will be needed for updates and discussion.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/14/2018 01:25 PM
Kurt Ulrich	Kurt Ulrich	06/14/2018 04:01 PM
Form Started By: Bruce Westby		Started On: 06/13/2018 08:21 AM
Final Approval Date: 06/14/2018		

Public Works Committee

6. 2.

Meeting Date: 06/19/2018

By: Bruce Westby, Engineering/Public Works

Title:

Review Future Topics Calendar

Purpose/Background:

Attached is a calendar of future topics for review and discussion by the Public Works Committee. The list includes topics drawn from Committee requests received during meetings and/or topics previously discussed by the Committee that are not yet resolved. All dates shown are estimated based on availability of information, staff workload, and competing objectives and are therefore subject to change.

Timeframe:

Staff estimates 5 minutes will be necessary to review the future topics calendar and address Committee questions.

Observations/Alternatives:

NA

Funding Source:

NA

Recommendation:

NA

Action:

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

Attachments

PWC Calendar Jun2018

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/14/2018 01:23 PM
Kurt Ulrich	Kurt Ulrich	06/14/2018 04:02 PM
Form Started By: Bruce Westby		Started On: 06/13/2018 08:22 AM
Final Approval Date: 06/14/2018		

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
July 2018	Sunfish Lake Sedimentation Basin Improvements (<i>Westby</i>)
July 2018	Gibbon Street Basement Flooding Funding Options (<i>Westby</i>)
October 2018	Well Siting Study - Well #9 (<i>Westby</i>)
Future/TBD	Sunwood Drive Roundabout Landscaping (<i>Riemer</i>)
Future/TBD	County Ditch Maintenance / Buffer Law (<i>Westby</i>)
Date	Topics for Discussion – Regulatory
Future/TBD	Sunfish Lake Boulevard Speed Zone Study Results (<i>Westby</i>)
October 2018	Wellhead Protection Plan Update (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future	Landscaped Median Maintenance Policy (<i>Riemer</i>)
October 2018	Draft Trail Maintenance Policy (<i>Westby</i>)
October 2018	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
July 2018	ADA Transition Plan (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
October 2018	Municipal State Aid System (MSAS) Revisions (<i>Westby</i>)
September 2018	Review 1996 and 2007 (unadopted) TH 47 Corridor Studies (<i>Westby</i>)
Future	Public Works Facility Review/Update (<i>Riemer</i>)
Future	Long-Term Water Supply Plan (<i>Westby</i>)
Date	Topics for Discussion – Staff Updates
August 2018	Water Conservation Opportunities / Incentives (<i>Westby</i>)
August 2018	Asset Management Program (<i>Westby</i>)

* Dates are estimated and are subject to change based on availability of information, staff workload, and competing objectives.