CITY COUNCIL REGULAR MEETING
City Hall: 3750 Bridge St NW
Monday, March 16, 2026 at 6:00 PM

AGENDA

1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE**
2. **ROLL CALL**
3. **APPROVAL OF AGENDA**
4. **CONSENT AGENDA**
   - A. City Council Minutes - March 2, 2026
   - B. Dellwood Park ReLeaf Grant Agreement
   - C. Park Commission Appointment
   - D. Anoka County Hazard Mitigation Plan
     Resolution 2026-10 Adopting the 2025 Anoka County Hazard Mitigation Plan
   - E. Pink Patch Donation
   - F. Development Agreement - Dalton River Villas
   - G. Payment of Claims
5. **MEETING OPEN TO THE PUBLIC**
6. **SPECIAL BUSINESS**
   - A. Award of Financial Reporting Achievement – Darcy Mulvihill
7. **PUBLIC HEARING**
   - A. Public Hearing for Charter Commission Amendments
8. **OLD BUSINESS**
9. **NEW BUSINESS**
   - A. City Charter Amendment to Section 2.05 Vacancies in Office
     Ordinance 353 amending the City Charter relating to section 2.05 "Vacancies in Office"
   - B. City Charter Amendment to Section 3.09 When Ordinances take effect
     Ordinance 354 amending the City Charter relating to section 3.09 “When Ordinances and Resolutions Take Effect”
   - C. City Charter Amendment to Section 5.01 General Provisions Filing Fee
     Ordinance 355 amending the City Charter relating to Chapter 5 “Nominations and Elections” Sections 5.01, Subd. 2 “Filing and Nomination”
   - D. City Charter Amendment to Section 8.01 Improvement & Levy Assessments
     Ordinance 356 amending the City Charter relating to Chapter 8 “Public Improvements & Special Assessments” Section 8.01 “Power to Make Improvements & Levy Assessments”
   - E. Approval of Plans and Specifications and Ordering Bids for the 2026 Street Rehabilitation Project and the Woodbine Street Extension Project
     Resolution 2026-11 Approving plans and specifications and ordering advertisement for bids for the 2026 Street Rehabilitation project and the Woodbine Street Extension project

F. Restricting Parking on Municipal State Aid Routes

Resolution 2026-12 Restricting parking on Silverod Street and 227th Ave from Quay Street to Poppy Street and Quay Street from Silverod Street to 229th Lane

G. Gambling Funds

10. MEETING OPEN TO THE PUBLIC

11. REPORTS

A. City Administrator Report

B. Bottle Shop Annual Report - 2025

12. COUNCIL MEMBER REPORTS

13. UPCOMING EVENTS

March 18 - Planning Commission Meeting - 7:00 pm
March 23 - City Council Special Meeting - 5:00 pm
March 24 - Rum River Fire Board Meeting - 5:00 pm
April 06 - City Council Meeting - 6:00 pm

14. ADJOURNMENT

CITY OF ST. FRANCIS
CITY COUNCIL AGENDA
St. Francis City Hall 3750 Bridge Street NW
March 2, 2026
6:00 p.m.

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The regular City Council meeting was called to order at 6:00 p.m. by Mayor Mark Vogel.

2. ROLL CALL

Members Present: Mayor Mark Vogel, Councilmembers Kevin Robinson, Sarah Udvig, Amy Faanes, and Joe Muehlbauer.

Also present: City Administrator Kate Thunstrom, Deputy Administrator-City Clerk Jenni Wida, Community Development Director Jodie Steffes, Deputy Administrator-Public Works Director Paul Carpenter, and Police Chief Todd Schwieger.

Assistant City Attorney Dave Schaps (Barna, Guzy & Steffen) joined the meeting at 6:21 pm via Zoom.

3. APPROVAL OF AGENDA

MOTION BY: MUEHLBAUER SECOND: ROBINSON APPROVING THE REGULAR CITY COUNCIL AGENDA

Ayes: Muehlbauer, Robinson, Udvig, Faanes, and Mayor Vogel.
Nays: None
Motion carries: 5-0

4. CONSENT AGENDA

A. City Council Minutes - February 17, 2026
B. Acknowledgement for Conducting Excluded Bingo Permit
C. Mower Replacement
D. Rental License Approvals
E. Payment of Claims

MOTION BY: UDVIG SECOND: ROBINSON APPROVING THE REGULAR CITY COUNCIL CONSENT AGENDA

Ayes: Muehlbauer, Robinson, Udvig, Faanes, and Mayor Vogel.
Nays: None
Motion carries: 5-0

Robinson asked about a check written to WSB for $30,000 and whether it was

related to Highway 47 traffic counts. Thunstrom explained that $21,000 was allocated for Highway 47 design and environmental work, with the remaining $2,000 for a Bridge Street traffic study. She noted that the traffic study should be completed by the end of April. Robinson asked if the county would assist with or help pay for the traffic study data. Thunstrom stated that the county would not help pay for the data but would review the information to provide input on the intersection.

5. MEETING OPEN TO THE PUBLIC

Tina Carroll, a resident, asked whether the City or County would be responsible for placing a "No Jake Braking" sign on Ambassador Avenue, as she and her neighbors are frequently disturbed by the noise from semis using Jake brakes. Deputy Administrator-Public Works Director Paul Carpenter indicated it is likely a county road matter but noted uncertainty about whether Jake brake restrictions fall under county road authority or city ordinance. City Administrator Kate Thunstrom stated she did not have a direct answer but offered to contact the county. Carpenter agreed to look into the matter.

Mike Powell, a resident, addressed the Council regarding his inability to attend all meetings due to personal circumstances, including family health issues and his own medical condition. He expressed concern that Council members had suggested that residents who do not attend meetings have less voice in city decisions. Powell also raised concerns about city spending, including expenditures on landscaping, benches, and development incentives, and questioned whether the city is building for growth that residents do not want. He noted that property values have declined while taxes have increased and asked the Council to focus on reducing spending rather than pursuing expansion projects.

6. SPECIAL BUSINESS - NONE

7. PUBLIC HEARINGS - NONE

8. OLD BUSINESS

A. None.

9. NEW BUSINESS

A. Council Meeting Schedule - Discussion

Mayor Vogel noted that the Council has discussed the meeting schedule and asked City Administrator Kate Thunstrom to present research on the topic. Thunstrom explained that the City currently holds two meetings per month and reviewed the past year's meetings, noting that six to eight meetings could potentially have been canceled if the City did not maintain a set schedule. She noted that a city of approximately 12,000 residents had recently reduced to one meeting per month. Thunstrom asked whether the Council wanted to research reducing to one meeting per month, keeping two meetings, or maintaining the current structure.

Robinson expressed interest in having more substantive discussions at meetings and asked whether reducing to one meeting would create charter issues. Thunstrom explained that the charter requires two readings for ordinances, which would necessitate a second meeting for land use items. Robinson suggested that if the Council reduced meetings, it should allocate time for budget discussions during regular meetings.

Udvig noted that reducing to one meeting would likely result in longer meetings and asked whether other cities have had to call special meetings. Thunstrom stated that Big Lake was reduced to one meeting with the ability to call special meetings as needed. Udvig noted that Big Lake is not a charter city and therefore does not require two readings for ordinances.

Faanes suggested keeping the second meeting as tentative on the calendar and potentially using it for work sessions instead of scheduling separate work session meetings. She expressed concern about having three meetings in a month when work sessions are scheduled separately.

Muehlbauer stated he had no problem reducing to one meeting with a tentative second meeting as needed. He noted that the Council's process is transparent and follows state law, and that public perception of the process is important.

Mayor Vogel stated he would prefer to keep two regular meetings and incorporate all work session items into regular meetings rather than scheduling separate work sessions. He noted that work sessions require additional scheduling and that discussion items can be addressed during regular meetings.

Thunstrom noted that the Council provided varying perspectives and asked for clarification on the consensus. The Council agreed to maintain two standing meetings and incorporate all work session items into regular meetings, eliminating separate work sessions.

B. Adopt Resolution Requesting General Election Post-Election Review
Resolution 2026-08 Requesting General Election Post-Election Review

Mayor Vogel explained that the City sent a letter to Anoka County regarding post-election reviews and received no response. He noted that seven other cities have already passed similar resolutions due to concerns about election integrity. Vogel explained that a post-election review is a hand count of ballots and that the City would be willing to pay for such a review if requested.

City Clerk Jenni Wida explained that state statute requires four precincts to be randomly selected for post-election review. She noted that Anoka County selected an additional four precincts in the last general election to demonstrate good faith. Vogel stated that he does not understand why the county resists allowing cities to conduct their own post-election reviews if they are willing to pay for them.

Muehlbauer asked for clarification on the resolution language. Thunstrom

explained that the resolution requests a post-election review if the City is selected and also requests that the county conduct a second lottery selection that includes the City if it is not initially selected.

Faanes asked about the cost of a post-election review. Vogel stated that the cost was roughly estimated at a couple of thousand dollars. Faanes asked whether the review would be hand-counted or run through machines again. Wida confirmed it would be hand-counted. Thunstrom explained that election judges are pulled to hand-count every ballot from each precinct if the City is selected.

Udvig expressed concern that passing a resolution without the county's willingness to comply would be ineffective. She stated she would be more likely to support the resolution if she saw evidence that Anoka County was willing to appeal to the state. Udvig noted concerns about the availability of election judges, as most are elderly and the position requires long hours.

Robinson stated that the lack of response from the county speaks volumes and that the resolution represents a bottom-up movement to encourage the county to change its position.

Faanes asked how many election judges the City has and whether they are always the same individuals. Wida stated that the City is required to have four election judges per precinct and has more than that. She noted that most election judges are older and that recruiting new judges is challenging. Wida explained that election judges can work up to 16 to 18 hours on election day and are paid for their service. She noted that election judges do not have to be City residents.

Faanes asked whether she could serve as an election judge. Wida stated she would need to verify whether a standing elected official could serve in that capacity.

Robinson stated that the issue is about election integrity, not election judge availability, and that the City should be willing to pay for a post-election review if needed.

MOTION BY: FAANES SECOND: ROBINSON ADOPTING RESOLUTION 2026-08 REQUESTING GENERAL ELECTION POST-ELECTION REVIEW

Ayes: Muehlbauer, Robinson, Faanes, and Mayor Vogel.
Nays: Udvig.
Motion carries: 4-1

10. <u>MEETING OPEN TO THE PUBLIC</u>

Aaron Berg, a resident, addressed the Council and thanked them for passing the post-election review resolution. He noted that citizens he has spoken with also support the resolution and expressed appreciation for the Council's action on election integrity.

Mike Rodger, a resident, thanked the Council for the newsletter and asked for clarification on whether Highway 47 construction would begin in 2027 or 2028. Mayor Vogel explained that the timeline has shifted and that the City is working on securing funding for the underground portion of the project. Thunstrom stated that the City has secured $2,000,000 in federal appropriations for underground work.

Mr. Rodger asked about the estimated cost of the underground work and whether the City would extend utilities to the northern part of town to promote development of the 40 acres the City owns. Muehlbauer stated that extending utilities that far north would cost millions of dollars and is not feasible in the near term.

Mr. Rodger asked whether the City has a noise ordinance that could be enforced against Jake braking. Mayor Vogel stated he was not familiar with the ordinance. Police Chief Todd Schwieger stated that he could document illegal noise violations if needed.

Mr. Rodger asked about the difference in code enforcement properties between 2020 and 2025. Community Development Director Jodie Steffes explained that in 2020, more people were home due to the pandemic and were more particular about code violations. She noted that there were also more home sales between 2020 and 2022.

Mr. Rodger noted that permit fees are down and asked how the City would recover the lost revenue. Steffes explained that permit fees were up in 2024 due to large commercial projects like Vista Prairie and AutoZone, but are down in 2025.

Mr. Rodger expressed concern that property values are down 5.4% while city taxes are up 16.5%, and asked when the City would stop paying more and getting less. He suggested that the City needs to find ways to generate revenue or reduce spending. Roger noted that the Council discussed cost-of-living adjustments and asked what the COLA would be for the next year.

Muehlbauer stated that taxes are always going to go up as costs increase.

Mr. Rodger suggested that the City consider alternative revenue sources, such as a wheelage tax or selling city property. He noted that Cambridge has not raised property taxes since 2020 and suggested the Council research what Cambridge is doing differently.

Mayor Vogel cautioned that tax rates and tax dollars are different and suggested verifying the information about Cambridge.

Mr. Rodger asked about the warning siren and noted that he cannot hear it from his property. He suggested that the City work with the golf course to install a siren there. Roger concluded by expressing concern about city spending and suggesting that the Council focus on reducing expenses rather than pursuing expansion.

Tina Carroll, a resident, asked how residents can become election judges. City Clerk Jenni Wida explained that the City advertises for election judges in the quarterly newsletter, on social media, and through existing election judges.

Ms. Carroll expressed support for the Council's discussion about consolidating meetings and suggested that the second meeting could be used for budget discussions with department heads. She noted that the budget contains items labeled "miscellaneous" or "other" that are not transparent and suggested that the community should be involved in budget discussions.

Wendell Gordon, a resindet, stated that he has lived in the City for four years and has observed that cities are spending too much money. He expressed appreciation for the Council's decision to keep the 1957 Minnesota State flag and asked how the state passed the new flag ordinance without a consumer vote.

Mayor Vogel explained that the state statute does not require cities to fly any state flag and that cities are left to their own discretion.

11. REPORTS

A. City Administrator Report

City Administrator Kate Thunstrom provided updates on several projects. She noted that the predesign and environmental work for Highway 47 is out for staff signatures and will be submitted to the state for final design, with bidding expected in 2027. Thunstrom reported that the City is working on a new website and noted that the current platform is being transitioned. She stated that the website will be a continuous improvement project for three to six months. Thunstrom reminded the Council that the March 23rd work session is scheduled for interviews for the finance director position.

B. Community Development Annual Report

Community Development Director Jodie Steffes presented the 2025 annual report for the Community Development Department. She noted that the department's core functions include building and code inspections, planning and zoning, economic development, communications, code enforcement, and rental and housing programs.

Steffes reported on economic development initiatives, noting that the City is working with North Shore Development Partners on a potential townhouse community. She noted that the property at 3518 is listed for sale and has received inquiries. Steffes reported that the City is working with the new owners of the Rum River Inn and has offered guidance on city, state, and local codes. She noted that the Rum River Preserve property owners have requested demographic data to assist in finding commercial tenants.

Steffes reported that the Farmer's Market completed its third season with record

attendance of approximately 450 visitors per week over 17 weeks. She noted that the market added live music in 2025 and will continue that in 2026. Steffes reported that the market was relocated from the Highway 47 parking lot to an area near the park trail, which improved attendance and parking availability.

Steffes reported on residential development, noting that housing inventory remains constrained due to low inventory. She noted that sales prices in St. Francis dropped 5.4% from 2024 to $3.38 million but remain 12.5% higher than 2021 levels. Steffes reported on several development projects, including the Bluffs of Rum River, Vista Prairie at Eagle Point, River's Edge 8th Addition, and Dalton River Villas.

Steffes reported that Vista Prairie at Eagle Point welcomed its first tenant on November 12, 2025, and consists of 65 independent, 40 assisted living, 24 memory care, and aide care suites. She noted that the planning commission met six times in 2025 and made recommendations on several development projects and ordinance amendments.

Steffes reported on the building department, noting that permit revenue is down compared to 2024 due to the absence of large commercial projects like Vista Prairie and AutoZone. She noted that 75% of permits in 2025 were flat fee permits that do not require review. Steffes reported that there were 568 permits in 2025, a decrease of 91 permits from 2024.

Steffes reported on code enforcement, noting that 73 properties received administrative notices in 2025, with six receiving citations. She noted that the top three complaints were vehicles and parking issues, junk and debris, and work without a permit. Steffes reported that one large code enforcement case was resolved successfully.

Steffes reported on the rental license program, noting that there are 119 registered rental properties, a slight increase from 114 in 2024. She noted that the vacant registration program tracks one known property, the Rum River Inn, and four properties that have since been reoccupied.

Faanes asked whether the Farmer's Market location had changed from previous years. Steffes confirmed that the market was moved from the Highway 47 parking lot to an area near the park trail and noted that attendance improved after the move. She stated that the market will be located in the same area in 2026.

Udvig stated that she looks forward to the Farmer's Market and noted that it is one of her favorite community events.

Robinson noted that Vista Prairie has exceeded occupancy benchmarks and asked about Midco's plans for broadband expansion. Steffes explained that Midco's expansion was grant-based and that they require a certain number of

housing units before expanding service. Robinson asked whether the City should reach out to other broadband providers about addressing blind spots in coverage.

Thunstrom explained that broadband providers require a certain number of rooftops to justify expansion and that growth is necessary to attract new service providers.

Robinson asked about the status of a code enforcement case on University Avenue. Steffes reported that the property has not had recent complaints and has met interim checkpoints at 60% completion.

Robinson asked about the Rum River Inn and whether the new owners are investigating structural issues. Steffes stated that she has not heard of any structural investigation and that the owners are working toward opening the hardware store.

Mayor Vogel expressed appreciation for Steffes' work and noted that she handles difficult situations well and is engaged with the community.

12. COUNCIL MEMBER REPORTS

Robinson reported that he visited the City sign discussed at the previous meeting and noted that it has a splint holding it together. He stated that he will investigate options for repair or replacement and will bring numbers to the Council. Robinson reported that he attended the Rum River Fire District meeting and noted that the fire chief has inquired about the City's contract template. Robinson reminded the Council that daylight saving time is coming up this weekend. Robinson reported that he visited the new barbershop in town and praised the owner for his work and community engagement.

Udvig reported that she attended the work session and inspected the City sign. She noted that she met with City Administrator Kate Thunstrom to discuss various matters.

Faanes reported that she was out for medical reasons for a couple of weeks and is glad that it is resolved. She noted that she has heard positive feedback about the flag decision.

Muehlbauer reported that he attended the work session. He addressed comments made during public input, stating that the Council has never said that residents who do not attend meetings have no voice. He noted that there are multiple ways for residents to be involved, including email, phone calls, and committee participation. Muehlbauer clarified misconceptions about TIF and abatements, noting that the City does not pay taxes for developers but rather foregoes future tax increases. He stated that the Council wants community involvement and encourages residents to contact Council members with their concerns. Muehlbauer explained that property taxes are reasonable because residents can see where their money is going and

that cities do not have the same waste and subsidies as the state and federal governments. He noted that city growth helps spread costs across more residents and that without growth, costs per resident increase. Muehlbauer stated that the Council encourages community involvement and is always looking for ways to reduce tax increases.

Mayor Vogel reported that he attended the February 3rd Anoka Chamber meeting with Jodie Steffes and Kate Thunstrom and found it helpful for making connections. Vogel reported that he visited the new barbershop and praised the owner for his engagement and work ethic. Vogel reported that he attended the February 23rd work session and found it productive. Vogel reported that he attended the Fire Board meeting on February 24th with Kevin Robinson. He noted that the Fire Board is hoping to launch the website on March 19th and is planning to begin live-streaming meetings in midsummer. Vogel reported that the Fire Board is planning quarterly reports to the cities and is working on burn permits. Vogel reported that he attended the Poland retirement party and noted that it was well attended and a good community event.

13. UPCOMING EVENTS

March 3 - URRWMO Meeting - 6:30 p.m.
March 16 - City Council Meeting - 6:00 p.m.
March 18 - Planning Commission Meeting - 7:00 p.m.
March 23 - City Council Special Meeting - 5:00 p.m.
March 24 - Rum River Fire Board Meeting - 5:00 p.m.

14. ADJOURNMENT

MOTION BY: MUEHLBAUER SECOND: FAANES TO ADJOURN THE MEETING

Ayes: Muehlbauer, Robinson, Udvig, Faanes, and Mayor Vogel.
Nays: None
Motion carries: 5-0

There being no further business, Mayor Vogel adjourned the regular City Council at 7:37 p.m.

_____
Jennifer Wida, City Clerk

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Paul Carpenter, Public Works Director

SUBJECT: Dellwood Park ReLeaf Grant Agreement

DATE: March 16, 2026

OVERVIEW:

The DNR Releaf Grant, that the city has received, is ending in 2026. The grant work agreed upon is 90% complete, however; $20,000 in funding remains. Staff are working with the MNL company to remove the majority of the remining ash trees in Dellwood Park. MNL will then return this spring to replant trees in compliance with the grant agreement.

ACTION TO BE CONSIDERED:

Council to authorize the mayor to sign the new DNR Releaf Agreement with MNL.

BUDGET IMPLICATION:

None

Attachments:

- DNR Releaf Grant Contract with MNL

CONTRACT FOR TREE SERVICES
WITH MNL CORP

THIS AGREEMENT is made this 5th day of March 2026 by and between MNL Corp, a tree removal company located at 8740 77th Street NE, Otsego, MN 55362 ("Contractor"), and the City of St. Francis, Minnesota, a Minnesota municipal corporation located at 3750 Bridge St NW St. Francis, MN 55070 (the "City"):

RECITALS

A. Contractor is engaged in the business of tree services.

B. The City desires to hire Contractor to provide tree services.

C. Contractor represents that it has the professional expertise and capabilities to provide the City with the requested work.

D. The City desires to engage Contractor to provide the work described in this Agreement and Contractor is willing to provide such work on the terms and conditions in this Agreement.

NOW, THEREFORE, in consideration of the terms and conditions expressed herein, the City and Contractor agree as follows:

AGREEMENT

1. **The Work.** Contractor shall perform the work more fully described in the attached **Exhibit A – The Work**. The Work includes all work and services required by this Agreement, whether completed or partially completed, and includes all labor, materials, equipment, and services provided or to be provided by Contractor to fulfill Contractor's obligations. All Work shall be completed according to the specifications set forth in the attached **Exhibit B**.

2. **Time for Completion.** The Contractor shall proceed diligently and shall complete the Work to the satisfaction and approval of the City's authorized agent according to the length of time set forth in **Exhibit A - The Contract Time**. Contractor shall notify the City in writing of any cause of delay of the Work within 24 hours after such cause of delay arises. If Contractor fails to complete the Work during the Contract Time, the City may immediately, or at any time thereafter, proceed to complete the Work at the Contractor's expense. If Contractor gives written notice of a delay over which Contractor has no control, the City may at its discretion, extend the Contract Time.

3. **Consideration.** In consideration of the performance of the Work, the City shall pay to Contractor the amount set forth herein **Exhibit C - The Contract Price**. The consideration shall be for both the Work performed by Contractor and the expenses incurred by Contractor in performing the Work. Contractor shall submit statements to the City containing a detailed list of project labor and hours, rates, titles, and amounts undertaken by Contractor during the relevant billing period. The City shall pay Contractor within thirty (30) days after receiving a statement from Contractor.

4. **Extra Work.** Unless approved by the City in writing, Contractor shall make no claim for extra work done or materials furnished, nor shall Contractor do any work or furnish any materials not covered by the plans and specifications of this Agreement.

5. **Contract Documents.** The Contract Documents shall consist of this Agreement; all exhibits to this Agreement, which are incorporated herein by reference; any supplementary drawings, plans, and specifications; and other documents listed herein.

In the event of a conflict among the various provisions of the Contract Documents, the terms shall be interpreted in the following order of priority:

a. Modifications to this Agreement
b. This Agreement, including all exhibits
c. Supplementary drawings, plans, specifications
d. Other documents listed in this Agreement

6. **Expense Reimbursement.** Contractor shall not be compensated separately for necessary incidental expenses. All expenses of Contractor shall be built into Contractor's fixed compensation rate, unless reimbursement is provided for an expense that received the prior written approval of the City, which approval may be provided via electronic mail.

7. **Approvals.** Contractor shall secure the City's written approval before making any expenditures, purchases, or commitments on the City's behalf beyond those listed in the Work. The City's approval may be provided via electronic mail.

8. **Protection of Persons and Property.** Contractor shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the performance of the Work. Contractor shall take reasonable precautions for the safety of, and shall provide reasonable protection to prevent damage, injury, or loss to:

a. Persons performing the Work and other persons who may be affected by the Work;

b. The Work and materials and equipment to be incorporated therein; and

c. Other property at the site or adjacent to the site, such as trees, shrubs, lawns, walks, pavement, roadways, structures and utilities.

Contractor shall promptly remedy damage and loss to property caused in whole or in part by Contractor or any of its subcontractors, agents, or anyone directly or indirectly employed by any of them.

9. **Acceptance of the Work.** All of the Contractor's work and labor shall be subject to the inspection and approval of the City. If any materials or labor are rejected by the City as defective or unsuitable, then the materials shall be removed and replaced with other approved materials and the labor shall be done to the satisfaction and approval of the City at the Contractor's sole cost and expense. Contractor shall replace at Contractor's expense any loss or damage to the Work, however caused, which occurs during the construction thereof or prior to the final delivery to and acceptance of the Work by the City. Any payment made to Contractor, shall not be construed as operating to relieve Contractor from responsibility for the construction and delivery of Work. Acceptance of the completed Work shall be evidenced only by a Certificate of Final Completion issued by the City, which shall state the date on which the City accepts the completed Work (the "Final Completion Date").

10. **Warranty.** Contractor represents and warrants that it has the requisite training, skills, and experience necessary to complete the Work, is appropriately licensed by all applicable agencies and governmental entities, and will complete the Work in a manner consistent with the level of care and skill ordinarily exercised by professionals currently providing similar work.

11. **Termination.** This Agreement shall remain in force and effect commencing from the effective date and continuing until the completion of all of the parties' obligations hereunder, unless terminated by the City or amended pursuant to the Agreement. Notwithstanding any other provision hereof to the contrary, this Agreement may be terminated as follows:

a. The parties, by mutual written agreement, may terminate this Agreement at any time;
b. Contractor may terminate this Agreement in the event of a breach of the Agreement by the City upon providing thirty (30) days' written notice to the City;
c. The City may terminate this Agreement at any time at its option, for any reason or no reason at all; or
d. The City may terminate this Agreement immediately upon Contractor's failure to have in force any insurance required by this Agreement.

In the event of a termination, the City shall pay Contractor for Work performed to the date of termination and for all costs or other expenses incurred prior to the date of termination.

12. **Amendments.** No amendments may be made to this Agreement except in a writing signed by both parties.

13. **Remedies.** In the event of a termination of this Agreement by the City because of a breach by Contractor, the City may complete the Work either by itself or by contract with other persons or entities, or any combination thereof. These remedies provided to the City for breach of this Agreement by Contractor shall not be exclusive. The City shall be entitled to exercise any one or more other legal or equitable remedies available because of Contractor's breach.

14. **Records/Inspection.** Pursuant to Minnesota Statutes § 16C.05, subd. 5, Contractor agrees that the books, records, documents, and accounting procedures and practices of Contractor, that are relevant to the contract or transaction, are subject to examination by the City and the state auditor or legislative auditor for a minimum of six years. Contractor shall maintain such records for a minimum of six years after final payment. The parties agree that this obligation will survive the completion or termination of this Agreement.

15. **Indemnification.** To the fullest extent permitted by law, Contractor, and Contractor's successors or assigns, agree to protect, defend, indemnify, save, and hold harmless the City, its officers, officials, agents, volunteers, and employees from any and all claims; lawsuits; causes of actions of any kind, nature, or character; damages; losses; and costs, disbursements, and expenses of defending the same, including but not limited to attorneys' fees, professional services, and other technical, administrative or professional assistance resulting from or arising out of Contractor's (or its subcontractors, agents, volunteers, members, invitees, representatives, or employees) performance of the duties required by or arising from this Agreement, or caused in whole or in part by any negligent act or omission or willful misconduct by Contractor, or arising out of Contractor's failure to obtain or maintain the insurance required by this Agreement. Nothing in this Agreement shall constitute a waiver or limitation of any immunity or limitation on liability to which the City is entitled. The parties agree that these indemnification obligations shall survive the completion or termination of this Agreement.

16. **Insurance.** Contractor shall maintain reasonable insurance coverage throughout this Agreement. Contractor agrees that before any work related to the approved project can be performed, Contractor shall maintain at a minimum:

a. Worker's Compensation Insurance as required by Minnesota Statutes, section 176.181;

b. Business Auto Liability covering vehicles owned by Contractor and non-owned vehicles used by Contractor, with policy limits not less than $1,000,000.00 per accident, for bodily injury, death of any person, and property damage arising out of the ownership, maintenance, and use of such motor vehicles, along with any statutorily required automobile coverage;

c. Commercial General Liability in an amount of not less than $1,000,000.00 per occurrence, $2,000,000 general aggregate, and $2,000,000 for products-completed operations hazard, providing coverage for claims including: i. Damages because of bodily injury, sickness or disease, including occupational sickness or disease, and death of any person;

ii. Personal and advertising injury;

iii. Damages because of physical damage to or destruction of property, including loss of use of such property;

iv. Bodily injury or property damage arising out of completed operations; and

v. Contractor's indemnity obligations under this Agreement.

To meet the Commercial General Liability and Business Auto Liability requirements, Contractor may use a combination of Excess and Umbrella coverage. Prior to commencement of the Work, Contractor shall provide the City with a current certificate of insurance including the following language: "The City of St. Francis is named as an additional insured with respect to the commercial general liability, business automobile liability and umbrella or excess liability, as required by the contract. The umbrella or excess liability policy follows form on all underlying coverages." Such certificate of liability insurance shall list the City as an additional insured and contain a statement that such policies of insurance shall not be canceled or amended unless 30 days' written notice is provided to the City, or 10 days' written notice in the case of non-payment.

17. **Assignment.** Neither the City nor Contractor shall assign this Agreement or any rights under or interest in this Agreement, in whole or in part, without the other party's prior written consent.

18. **Independent Contractor.** Contractor is an independent contractor. Contractor's duties shall be performed with the understanding that Contractor has special expertise as to the Work which Contractor is to perform and is customarily engaged in the independent performance of the same or similar work for others. Contractor shall provide or contract for all required equipment and personnel. Contractor shall control the manner in which the Work is performed; however, the nature of the Work and the results to be achieved shall be specified by the City. The parties agree that this is not a joint venture and the parties are not co-partners. Contractor is not an employee or agent of the City and has no authority to make any binding commitments or obligations on behalf of the City except to the extent expressly provided in this Agreement. All Work provided by Contractor pursuant to this Agreement shall be provided by Contractor as an independent contractor and not as an employee of the City for any purpose, including but not limited to: income tax withholding, workers' compensation, unemployment compensation, FICA taxes, liability for torts and eligibility for employee benefits.

19. **Entire Agreement.** The Contract Documents shall constitute the entire agreement between the City and Contractor, and supersede any other written or oral agreements between the City and Contractor.

20. **Third Party Rights.** The parties to this Agreement do not intend to confer any rights under this Agreement on any third party.

21. **Choice of Law and Venue.** This Agreement shall be governed by and construed in accordance with the laws of the state of Minnesota. Any disputes, controversies, or claims arising out of this Agreement shall be heard in the state or federal courts of Anoka County, Minnesota.

22. **Agreement Not Exclusive.** The City retains the right to hire other professionals, contractors and service providers for this or other matters, in the City's sole discretion.

23. **Data Practices Act Compliance.** Any and all data provided to Contractor, received from Contractor, created, collected, received, stored, used, maintained, or disseminated by Contractor pursuant to this Agreement shall be administered in accordance with, and is subject to the requirements of the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13. Contractor agrees to notify the City within three business days if it receives a data request from a third party. This paragraph does not create a duty on the part of Contractor to provide access to public data to the public if the public data are available from the City, except as required by the terms of this Agreement. These obligations shall survive the termination or completion of this Agreement.

24. **No Discrimination.** In the hiring of employees to perform work under this Agreement, the Contractor shall not discriminate against any person by reason of any characteristic or classification protected by state or federal law.

25. **Authorized Agents.** The City's authorized agent for purposes of administration of this contract is Paul Carpenter, or designee. Contractor's authorized agent for purposes of administration of this contract is Mike Rivard, or designee who shall perform or supervise the performance of all Work.

26. **Notices.** Any notices permitted or required by this Agreement shall be deemed given when personally delivered or upon deposit in the United States mail, postage fully prepaid, certified, return receipt requested, addressed to:

CONTRACTOR	THE CITY
MNL Corps	City of St. Francis
8740 77th Street NE,	Attn: Public Works Director
Otsego, MN 55362	23340 Cree Street NW
	St. Francis, MN 5507

27. **Payment of Prevailing Wage**: As funding for this contract comes from the Minnesota Department of Natural Resources ReLeaf program, this contract is subject to all prevailing wage rules per Minnesota Statue 177.41 through 177.44. Consequently, the bid request and any contracts entered into by the City of St. Francis must state the project is subject to prevailing wage. These rules require that the wages of laborers and workers should be comparable to wages paid for similar work in the community as a whole. A prevailing wage form should accompany pay request submittals under this agreement. The City of St. Francis may refuse to issue payment until appropriate certification and documentation is received and approved by City staff.

28. **Waiver.** No waiver of any provision or of any breach of this Agreement shall constitute a waiver of any other provisions or any other or further breach, and no such waiver shall be effective unless made in writing and signed by an authorized representative of the party to be charged with such a waiver.

29. **Headings.** The headings contained in this Agreement have been inserted for convenience of reference only and shall in no way define, limit or affect the scope and intent of this Agreement.

30. **Severability.** In the event that any provision of this Agreement shall be illegal or otherwise unenforceable, such provision shall be severed, and the balance of the Agreement shall continue in full force and effect.

31. **Signatory.** Each person executing this Agreement ("Signatory") represents and warrants that they are duly authorized to sign on behalf of their respective organization. In the event Contractor did not authorize the Signatory to sign on its behalf, the Signatory agrees to assume responsibility for the duties and liability of Contractor, described in this Agreement, personally.

32. **Counterparts and Electronic Communication.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument. This Agreement may be transmitted by electronic mail in portable document format (pdf) and signatures appearing on electronic mail instruments shall be treated as original signatures.

33. **Recitals.** The City and Contractor agree that the Recitals are true and correct and are fully incorporated into this Agreement.

IN WITNESS WHEREOF, the City and Contractor have caused this Independent Contractor Agreement to be executed by their duly authorized representatives in duplicate on the respective dates indicated below.

CONTRACTOR Charlie Sawdey

By: _____ 3/5/26
MNL Corp

CITY OF ST. FRANCIS

By: _____
Mayor

By: _____
City Clerk

Exhibit A

Description of Work and Contract Time

Scope of Work

Proposer shall provide all labor, supervision, equipment, locates (gopher one), services and expertise required to perform:

- the removal and disposal of ash trees,
- stump grinding, repair disturbed areas with black dirt/seed in groomed park areas,
- the ordering/purchasing of trees,
- the planting of other non-disease species to replace all ash tree removal as outlined in **Exhibit B**,
- placing stakes at the base of each newly planted tree as defined in the DNR Best Planting Practices, see https://www.dnr.state.mn.us/treecare/residential_plant.html,
- Proposer will install stakes and will follow DNR's Best Planting Practices. Proposer will provide stakes,
- Diameter of trees to cut: Small Trees < 6 inches DBH; Medium Trees 6"-14" DBH; Large Trees > 14" DBH, see **Exhibit B**,
- All work performed within the Scope shall be managed under MN Prevailing wage requirements including pay rates and submission of all paystubs and required documentation to the City.

Specified Products

Proposer shall install trees based on the replacement schedule as outlined in **Exhibit B**. Trees shall be ¾ inch to 2 inches in diameter, container trees (#20 or smaller).

Project Location

Work will be performed in City owned public parks and one City owned boulevard. The location of the boulevard and each park by name and address as well as the number of trees being removed and the number and type of trees to be planted at each location are identified in **Exhibit B.**

Schedule of Work to be Completed:

- Work to begin removing trees, any time after March 5, 2026, will commence upon receipt of signed, binding contract along with insurance documentation.
- Work to install new plantings based on DNR's Best Planting Practices as soon as purchasing and conditions allow.
- All tree removals to be completed by June 1, 2026.
- All tree plantings must be completed by October 30, 2026.
- All work must be completed as weather and conditions permit prior to October 30, 2026.

Exhibit B

Contract Specifications

Project Location	***Site Information*** Tree Species to plant:	***Tree Planting***	***Tree Removal***	***Tree Removal Size(s)***
Dellwood River Trail Park 22854 Silverod St NW	River Birch Paper Birch Quaking Aspen Honey Locust American Basswood	20 20 20 20 20	100	4 trees < 6" DBH 20 trees 6"-14" DBH 20 trees 14"-16" DBH 36 trees 16"-20" DBH 20 trees 20"-24" DBH
Total Trees =		**100**	**100**	

Exhibit C

Contract Price

Proposer shall provide all labor, supervision, equipment, locates (gopher one), services and expertise required to perform:

- the removal and disposal of ash trees,
- stump grinding, repair disturbed areas with black dirt/seed in groomed park areas,
- the ordering/purchasing of trees,
- the planting of other non-disease species to replace all ash tree removal as outlined in **Exhibit B**,
- placing stakes at the base of each newly planted tree as defined in the DNR Best Planting Practices, see https://www.dnr.state.mn.us/treecare/residential_plant.html,
- Proposer will install stakes and will follow DNR's Best Planting Practices. Proposer will provide stakes,
- Diameter of trees to cut: Small Trees < 6 inches DBH; Medium Trees 6"-14" DBH; Large Trees > 14" DBH, see **Exhibit B**,
- All work performed within the Scope shall be managed under MN Prevailing wage requirements including pay rates and submission of all paystubs and required documentation to the City.

Scope of Work Total Cost: $ $19, 000.00

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Paul Carpenter, Public Works Director

SUBJECT: Park Commission Appointment

DATE: March 16, 2026

OVERVIEW:

City code 2-4-3 identifies the establishment and composition of the Park Commission. The Commission was reinstated on March 27th of 2023. This group of individuals maintains a comprehensive plan for the city park system and makes recommendations for the development and maintenance of these areas and facilities. The responsibility of the Commission is to make recommendations to Council on issues brought forward.

The Park Commission consists of five voting members who are appointed by the City Council. Appointed members serve two-year terms. The Park Commission will meet quarterly in February, May, August, and November.

Applicants to be considered

- Renee Wedan (Second Term)
- Rose Caswell

ACTION TO BE CONSIDERED:

Council is requested to appoint two individuals to the Park Commission.

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Todd Schwieger, Police Chief

SUBJECT: Anoka County Hazard Mitigation Plan

DATE: March 16, 2026

OVERVIEW:

The Federal Emergency Management Agency (FEMA) under the Disaster Mitigation Act of 2000 has ordained that every county and incorporated municipality within the county is required to have a Hazard Mitigation Plan approved by FEMA in order to be eligible for Hazard Mitigation Grant Program Funding.

The City of St. Francis works in conjunction with Anoka County Emergency Management in updating its mitigation goals and efforts every five years. U-Spatial, University of Minnesota, was contracted by Minnesota Homeland Security and Emergency Management using FEMA Pre-Disaster Mitigation grant funds to work with Anoka County Emergency Management to facilitate an update to the 2019 Anoka County Hazard Mitigation Plan.

The updated Anoka County Hazard Mitigation Plan is now complete and has been submitted and approved by Federal Emergency Management Agency (FEMA).

ACTION TO BE CONSIDERED:

City Council to pass Resolution 2026-10 to adopt the 2025 Anoka County Hazard Mitigation Plan.

BUDGET IMPLICATION:

No direct budget impacts at this time.

Attachments:

- Link to the 2025 Anoka County Hazard Mitigation Plan
  - https://cityofstfrancis273.sharefile.com/public/share/web-s4d10cbb7d3a04112bc950b6704daa59e
- Resolution 2026-10 to Adopt the 2025 Anoka County Hazard Mitigation Plan.

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

RESOLUTION 2026-10

RESOLUTION TO ADOPT THE 2025 ANOKA COUNTY HAZARD MITIGATION PLAN

WHEREAS, the City of St. Francis recognizes the threat of natural hazards to people and property within the City of St. Francis; and

WHEREAS, the City of St. Francis has participated in the development of the 2025 Anoka County Hazard Mitigation Plan in accordance with Federal laws, including the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; the National Flood Insurance act of 1968, as amended; and the National Dam Safety Program Act, as amended; and

WHEREAS, the 2025 Anoka County Hazard Mitigation Plan identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property within the City of St. Francis from the impacts of future hazards and disasters; and

WHEREAS, by adoption by the City of St. Francis demonstrates its commitment to hazard mitigation and achieving the goals outlined in the 2025 Anoka County Hazard Mitigation Plan,

WHEREAS, approval of the 2025 Anoka County Hazard Mitigation Plan by the Federal Emergency Management Agency (FEMA) will make Anoka County and participating jurisdictions eligible to apply for FEMA Hazard Mitigation Assistance grants; and

NOW THEREFORE BE IT RESOLVED that the City of St. Francis supports the hazard mitigation planning effort and wishes to adopt the 2025 Anoka County Hazard Mitigation Plan.

This Resolution was declared duly passed and adopted and was signed by the St. Francis Mayor and attested to by the St. Francis City Clerk this 16th day of March 2026.

Approved: _____
Mark Vogel, Mayor

ATTEST: _____
Jennifer Wida, City Clerk

Anoka County 2025 Hazard Mitigation Plan

Department of Public Safety | Division of Homeland Security and Emergency Management

Anoka County Minnesota

2025 Hazard Mitigation Plan

Terry Stoltzman
Emergency Management Director
Anoka County Emergency Management
2100 3rd Avenue, Suite 700
Anoka, MN 55303

763-324-4761

Prepared By:

U-Spatial
Research and Innovation Office (RIO) | University of Minnesota
389 Kirby Plaza, 1208 Kirby Drive
Duluth, MN 55812

218-726-7438

Contents

Section 1 – Introduction

1.1 Hazard Mitigation Planning in Minnesota

Hazard mitigation planning refers to any sustained action to reduce or eliminate long-term risk to human life and property from natural disasters. The Federal Emergency Management Agency (FEMA) has made reducing hazards one of its primary goals, and a primary mechanism in achieving this goal is both the hazard mitigation planning process and the subsequent implementation of resulting projects, measures, and policies (FEMA, 2023b).

Since 1980, damages from natural disasters in the U.S. have exceeded $2.72 trillion. 2023 saw a record 28 separate billion-dollar weather and climate disaster events in the United States, breaking the previous record of 22 events set in 2020. Minnesota alone has experienced 59 separate billion-dollar disasters since 1980 (NCEI, 2024). Hazard mitigation planning is an effective process to prepare communities and lessen the impact of loss of life and property from future disasters. Although mitigation efforts will not eliminate all disasters, government at all levels should strive to be as prepared as possible for a disaster for the well-being of its residents.

The Hazard Mitigation Plan (HMP) is a requirement of the Federal Disaster Mitigation Act of 2000. The development of a local government plan is required to maintain eligibility for federal hazard mitigation grant funding programs. To be eligible for future mitigation funds, communities must adopt an HMP.

Researchers at the National Institute of Building Sciences looked at the results of 23 years of federally funded mitigation grants provided by FEMA, the U.S. Economic Development Administration (EDA), and the U.S. Department of Housing and Urban Development (HUD). Their findings revealed that for every $1 spent on hazard mitigation funding in the nation, $6 is saved in future disaster costs (Multi-Hazard Mitigation Council, 2019).

Anoka County is vulnerable to a variety of natural hazards that threaten the loss of life and property. Hazards such as tornadoes, flooding, wildfires, blizzards, straight-line winds, and droughts can potentially inflict vast economic loss and personal hardship.

This planning document is accompanied by a website that allows for easy stakeholder and community engagement, as well as interactive maps, dashboards, and infographics.

A broad overview of this companion website's features is as follows:

- Homepage (featuring Declared Disasters dashboard, feedback forms, links to Anoka County Emergency Management website, etc.)
- County Profile
- Risk Assessment & Natural Hazard Profiles
- Goals & Implementation
- Climate Change

Anoka County HMP Website

1.1.1 Scope

U-Spatial, University of Minnesota, was contracted by Minnesota Homeland Security and Emergency Management using FEMA Pre-Disaster Mitigation (PDM) grant funds to work with Anoka County Emergency Management to facilitate an update to the 2019 Anoka County HMP. U-Spatial brings extensive geographic data analysis skills and hazard risk assessment expertise to the process. U-Spatial also employed the services of Hundrieser Consulting LLC for county and stakeholder outreach as well as mitigation action development related to this plan.

This HMP evaluates and prioritizes the major natural hazards affecting Anoka County as determined by frequency of event, economic impact, deaths, and injuries. Mitigation recommendations are based on input from state and local agencies, the public, and national best practices.

This is a multi-jurisdictional plan that covers Anoka County, including the cities of Andover, Anoka, Bethel, Blaine, Centerville, Circle Pines, Columbia Heights, Columbus, Coon Rapids, East Bethel, Fridley, Ham Lake, Hilltop, Lexington, Lino Lakes, Nowthen, Oak Grove, Ramsey, Saint Francis, and Spring Lake Park, and Linwood Township. The Anoka County mitigation activities identified in this plan also incorporate the concerns and needs of townships, school districts, and other participating entities.

Members from each of these jurisdictions actively participated in the planning process by assisting with public outreach, attending planning team meetings, providing local information, identifying mitigation actions, and reviewing the plan document (see Appendix C). The information in these forms was used to help identify mitigation actions for local implementation (see also Section 2.2). Each jurisdiction will adopt the plan by resolution after the plan is approved by FEMA. County and local city resolutions will be added by Anoka County after final approval by FEMA (see Appendix B).

Anoka County has specified the following goals for this plan update:

- Include more recent data documenting the critical infrastructure and hazards faced by Anoka County.
- Reformat and reorganize the plan to reflect definitions of hazards as expressed in the 2024 Minnesota State Hazard Mitigation Plan.
- Reflect current hazard mitigation priorities in Anoka County.
- Encourage recipients and sub-recipients of hazard mitigation grants to consider climate change adaptation, resiliency, and equity in their planning efforts.

1.1.2 Hazard Mitigation Definition

Hazard mitigation may be defined as any action taken to eliminate or reduce the long-term risk to human life and property from natural hazards. The benefits of hazard mitigation planning include the following:

- saving lives, protecting the health of the public, and reducing injuries
- preventing or reducing property damage
- reducing economic losses
- minimizing social dislocation and stress
- reducing agricultural losses

- maintaining critical facilities in functioning order
- protecting infrastructure from damage
- protecting mental health
- reducing legal liability of government and public officials

1.2 State Administration of Mitigation Grants

FEMA currently has two mitigation grant programs that the State of Minnesota administers: the Hazard Mitigation Grant Program (HMGP) and the Flood Mitigation Assistance (FMA) program. The HMGP and FMA programs are administered through the Minnesota Department of Public Safety Homeland Security Emergency Management (HSEM) Division. All applicants must have or be covered under an approved hazard mitigation plan. Eligible applicants include state and local governments, certain private non-profit organizations or institutions, and tribal communities.

Section 2 – Public Planning Process

2.1 Planning Team Information

The Anoka County HMP planning team is headed by the Anoka County emergency manager, who is the primary point of contact. Planning team members include representatives from public and governmental sectors. Table 1 identifies the planning team individuals and organizations that participated in virtual planning team meetings during the plan update process.

Note: Table 1 is not an exhaustive list of stakeholder participation in the Anoka County HMP update. Additional participation by jurisdictional and other agency representatives is documented in Table 3 of this section, as well as in Section 3.4, Appendix C, and Appendix G. The meeting summaries in Appendix F provide a comprehensive overview of each session. This includes a complete list of invited planning team stakeholders and information on other significant opportunities for engagement during the plan update.

Find the planning team members on the Anoka County HMP website

Table 1. Hazard Mitigation Planning (HMP) Team

Name	Agency/Organization	Participant Title
Terry Stoltzman	Anoka County Emergency Management	Emergency Management Director
Jeffrey Lanenberg	Anoka County Emergency Management	Deputy Emergency Management Director
Jeff Perry	Anoka County	Park Director
Joe MacPherson	Anoka County	County Engineer
John Slusarczyk	Anoka County	GIS Coordinator
Jim Dickinson	Anoka County	County Administrator
Julie Jeppson	Anoka County	Commissioner
Mike Gamache	Anoka County Board	Commissioner
Kate Heffernan	Anoka County Human Services/Economic Assistance	Deputy Director
Rachel Helland	Anoka County Public Health	Emergency Preparedness Specialist
Colleen Haubner	Anoka County Library	Director
David Zieglmeier	Anoka County	County Surveyor
Jim Plemon	Anoka County Highway Dept.	Senior Manager, Road Maintenance/Sign Dept.
Dennis Jones	City of Andover Fire Dept.	Fire Chief/Emergency Management Director
Ernie Scherger	City of Andover Fire Dept.	Deputy Fire Chief
Andy Youngquist	City of Anoka Police Dept.	Captain
Delbert Vancura	Anoka Municipal Electric Utility	Utility Director
Theodore Anderson	City of Anoka	City Assessor

Name	Agency/Organization	Participant Title
Russ Clark	City of Blain Police Dept.	Captain / EM Director
Joe Sadler	City of Blaine Police Dept.	Sergeant
Mark Boerboom	City of Blaine	Emergency Management
Dan Hauck	City of Blaine	Building Official
Brent Larson	City of Blaine	Project Engineer/Emergency Management
Andy Luedtke	City of Blaine	Assistant Deputy of Emergency Management
Todd Miller	City of Blaine	Deputy Fire Marshal/Emergency management
Cathy Sorensen	City of Blaine	City Clerk
Tedd Peterson	City of Centerville	Public Works Director
Matthew Montain	City of Centerville / City of Circle Pines	SBM Fire and Centennial Fire District
Aaron Chirpich	City of Columbia Heights	City Manager
Rachel James	City of Columbia Heights	City Council Member / Council President
Daniel Obrien	City of Columbia Heights Fire Dept.	Fire Chief/Emergency Manager
Brad Roddy	City of Columbia Heights Fire Dept.	Assistant Fire Chief
Matt Stemwedel	City of Coon Rapids	City Manager
Tim Himmer	City of Coon Rapids	Public Works Director
Aaron Johnston	City of Coon Rapids	Asst. Fire Chief
Rodney Spiering	City of Coon Rapids	Chief Building Official
Adam Jacobson	Coon Rapids Police Department	Deputy Chief of Police
Rod Sanow	City of East Bethel Fire Dept.	Fire chief
Matt Look	City of East Bethel	Administrator
Nick Schmitz	City of East Bethel	Building Official
Jeff Cielocha	City of East Bethel	Fire Chief
Andrew Todd	City of Fridley PD	Lieutenant/EM
Jason Hiehle	City of Fridley	Utilities Operations Manager
Michael Raczkowski	City of Ham Lake	Fire chief
Ruth Nelson	City of Hilltop	City Clerk
Bill Petracek	City of Lexington	City Administrator
Erik Edwards	Lexington Fire & Rescue	Fire Chief
David Pecchia	City of Lino Lakes	Interim City Administrator
Curt Boehme	City of Lino Lakes Police Dept	Police Chief
William Owens	City of Lino Lakes Police Department	Sergeant
Danial L'Allier	City of Lino Lakes Fire Dept.	Fire Chief
Rob Miller	City of Nowthen	Fire Chief
Natalie Johnson	City of Nowthen	Interim City Administrator
Robert Engler	City of Oak Grove Fire Dept.	Fire Chief
Brian Hagan	City of Ramsey	City Administrator

Name	Agency/Organization	Participant Title
Brad Bluml	City of Ramsey Police Dept	Police Chief
Tim Frankfurth	City of Ramsey Police Dept.	Captain
Jason Sufka	City of Ramsey Fire Dept.	Captain
Matt Kohner	City of Ramsey	Fire Chief/Emergency Management Director
Thomas Knight	City of Ramsey	Building Official
Bruce Westby	City of Ramsey	City Engineer / Public Works Director
Kate Thunstrom	City of St Francis	City Administrator
Jenni Wida	City of St Francis	Deputy Administrator
Todd Schwieger	City of St Francis	Police Chief
Dave Schmidt	City of St Francis	Fire Chief
Josh Antoine	Spring Lake Park PD	Police Chief
Matthew Montain	SBM Fire Department (Spring Lake Park, Blaine, Centerville, Circle Pines)	Assistant Chief
Jonn Olson	Linwood Township	Supervisor-Chairman
Andrew Luedtke	Linwood Township	Town Supervisor
Chris Lindquist	St. Francis Area Schools	Director of Community Education
Jonathan Spitzer	Centennial Schools	Director of Buildings and Grounds
Tim Fournier	Anoka Hennepin Schools	Manager of Security and Emergency Operations
Jim Skelly	Anoka Hennepin Schools	Executive Director, Communications & PR
James Larter	Forest Lake ISD 831	Supervisor of Buildings and Grounds
Hannah Reed	St Francis Area Schools ISD15	Technology and Safety/Security Manager
Karsten Anderson	St. Francis Area Schools	Superintendent
Mark Mickelson	Fridley Area Schools	Safety and Security Director
Chris Nielsen	Anoka-Hennepin ISD#11	Health & Safety Supervisor
Zena Stenvik	Columbia Heights Public Schools	Superintendent
Bryan Hennekens	Columbia Heights Public School District, ISD #13	Director of Finance and Operations
Colleen Pederson	Spring Lake Park Schools, ISD 16	Executive Director of Community Education
Nathan Flansburg	PACT Charter School	Superintendent
Clifford Anderson	Anoka Ramsey and Anoka Tech Colleges	Public Safety Director
Brent Baker	Allina Health EMS	EMS Operations Supervisor
Jon Dotterer	MN HSEM	Regional Program Coordinator
Connie Moore	Alexandra House	Executive Director
Andy Schreder	Rum River Consultants	CEO, Chief Building Official
Carri Levitski	Rum River Consultants	Program Administrator
Barry Brainard	Rum River Consultants	Assistant Building Official
LaChelle Williams	HOPE 4 Youth	Executive Director

Name	Agency/Organization	Participant Title
Steve Griffiths	Stepping Stone Emergency Housing	Executive Director
Jon Janke	Coon Creek Watershed District	Director of Operations
Erik Bye	Coon Creek Watershed District	Planning Coordinator
David Petry	Rice Creek Watershed District	Project Manager

2.2 Review of Existing Plans, Capabilities & Vulnerabilities

Anoka County and its local communities utilized a variety of planning documents to direct plan development. These documents included a Comprehensive/Master Plan, Emergency Operations Plan, Transportation Plan, etc. (see Section 5.1.4 and Appendix D). The planning process also incorporated the existing natural hazard mitigation elements from previous planning efforts. In addition, the 2024 Minnesota All-Hazard Mitigation Plan was consulted.

In the development of the Anoka County HMP, U-Spatial consultants reviewed and incorporated a variety of planning documents that direct community development and influence land use decisions for the county and its jurisdictions. In addition, U-Spatial consultants worked closely with the Anoka County emergency management director and other key county staff and local city officials to collect feedback on local mitigation capabilities and vulnerabilities that either support or hinder the ability to mitigate against natural hazards countywide and at the local level.

Building codes offer a way to incorporate geographically relevant and best available building science with policies and programs. While Anoka County has not adopted the Minnesota Building Code, all participating cities and Linwood Township have adopted the state building code. For more information, see Appendix C, Question 7: Building Codes.

The following is a summary of the assessment tools used to gather information on local capabilities and vulnerabilities during the planning process:

Capabilities Assessment (*hazard-specific*): In this assessment, detailed information was collected from Anoka County on current plans and programs in place (i.e., existing programs, plans, or policies) as well as program gaps or deficiencies that currently exist to mitigate against damages caused by each natural hazard addressed in the plan. Section 4 identifies current gaps and deficiencies for mitigation, and Section 5.1 describes the capabilities that Anoka County has to support mitigation.

Local Mitigation Surveys: As part of Anoka County's 2025 HMP update, participating jurisdictions, key county personnel, and additional agency stakeholders were asked to fill out a Local Mitigation Survey (LMS) form. Questions in the LMS form addressed the following:

- Hazard Identification, Risk Assessment & Vulnerability Analysis
- Local Mitigation Capabilities Assessment
- Local Mitigation Projects
- Survey Participants

The purpose of the survey was to gather jurisdictionally specific information needed to support the update of the plan and to help inform development of local-level mitigation actions for the next five-year planning cycle (for the full Anoka County LMS report, see Appendix C).

2.3 Planning Process Timeline and Steps

To update the 2019 Anoka County HMP, U-Spatial consultants worked in coordination with Anoka County Emergency Management and members of the planning team. The updated plan includes new data documenting the types of hazards faced by Anoka County residents and emergency planning officials as well as new thinking on how to address these hazards.

2.3.1 Stakeholder Coordination

Two planning team meetings took place via Zoom video conference hosted by U-Spatial. Meeting participants included representatives from Anoka County, city and township governments, neighboring jurisdictions, and other key stakeholders. Appendix F provides documentation of stakeholder outreach and participation in the plan update

Survey forms to acquire mitigation ideas and feedback remain available on the HMP website

To provide the opportunity for public input, Anoka County issued two news releases announcing the plan update and inviting public review and feedback on the draft plan. The news release provided information on where to view the plan and submit comments. The Anoka County HMP website, hosted by U-Spatial, and the feedback and mitigation action ideas survey will remain available through the five-year planning period to foster public engagement. Table 2 documents dates of Hazard Mitigation update meetings and public outreach. The public feedback period for the draft plan was open from 12/12/25 to 12/26/25, for a period of 15 days. Appendix G provides documentation of the public outreach for feedback on the draft plan by Anoka County and jurisdictions.

Table 2. Anoka County hazard mitigation update meetings and public outreach

Event	Date	Appendix
Kickoff Webinar	6/18/24	Appendix F, Planning Team Meetings
News Release #1	9/18/24	Appendix G, Public Outreach & Engagement Documentation
Planning Team Meeting #1	2/20/25	Appendix F, Planning Team Meetings
Planning Team Meeting #2	12/3/25	Appendix F, Planning Team Meetings
News Release #2	12/12/25	Appendix G, Public Outreach & Engagement Documentation

At the close of the public outreach period, the U-Spatial consultants worked with the Anoka County Emergency Manager and planning team to incorporate public feedback into the HMP.

For more information on the planning process, see Sections 5 and 6.

2.3.2 Overview of Jurisdictional Participation

Throughout the planning process, Anoka County and the U-Spatial team worked to engage representatives from the county and each city in the update of the plan. Key activities for jurisdictions included assisting with public outreach, participating in planning team meetings, providing local-level information, and reviewing and providing feedback to the plan update.

U-Spatial and Anoka County actively used the following methods to engage jurisdictions in the HMP plan update process:

- **Zoom Video Conferencing**: Planning team meetings were conducted via Zoom video conferencing hosted by U-Spatial. Virtual meetings proved to be a beneficial addition to the planning process, resulting in a high turnout from jurisdictional representatives and other stakeholders, as well as providing the ability for presenters to collect, respond to, and document feedback from participants through Zoom functions such as surveys, chat, and Q&A.

- **Email Correspondence**: Email was a primary tool used to communicate with representatives from Anoka County, municipal governments, and other stakeholders. Emails were used to distribute news releases for public outreach, to invite participation in meetings and to share meeting summaries, as well as to request local information and final review of the draft plan. Email proved to be an effective tool that resulted in increased jurisdictional participation and collection of locally specific information.

- **Surveys, forms, and polls:** Input tools such as surveys, forms, and tools were used throughout the process to efficiently collect information in a format that could directly be fed into the written hazard mitigation plan. Polls were used to elicit feedback during the planning team meetings. The Local Mitigation Survey (LMS) was used to ensure feedback from every jurisdiction for critical input such as building code use, NFIP adoption, and changes in vulnerabilities. Feedback forms were posted on the website for easy access during the plan review.
- **Phone Calls**: Phone calls were frequently used to conduct direct outreach or follow-up to jurisdictions to ensure participation or to collect information via one-on-one interviews. Phone calls proved to be an effective tool that resulted in increased jurisdictional participation and collection of quality information. Phone calls were especially useful in engaging very small communities that had limited staff or technological capabilities.

Cities participating in Anoka County HMP update varied by population and associated government resources to participate in the planning process (e.g., personnel, time, and technology). Rural communities with smaller populations (under 500) typically had part-time elected officials, limited-to-no city staff, and reduced city hall hours in which to conduct business. Anoka County and U-Spatial were sensitive to these local challenges and worked to help these local governments to participate using the methods that worked best to accommodate them, such as phone interviews to complete local mitigation survey forms (see Appendix C).

Table 3 provides an overview of each city's participation in the Anoka County HMP update planning process and a reference to supporting documentation.

Table 3. Jurisdictional participation in planning process

Jurisdiction (2024 Est. Population, Esri)	News Release #1	Planning Team Mtg. #1	Local Mitigation Survey	Mitigation Action Charts	Planning Team Mtg.#2	News Release #2 & Plan Review
Supporting Documentation	App. G	App. F	App. C	Sec. 5.3 App. H	App. F	App. G
Anoka County (376,203)	X	X	X	X	X	X
City of Andover (33,531)	X	X	X	X	X	X
City of Anoka (17,923)	X	X	X	X	X	X
City of Bethel (481)	X		X	X		X
City of Blaine (74,967)	X	X	X	X	X	X
City of Centerville (3,966)	X	X	X	X	X	X
City of Circle Pines (5,014)	X	X	X	X	X	X
City of Columbia Heights (22,179)	X	X	X	X	X	X
City of Columbus (4,268)	X		X	X		X
City of Coon Rapids (64,292)	X	X	X	X	X	X
City of East Bethel (12,108)	X	X	X	X	X	X
City of Fridley (30,207)	X	X	X	X	X	X
City of Ham Lake (16,851)	X	X	X	X	X	X
City of Hilltop (1,077)	X		X	X	X	X
City of Lexington (2,766)	X	X	X	X	X	X
City of Lino Lakes (22,805)	X	X	X	X	X	X
City of Nowthen (4,506)	X	X	X	X		X
City of Oak Grove (9,227)	X		X	X	X	X
City of Ramsey (28,847)	X	X	X	X	X	X
City of Saint Francis (8,462)	X	X	X	X	X	X
City of Spring Lake Park (7,564)	X	X	X	X	X	X
Linwood Township (5,280)	X	X	X	X	X	X
Other: Coon Creek Watershed District	X	X	X	X	X	X
Neighboring Jurisdictions:						
Chisago County						
Hennepin County						
Isanti County						
Ramsey County						
Sherburne County					X	
Washington County						
Wright County						

Section 3 – Risk Assessment and Vulnerability Analysis

The goal of mitigation is to reduce or eliminate the future impacts of a hazard, including loss of life, property damage, disruption to local and regional economies, and the expenditure of public and private funds for recovery. Sound mitigation practices must be based on sound risk assessment. A risk assessment involves quantifying the potential loss resulting from a disaster by assessing the vulnerability of buildings, infrastructure, and people.

The risk assessments in this plan are based on widely accepted tools and databases, consultation with hazard mitigation planning expertise at FEMA and HSEM, and technical guidance from the MN DNR State Climatology Office. Geographic Information System (GIS) tools are used throughout to demonstrate geographically based risk and vulnerabilities.

3.1 Natural Hazard Identification

This assessment identifies the characteristics of natural hazard events, the severity of the risk, the likelihood of these events occurring, and the vulnerability of each jurisdiction's population and assets.

See a list of all natural hazards covered in the 2025 HMP

The cornerstone of risk assessment is identifying the hazards that affect jurisdictions. Listed below are the natural hazards addressed in the 2024 Minnesota State Hazard Mitigation Plan:

Flooding
Dam/Levee Failure
Wildfires
Windstorms
Tornadoes
Hail
Lightning
Winter Storms
Landslides (Erosion and Mudslides)
Land Subsidence (Sinkholes and Karst)
Drought
Extreme Heat
Extreme Cold
Earthquakes
Coastal Erosion & Flooding

3.1.1 Hazard Prioritization

As part of the plan update process, the planning team reviewed, updated, and prioritized the hazards faced by residents of Anoka County, updated the existing mitigation actions published in the 2019 HMP, and proposed new mitigation actions.

The team examined the hazards identified in the 2019 HMP and adjusted them to reflect the definitions of natural hazards used in the 2024 Minnesota State Hazard Mitigation Plan.

While this HMP focuses on natural hazards, planning took place with the understanding that many non-natural hazards could occur due to natural disasters (e.g., disruption in electrical service due to downed powerlines from heavy snow, ice storms, or high wind events).

The prioritization of hazards for the Anoka County HMP Update (Table 4) was based upon group review and discussion of the natural hazards that pose risk to the county during the HMP Planning Team Meeting #1. In the review of each hazard, the group was asked to consider if the risk to severe natural hazards had increased or decreased since the last plan, and if this affected their priority level to mitigate against that hazard. Appendix F provides the discussion notes from the meeting.

Table 4. Prioritization of hazards for 2025 Anoka County HMP Update

Natural Hazards Addressed in the Last Plan	Current Priority
Flooding	High
Windstorms	High
Tornadoes	High
Winter Storms	Moderate
Hail	Moderate
Lightning	Moderate
Extreme Cold	Moderate
Extreme Heat	Moderate
Wildfire	Moderate
Drought	Low
Landslides	Low
Land Subsidence	Low
Dam/Levee Failure	Low

3.1.2 FEMA- and Minnesota-Declared Disasters and Assistance

Another historical perspective is derived from FEMA-declared disasters and emergencies. The Stafford Act provides for two types of disaster declarations: emergency declarations and major disaster declarations (Robert T. Stafford Disaster Relief and Emergency Assistance Act, 1974). Between 1957 and August 2025, Anoka County was included in 13 federal disaster declarations; see details on the Anoka County HMP website.

Minnesota Statutes Chapter 12A established a framework for state agencies to help communities recover from disaster. In 2014, Governor Mark Dayton signed legislation establishing the state's Disaster Assistance Contingency Account to assist local communities after a natural disaster when federal aid is not available. Damage required to declare a disaster is half the threshold of the federal/FEMA public assistance (only) program threshold (MN HSEM, 2019). Anoka County has been included in one State Disaster Declaration.

The Hazard Mitigation Grant Program (HMGP), the Flood Mitigation Assistance (FMA) program, and the former Building Resilient Infrastructure and Communities (BRIC) program are FEMA-administered hazard mitigation assistance programs that provide funding for eligible mitigation planning and projects that reduce disaster losses and protect life and property from future disaster damages (FEMA, 2021). Table 5 lists the projects in the county funded by a hazard mitigation assistance program.

Table 5. Historical hazard mitigation funding awarded in Anoka County

DR#	Fiscal Year	Subrecipient	Project Type	Project Cost	Federal Share
4290	2017	Minnesota Amateur Sports Commission	600.1: Warning Systems (as a Component of a Planned, Adopted, and Exercised Risk Reduction Plan); 602.1: Other Equipment Purchase and Installation	$91,775	$68,831
1419	2002	Anoka County	91.1: Local Multihazard Mitigation Plan	$31,973	$23,980

SOURCE: (FEMA, 2025)

3.2 Community Vulnerability

The degree to which a person is vulnerable to the impacts of a hazard depends on how well they can react before, during, and after a hazardous event. The Centers for Disease Control and Prevention (CDC) Agency for Toxic Substances & Disease Registry (ATSDR) defines social vulnerability as "…the resilience of communities when confronted by external stresses on human health, stresses such as natural or human-caused disasters, or disease outbreaks" (ATSDR, 2020). Exacerbating these stressors are the increasing number of extreme weather events attributed to Minnesota's changing climate (MPCA, 2018).

The ATSDR created the CDC Social Vulnerability Index (SVI) to help identify vulnerable communities that need support in preparing for hazards or recovering from disaster. The CDC SVI is created at the census tract level using American Community Survey (ACS) five-year data.

The SVI is included in the FEMA National Risk Index (NRI) and presented in the Risk and Vulnerability dashboard on the webpage for each hazard. Additionally, summaries of at-risk populations in each jurisdiction are available on the county profile page. Vulnerable attributes of a population are addressed with each natural hazard.

The Risk and Vulnerability dashboard for each hazard also includes the FEMA Community Resilience Challenges Index (CRCI). The CRCI is a composite index of 22 community resilience indicators, including population and household characteristics, housing, healthcare, economic factors, and connection to community. The index value provides a relative composite value by census tract and is designed for emergency managers to target outreach strategies and understand the resilience challenges community members face (FEMA, 2024a).

Explore population vulnerability on the Anoka County HMP Website

3.3 Climate Change

Minnesota's climate change summary is informed primarily by the Midwest Chapter of the Fifth National Climate Assessment (NCA5) dated November 2023 and with interpretations from the MN DNR State Climatology Office (Wilson et al., 2023).

Rising global temperatures and the resulting increases in atmospheric moisture from evaporation of ocean waters have allowed Minnesota to become warmer, wetter, and more humid during the past

several decades. The ten combined warmest and wettest years between 1895 and 2022 all occurred since 1998. Nights have warmed faster than days since 1970, and winter has warmed several times faster than summer. Even with the drought conditions of the early 2020s in Minnesota, heavy precipitation continues to show long-term increases, with damaging rain and snowfall events reported somewhere in the state each year of the decade through 2023. Despite no increase in the highest temperatures of summer, maximum annual heat index values (one measure of how hot it feels) have been rising across the state because of increased humidity during heat waves.

Even though periods of intense growing-season drought have defined the climate of the early 2020s in much of Minnesota, long-term increases in annual precipitation have continued because of heavy and even record-setting precipitation during the cold season. For instance, record-dry conditions during May through mid-August of 2021 led to parts of northwestern and northern Minnesota reaching "Exceptional Drought"—the worst category on the US Drought Monitor. A shift to a stormy pattern during the following winter and spring, however, produced unprecedented precipitation between December in May in the exact same areas, with historic flooding along the Rainy River.

The observed changes in our climate have altered growing seasons, damaged forests, challenged natural resource management, limited recreational opportunities, destroyed infrastructure, and affected the conditions of lakes, rivers, wetlands, and groundwater aquifers that provide water for drinking and agriculture. Climate models project that temperature and precipitation increases will continue in Minnesota through the 21st century, with hotter summers and increased drought severity during dry periods as well.

To help the public understand how the changing climate has affected and is expected to affect the behavior of common weather hazards in Minnesota, the MN DNR State Climatology Office developed graphical summaries of the scientific confidence associated with each hazard's relationship to climate change (Table 6 and Table 7). Climate change in Minnesota has by far the strongest associations with (1) sharp declines in the frequency and severity of extreme cold outbreaks, tied to a persistent warming of winters, and (2) sharp increases in the frequency and intensity of extreme precipitation events. For instance, from 1970 through 2023, Minnesota's winters warmed at a rate of almost one degree F per decade, and approximately three-four times faster than summer. During that same period, the coldest night of the year has warmed almost twice as fast as winter as a whole—up to two degrees F per decade (or 20 degrees F per century).

Despite major losses to cold extremes, the warming climate and increased abundance of atmospheric moisture has led to an uptick in many heavy snowfall metrics across Minnesota, leading to moderately high confidence that the changing climate is increasing heavy snowfall events—even as other winter characteristics decline. The intensity and frequency of tornadoes and severe convective storms are weakly connected at best to recent climate changes, and since the 1950s, despite superior detection and verification capabilities, the number of damaging tornadoes rated at least F-2 or EF-2 in Minnesota has shown no increases. Dramatic changes in the seasonal and geographical ranges of severe convective weather have, on the other hand, already affected Minnesota. In 2021, a damaging tornado crossed the Boundary Waters into Canada, becoming the latest on record so far north in the state. Then, on December 15th, an outbreak of destructive thunderstorm winds and over 20 tornadoes struck the southeastern parts of the state, producing the latest tornadoes on record by 29 days.

The climatic picture is expected to change further beyond the 2020s and especially as Minnesota approaches the middle of the 21st century (Table 7). Dramatic losses in extreme cold and additional increases in heavy and extreme precipitation are expected to remain the state's leading climate change symptoms. Although Minnesota has not yet observed increases in the frequency, severity, or duration of summertime high temperatures or drought (through 2023), climate model projections summarized in NCA5 indicate that heat waves are all but certain to increase by mid-century. A 2018 study conducted by NOAA scientists indicates that by the 2050s, heat waves in Minnesota will be more attributable to climate change than to natural variability (Lopez et al., 2018).

Table 6. Confidence that climate change has already impacted common Minnesota weather/climate hazards

Confidence	Hazard	Recent & Current Observations
Highest	Extreme cold	Rapid decline in severity & frequency
	Extreme rainfall and heavy snowfall	Becoming larger and more frequent
Moderately High	Humid heat waves	Some increase in maximum dew point and Heat Index values since 1980
Moderately Low	Tornadoes, hail, thunderstorm winds	Intensity and frequency unchanged, but seasons expanding aggressively
Low	Drought and dry spells	Intense & major episodes in early 2020s but no long-term trend
Lowest	Summer high temperature extremes	Highest temperatures still well within historical ranges, and number of hot days increasing only slightly in isolated locations

SOURCE: (BLUMENFELD, K. MINNESOTA STATE CLIMATOLOGY OFFICE, PERSONAL COMMUNICATION, DECEMBER 21, 2023)

Table 7. Confidence that climate change will impact common Minnesota weather/climate hazards through 2070

Confidence	Hazard	Expectations through 2070
Highest	Extreme cold	Continued rapid decrease in severity and frequency
	Extreme rainfall	Unprecedented events more common
High	Heat waves	Summer high temperatures, maximum dew point and heat index values all projected to increase
Moderately High	Drought	Increased severity likely as summer heat increases; frequency and duration projections unclear
Moderately Low	Heavy snowfall	Greater extremes, but events less frequent as winter rain increases
	Tornadoes, hail, thunderstorm winds	Intensity and frequency unclear but continued seasonal expansion and larger "outbreaks" possible

SOURCE: (BLUMENFELD, K. MINNESOTA STATE CLIMATOLOGY OFFICE, PERSONAL COMMUNICATION, DECEMBER 21, 2023)

3.3.1 Climate Change Impacts and Resilience Planning

The NCA5 states that even if the world decarbonizes rapidly, the Nation will continue to face climate impacts and risks. Adequately and equitably addressing these risks involves longer-term inclusive planning, investments in transformative adaptation, and mitigation approaches that consider equity and justice. In the Midwest, rising temperatures, extreme precipitation, drought, and other climate-related events are impacting agriculture, ecosystems, cultural practices, health, infrastructure, and waterways. Communities, Indigenous Peoples, governments, and businesses are embracing adaptation approaches that include climate-smart agriculture, improved landscape management, innovative green infrastructure financing, and collaborative decision-making.

NCA5 includes these key messages for the Midwest region (Chapter 24: Midwest):

- Changes in precipitation extremes, timing of snowmelt, and early-spring rainfall are expected to pose greater challenges for crop and animal agriculture, including increased pest and disease transmission, muddier pastures, and further degradation of water quality. Climate-smart agriculture and other adaptation techniques provide a potential path toward environmental and economic sustainability.
- Increasing incidence of flooding and drought is expected to further alter aquatic ecosystems, while terrestrial ecosystems are being reshaped by rising temperatures and decreasing snow and ice cover. In response, communities are adapting their cultural practices and the ways they manage the landscape, preserving and protecting ecosystems and the services they provide.
- Climate change has wide-ranging effects on lives and livelihoods. Mitigation and adaptation strategies, such as expanded use of green infrastructure, heat-health early warning systems, and improved stormwater management systems, when developed in collaboration with affected communities, have the potential to improve individual and community health.
- Increases in temperatures and extreme precipitation events are already challenging aging infrastructure and are expected to impair surface transportation, water navigation, and the electrical grid. Shifts in the timing and intensity of rainfall are expected to disrupt transportation along major rivers and increase chronic flooding. Green infrastructure and public and private investments may mitigate losses, provide relief from heat, and offer other ways to adapt the built environment to a changing climate.
- Climate-related changes to water quantity and quality are increasing the risks to ecosystem health, adequate food production, surface water and groundwater uses, and recreation (high confidence). Projected increases in droughts, floods, and runoff events across the Mississippi River basin and the Great Lakes will adversely impact ecosystems through increased erosion, harmful algal blooms, and expansion of invasive species.

Key messages from the NCA5 are indicated in green throughout this document.

3.3.2 Health Impacts of Climate Change in Minnesota

Climate change already impacts our health, and these impacts are expected to worsen in the years ahead. The risks are especially high for Minnesotans who are less able to cope due to their age, income, housing insecurity, preexisting health conditions, and more.

Heat, air pollution (including wildfire smoke and allergens like pollen), extreme precipitation, floods, droughts, and ecosystem changes are all "climate hazards" that impact our health. Some of these climate hazards have a direct effect, like a heat-related illness from a heatwave, while some have an indirect impact, like exacerbation of asthma from mold growth in a flooded basement.

Heat

Minnesotans will experience a wide range of impacts from the increased frequency and severity of extreme heat events. Higher heat, increased humidity, and longer and more frequent extreme heat events can lead to direct health impacts of dehydration and heatstroke. Untreated heat stroke can lead to death. Heat-related illness directly accounted for 75 deaths in Minnesota from 2000–2022.

Heat can also worsen existing health conditions, such as respiratory and cardiovascular diseases. The people most at risk include those who are more exposed and those who may be more susceptible due to physiological reasons. People more likely to be exposed to heat include outdoor workers in agriculture and construction, student athletes, people who live in cities (due to the heat island effect), people without air conditioning, and unhoused persons.

People at higher risk because of physiological reasons include those with underlying medical conditions, pregnant people, older adults, infants, and young children.

Just as one example of the devastating effects of heat, in the summer of 2011, Minnesota had six days when the heat index was 105 degrees F or higher—and that same summer there were 1,302 emergency department visits and 3 deaths due to heat. What makes these numbers tragic is that heat-related illnesses are preventable.

Air Pollution

In general, we breathe clean air in Minnesota, according to federal standards. But on some days and in some locations, air is unhealthy due to ozone or fine particulate matter. Greenhouse gas emissions can increase air pollution, and rising temperatures can also affect the formation and release of pollutants. Unhealthy air days are expected to become more frequent, and more intense due to climate change.

Climate change is likely to increase three main air contaminants in Minnesota: ozone, particulate matter (including wildfire smoke), and allergens. These air pollutants can cause or exacerbate cardiovascular and respiratory diseases, chronic obstructive pulmonary disease (COPD), allergies, and asthma.

Pollen is intensifying with climate change, and can trigger allergies, asthma attacks, and affect other respiratory conditions. In Minnesota, asthma affects one in 16 children (6.4%) and one in 13 adults (7.4%). People with asthma need to be especially aware of pollen sources and seasons to prevent an allergy-related asthma attack.

There are three pollen seasons in Minnesota: trees, grasses, and weeds. Trees are the first to release pollen, typically starting in early April, grasses usually ramp up pollen release in early June, and weeds typically begin releasing pollen in mid-June and continue until the first hard frost. Research shows that the growing season for ragweed pollen, which is highly allergenic, has increased by 15 to 25 days in and around Minnesota. The lengthening pollen season is strongly related to climate change characteristics, such as lengthening of the frost-free season and later timing of the first fall frost.

Indirect health effects from air pollution can include reduced visibility on a high smog day, reduced productivity at work or school due to allergies or asthma, and reduced productivity and degradation of crops and water sources, which can lead to economic burdens.

Those most at risk include:

- Children, because they have developing lungs, are outside more, and they play vigorously and inhale more air per pound of body weight compared to adults.
- Adults over 60, because their bodies are aging.
- People with chronic respiratory or cardiovascular disease because they are more susceptible to air pollution.
- Individuals living near other sources of air pollution (such as roadways, freeways, and heavy industry), because they are chronically exposed to air pollution.
- People of color, because they are more likely to be exposed to more air pollution and have a disproportionate burden of heart and lung diseases, which may increase susceptibility.

Extreme Precipitation, Floods, Drought

Rain is falling more frequently in extreme, heavy, localized events, leading to some parts of our state experiencing flooding while other areas experience drought.

Increased frequency and severity of heavy rainfalls can lead to flooding, which results in both direct and indirect health impacts like:

- Injury or even death from drowning.
- Illnesses from being exposed to contaminated drinking water or recreational sources.
- Mental health stress from experiencing the trauma of the event or later from being displaced or dealing with damaged homes and business.
- Respiratory ailments from exposure to mold from flooded basements.
- Carbon monoxide poisoning from exposure to carbon monoxide when using secondary power sources, like generators.
- Flooding can also disrupt economic and social networks and put a strain on essential services.

The people most at risk are Minnesotans who are more likely to be exposed to flood waters, like those who live in a flood plain or near water bodies, or people who cannot easily evacuate or recover from flooding destruction, such as people who do not have reliable transportation, people who can't use the stairs when elevators are out of service, people in wheelchairs, people with disabilities, older adults, and lower income people.

Heavy rain events can cause standing water in backyards or basements. Many homeowners have experienced wet basements, which is mentally and financially stressful, and if mold starts to grow that can become a health problem.

Localized flash flooding can also be a problem where our infrastructure is undersized, and people get caught off guard by flooded roads. This is an important public health safety concern as almost half of flash flood fatalities occur in vehicles. It takes as little as six inches of fast-moving water to knock over and carry away an adult, and as little as 12 inches can carry away a small car.

Another public health concern with precipitation changes exacerbated by climate change is waterborne disease outbreaks. Heavy downpours can lead to a host of problems, including increased

runoff and sewage overflows, which can cause outbreaks of waterborne diseases such as E. coli and Cryptosporidium. Runoff can carry viruses and other disease-causing agents into wells and recreational waters, contaminating them and causing health problems.

Zoonotic Diseases

Zoonotic diseases or zoonoses are caused by germs like viruses, bacteria, parasites, and fungi that spread between animals and people. Increases in temperatures and changes in rain patterns are changing our ecosystems, which can affect the spread of diseases carried by insects, ticks, rodents, birds, and other animals.

Diseases from ticks include Lyme disease, Anaplasmosis, and Babesiosis. As temperatures increase, disease-transmitting ticks will become active sooner and stay active longer, allowing more time to develop and feed on hosts. Ticks thrive in warm humid environments.

Additionally, there may be a decreased die off over the winter months if temperatures do not get very cold. An increase in winter temperatures can also lead to new tick species moving into and surviving in Minnesota, which can lead to the introduction of new diseases.

People more at risk for diseases carried by insects, ticks, and rodents are people who spend more time outdoors or are more exposed to these pests.

Harmful Algal Blooms

An increase in water temperatures can lead to blue-green algal blooms, which contain toxins that can pose harmful health risks. People or pets who drink or swim in water with dangerous levels of harmful algal bloom (HAB) contamination may experience stomach illness, skin irritation, allergic responses, and damage to the liver and nervous system. In extreme cases, dogs and other animals have died after drinking water containing these toxins.

Harmful algal blooms in Minnesota lakes result from several factors including runoff from fertilizers, discharges from waste treatment plants, warmer waters, and higher temperatures. While HABs can occur naturally, the frequency of outbreaks is increasing in part because human activities create favorable conditions for the blooms.

Zoonotic diseases and HABs can have an indirect health effect when they threaten the livelihoods of people who work in recreation-dependent economies that revolve around camping, fishing, and hunting.

Mental Health

Climate change threatens our mental health through direct exposure to a climate-related disaster (e.g., flooding); through the disruption to a major determinant of health, such as a loss of livelihood or a cultural tradition; and through awareness or uncertainty of climate change as an existential threat. These experiences may overlap and lead to compounded impacts on an individual or even an entire community, such as family farmers burdened with decadal drought who are more likely to commit suicide.

Existing research has associated several mental health conditions with climate change, such as psychological distress, grief reactions, depression, post-traumatic stress disorder, interpersonal conflicts, drug or alcohol abuse, loss of identity, and suicidal ideation.

Vulnerable populations such as children, the elderly, communities of color, and other marginalized communities are most at risk of climate change-related mental health impacts.

3.3.3 Climate Change Adaptation

Climate change adaptation is important for increasing the resilience of communities and the environment. The shocks caused by more extreme weather events and the stressors of longer-term changes to the climate affect all natural systems. For human communities, these impacts challenge the surroundings in which they live, the critically important ecosystem services upon which they depend, public health, local facilities and infrastructure, the safety of their residences, and the viability of their livelihoods. Development trends can further exacerbate both climate impacts and population vulnerability. Communities are only as resilient as the most vulnerable within them.

3.3.4 Climate Change Data and Tools in Minnesota

The University of Minnesota Extension and the University of Minnesota's Water Resources Center coordinate the Minnesota Climate Adaptation Partnership (MCAP), which brings together federal and state agencies, organizations, and individuals statewide with an interest in climate adaptation. MCAP received funding after the 2021 legislative session to develop high-resolution (2.6 mile/4km grid) dynamically downscaled climate projections utilizing the University of Minnesota's Supercomputing Institute. This data is being made publicly accessible via the new Minnesota CliMAT—Climate Mapping and Analysis Tool. This interactive online tool provides highly localized climate projections for Minnesota. MN CliMAT is based on data from the latest generation of global climate models, called CMIP6. With the dynamically downscaled climate projection data, users can visualize even how small cities will likely be impacted in the coming decades (Liess, S. et al., 2023).

More resources are available on the climate change page of the Anoka County website

3.4 Jurisdictional Change in Risk or Vulnerability Assessment

Jurisdictions in Anoka County have varying vulnerabilities to and concerns about impacts to their communities. Interviews with jurisdictional representatives in addition to the Local Mitigation Survey resulted in some specific concerns (see Appendix C). Participants were asked to provide feedback on how their community's vulnerability to natural hazards had either increased (due to changes such as development) or decreased (due to local mitigation efforts) over the past five years.

At the local jurisdictional level, several communities did note an increase in development over the last five years as a factor for an increase in vulnerability to severe weather or disaster events.

3.4.1 Jurisdictional Responses

As part of the Local Mitigation Survey form, Anoka County Emergency Management and each city jurisdiction were asked to provide a vulnerability assessment that described what structures, systems, populations, or other community assets were susceptible to damage and loss from specific hazard events. This information was used to help tie local vulnerability back to the exposure of people,

buildings, infrastructure, and the environment to the natural hazards listed in Table 4 and to assist local governments in development of related local mitigation actions to reduce risk.

The following is a compilation of common responses taken directly from jurisdictional representatives as preserved in Appendix C: Question 2 – Local Vulnerabilities. Responses here are edited only for clarity.

Anoka County

Flooding: Overland flooding is a concern in Anoka County for events with high rainfall amounts over a short time. The prominent soil type in Anoka County is sand which will allow normal amounts of rainwater to percolate through the soil and move through the stormwater drainage systems moving water through the six Watershed Districts in Anoka County.

Tornadoes: Although tornadoes have affected Anoka County infrequently in the past, the probability of damage from this hazard in the future is likely. The entire county is at equal risk of future occurrences. While higher population and housing densities in the municipalities set the stage for increased impact, the potential for property damage and loss of life is equally high for the county's unincorporated areas due to the large number of mobile homes throughout the rural areas.

City of Andover

Flooding: The City of Andover has low-lying properties along the Rum River and near various wetlands which are prone to flooding.

All Hazards (Severe Storms): The city has the usual CI/KR protection concerns as most other communities (i.e., vulnerability of overhead power lines). Our City Hall/Community Center/water treatment facilities can be considered the hub of activities/services within our community. The loss of these assets would be unfortunate.

City of Anoka

Flooding: The City of Anoka has both the Rum River and Mississippi River that have independent flood risks. Along both waterways there are a handful of private properties and public utilities that are affected by localized flooding. The Coon Rapids Dam may cause ice jams during winter and early spring.

Flooding: Our city-owned sanitary sewer infrastructure (lift station, manhole, etc.) are located in the floodplain.

Severe Storms (Power Outages): The City of Anoka has municipal electric utilities providing services to the cities of Anoka, Champlin, Dayton, and Coon Rapids and Ramsey. The power grid is a combination of overhead and buried transmission lines, including 5 substations. Severe storms have the potential to affect overhead power lines.

City of Bethel

All Hazards: The city of Bethel has an aging population who may be more vulnerable to severe storm events. We also have overhead power lines that could come down from windstorms or heavy snow/ice.

Flooding: During very high rain events our lift station could possibly flood.

Structure Fire/Wildland Fire: We have city sewer, but all private wells in town. We have one fire hydrant at the fire station. In an emergency, one hydrant may not be able to keep up with a high demand of needed water capacity.

City of Blaine

Severe Summer Storms: Wind, hail, and tornadoes are a major issue within parts of the city, specifically the multiple mobile home parks, as storm shelters are limited (out-of-date and insufficient capacity to shelter the residents.) These storms also have high impacts to portions of the city with overhead power lines and electrical poles.

Flooding: Flooding is a concern in some multiple mobile home parks without sufficient evacuation routes (roadways, gates etc.)

Wildfire: Wildfires are an issue with large urban wildland interfaces where homes and wildlands meet.

All Hazards: Other infrastructure vulnerabilities within the city include critical public infrastructure (i.e. city hall, PD, SBMFD, public works, water treatment, MAYC that could be affected by severe storm events.

City of Centerville

All Hazards: Assisted Living Facilities and lack of resident mobility presents difficulty during an evacuation. We need to upgrade the generator at City Hall/fire station as well as add connectivity and communication improvements to alert for preparedness and education of upcoming emergency events.

Flooding: Roadway mitigation is needed on Brian Dr. to alleviate frequent flooding.

City of Circle Pines

All Hazards (Pipeline Failure): The city has an underground gas pipeline which could be susceptible to a range of different hazards, including floods, storms, landslides, tornados, and earthquakes.

City of Columbia Heights

All Hazards: Within the city there is a nursing home, two assisted living facilities, and numerous senior living apartment buildings which present challenges for communications and difficulty of resident mobility during an evacuation or emergency. We also need to replace a failing generator at the public safety building to ensure continuity of police, fire, and emergency management EOC operations. Connectivity and communication improvements are needed to alert for preparedness and education of upcoming emergency events and build resiliency. An underground gas pipeline runs along the border of the city. We also have a large non-English speaking immigrant population, which presents barriers to communication.

Severe Winter/Summer Storms (Power Outages): The majority of the electric distribution system is overhead. Wind-thrown trees and ice laden limbs routinely drop lines resulting in power outages. The Minneapolis water treatment campus & 70 MGD ultrafiltration plant (Reservoir Blvd) – mission critical pumps and membranes need continuous power. Wind or lightning outages may force Minneapolis to curtail supply to Columbia Heights.

Extreme Cold: Shallow water-service lines can be affected. The city tracks and responds to frozen-service calls each winter. Power outages jeopardize apartment complexes and small businesses.

Winter Storms, Blizzards & Ice Accretion: 14 % of residents are ≥65 yrs; mobility-limited seniors and renters in older multifamily units face heat-loss and medical isolation during outages.

Flooding: There are low spots on TH 65, University Ave & 37th Ave railroad underpass. Ponding regularly strands vehicles and results in emergency-vehicle delays. The city has an aging storm-sewer network. The built-out watershed leaves little infiltration; surcharging basins back up into basements.

City of Columbus

Wildfire: Wildfire hazard is high risk due to low residential density and approximately 80% of Columbus is with vegetative cover that is highly susceptible to wildfires. The City water system only serves 6% of the City and has only limited storage capacity, which would impact water supply for firefighting.

Winter Storms: Much of the city's municipal electrical service consists of overhead power lines and electrical poles. Those overhead lines and power poles are prone to failure in ice storms and blizzards with heavy snowfall and high winds that may bring down trees and branches.

All Hazards: Access to the business district between Potomac and Pine Street on Lake Drive has no secondary means of access. This could be a bottleneck to emergency service vehicles and restrict ingress and egress for entering and exiting traffic.

City of Coon Rapids

Severe Storms, Flooding: Within the city we have the following critical infrastructure and facilities that can be negatively affected by a range of severe storm or flood-related events: Mercy Hospital; Egret Blvd manufactured housing facility; water production, treatment, and distribution system (treatment plants, towers, piping, hydrants); sanitary lift stations, including the Met Council major station on Coon Rapids Blvd Ext.; major roadways; railroad lines; electrical and natural gas distribution facilities – particularly how they power our pumps for water & sanitary items mentioned above; Communication – cell & fiber lines that are used for our SCADA system on the water & sanitary items mentioned above; wells.

City of East Bethel

Severe Summer Storms, Flooding: Within the city we have a multi-story assisted living facility, a large state land management area (Gordie Mikkelson WMA), and 12 lakes, with Coon Lake covering 1260 acres, alone. We have MN State Highway 65 which is a main corridor running north and south and Anoka County Road 22 running east and west. Our community is growing rapidly with over 300 new homes being developed, a water tower, and a new commercial area. In general, severe weather is a major concern with high winds, tornadoes, and heavy rain possible.

City of Fridley

Flooding: The City of Fridley has the potential for some seasonal flooding concerns with the Mississippi River. When the ice melts at the end of winter, we have some areas of the city that have flooded in the past. However, we have addressed this issue. We have large pumps on the north end of the city to keep that area from flooding. We have only needed to use them once in the last 5 or 6 years.

City of Ham Lake

Winter Storms: Much of the city's municipal electrical service consists of overhead power lines and electrical poles. Those overhead lines and power poles are prone to failure in ice storms and blizzards with heavy snowfall and high winds that may bring down trees and branches.

City of Hilltop

Tornadoes: Tornadoes are our #1 vulnerability. About 66% of our residents live in mobile home parks. There are 4 separately owned and operated MHPs within the city. With increasing severe weather incidents and more demand for storm shelter space, the city has been working to move forward with plans to build a new storm shelter at City Hall. However, obtaining the necessary funds has been extremely difficult. The basement of our City Hall serves as our community storm shelter, but it is very undersized. If all MHP residents were to come in they would not all fit. But the new building we have planned would hold 700 people.

All Hazards (Emergency Information): We also have a significant portion of residents who speak English as a second language. This can present challenges in communicating emergency information.

City of Lexington

All Hazards (Emergency Information): Within the city there is a large immigrant community in one apartment complex. It is unknown if they have other housing options. This presents potential language barriers when conveying emergency information.

City of Lino Lakes

All Hazards: The City of Lino Lakes has two large assisted living facilities that would present challenges should an evacuation be required. The Rice Creek Water Trail and 5,500-acre Rice Creek Chain of Lakes Park Reserve also has limited access for emergency vehicles.

Windstorms, Tornadoes: The city has one medium size manufactured park which would be vulnerable to severe weather.

Wildfire: Wildfire is a concern as there is a wildland urban interface throughout the city.

City of Nowthen

Windstorms, Tornadoes: Our city has a lack of outdoor warning sirens to alert residents to dangerous high wind or tornado events.

City of Oak Grove

Flooding: Oak Grove has some floodplains.

Windstorms, Tornadoes: We have a senior living facility that would need help in the event of a long-term power outage.

Wildfire: We have a lot of wildland-urban interface.

City of Ramsey

All Hazards: The City of Ramsey has 2 Assisted Living Facilities both with memory care units. In the event of an evacuation these pose a special vulnerability.

Flooding: We have both the Mississippi River and the Rum River running through the city. Homes along the Mississippi are prone to local flooding, but homes on the Rum have a natural protection due to the height of the embankment.

Windstorms, Tornadoes: We have 1 mobile home park that has an undersized storm shelter.

Wildfire: We have a growing wildland-urban interface where large, mixed field/marsh/wetland environments back up to large housing developments.

City of Saint Francis

Windstorms, Tornadoes: There are numerous parks in the city, some without storm shelters.

City of Spring Lake Park

All Hazards: Within the city of Spring Lake Park we have several assisted living and retirement homes that would be difficult to evacuate in an emergency.

Linwood Township

Wildfire: Wildfire is a concern as there is a wildland urban interface throughout the town including approximately 6,000 acres of Carlos Avery Wildlife Management Area. In addition to this, Anoka County has a regional park consisting of approximately 800 acres within Linwood Township.

All Hazards: In addition to wildfire, other natural disasters such as tornadoes, flooding, and windstorms pose a threat as there are many areas/neighborhoods within the township that are isolated without multiple forms of egress.

Other Stakeholders

Coon Creek Watershed District:

Flooding: The following areas in the Coon Creek Watershed District have been identified as having a high risk of flooding due to a variety of factors including, proximity to water bodies, the flat topography of Anoka County, and storm conveyance systems being overwhelmed in large storm events:

- Creekside Estates manufactured home park south of Egret Blvd. NW in Coon Rapids
- Park of Four Seasons manufactured home park in Blaine
- Blaine International Village manufactured home park in Blaine
- Bridgewater Neighborhood in Coon Rapids
- Northview Villa Community – Buchanon St. in Blaine
- Neighborhood adjacent to Aurelia Park in Blaine
- Northtown Mall along CR 10 NE in Blaine
- Springbrook Apartments SW of University Ave and 85th Ave NW. in Fridley
- Neighborhood NE of East River Rd. and 85th Ave NW in Coon Rapids
- Neighborhood east of East River Rd. on Ironton St. NE and Hugo St. NE in Fridley
- Neighborhood of Polk St. NE and 126th Ave NE in Blaine
- Neighborhood around Broken Oaks Park in Blaine

- Neighborhoods adjacent to Coon Creek near the Medtronic campus
- Neighborhoods adjacent to Coon Creek between Main St. NW and Hanson Blvd. NW in Coon Rapids
- Neighborhood adjacent to Coon Creek between 131st St. and Main St. NW in Andover and Coon Rapids
- Neighborhood adjacent to Coon Creek between Bunker Lk Blvd NW and 131st St in Andover
- Neighborhood adjacent to Coon Creek between South Coon Creek Dr NW and Bunker Lk Blvd NW in Andover
- Neighborhood adjacent to Coon Creek between Crosstown Blvd NW and South Coon Creek Dr NW in Andover
- Neighborhood adjacent to Coon Creek between Hanson Blvd NW and Crosstown Blvd NW in Andover
- The main stem of Coon Creek which includes ditch 54 and ditch 57 from Hanson Blvd NW south to its outlet at the Mississippi River was previously excavated, ditched, and straightened for drainage purposes in the late 1800s. The increase in development and stormwater runoff since then has created unstable stream banks, water quality issues from sediment and nutrients, and flooding issues due to the lack of floodplain and storage in the contributing drainage areas. The remaining natural reaches of the stream are also undersized for the increase in stormwater runoff it receives from its urbanized drainage area. The unstable banks of the stream can slough off into the stream which can cause trees and debris to flow downstream, block drainage, and plug culverts and crossings. These situations can present major flooding risks even in small storm events when culvert crossings are unable to pass stream flow.

Erosion: CCWD inspects the entire ditch system of the watershed every 5 years and keeps an active inventory of active erosion sites in the watershed. This information is used to prioritize stabilization of these sites and track the amount of sediment and other particulates released from active erosion sites to evaluate their impact on human health, safety, and welfare.

Water Quality: Coon Creek, Sand Creek, Ditch 11, Ditch 58, Ditch 41, Pleasure Creek, and Springbrook Creek are each impaired for aquatic life and/or aquatic recreation due to E.coli. These impairments pose health risks to residents in Anoka County and ecosystems that impact residents in Anoka County.

3.4.2 Future Development

Because Anoka County is vulnerable to a variety of natural hazards, the county government—in partnership with the state government—must make a commitment to prepare for the management of these events. Anoka County is committed to ensuring that county elected and appointed officials become informed leaders regarding community hazards so that they are better prepared to set and direct policies for emergency management and county response.

As part of the vulnerability assessment conducted for the Anoka County HMP update, jurisdictions were asked to describe if there were any factors related to population growth, zoning, or development they felt have increased their community's vulnerability to future severe weather or disaster events.

The following is a compilation of responses taken directly from jurisdictional representatives as preserved in Appendix C: Question 4 – Increase in Vulnerability. Responses here are edited only for clarity.

Anoka County

Commercial, residential, and high-density residential development continues across Anoka County. The developments increase the amount of water runoff due to the increased development. Municipal governments have oversight of these matters locally.

City of Andover

As our community ages, we have been adding senior housing, group homes, assisted living, and other care facilities. We are continually adding 100+ homes a year. We also added a new 154-unit apartment complex with a new senior living Campus breaking ground this spring. This campus will have senior care, assisted living, independent living, and memory care. All of these developments have an impact related to stormwater discharging into our stormwater system and the possible need to evacuate and shelter hundreds of people at other locations. In the event of a large-scale event, the additional resources needed to ensure a safe and effective evacuation would most likely overwhelm our community.

City of Anoka

We have several 55+ and assisted living complexes built that have increased our need to respond to that population in the event of a natural disaster. We have also seen an increase in the construction of slab-on-grade homes (no basements), which leaves those residents more vulnerable to high wind or tornado events without the ability to take shelter underground.

City of Bethel

No new development or increase in vulnerability.

City of Blaine

Our community has grown exponentially from all sides and demographics. We have seen large growth in assisted and care facilities. We have multiple areas of commercial development that have been completed and are in the process of being developed. Residential housing has increased in community developments especially in the northeast corner of the city. All this development has increased our vulnerability.

In addition, a large redevelopment project has just begun at 105th Ave/Radisson Rd where a 5000+ person minor league baseball stadium/event center will be built. This area will also have new apartments, hotels, and commercial business and is anticipated to host large events besides baseball games.

Blaine has an airport in the city with an increase in flights taking off and landing, with expansion of buildings and hangars on the airport property. Concerns with this new development include severe weather, fire, and potential flooding.

City of Centerville

We have had an increase in Assisted Living Facilities along with new residential housing. No increase in vulnerabilities.

City of Circle Pines

No new development or increase in vulnerabilities.

City of Columbia Heights

A 191-unit 55+ complex and a 296-unit residential housing development has increased our need to respond to an increased population in the event of a natural disaster. Two large low- to market-rate residential developments are currently being proposed. The two developments could increase the population by several thousand residents. Vulnerabilities include:

High concentrations of vulnerable populations - Seniors, low-income residents, or those with limited mobility may need extra planning.

Language/cultural barriers - may inhibit emergency message understanding,

A lack of established community networks - may lack social cohesion to support neighbors,

Insurance gaps or under coverage - Residents may lack flood/fire/disaster insurance despite elevated risk.

City of Columbus

Columbus has not experienced any increase in vulnerability as a result of new development

City of Coon Rapids

We have experienced continued high-density development and senior/assisted living facilities. Mercy Hospital continues to expand. Population diversity and making sure our messaging regarding hazards is communicated properly is important for non-English speaking residents. The biggest vulnerability is the movement of people (evacuation) in case of natural emergency (e.g., from a hospital, assisted living, or senior building).

City of East Bethel

The city has become visible to those looking to move into a rural community close to nature and main corridors. As communities grow around us, we are feeling the impact of more developments. We have plats approved with over 300 new homes and commercial structures.

City of Fridley

Fridley has substantially added several high-density housing units. No new vulnerabilities.

City of Ham Lake

We have added 8 new developments with approximately 250 new homes. No new vulnerabilities.

City of Hilltop

No new development. We have been fully developed since the 1960s, we have no room for growth.

City of Lexington

We have had an increase in apartment complexes. No increase in vulnerabilities.

City of Lino Lakes

The City of Lino Lakes has experienced significant residential development on the east side of the city in the North Pointe and Watermark developments. A large retirement community consisting of independent, assisted living and memory care was developed in the southwest portion of the city. The city expects to continue with 100+ homes being added annually. These developments could result in greater vulnerabilities for property damage and injury from severe weather.

City of Nowthen

No new development or increase in vulnerability. Nowthen has not seen any new development that has increased the vulnerability to the city.

City of Oak Grove

The City of Oak Grove has added many new housing developments in the past five years. We have not had any increase in vulnerability as a result.

City of Ramsey

The City of Ramsey has grown exponentially with a large percentage of the residential development located in the vicinity of the COR area. Ramsey is averaging about 150 new homes annually. A 133-unit apartment building will be complete in Fall 2025 in the COR.

On the east side of the city (St. Francis Blvd/Nowthen Blvd) a total of 640 multi-family units have been approved; construction may begin in 2026. Commercial growth continues at a steady pace.

We continue to gain townhomes in our community (both complexes and detached), and many of these townhomes are built slab-on-grade, eliminating a basement in which to take cover for high wind/tornado events

This housing growth has only increased our Wildfire Urban Interface with a resulting increase in risk for wildfire.

City of Saint Francis

The city has had several new residential housing developments. In late fall 2025 we will also have a new 134-bed assisted living facility opening. No new increase in vulnerability.

City of Spring Lake Park

We have added a 193-unit retirement apartment complex. This has increased a vulnerability of potential evacuation issues of moving a large amount of seniors in case of an emergency.

Linwood Township

We have added 4 new housing developments, a new storage facility housing semi-trailers, and a new electrical substation (Great River Energy). No new vulnerabilities.

Other Stakeholders

Coon Creek Watershed District:

Development has continued to occur within the Cook Creek Watershed District over the last 5 years. Generally, new developments have not increased the risk of flooding or impact to water quality to surrounding areas due to development regulations and standards in place. CCWD keeps an up-to-date inventory of all sites of active erosion in GIS, and in those areas of increased development/impervious surface we can anticipate development near the inventory of active erosion may get worse unless mitigation occurs.

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In the development of local mitigation actions, all jurisdictions were encouraged to consider hazard mitigation strategies that would reduce risk in relation to future development, such as the update of local comprehensive plans, enforcement of ordinances, and incorporation of infrastructure improvements to reduce local vulnerabilities (see Appendix H).

The Anoka County emergency management director will work to keep the jurisdictions covered by the HMP engaged and informed during the plan's cycle. By keeping jurisdictional leaders involved in the monitoring, evaluation, and update of the HMP, they will keep their local governments aware of the hazards that face their communities and how to mitigate those hazards through planning and project implementation.

Section 6 of this plan further outlines the process by which Anoka County will address the maintenance of this plan, including monitoring, evaluation, and update of the plan, as well as implementation and continued public involvement.

Section 4 – Hazards

As part of the risk assessment, each natural hazard that poses risk to the county was independently reviewed for its past hazard history, relationship to future trends, and jurisdictional vulnerability to future events. The county also conducted a capabilities assessment to review the plans and programs that are in place or lacking (program gaps or deficiencies) for implementing mitigation efforts, as related to each natural hazard. An assessment was also conducted for local jurisdictions to identify the plans, policies, programs, staff, and funding they have in place to incorporate mitigation into other planning mechanisms (see Section 5.1 and Appendix C).

Read more about natural hazard prioritization and view interactive information on all hazards

The following hazard profiles address hazards that the Anoka County Planning Team deemed moderate to high risk. Hazards determined to be low risk or without substantive mitigation actions are not required to be included.

4.1 Flooding

Flooding is the most significant and costly natural hazard in Minnesota. Four of the 13 federal disaster declarations in Anoka County included flooding.

4.1.1 Probability of Occurrence

From 1996 through May 2025, the NCEI Storm Events Database has recorded 18 flood and flash flood events. Anoka County has experienced one flash flood event every 1.3 years and one riverine flood event every 10.4 years on average during this period.

View interactive maps and see information about flooding history, risk, and vulnerability

Minnesota HSEM has encouraged a potential risk and economic loss analysis for a 1% annual chance flood using the FEMA tool, Hazus for ArcGIS.

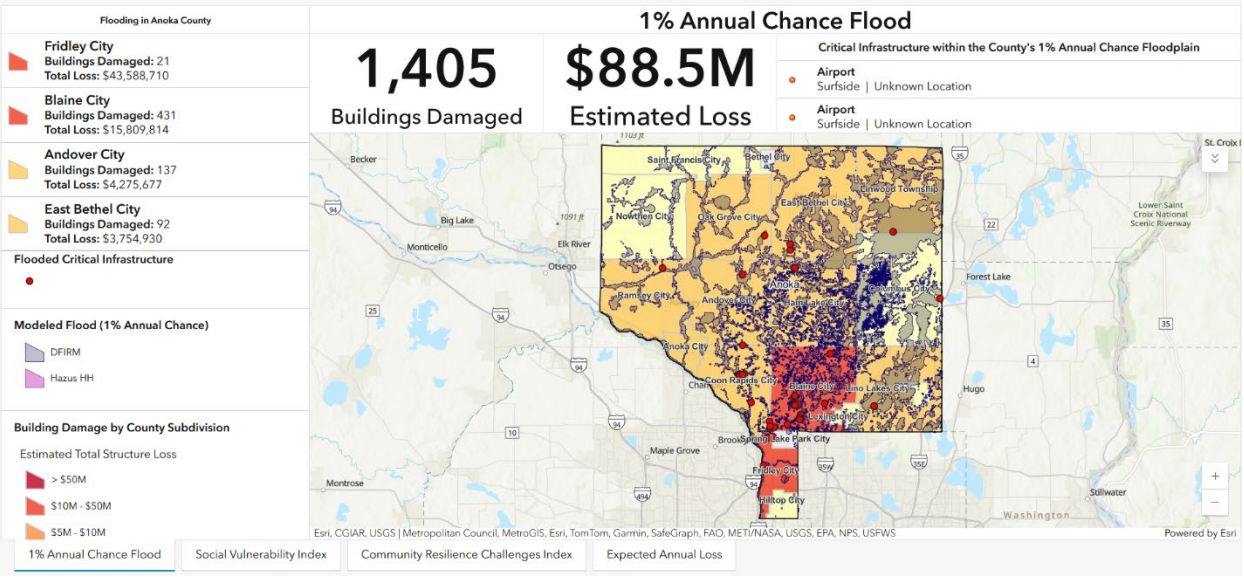
The 1% annual chance flood boundary used in the analysis is a combination of datasets provided by the Coon Creek Watershed District (CCWD), the Rice Creek Watershed District (RCWD), and FEMA. The flood boundary data from the watershed districts were treated as the primary datasets and the FEMA Digital Flood Insurance Rate Map (DFIRM) data was secondary. The FEMA DFIRM data was not used within the watershed districts.

A raster layer (10m resolution) of flood water depths within the 1% annual chance flood boundary was calculated by taking the difference between the elevation of the ground and the surface of the flood water. Static base flood elevation (BFE) data was available for some flooded areas in the FEMA DFIRM data, but the water surface elevation (WSEL) had to be calculated for the rest of the flooded areas.

The method of calculating the WSEL varied by the data available. For this analysis, water surface elevations within the flood boundaries were calculated by interpolating the WSEL values of cross section line data, where available, and the elevation at the flood boundary where cross section data was not available.

The resulting Hazus 1% annual chance floodplain is shown in the Flood Vulnerability dashboard on the Anoka County HMP website (Figure 1), where it is available in an interactive form.

Figure 1. 1% Annual chance flood in Anoka County



4.1.2 Vulnerability

Potential economic loss estimates were based on county-specific building data. Anoka County provided parcel tax and spatial databases that included building valuations, occupancy class, square footage, year built, and number of stories. The quality of the inventory is the limiting factor to a Hazus flood model loss estimation. Best practices were used to use local data and assumptions were made to populate missing (but required) values.

View at-risk populations in Anoka County

Hazus reports the percent damage of each building in the floodplain, defined by the centroid of each building footprint. After formatting the tax and spatial data, 193,083 points were input to Hazus to represent buildings with a total estimated building plus contents value of $69.4 billion. Approximately 93% of the buildings (and 73% of the building value) are associated with residential housing. The estimated loss by occupancy class for the entire county is shown in Table 8.

The distinction between building attributes within a parcel was not known, so the maximum percent damage to a building in that parcel was used to calculate loss estimates for the entire parcel. The sum of all the losses in each census block were aggregated to visualize the loss (see flood risk map on the HMP website). Please note: It is possible for a building location to report no loss even if it is in the flood boundary. For example, if the water depth is minimal relative to 1st-floor height, there may be 0% damage.

Table 8. Summary of 1% annual chance flood loss estimation by occupancy class

General Occupancy	County Total Buildings	County Building and Contents Value	Floodplain Total Buildings	Floodplain Building + Contents Value	Buildings with damage	Building + Contents Loss
Residential	179,254	$50,438,407,682	2,337	$976,445,850	1,254	$41,960,716
Commercial	4,334	$5,832,308,626	67	$137,854,600	64	$1,463,778
Other	9,495	$13,097,637,104	226	$411,679,100	87	$45,110,620
Totals	193,083	$69,368,353,412	2,630	$1,525,979,550	1,405	$88,535,114

SOURCE: (FEMA, 2024c)

Hazus Critical Infrastructure Loss Analysis

Critical facilities and infrastructure are vital to the public, and their incapacitation or destruction would have a significant negative impact on the community. These facilities and infrastructure were identified on the HMP website and verified by Anoka County.

Buildings identified as essential facilities for the Hazus flood analysis include hospitals, police and fire stations, and schools (often used as shelters). Essential facilities are vulnerable to structural failure, extensive water damage, and loss of facility functionality during a flood, thereby negatively impacting the communities relying on these facilities' services. Mary T Hospice in Coon Rapids and Spring Lake Park, Blaine, Mounds View Fire – located in Blaine – were shown to fall within 1% annual chance floodplain. The local sites should be reviewed to determine actual vulnerability.

Extreme precipitation resulting in flooding may overwhelm water infrastructure, disrupt transportation, and cause other damage. Particularly where stormwater, sewage and water treatment infrastructure is aging or undersized for more intense rainstorms, extreme rain events may pose both health and ecological risks in addition to costly damage (USGCRP, 2018b).

It is important to identify other critical infrastructure within the 1% annual chance floodplain, given the higher risk of the facility or infrastructure being incapacitated or destroyed during a flood. In Anoka County, the following infrastructure was found to be at risk in the 1% annual chance flood: two airports, three electric transmission substations, and four wastewater facilities. This infrastructure is mapped on the Anoka County HMP website. This flood analysis did not evaluate flooding bridges, roads, or other linear features.

There were several other important assets within the 1% annual chance flood boundary and worth further flood risk review. Buildings considered include places where critical leaders' offices may be, historical resources, hazardous waste storage, and places where populations may be exposed, such as campgrounds or mobile home parks. In Anoka County, the assets vulnerable to a 1% annual chance flood are the historic Banfill Tavern in Fridley and 40 treatment storage or disposal facilities throughout the county. These vulnerabilities should be reviewed in more detail.

Community Vulnerability

Potential economic losses were estimated by Census Minor Civil Division. The City of Fridley would suffer estimated losses of $43.6 million in the 1% annual chance flood, and the City of Blaine would suffer estimated losses of nearly $16 million. The Cities of Andover and East Bethel also have significant estimated losses. All jurisdictions with buildings identified in the 1% annual chance flood zone can also be viewed on the Anoka County HMP website.

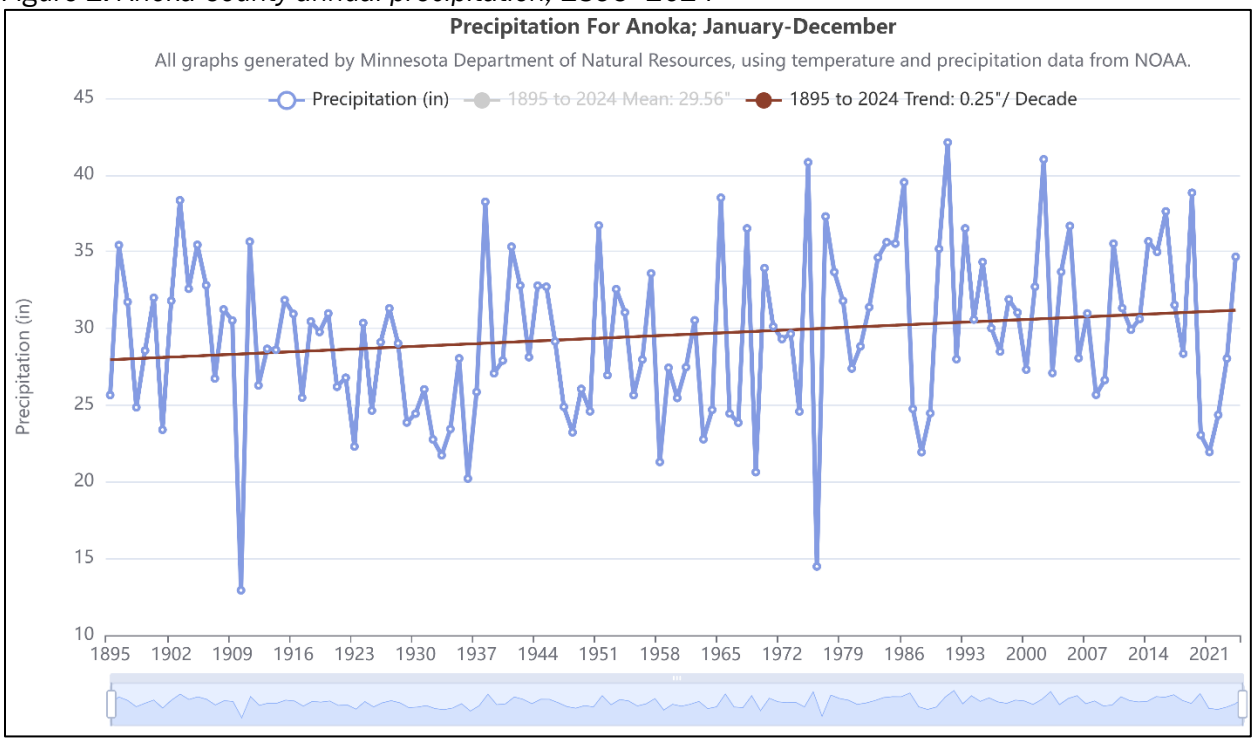
The status of jurisdictional participation in the National Flood Insurance Program and any repetitive loss properties are detailed in Section 5.1.1. National Flood Insurance Program (NFIP).

Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

4.1.3 Flooding and Climate Change

Higher temperatures globally have evaporated more surface and ocean water into the atmosphere, which, in turn, has provided more potential moisture for precipitating weather systems. In Anoka County, the result has been increased precipitation, with annual totals increasing at an average rate of a quarter inch per decade statewide since 1895 (see Figure 2).

Figure 2. Anoka County annual precipitation, 1895–2024



SOURCE:(MN DNR, 2025B)

Key Message #1 in the Water Chapter of the NCA5 states that climate change will continue to cause profound changes in the water cycle.

Snow cover will decrease and melt earlier and heavier rainfall is leading to increasing flooding (Payton et al., 2023). Additional increases in heavy and extreme precipitation are expected to remain the state's leading climate change symptoms. Heavy rains are now more common in Minnesota and more intense than at any time on record. Long-term observation sites have seen dramatic increases in one-inch rains, three-inch rains, and the size of the heaviest rainfall of the year. Since 2000, Minnesota has seen a significant uptick in devastating, large-area extreme rainstorms as well. Rains that historically would have been in the 98th percentile annually (the largest 2%) have become more common (MN DNR, 2024).

This precipitation increase is found in all seasons, but spring and summer are becoming wetter at faster rates than fall and winter. Whereas temperature increases have been greatest in the northern parts of the state, precipitation increases have been well distributed geographically, and have somewhat favored southern Minnesota, which has better access to moisture from the Gulf of Mexico and is more frequently near the "low-level jet" airflow (a relatively fast-moving zone of winds in the lower atmosphere) that influences precipitation production.

4.1.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified existing program gaps and deficiencies that make its residents more vulnerable to flooding. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Stormwater Management: Municipal governments have oversight of local stormwater management and flood mitigation. Commercial, residential, and high-density residential development continues across Anoka County. The developments increase the amount of water runoff due to the increased development. Municipal governments need to continue addressing these issues locally. Ongoing collaboration is encouraged between Anoka County and local jurisdictions to mitigate repetitive flood losses.

4.2 Wildfire

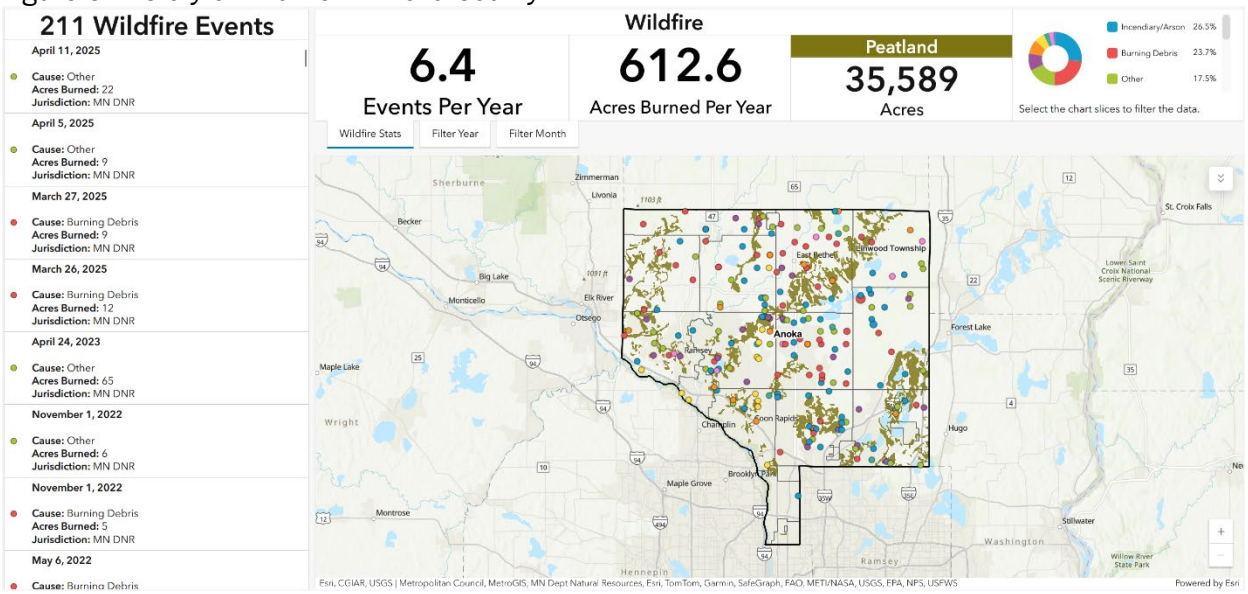
Wildfire is an uncontrolled fire spreading through vegetative fuels, posing danger and destruction to property. Each year between January 1992 and July 2025, Minnesota experienced an average of 427 wildfires that burned at least five acres (MN DNR, 2025c). Wildfires occur throughout the spring, summer, and fall; however, most wildfires in Minnesota take place in March, April, and May. The history of wildfire in Anoka County is shown in Figure 3; an interactive map is available on the Anoka County HMP website. The number of wildfires by type, acres, and cause includes aggregated data for Anoka County.

View interactive maps and see information about wildfire history, risk, and vulnerability

4.2.1 Probability of Occurrence

To determine the probability of future wildfires, Minnesota DNR and National Interagency Fire Center records of previous wildfire events in Anoka County were summed and divided by the dataset's period of record, resulting in an annual relative frequency of wildfires for that period. From January 1992 to April 11, 2025, the relative frequency of wildfire events in the county is 6.4 per year (MN DNR, 2025c; National Interagency Fire Center, 2025). This relative frequency can be used to infer the probability of these events occurring in the future.

Figure 3. History of wildfire in Anoka County



4.2.2 Vulnerability

Wildfires jeopardize the built environment, health, and wellbeing of individuals living near its fuel source. Some residents are more vulnerable to air quality conditions of wildfire, including children, older adults, and those with respiratory issues (AirNow, 2021).

Structures located in areas near undeveloped wildland are vulnerable to wildfires. The SILVIS Lab at University of Wisconsin–Madison created a dataset documenting the changes of the wildland–urban interface (WUI) in the United States from 1990 to 2020. Radeloff et al. (2018) define WUI as the area where structures and other human development meet or intermingle with wildland vegetation. With the increase of development in metropolitan fringes and rural areas, the WUI is growing. The expansion of the WUI in recent decades has significant implications for wildfire management and impact as it creates an environment in which fire can readily move between structural and vegetation fuels. Its expansion has increased the likelihood that wildfires will threaten structures and people (Radeloff et al., 2018).

There are two main types of WUI: intermix and interface. Intermix WUI are areas where housing and wildland vegetation intermingle; interface WUI are areas where housing are adjacent to wildland vegetation (Radeloff et al., 2018). Table 9 shows the change of total WUI (intermix and interface) in the county from 2000 to 2020, and the percentage of the county's land, housing, and population in the WUI area.

Table 9. Wildland-Urban Interface (WUI), Anoka County, 2000–2020

	Total WUI 2000	Total WUI 2010	Total WUI 2020	% Change (2000–2020)
Land Area	37.7%	39.4%	41.0%	+8.6%
Housing	19.0%	21.7%	23.3%	+22.8%

SOURCE: (RADELOFF, MOCKRIN, ET AL., 2023)

Communities with higher proportions of WUI areas are more vulnerable to wildfires. The percentage of WUI within individual jurisdictions in Anoka County is shown in Table 10.

Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

Table 10. Percentage of land area classified as WUI per jurisdiction in Anoka County

Township/City	Percent WUI
Andover	28.8
Anoka	16.2
Bethel	39.0
Blaine	42.6
Centerville	0.0
Circle Pines	22.3
Columbia Heights	0.0
Columbus	49.4
Coon Rapids	0.5
East Bethel	69.0
Fridley	0.0
Ham Lake	61.8
Hilltop	0.0
Lexington	4.6
Lino Lakes	47.5
Linwood	55.8
Nowthen	27.8
Oak Grove	49.0
Ramsey	26.1
Saint Francis	15.8
Spring Lake Park	0.0

SOURCE: (RADELOFF, HELMERS, ET AL., 2023)

4.2.3 Wildfire and Climate Change

The changing climate poses a complex web of issues for wildfire in Minnesota. Climate change likely is affecting the frequency and intensity of Canadian wildfires, similar to its effect on wildfires in the western U.S. and Alaska (Wehner, 2017). Small particulate pollution from smoke plumes has numerous health impacts as described above, and if severe enough can result in spikes of demand for emergency services. Based even on intermediate (RCP4.5) future climate projections, many Midwest counties will experience increased exposure to wildfire smoke (Mills et al., 2018).

According to the NCA5, Key Message #3 in the Midwest Chapter, Climate Adaptation will require innovative collaborations between public health and other sectors such as emergency management (Wilson et al., 2023).

Changes in Minnesota's climate also may be influencing the frequency, severity, and areal coverage of wildfires. For example, warmer winters with inconsistent snow cover, the arrival of wet conditions

prior to the growing season, plus early and more frequent thaws, all combine to prolong the exposure of susceptible vegetation to dry conditions, potentially extending the peak wildfire season.

Minnesota's changing climate also may affect fire-damaged areas. For instance, heavy rains in burned areas can lead to erosion and mudslides. Documented and projected increases in the frequency and intensity of heavy and extreme rainfall suggest that Minnesota is becoming and will become more prone to post-fire landscape hazards. Climate change also is having an impact on the pests that damage the health and composition of Minnesota forests, although the ultimate consequences for wildfire are complex and uncertain. Shorter winters are allowing two reproductive cycles of the Eastern Larch Beetle, which has now killed off at least 143,000 acres of mature tamarack forest in Minnesota since 2001 and affected about 535,000 acres to some degree during that period. The decline in severity and frequency of extreme cold may allow more rapid establishment of Emerald Ash Borer to latitudes further north than without climate change. Minnesota forests are home to an estimated 1 billion ash trees. Many of these trees are in nearly pure stands of black ash growing in wet areas. So while the deaths of these lowland species will increase fuel loading, their decreased transpiration will increase water on the ground. The ultimate contribution to wildfire will depend on the interplay between increased precipitation, warming temperatures, extreme heat, and periods of drought as our climate continues to change.

Temperatures are predicted to rise in the state, which could lead to more extreme heat events and associated wildfire risks. As Minnesota's climate changes, weather fluctuations between drought and extreme rain events and increasing temperatures will result in changes to forest composition and/or distribution. These fluctuations can lead to dry conditions that may cause increased fire risk in both grassland and forest environments.

The varied impacts of climate change are complicated by how these changes also interact with and reinforce one another. Drought and heat may both contribute to wildfires, which may in turn lead to changes in plant and animal populations and other ecological shifts. Increasing events of extreme heat and drought can increase the number of wildfires (Blumenfeld, K. Minnesota State Climatology Office, personal communication, January 9, 2019).

4.2.4 Program Gaps and Deficiencies

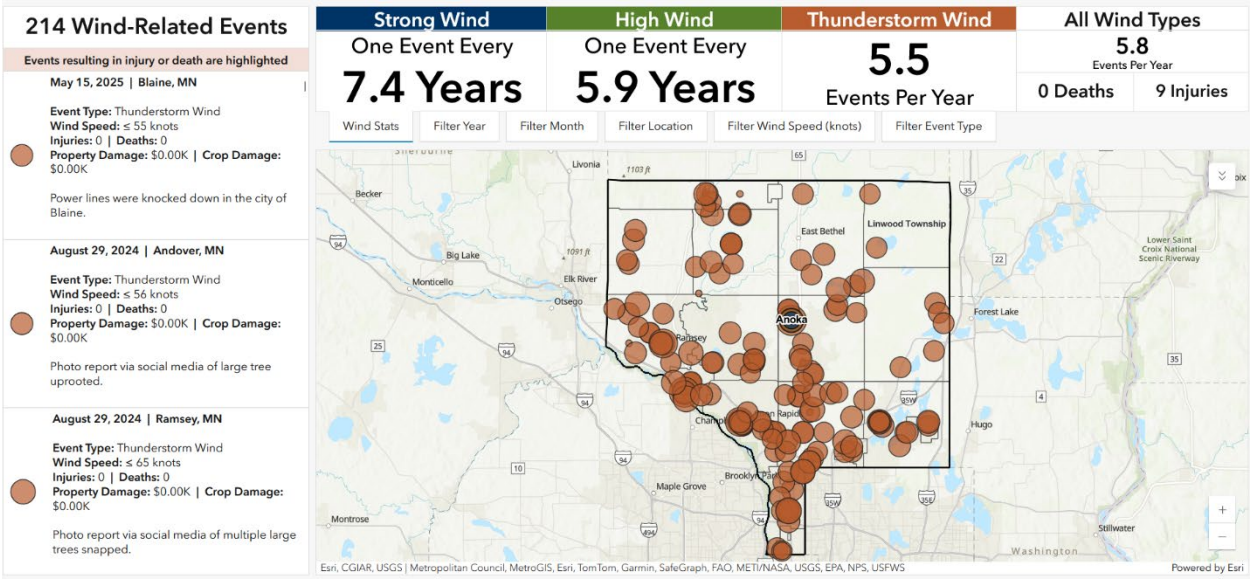
Anoka County Emergency Management did not identify any program gaps or deficiencies that make its citizens more vulnerable to wildfire.

4.3 Windstorms

A windstorm is a wind strong enough to cause damage to trees and buildings and typically exceeding 34 mph (Pielke, 2012). Windstorm events encompass a variety of types of damaging wind. The history of windstorms in Anoka County is shown in Figure 4; an interactive version of this map can be found on the Anoka County HMP website.

View interactive maps and see information about windstorm history, risk, and vulnerability

Figure 4. History of windstorms in Anoka County



4.3.1 Probability of Occurrence

To determine the probability of future wind-related events in Anoka County, records of previous wind-related events (strong wind, high wind, and thunderstorm wind) in Anoka County were examined since 1996, the period of record all wind events have in common. The relative frequency of all wind-related events from January 1996 to May 2025 is 5.8 per year. These relative frequencies can be used to infer the probability of these events occurring in the future.

4.3.2 Vulnerability

The likelihood of a windstorm event does not vary geographically within the county, but the vulnerability of its residents is not constant. Vulnerability to injury from all kinds of windstorms decreases with adequate warnings, warning time, and sheltering in a reinforced structure. Therefore, residents living in rural areas, living alone or with limited mobility, or living in a manufactured home may be more vulnerable. Also at a higher risk to windstorms are those who work outdoors or do not have permanent housing.

Structural vulnerability depends in part upon the construction of a building and its infrastructure. Residents of mobile homes are more vulnerable to fatality or injury from windstorms because mobile homes are not able to withstand high winds as well as other structural dwellings, with 50 mph (43.4 knots) being the lower limit of wind speeds capable of damaging mobile homes (AMS, 2004). Steps to mitigate these vulnerabilities have been taken by the state, requiring all mobile home parks to provide an evacuation plan, and parks with at least 10 homes licensed after March 1, 1988 to provide a storm shelter (MDH, 2020). However, mobile home parks often do not provide the required storm shelters (Sepic, 2017). Building codes have also changed to improve the strength of new mobile home construction but there are still many older mobile homes in use that do not meet these new standards.

Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

4.3.3 Windstorms and Climate Change

Lack of high-quality long-term data sets makes assessment of changes in wind speeds very difficult (Kunkel et al., 2013). In general, one analysis found no evidence of significant changes in wind speed distribution. Other trends in severe storms, including the number of hurricanes and the intensity and frequency of tornadoes, hail, and damaging thunderstorm winds, are uncertain. Since the impact of more frequent or intense storms can be larger than the impact of average temperature, climate scientists are actively researching the connections between climate change and severe storms (USGCRP, 2018a).

According to the NCA5 Key Message #5 in the Climate Trends chapter, extreme events are becoming more frequent.

4.3.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified program gaps and deficiencies that make its residents more vulnerable to summer storms, including windstorms. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Above-Ground Power Lines: Most power lines throughout Anoka County are above ground, exposing them to potential damage from high-wind events. The county and local jurisdictions continue to work with electric utility providers to convert overhead power lines to underground or to implement other measures to reduce the risk of power failure.

Public Education: Ongoing public education is needed during tornado season to inform the public about what a tornado watch/warning is and what to do when outdoor warning sirens are activated. Anoka County and local jurisdictions should continue to encourage residents to be aware of and ready for severe storm events that can lead to long-term power outages.

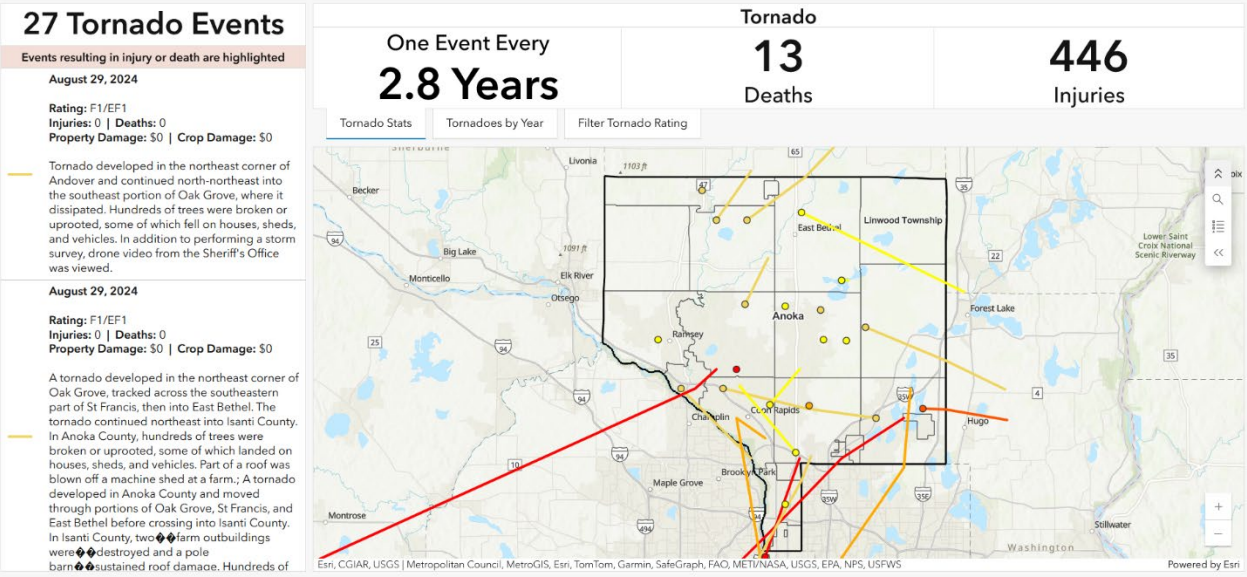
Storm Shelters and Tornado Safe Rooms: There are areas throughout Anoka County with populations vulnerable to high-wind and storm events, such as mobile home parks and campgrounds, that do not have viable storm shelters or tornado safe rooms. A coordinated approach is needed to identify where storm shelters or tornado safe rooms are needed and to evaluate whether new construction or a retrofit of facilities is possible. Finding funding for the implementation of such construction projects is also a barrier. Municipal governments have oversight of these matters locally; Anoka County Emergency Management would participate in a supporting role as appropriate.

4.4 Tornadoes

With wind speeds reaching up to 300 mph, tornadoes are one of nature's most violent storms (Hogeback, 2020). The history of tornadoes in Anoka County is shown in Figure 5; an interactive version of this map can be found on the Anoka County HMP website.

View interactive maps and see information about tornado history, risk, and vulnerability

Figure 5. History of tornadoes in Anoka County



4.4.1 Probability of Occurrence

Estimating the probability of future tornadoes in Anoka County was done using two methods. The first method summed the total number of tornadoes that either touched down in or traveled through the county. This sum was divided by the number of years tornado data was recorded, resulting in the annual relative frequency of tornado occurrences in the county. Based on records in the NCEI Storm Events Database through May 2025, there has been one tornado every 2.8 years in Anoka County. These 27 tornadic events occurred in 17 of the 75 years on record.

Because tornadoes often cross county lines and tornadic frequency may be better understood using events from a larger area, a second method was used to describe the frequency of tornadic events within a 50-mile radius of any location within the county. A grid of 900 square-meter cells was used to cover Minnesota and 50 miles beyond its border. From the center of each cell, the number of tornadoes that intersected a 50-mile radius was counted. Each cell was assigned a total tornado line count, which was then divided by the tornado dataset's period of record, resulting in the annual relative frequency of tornadoes occurring within 50 miles of the respective cell.

For any location in Anoka County, there was an annual frequency of 2–5 tornadoes within a 50-mile radius. The historical frequency was lowest in the northeast and highest in the southwest of the county. These relative frequencies can be used to infer the probability of these events occurring in the future.

4.4.2 Vulnerability

The likelihood of a tornado does not vary significantly across geography within Anoka County; however, certain populations may be more vulnerable and less resilient to the impacts of a tornado. In general, tornado casualties decrease when people receive adequate warnings with sufficient time to seek shelter in a reinforced structure. Because communication is critical before a tornadic event, certain residents may be more negatively impacted by a tornado, including those living in rural areas, individuals with limited mobility, people who do not live near an outdoor warning siren, or those who

do not use social media. Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

View at-risk populations in Anoka County

People living in mobile homes are particularly vulnerable to tornadoes because they cannot withstand the strong winds produced by a tornado. An analysis by the Associated Press of NOAA storm data found that since 1996, 53% of tornado fatalities in the United States were people who remained within or attempted to flee from mobile homes (Borestein et al., 2023). While Minnesota law requires most mobile home parks to have storm shelters, many do not (Raiche, 2022).

4.4.3 Tornadoes and Climate Change

Minnesota's climate is undergoing distinct changes, but as reported by the MN DNR State Climatology Office, these changes are only weakly connected to increases in tornadoes or severe convective storms. Minnesota, like all parts of the U.S., has seen increases in the weakest class of tornadoes (rated F-0 or EF-0), but these increases are known to be linked to improved spotting, detection, and verification procedures within the National Weather Service.

When examining tornadoes that cause significant structural damage and are rated EF-2 or above, Minnesota has seen no recent trends towards increasing frequencies—whether measured as raw counts, or as days with one or more of these tornadoes (MN DNR, 2019).

The tornado trends in Minnesota match those found nationally. NCA5 states that while the average annual number of tornadoes appears to have remained relatively constant, there is evidence that tornado outbreaks have become more frequent, tornado seasons are extending into later in the fall, and that tornado strength has increased (Marvel et al., 2023). An October 10, 2021 tornado in the Boundary Waters Canoe Area Wilderness became the latest on record so far north in the state. Then, on December 15, 2021, an outbreak of destructive thunderstorm winds and over 20 tornadoes struck the southeastern parts of the state, producing the latest tornadoes on record by 29 days (Blumenfeld, K. Minnesota State Climatology Office, personal communication, December 21, 2023).

According to the NCA5 Key Message #5 in the Climate Trends chapter, extreme events are becoming more frequent.

However, climate scientists are unclear about whether the recent statistical behavior of these severe convective storm events has any relationship with the changing climate. This uncertainty results from the fact that tornadoes and their parent thunderstorms operate on smaller scales and more localized processes than the global climate. There has been some indication that, on a national basis, tornadoes are being clustered into fewer days, suggesting a greater tendency towards outbreaks. Scientific modelling studies indicate that the meteorological conditions supportive of severe thunderstorms should increase in the future, but it is unclear whether the specific conditions required for the formation of tornadoes, and particularly significant tornadoes, will increase (Kossin, 2017). Until more studies are completed, the Minnesota State Climatology Office recommends assuming that tornadoes will remain an important and dangerous part of Minnesota's climate, even if they do not increase in frequency or severity in response to changing climatic conditions.

4.4.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified program gaps and deficiencies that make its residents more vulnerable to summer storms, including tornadoes. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Above-Ground Power Lines: Most power lines throughout Anoka County are above ground, exposing them to potential damage from high-wind events. The county and local jurisdictions continue to work with electric utility providers to convert overhead power lines to underground or to implement other measures to reduce the risk of power failure.

Public Education: Ongoing public education is needed during tornado season to inform the public about what a tornado watch/warning is and what to do when outdoor warning sirens are activated. Anoka County and local jurisdictions should continue to encourage residents to be aware of and ready for severe storm events that can lead to long-term power outages.

Storm Shelters and Tornado Safe Rooms: There are areas throughout Anoka County with populations vulnerable to high-wind and storm events, such as mobile home parks and campgrounds, that do not have viable storm shelters or tornado safe rooms. A coordinated approach is needed to identify where storm shelters or tornado safe rooms are needed and to evaluate whether new construction or a retrofit of facilities is possible. Finding funding for the implementation of such construction projects is also a barrier. Municipal governments have oversight of these matters locally; Anoka County Emergency Management would participate in a supporting role as appropriate.

4.5 Hail

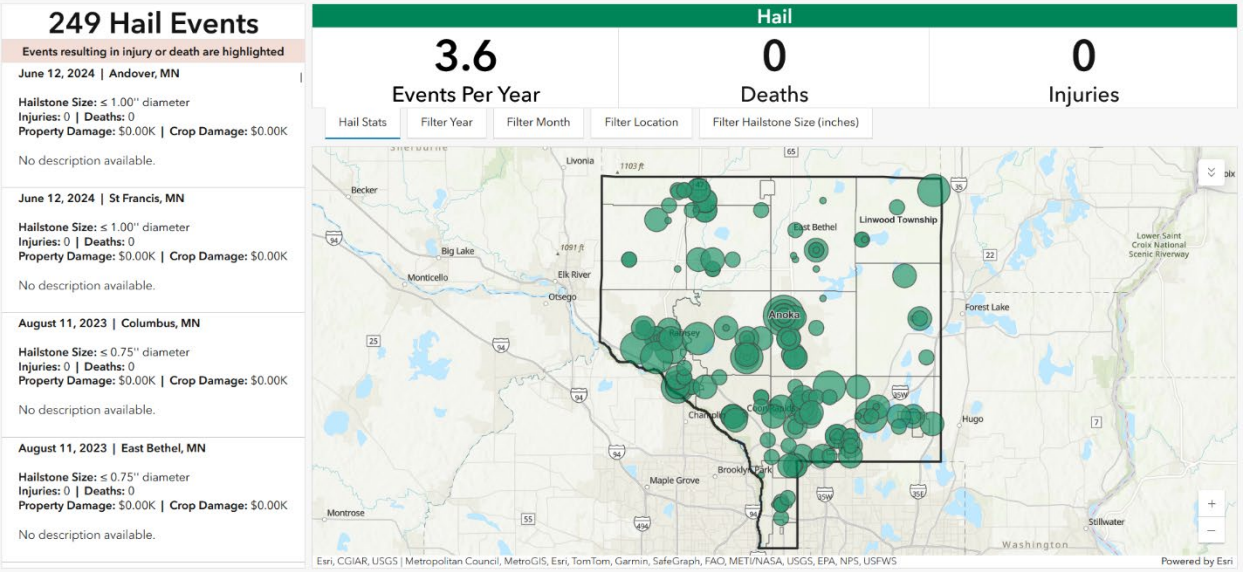
Hailstorms occur throughout the year though are most frequent between May and August (NWS, 2020). Although hailstorms rarely cause injury or loss of life, they do cost Minnesota nearly $16 million in property and crop damage each year (CEMHS, 2023). In 2017, 44% of properties in Minnesota were affected by damaging hail events (Samanta & Wu, 2017). The history of hail in Anoka County is shown in Figure 6; an interactive version of this map can be found on the Anoka County HMP website.

View interactive maps and see information about hail history, risk, and vulnerability

4.5.1 Probability of Occurrence

To determine the probability of future hailstorms in Anoka County, records of previous hail events in the county were examined for the period of record. From January 1955 through May 2025, the relative frequency of hail events was 3.6 per year. This relative frequency can be used to infer the probability of hail events occurring in the future. Please note that public reports of hail are often secondary to those of thunderstorm winds or tornadoes because if either damaging winds or tornadoes occur, the damaging wind and/or tornado are more important to the reporter and may result in underreporting of hail events.

Figure 6. History of hail in Anoka County



4.5.2 Vulnerability

Anoka County's agricultural lands and structures are vulnerable to hail damage and its residents to injury and possibly death. Data from the Spatial Hazard Events and Losses Database for the United States (SHELDUS) was examined to identify the county's monetary losses due to hail damage to crops, property, injury, and death. From 1960 through 2022 Anoka County reported $33,784,417 (2021 ADJ) in hail damages, ranking tenth among Minnesota counties in total hail damages. Anoka County's losses are primarily due to property damages reported at $33,399,004, followed by $385,413 in crop damages.

Within Anoka County, the vulnerability of jurisdictions to hailstorms does not vary geographically. As with all summer storms, those who work outdoors or do not have permanent housing are at greater risk during hailstorms.

Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

4.5.3 Hail and Climate Change

Trends in severe storms, including the numbers of hail and damaging thunderstorm winds are uncertain. Since the impact of more frequent or intense storms can be larger than the impact of average temperature, climate scientists are actively researching the connections between climate change and severe storms (Marvel et al., 2023). The NCA reports that in Minnesota's neighboring Great Plains region, hail size, frequency of large hail, and length of hail season are projected to increase through the rest of this century (Knapp et al., 2023). The occurrence of very heavy precipitation has increased in Minnesota in recent decades, and future projections also indicate this will continue (Blumenfeld, K. Minnesota State Climatology Office, personal communication, December 21, 2023).

According to the NCA5 Key Message #5 in the Climate Trends chapter, extreme events are becoming more frequent.

4.5.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified program gaps and deficiencies that make its residents more vulnerable to summer storms, including hailstorms. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Above-Ground Power Lines: Most power lines throughout Anoka County are above ground, exposing them to potential damage from high-wind events. The county and local jurisdictions continue to work with electric utility providers to convert overhead power lines to underground or to implement other measures to reduce the risk of power failure.

Public Education: Ongoing public education is needed during tornado season to inform the public about what a tornado watch/warning is and what to do when outdoor warning sirens are activated. Anoka County and local jurisdictions should continue to encourage residents to be aware of and ready for severe storm events that can lead to long-term power outages.

Storm Shelters and Tornado Safe Rooms: There are areas throughout Anoka County with populations vulnerable to high-wind and storm events, such as mobile home parks and campgrounds, that do not have viable storm shelters or tornado safe rooms. A coordinated approach is needed to identify where storm shelters or tornado safe rooms are needed and to evaluate whether new construction or a retrofit of facilities is possible. Finding funding for the implementation of such construction projects is also a barrier. Municipal governments have oversight of these matters locally; Anoka County Emergency Management would participate in a supporting role as appropriate.

4.6 Lightning

Lightning is a common weather phenomenon that typically occurs as a by-product of a thunderstorm. The potential hazard posed by lightning is significant. Each year in the United States lightning kills an average of 49 people and injures hundreds more (NWS, 2021b). It is impossible to predict where individual lightning strikes will occur due to the nature of lightning being widespread, frequent, and random. People can be struck by lightning through numerous ways, including a direct strike; a side flash (lightning strikes a taller object and a portion of the current strikes a nearby person); a ground current (energy from a lightning strike travels outward along the ground surface); and through conduction (lightning strike traveling through wires, pipes, or other metal surfaces) (NWS, 2021a).

View interactive maps and see information about lightning history, risk, and vulnerability

While many lightning casualties happen at the beginning of an approaching storm, more than half of lightning deaths occur after a thunderstorm has passed. Lightning can strike more than 10 miles from the storm in an area with clear sky above (NWS, 2017). There is little an individual can do to substantially reduce risk outdoors in a thunderstorm. The safest action is to get inside a building or vehicle.

4.6.1 Probability of Occurrence

The odds of an individual in the U.S. being killed or injured by lightning during a given year is 1 in 1.2 million (NWS, 2018). Given that the NCEI Storm Events Database has no reports of hazardous lightning events in Anoka County since 1996, the probability of these events occurring in the future is very low (NCEI, 2025). Please note damage from lightning may be underreported in the Storm Events database, because there is no formal public alerting program for lightning (alone) and little to no tracking of lightning damage except through infrequent media reporting.

4.6.2 Vulnerability

All humans and structures in the state are vulnerable to lightning. The risks are greatest during the summer when outdoor recreational activities are most common. Minnesota lakes, boats, parks, and trails place clusters and concentrations of people at risk to afternoon and evening thunderstorms, especially on weekends and during the major summer holidays. As with all summer storms, those who work outdoors or do not have permanent housing are more at risk. Within the county, the vulnerability of jurisdictions to lightning does not vary geographically.

Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

4.6.3 Lightning and Climate Change

The conditions associated with lightning are uncertain. These conditions—tornadoes, large hail, and damaging thunderstorms—are difficult to compare historically but may become more concentrated on fewer days or multiple events may occur at one time. These events could happen without necessarily increasing overall numbers or severity (ICAT, 2017). Severe rain events are certain to be more common and may include an additional risk of lightning. Vaisala documents the unusual severe weather of 2021 in December, which caused thunderstorms and lightning in southern Minnesota (Vaisala, 2021). Climate change may influence the seasonality of hazards such as lightning.

4.6.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified program gaps and deficiencies that make its residents more vulnerable to summer storms, including lightning. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Above-Ground Power Lines: Most power lines throughout Anoka County are above ground, exposing them to potential damage from high-wind events. The county and local jurisdictions continue to work with electric utility providers to convert overhead power lines to underground or to implement other measures to reduce the risk of power failure.

Public Education: Ongoing public education is needed during tornado season to inform the public about what a tornado watch/warning is and what to do when outdoor warning sirens are activated. Anoka County and local jurisdictions should continue to encourage residents to be aware of and ready for severe storm events that can lead to long-term power outages.

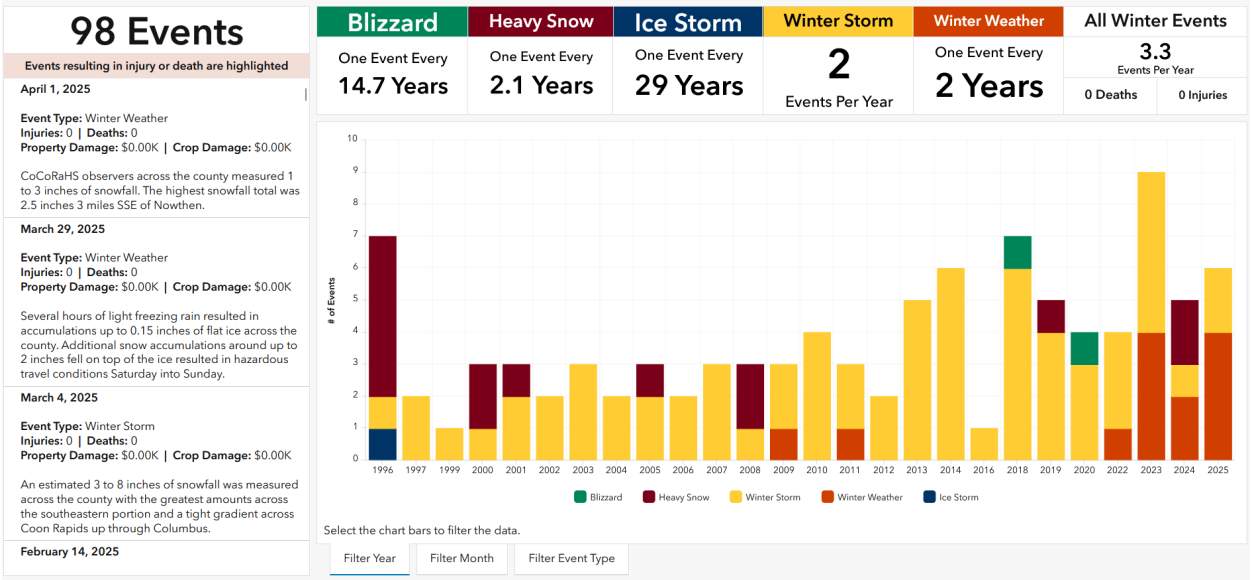
Storm Shelters and Tornado Safe Rooms: There are areas throughout Anoka County with populations vulnerable to high-wind and storm events, such as mobile home parks and campgrounds, that do not have viable storm shelters or tornado safe rooms. A coordinated approach is needed to identify where storm shelters or tornado safe rooms are needed and to evaluate whether new construction or a retrofit of facilities is possible. Finding funding for the implementation of such construction projects is also a barrier. Municipal governments have oversight of these matters locally; Anoka County Emergency Management would participate in a supporting role as appropriate.

4.7 Winter Storms

Winter storms encompass a number of winter weather events which the National Weather Service (NWS) organizes into the following categories: blizzard, heavy snow, ice storm, winter storm, and winter weather. Winter weather events are common in Minnesota and can be costly. According to the Spatial Hazard Events and Losses Database (SHELDUS), winter weather events in Minnesota have cost more than $1.02 billion in damages since 1960 (CEMHS, 2023). The history of winter storms in Anoka County is shown in Figure 7; an interactive version of this map can be found on the Anoka County HMP website.

View interactive maps and see information about winter storm history, risk, and vulnerability

Figure 7. History of winter storms in Anoka County



4.7.1 Probability of Occurrence

To determine the probability of future winter-related storm events in Anoka County, records of previous events (blizzards, heavy snows, ice storms, winter storms, and winter weather) were summed and divided by the dataset's period of record, resulting in the annual relative frequency of winter-related storms. Based on records in the NCEI Storm Events Database through May 2025, the relative frequency of winter-related storm events in Anoka County is 3.3 per year. This relative frequency can infer the probability of these events occurring in the future.

4.7.2 Vulnerability

Transportation systems, electrical distribution systems, and structures are vulnerable to winter storms throughout the county. These events do not vary geographically within the county; all jurisdictions are equally vulnerable. While it is highly likely these events will continue occurring annually, the amount of snow and ice and number of winter-related storm events to occur each year are unpredictable. People residing in climates such as these must always be prepared for situations that put their lives or property at risk. It is important that extra consideration be given to the vulnerable populations discussed in Section 3.2. Section 3.4 provides jurisdictional responses to localized vulnerabilities to specific hazards.

4.7.3 Winter Storms and Climate Change

Historically, winter storms have had a large impact on public safety in Minnesota. If the frequency of snowstorms and annual total snowfalls increase, as anticipated effects of Climate Change, the effects on public safety will also increase. Pressures on energy use, reduced reliability of services, potential outages, and potential rise in household energy costs are major climate change risks to public health that can occur from winter weather.

Table 7 in Section 3.3 discusses confidence that climate change will impact common Minnesota weather/climate hazards beyond 2025, there is some weak evidence that warming winters may make heavy snowfall events less frequent as winter warms.

4.7.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified several program gaps and deficiencies that make its residents more vulnerable to severe winter storms. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Above-Ground Power Lines: Most power lines throughout Anoka County are above ground, exposing them to impacts/damage from winter high wind and ice events, potentially leading to localized or extensive power outages.

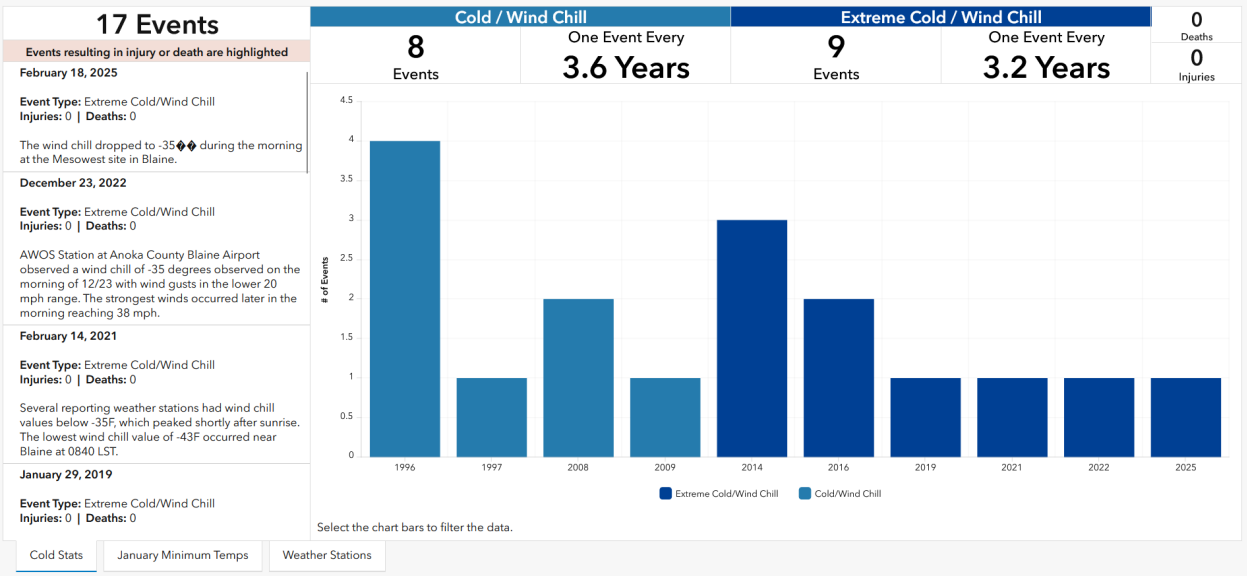
Public Education: Ongoing public education is needed to encourage residents to be ready for long-term power outages or to be snowed in during dangerous winter events such as ice storms and blizzards.

4.8 Extreme Cold

Due to Minnesota's position in the middle of the continent and subsequent climate, the state may experience extremely frigid temperatures in winter. Winter in Anoka County can be especially dangerous when low temperatures and wind create arctic-like wind chills. The history of extreme cold in Anoka County is shown in Figure 8; an interactive version of this dashboard can be found on the Anoka County HMP website.

View interactive maps and see information about extreme cold history, risk, and vulnerability

Figure 8. History of extreme cold in Anoka County



4.8.1 Probability of Occurrence

To determine the probability of future cold-related events in Anoka County, records of previous cold/wind chill and extreme cold/wind chill events were summed and divided by the dataset's period of record, resulting in the annual relative frequency. Based on records in the NCEI Storm Events Database through May 2025, the relative frequency of extreme cold/wind chill events in Anoka County is one every 3.2 years. (NCEI, 2025). This relative frequency can be used to infer the probability of these events occurring in the future.

4.8.2 Vulnerability

The risk of extreme cold does not vary geographically within the county. Citizens living in climates such as these must always be prepared for situations that put their lives or property at risk. The youngest and more elderly residents, homeless persons, individuals with chronic medical conditions, and those who are working or recreating outdoors are most at risk for frostbite and hypothermia (MDH, 2021).

View at-risk populations in Anoka County

It is not always the depth of the cold that poses a threat but rather unpreparedness for the cold, such as an individual with a vehicle breakdown who lacks a personal winter safety kit in the vehicle. The cost of propane can make rural residents more vulnerable to issues with extreme cold. A propane shortage and resulting crisis, such as that which occurred in 2014, may increase the cost of heating homes and farms to a prohibitive amount (Eaton, 2014). The Minnesota Department of Commerce presents options and suggestions for homeowners who use propane on their website.

The CDC publication "Extreme Cold: A Prevention Guide to Promote Your Personal Health and Safety" outlines preparation measures that individuals can take to reduce their vulnerability to extreme cold. Highlights in this document include advice about travel preparations, securing your home water supply, and safety during recreation (CDC, 2021).

Section 3.4 provides jurisdictional responses to localized vulnerabilities to extreme cold.

4.8.3 Extreme Cold and Climate Change

Although climate research indicates that Minnesota's average winter lows are rising rapidly, and our coldest days of winter are now warmer than we have ever recorded, cold temperatures have always been a part of Minnesota's climate, and extreme cold events will continue.

As the climate changes, an increase in extreme precipitation or storm events could lead to a higher risk of residents being exposed to cold temperatures during power outages or other storm-related hazards. Extreme and changing temperatures are already challenging aging infrastructure and are expected to impair surface transportation and the electrical grid.

Key Message #4 in NCA5 in the Midwest Chapter states that green infrastructure and public and private investments may mitigate losses, provide relief from heat, and offer other ways to adapt the built environment to a changing climate.

4.8.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified several program gaps and deficiencies that make its residents more vulnerable to extreme cold. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Generators for Backup Power to Critical Facilities & Shelters: Not all municipal healthcare facilities utilized for the care of residents & visitors, including designated severe weather/emergency shelters (schools, churches, etc.) have backup power to run heating systems in the event of a power outage.

Public Education: Ongoing public education is needed to encourage residents to be prepared for extreme weather, including power outages during periods of extreme cold. Anoka County Emergency Management continues to do public education through the local schools, senior and health care centers, and provides support to local governments for severe weather awareness.

4.9 Extreme Heat

Extreme heat describes weather that is much hotter and/or humid than typical for a place and time of year. In the United States, extreme heat is the deadliest weather-related hazard and causes more deaths than flooding, tornadoes, and hurricanes combined. While heat waves are infrequent in a northern state like Minnesota, they can have severe consequences for residents who are not acclimatized to their effects (Runkle et al., 2022).

The National Weather Service (NWS) issues extreme heat watches, heat advisories, and extreme heat warnings based on the heat index, which is a combination of air temperature and relative humidity that determines how hot it feels. The heat index threshold differs based on locality, since people in colder climates are less prepared for heat events than people who live in warmer climates (NWS, 2025b).

More recently, the NWS has developed the HeatRisk tool to issue a forecast of heat-related impacts to occur over a 24-hour period. It is intended to provide risk guidance to decision-makers and heat-

sensitive populations. Historical data from the HeatRisk tool, available back to 2015, provide a more comprehensive look at extreme heat events beyond those reported as Extreme Heat Events in the Storm Events Database. The HeatRisk tool takes into consideration:

- How unusual the heat is for the time of year
- The duration of the heat, including both daytime and nighttime temperatures
- If those temperatures pose an elevated risk of heat-related impacts based on data from the Centers for Disease Control and Prevention (NWS, 2025a).

Impacts of extreme heat are far-reaching and can be severe. Some impacts include infrastructure failures, such as roads buckling and power outages; strain on essential services, such as increased demand for emergency medical services and law enforcement (Guo, 2017; Williams et al., 2020); and disruptions to important social and economic networks, such as school and event cancellations, which reduce access to education, physical activity, and community support.

View interactive maps and see information about extreme heat history, risk, and vulnerability

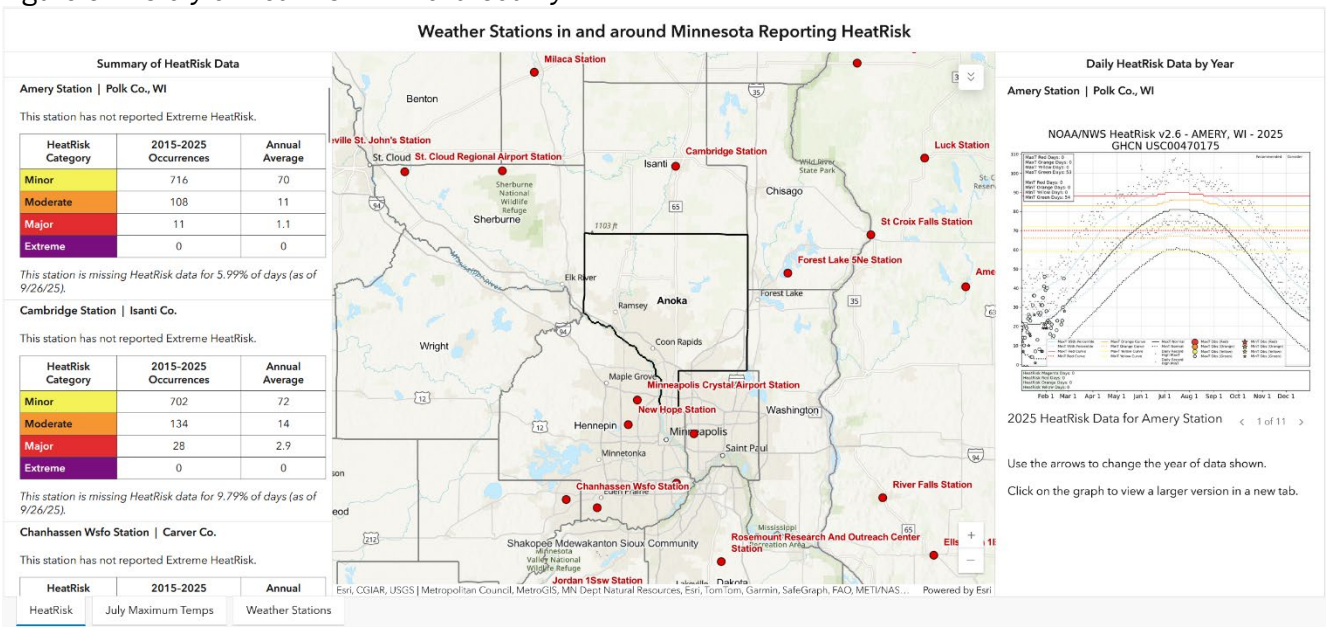
Anoka County's agricultural lands and structures are vulnerable to heat damage. Residents can suffer from increased heat-related illnesses, exacerbation of pre-existing chronic conditions, and even death (Moss, 2017). In the United States, heat is estimated to result in $100 billion in economic losses annually, primarily due to lost productivity, and it accounts for $1 billion in direct healthcare costs each year (American Public Health Association, 2025). In 2022, extreme heat led to 682 emergency department visits, 63 hospitalizations, and two deaths in Minnesota (MDH, 2025).

Extreme heat exacerbates poor air quality conditions because the stagnant air during a heat wave increases ozone and particulate pollution (Center for Science Education, 2025). Air pollution is particularly harmful for people over the age of 65, children under the age of five, outdoor workers, and people with respiratory or cardiovascular conditions. The Minnesota Extreme Heat Toolkit further details the health effects of poor air quality.

Data from the Spatial Hazard Events and Losses Database (SHELDUS) for the United States was examined to identify the county's monetary losses due to heat damage to crops. Ranking 56th among Minnesota counties in crop indemnity payments, heat-related losses for Anoka County totaled over $672,000 (ADJ 2021) for the period of record spanning 1989 to 2022 (CEMHS, 2023).

The history of extreme heat in Anoka County is shown in Figure 9; an interactive version of this chart can be found on the Anoka County HMP website. This dashboard summarizes the occurrences of days when each HeatRisk category threshold was met for each year from 2015–2025. For the purposes of hazard mitigation planning, we have considered days in the Major (Red) Category (a level of heat affects anyone without effective cooling and/or adequate hydration. Impacts are likely in some health systems, heat-sensitive industries, and infrastructure) and the Extreme (Magenta) Category (level of rare and/or long-duration extreme heat with little to no overnight relief affects anyone without effective cooling and/or adequate hydration. Impacts are likely in most health systems, heat-sensitive industries, and infrastructure) as extreme heat-related events.

Figure 9. History of HeatRisk in Anoka County



4.9.1 Probability of Occurrence

To determine the probability of future heat-related events in Anoka County, the average number of days exceeding the major or extreme HeatRisk categories is used to reflect heat events in the county. While there are no weather stations in Anoka County that report HeatRisk, there are several such stations in adjacent counties. Minneapolis Crystal Airport Station experiences major or extreme HeatRisk days an average of 3.2 days per year, and University of Minnesota St. Paul Station experiences these events an average of 3.6 days per year based on the 11 years of record. This relative frequency can infer the probability of these events occurring in the future.

Based on records in the Midwestern Regional Climate Center (MRCC) that date back to 1991, the average daily maximum temperature for July in Anoka County has historically been in the 80–84 °F range (MRCC, 2021), which is below the 90 °F for 2–3 days criteria for "extreme" heat events (FEMA, 2024b). However, the nearest weather station to Anoka County, University of Minnesota St. Paul Station in Ramsey County, has reported daily maximum temperatures of at least 90 °F a total of 355 times, an average of 11 days per year. This historical average can be used to infer future events, although climate change projections show an increase in the number of days that exceed 90 °F by mid-century (see Section 4.9.3).

4.9.2 Vulnerability

The Minnesota Department of Health updated the Minnesota Extreme Heat Toolkit in 2025 to help local governments prepare for extreme heat events. In their toolkit, they note extreme heat events are often dubbed "silent killers" because deaths and illnesses from these events are often misunderstood and underreported. In fact, extreme heat kills more people in the United States than all extreme weather events combined (Adams-Fuller, 2023). Minnesota does not have a mandated reporting system to report deaths and illnesses linked to extreme heat (MDH, 2025), but is important to not underestimate the danger of extreme heat events within the state.

High temperatures can be exacerbated by the urban heat island effect in developed areas, an effect that amplifies temperatures in areas with a higher concentration of impervious and paved surfaces. These types of surfaces absorb more heat and hold it for longer than vegetation cover (EPA, 2019). Impervious surfaces are not spread evenly throughout the county, and attention should be given to cities or areas within the county where this type of surface cover is most dense. The city with the highest concentration of impervious surfaces is Hilltop at 39.92% (MDH & University of Minnesota, 2019). The distribution of heat-trapping surfaces and their proximity to tree canopy are more important than their total area.

The distribution of impervious surfaces can be viewed in the Extreme Heat Risk & Vulnerability dashboard in the Exposure tab. The metro counties have an additional layer that demonstrates tree canopy, an effective mitigation of extreme heat: urban tree canopy of at least 40% can result in as much as 7–9 °F cooler temperatures (Ziter et al., 2019). The city with the lowest concentration of tree canopy in Anoka County is Nowthen at 19.55% (MDH & University of Minnesota, 2019). The Metropolitan Council Growing Shade Tool provides data and resources to inform tree planting and canopy preservation for the Twin Cities region to realize benefits, such as cooler temperatures, improved air quality, cleaner stormwater, improved mental health, and enhanced biodiversity.

Rural areas have higher rates of heat-related emergency department visits compared with urban areas (MDH, 2024), and Americans living in rural areas are twice as likely as those in urban areas to have pre-existing health conditions that make them more vulnerable to extreme heat (Pohl, 2025). Rural agricultural regions can have higher rates of humidity due to moisture-producing crops like corn (Minnesota Supercomputing Institute, 2016), which produces evapotranspiration, or “corn sweat,” that can add as much as 5–10 °F to the dew point temperature (Steil, 2016).

Key Message #3 in the Midwest Chapter of the NCA5 lists strategies, such as expanded use of green infrastructure and heat-health early warning systems, have the potential to improve both individual and community health (Wilson et al., 2023).

Everyone is susceptible to extreme heat, but certain individuals are at a higher risk of developing heat-related illnesses. According to the Centers for Disease Control and Prevention (CDC), population groups more vulnerable to extreme heat include:

- Older adults (≥65 years old). The elderly cannot easily adjust to sudden changes in temperature and are more likely to have a chronic medical condition or take medication affecting their body’s ability to control its temperature.
- Infants and children. Young children and infants have limited control of their surroundings and rely on others to keep them cool and hydrated.
- Individuals with chronic health conditions. These individuals are less likely to respond to changes in temperature, may be taking a medication that exacerbates the effects of extreme heat, or have a condition that is a risk factor for heat-related illness (e.g., heart disease, mental illness, poor blood circulation, and obesity).
- People with low income. These individuals may not be able to afford to properly cool their home and may face transportation challenges when trying to access cooling shelters.
- Athletes and people working outdoors. Both groups are likely to exert energy while being exposed to the heat (CDC, 2020).

Table 11 shows characteristics that MDH has determined make individuals more at risk to adverse health effects from extreme heat, including how that vulnerability ranks among Minnesota counties. The indicator's percentile rank within Minnesota determines the vulnerability level of Anoka County for that indicator (e.g., the 81st – 100th percentile is associated with the highest vulnerability compared to other Minnesota counties). For more information on what makes individuals and communities more vulnerable, see the Minnesota Extreme Heat Toolkit.

Table 11. Populations vulnerable to extreme heat in Anoka County

Vulnerability Indicator	Percentage of Population	Percentile Rank within Minnesota	Vulnerability Level
Adults with COPD	5.1%	6th	Lowest
Adults with a self-care disability	2.7%	5th	Lowest
Adults with coronary heart disease	5.9%	10th	Lowest
Adults with diabetes	9.9%	16th	Lowest
Families at less than 200% of poverty level	13.7%	14th	Lowest
Households where a person age 65 or over lives alone	10.4%	9th	Lowest
Households with no computing device	3.4%	6th	Lowest
Households with no vehicle available	4.6%	34th	Low
Households with rent over 50% of income	4.4%	72nd	High
Medicare beneficiaries who are electricity-dependent	3.8%	20th	Lowest
Medicare–Medicaid-enrolled beneficiaries	1.9%	12th	Lowest
People age 5 or over with limited English	5.6%	91st	Highest
People age 65 or over	15.1%	8th	Lowest
People over age 16 who work outdoors	5.2%	8th	Lowest
People under age 5	6.0%	63rd	High
People who are experiencing homelessness	0.1%	24th	Low
People who are uninsured	4.4%	38th	Low
People who do not identify as "White alone, not Hispanic or Latino"	24.0%	91st	Highest

Facilities where vulnerable populations may be concentrated, such as prisons, group homes, and childcare centers, are considered to be at higher risk during heat events. Anoka County's prison, MCF–Lino Lakes, has facility-wide air conditioning.

View interactive information about at-risk populations in Anoka County

Warming temperatures will continue to increase the risk of extreme heat, especially among these already vulnerable populations. Section 3.4 provides jurisdictional responses to localized vulnerabilities to extreme heat.

4.9.3 Extreme Heat and Climate Change

Minnesota's annual average temperature has increased more than 3 °F since record-keeping began in 1895, and nine of Minnesota's hottest 16 years on record have occurred since the year 2000 (MCAP, 2024). In Anoka County, the average temperature from July to September has increased 0.02 degrees Fahrenheit per decade since 1895 (MN DNR, 2025b).

Nights are warming at a much higher rate than days in Minnesota. In Anoka County, nighttime minimum temperatures from July to September have increased at a rate of 0.26 degrees Fahrenheit per decade (MN DNR, 2025b). While 94% of Minnesota households have some form of air conditioning (including central air, room units, dehumidifiers, and ceiling fans), only 68% have the central air conditioning that can provide reliable whole-house cooling (U.S. Energy Information Administration, 2023). Furthermore, homes with air conditioning equipment may not use it; for example, low-income homes might not turn on their units due to the associated costs, and homes in areas with higher crime rates may be reluctant to use window units for security reasons (EPA, 2006).

The average number of days per year with temperatures over 90 °F under a very high carbon emissions (SSP 585), mid-century (2040–2059) scenario is illustrated in the Climate Dashboard on the Plan website.

Climate models project that temperature and precipitation increases will continue in Minnesota through the 21st century, with hotter summers and increased drought severity during dry periods as well. Already, the maximum annual heat index values have been rising across the state, because increased humidity during heat waves (Blumenfeld, K. Minnesota State Climatology Office, personal communication, December 21, 2023).

Table 12 compares historical temperature averages to projections under a high emissions (SSP 585) scenario, demonstrating how many more days will reach above 90 °F and nights where the minimum does not go below 75.2 °F. The data in the table is taken from Minnesota CliMAT, an interactive online tool that provides highly localized climate projections for Minnesota and visualize how even specific towns will likely be impacted in the coming decades (Liess, S. et al., 2023). While models differ on how many degrees of warming will be caused by climate change, all models agree that temperatures will continue to rise.

Table 12. Historical vs projected number of days reaching temperature thresholds in Anoka County

	Historical (1995–2014)	Projected (2040–2059)	Change
Days Above 90	18.87	41.3	+22.43
Nighttime Minimum > 75.2	1.5	6.92	+5.42

Greenhouse gas concentrations will continue rising through the century, and the air's ability to trap heat from the Earth's surface will increase accordingly. Warming of the atmosphere will evaporate even more water into the air, further limiting the amount of cooling Minnesota will be able to achieve at night and during the winter. As warmer winters and warmer baseline conditions transition into summer, it will be much easier to attain extreme heat (MN DNR, 2025a).

4.9.4 Program Gaps and Deficiencies

Anoka County Emergency Management identified existing program gaps and deficiencies that make its residents more vulnerable to extreme heat. The following gaps and deficiencies should be addressed with new mitigation efforts to reduce that vulnerability:

Generators for Backup Power to Critical Facilities & Shelters: Not all municipal healthcare and other critical facilities utilized for the care of residents & visitors, including designated severe weather/emergency shelters (schools, churches, etc.) have backup power to run cooling systems in the event of a power outage.

4.10 Dam Failure

The MN DNR Dam Safety Program has the mission of protecting the life and safety of people by ensuring that dams are safe. Minnesota's Dam Safety Program sets minimum standards for dams and regulates the design, construction, operation, repair, and removal of both privately and publicly (non-federal) owned dams (MN DNR, 2020). The federal government is responsible for regulating and maintaining dam safety of federally owned dams. No single agency regulates all federally owned dams. 42% of federal dams are owned and managed by the U.S. Army Corp of Engineers (USACE) and the Bureau of Reclamation. The remaining federal dams are owned and managed by other federal agencies, including the Fish and Wildlife Service, Forest Service, the Department of Defense, and the Bureau of Indian Affairs, among others (Normand, 2019). The Federal Energy Regulatory Commission (FERC) Dam Safety Program is the largest dam safety program in the U.S. The Commission works with federal and state agencies to ensure and promote dam safety of over 3,000 dams across the U.S. The Commission inspects projects on an unscheduled basis to investigate potential dam safety problems; complaints about constructing and operating a project; safety concerns related to natural disasters; and issues concerning compliance with the term and conditions of a license (FERC, 2020).

Dam Inventory: The National Dam Inventory reports that there are five dams in Anoka County. Dams are mapped on the MN State 2024 HMP website. Anoka County has zero dams classified as High Hazard Dams, two dams classified as Significant Hazard Dams, and three dams classified as Low Hazard Dams. The Minnesota Dam Safety Program office was consulted to identify dam incidents and concerns.

4.10.1 Probability of Occurrence

Extreme precipitation is only one factor contributing to dam failure, and the possibility of failure is dam-specific, relating to both environmental and structural conditions. There are four noted dam incidents in Anoka County. The Coon Rapids Dam (Significant Hazard) on the Mississippi River experienced two washouts early in its years of operation, one in 1917 and again in 1925; the dam was most recently modified in 2005. The Locke Lake Dam (Significant Hazard) on Rice Creek near Fridley failed in 1990; it was most recently modified in 1994. The Peltier Lake Dam (Low Hazard) failed by overturning in 1951 and was subsequently repaired. Total dam failures are extremely unlikely if the dam is maintained in compliance with Minnesota's Dam Safety Program. The likelihood of failure in Anoka County is low.

4.10.2 Vulnerability

Although dam regulatory authorities differ between various federal and state agencies, all authorities attempt to classify dams according to the potential impacts from a dam failure or mis-operation. In response to the numerous classification systems, FEMA's Interagency Committee on Dam Safety created a downstream hazard potential classification system that is adaptable to any agency's current system. Table 13 provides an overview of the main criteria agencies consider when determining a dam's downstream hazard potential. This classification system does not imply that the dam is unsafe, but rather categorizes dams based on the probable loss of human life and the impacts on economic, environmental, and lifeline interests (FEMA, 2004).

Table 13. Downstream hazard potential classification criteria

Hazard Potential Classification	Loss of Human Life	Economic, Environmental, Lifeline Losses
Class III (Low)	None expected	Low and generally limited to owner
Class II (Significant)	None expected	Yes
Class I (High)	Probable - one or more expected.	Yes (but not necessary for this classification)

SOURCE: (USACE, 2008)

Dams for which a hazard potential has not been designated, or is not provided, are classified as "Undetermined."

An Emergency Action Plan (EAP) is a document that identifies potential emergency conditions at a dam and specifies preplanned actions to be followed during a dam failure to minimize property damage or loss of life. An EAP is required for Class I dams and strongly recommended for Class II dams (MN DNR, 2020).

4.10.3 Dam Failure and Climate Change

Dams are designed based on assumptions about a river's annual flow behavior that will determine the volume of water behind the dam and flowing through the dam at any one time. Changes in weather patterns due to climate change may change the hydrograph or expected flow pattern. Spillways are put in place on dams as a safety measure in the event of the reservoir filling too quickly. Spillway overflow events are mechanisms that also result in increased discharges downstream. It is conceivable that bigger rainfalls at earlier times in the year could threaten a dam's designed margin of safety, causing dam operators to release greater volumes of water earlier in a storm cycle in order to maintain the required margins of safety. Such early releases of increased volumes can increase flood potential downstream.

Climate change may increase the probability of design failures. Some spillways may not be large enough to convey the increased flow pattern. An undersized spillway could lead to dam overtopping and failure.

The partial failure of the Rapidan Dam in Blue Earth County in June of 2024 highlighted the growing threat climate change poses to the country's aging infrastructure as extreme weather becomes more common and severe. The Rapidan Dam is a Significant Hazard Dam in "poor" condition. About 20% of Minnesota's Significant and High Hazard Potential Dams are in "fair" or "poor" condition, with a few in "undefined" condition, and about 70% of these dams were built before 1970 (USACE, 2024). These

older dams are growing increasingly taxed by extreme weather, especially in the Midwest (Harrison, 2024). Climate change is adding a new level of uncertainty that needs to be considered with respect to assumptions made during the dam construction.

While the Rapidan Dam partial failure did not result in mass inundation, it sent an estimated 11.6 million cubic yards of sediment downstream. The sediment was high in phosphorus and nitrogen because of nearby agricultural runoff. The impacts to the fish habitat and ecology of the stream may not be known for years (MPR News, 2024). The sediment loading behind older dams adds another compounding threat of dam failure to the stream and structures below.

4.10.4 Program Gaps and Deficiencies

Anoka County Emergency Management did not identify any program gaps or deficiencies that make its citizens more vulnerable to dam failure.

Section 5 – Mitigation Strategy

The goal of mitigation is to protect lives and reduce the impacts of future hazard events, including property damage, disruption to local and regional economies, the amount of public and private funds spent on recovery, and to build disaster-resistant communities. Mitigation actions and projects should be based on a well-constructed risk assessment as provided in Section 3 of this plan and on the HMP website. Mitigation should be an ongoing process, adapting over time to accommodate a community's needs.

5.1 Community Capability Assessments

The capability assessment identifies current activities and existing planning tools used to mitigate hazards. The capability assessment identifies the policies, regulations, procedures, programs, and projects that contribute to reducing disaster damages. The assessment also evaluates these capabilities to determine whether the activities can be improved to more effectively reduce the impact of future hazard events. The following sections identify existing plans and mitigation capabilities within all of the communities:

- Appendix D: Lists the plans and programs in place in Anoka County as related to hazard mitigation.
- Appendix C: As part of the Anoka County HMP update, the county and city governments were asked to participate in filling out a "Local Mitigation Survey" (LMS) form to report on their current mitigation capabilities and program gaps. Appendix C provides the LMS reports gathered for Anoka County.

Information from the capability assessments was used to support development of local mitigation actions for implementation over the next five years (see column *Comments on Implementation & Integration).*

5.1.1 National Flood Insurance Program (NFIP)

The NFIP is a federal program created by Congress to mitigate future flood losses nationwide through sound, community-enforced building and zoning ordinances and to provide access to affordable, federally backed flood insurance protection for property owners. The NFIP is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods. Participation in the NFIP is based on an agreement between local communities and the federal government that states that if a community will adopt and enforce a floodplain management ordinance to reduce future flood risks to new construction in Special Flood Hazard Areas (SFHAs), the federal government will make flood insurance available within the community as a financial protection against flood losses.

Jurisdictional participation in the National Flood Insurance Program (NFIP) per Minnesota DNR is outlined below (G. Bennett MN DNR, personal communication, July 23, 2025).

Anoka County

Anoka County is in a unique position with respect to the NFIP due to being entirely composed of cities and one township. While county staff are still aware of floodplain issues, since Linwood Township enrolled in the NFIP in 2016, the county has not been the floodplain zoning authority (Ceil Strauss, MN Floodplain Manager, personal communication, January 14, 2026).

Andover

- Status: Participating
- Entry Date: 6/23/1976 (Emergency Entry); 09/30/1980 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 137
- Adoption of Current Floodplain Ordinance: 11/2/2015 (Effective 11/13/2015)
- Adoption of latest DFIRM Map: 11/2/2015
- Floodplain Administrator: Joe Janish, Community Development Director (j.janish@andovermn.gov)

Anoka

- Status: Participating
- Entry Date: 2/11/1972 (Emergency Entry); 11/30/1973 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 110
- Adoption of Current Floodplain Ordinance: 12/7/2015 (Effective 12/11/2015)
- Adoption of latest DFIRM Map: 12/7/2015
- Floodplain Administrator: Clark Palmer, City Planner (cpalmer@ci.anoka.mn.us)

Bethel

- Status: NOT Participating
- Entry Date: NA
- FEMA Map: FEMA Mapped High Risk Areas (new on 12/16/15)
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: NA
- Adoption of Current Floodplain Ordinance: NA
- Adoption of latest DFIRM Map: NA
- Floodplain Administrator: NA

Blaine

- Status: Participating
- Entry Date: 6/11/1974 (Emergency Entry); 11/15/1979 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas

- Current Effective Map Date: 12/16/15 (Anoka Co.); 6/4/10 (Ramsey Co. – Note: Only a small portion is in Ramsey County – there is NSFHA on this portion, so the Ramsey Co. panel is not included in the city's ordinance)
- Potential Buildings Damaged in Floodplain: 431
- Adoption of Current Floodplain Ordinance: 11/24/2015 (Effective 12/4/2015)
- Adoption of latest DFIRM Map: 11/24/2015
- Floodplain Administrator: Scott Johnson, Director of Administrative Services (scottjohnson@blainemn.gov)

Centerville

- Status: Participating
- Entry Date: 3/6/1975 (Emergency Entry); 12/4/1979 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 3
- Adoption of Current Floodplain Ordinance: 11/11/2015 (Effective 11/24/2015)
- Adoption of latest DFIRM Map: 11/11/2015
- Floodplain Administrator: Athanasia Lewis, Interim City Administrator (alewis@centervillemn.com)

Circle Pines

- Status: Participating
- Entry Date: 4/15/1974 (Emergency Entry); 09/15/1978 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 4
- Adoption of Current Floodplain Ordinance: 11/24/2015 (Effective 12/8/2015)
- Adoption of latest DFIRM Map: 11/24/2015
- Floodplain Administrator: Patrick Antonen, City Administrator (pantonen@ci.circle-pines.mn.us)

Columbia Heights

- Status: Participating
- Entry Date: 5/28/1974 (Emergency Entry); 09/29/1978 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 5
- Adoption of Current Floodplain Ordinance: 11/23/2015 (Effective 12/4/2015)
- Adoption of latest DFIRM Map: 11/23/2015
- Floodplain Administrator: Andrew Boucher, City Planner (aboucher@columbiaheightsmn.gov)

Columbus

- Status: Participating
- Entry Date: 02/06/2009 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 42
- Adoption of Current Floodplain Ordinance: 11/23/2015 (Effective 12/10/2015)
- Adoption of latest DFIRM Map: 11/23/2015
- Floodplain Administrator: Jack Davis, City Administrator (cityadmin@ci.columbus.mn.us)

Coon Rapids

- Status: Participating
- Entry Date: 10/20/1972 (Emergency Entry); 03/15/1977 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 69
- Adoption of Current Floodplain Ordinance: 12/15/2015 (Effective 12/18/2015)
- Adoption of latest DFIRM Map: 12/15/2015
- Floodplain Administrator: Joan Lensmeier, City Clerk (jlenzmeier@coonrapidsmn.gov)

East Bethel

- Status: Participating
- Entry Date: 8/16/1974 (Emergency Entry); 05/15/1980 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 92
- Adoption of Current Floodplain Ordinance: 12/2/2015 (Effective 12/11/2015)
- Adoption of latest DFIRM Map: 122/2/2015
- Floodplain Administrator: Erin McDermott, Zoning Administrator (erin.mcdermott@ci.east-bethel.mn.us)

Fridley

- Status: Participating
- Entry Date: 1/21/1974 (Emergency Entry); 03/02/1981 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 21
- Adoption of Current Floodplain Ordinance: 5/12/2025 (Effective 5/30/2025)
- Adoption of latest DFIRM Map: 11/23/2015 (and in 5/12/2025 amendment)
- Floodplain Administrator: Rachel Workin, Environmental Planner (rachel.workin@fridleymn.gov)

Ham Lake

- Status: Participating
- Entry Date: 10/24/1975 (Emergency Entry); 07/16/1980 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 137
- Adoption of Current Floodplain Ordinance: 11/16/2015 (Effective 11/20/2015)
- Adoption of latest DFIRM Map: 11/16/2015
- Floodplain Administrator: Mark Jones, Building/Zoning Official (mjones@hamlakemn.gov)

Hilltop

- Status: NOT Participating
- Entry Date: NA
- FEMA Map: No FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/15 (NSFHA)
- Potential Buildings Damaged in Floodplain: NA
- Adoption of Current Floodplain Ordinance: NA
- Adoption of latest DFIRM Map: NA
- Floodplain Administrator: NA

Lexington

- Status: Participating
- Entry Date: 6/3/1974 (Emergency Entry); 02/12/1979 (Regular Entry)
- FEMA Map: No FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/15 (NSFHA)
- Potential Buildings Damaged in Floodplain: 2
- Adoption of Current Floodplain Ordinance: NA
- Adoption of latest DFIRM Map: NA
- Floodplain Administrator: Bill Petracek, City Administrator (bill.petracek@cityoflexingtonmn.org)

Lino Lakes

- Status: Participating
- Entry Date: 4/30/1976 (Emergency Entry); 05/17/1982 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 69
- Adoption of Current Floodplain Ordinance: 11/23/2015 (Effective 12/1/2015)
- Adoption of latest DFIRM Map: 11/23/2015
- Floodplain Administrator: Tom Hoffman, Environmental Coordinator (thoffman@linolakes.us)

Linwood Township

- Status: Participating
- Entry Date: 5/10/2016 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 127
- Adoption of Current Floodplain Ordinance: 12/22/2015 (Effective 2/18/2016)
- Adoption of latest DFIRM Map: 12/22/2015
- Floodplain Administrator: Susan Bautch, Zoning Administrator (susan.bautch@linwoodtownship.org)

Nowthen

- Status: Participating
- Entry Date: 4/26/2012 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 20
- Adoption of Current Floodplain Ordinance: 11/10/2015 (Effective 11/14/2015)
- Adoption of latest DFIRM Map: 11/10/2015
- Floodplain Administrator: Natalie Johnson, Interim City Administrator (natalie@nowthenmn.net)

Oak Grove

- Status: Participating
- Entry Date: 09/05/2008 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 75
- Adoption of Current Floodplain Ordinance: 11/30/2015 (Effective 12/4/2015)
- Adoption of latest DFIRM Map: 11/30/2015
- Floodplain Administrator: Loren Wickham, City Administrator (lwickham@ci.oak-grove.mn.us)

Ramsey

- Status: Participating
- Entry Date: 7/8/1975 (Emergency Entry); 11/1/1979 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 51
- Adoption of Current Floodplain Ordinance: 11/24/2015 (Effective 12/4/2015)
- Adoption of latest DFIRM Map: 11/24/2015
- Floodplain Administrator: Chris Anderson, City Planner (canderson@cityoframsey.com)

Saint Francis

- Status: Participating
- Entry Date: 9/29/1975 (Emergency Entry); 03/02/1981 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas
- Current Effective Map Date: 12/16/2015
- Potential Buildings Damaged in Floodplain: 10
- Adoption of Current Floodplain Ordinance: 11/2/2015 (Effective 11/6/2015)
- Adoption of latest DFIRM Map: 11/2/2015
- Floodplain Administrator: Kate Thunstrom, Community Development Director (kthunstrom@stfrancismn.org)

Spring Lake Park

- Status: Participating
- Entry Date: 8/12/1975 (Emergency Entry); 08/24/1981 (Regular Entry)
- FEMA Map: FEMA Mapped High Risk Areas (new on12/16/15)
- Current Effective Map Date: 12/16/2015 (Anoka Co.); 6/4/10 (Ramsey Co. – Note: Only a small portion is in Ramsey County – there is NSFHA on this portion, so the Ramsey Co. panel is not included in the city's ordinance)
- Potential Buildings Damaged in Floodplain: NA
- Adoption of Current Floodplain Ordinance: 12/7/2015 (Effective 12/11/2015)
- Adoption of latest DFIRM Map: 12/7/2015
- Floodplain Administrator: Dan Buchholtz, City Administrator (dbuchholtz@slpmn.org)

Following a damaging flood event, any impacted jurisdiction would work with the MN DNR to use a form to track cumulative improvements and repetitive losses in the floodplain. The affected jurisdiction would also review the Minnesota Post-Flood Substantial Damage Playbook for Local Officials.

5.1.2 Repetitive Loss Properties

Repetitive loss properties are defined as properties with two or more flood insurance claims of $1,000 or more in any rolling 10-year period. Property owners are asked to consider mitigation activities such as acquisition, relocation, or elevation, among other options. FEMA's Repetitive Loss (RL) properties strategy is to eliminate or reduce the damage to property and the disruption to life caused by repeated flooding of the same properties. Property owners are notified of their status by FEMA.

A Severe Repetitive Loss (SRL) property is defined as a residential property that is covered under an NFIP flood insurance policy and:

a) That has at least four NFIP claim payments (including building and contents) over $5,000 each, and the cumulative amount of such claims payments exceeds $20,000; or

b) For which at least two separate claims payments (building payments only) have been made with the cumulative amount of the building portion of such claims exceeding the market value of the building.
c) For both (a) and (b) above, at least two of the referenced claims must have occurred within any 10-year period and must be greater than 10 days apart.

Anoka County has one RL property and no SRL properties (Ceil Strauss, MN Floodplain Manager, personal communication, August 8, 2025). The RL property is in the City of Anoka and has three losses. Net payments for this property total $23,630.

For more on the areas that flood repeatedly in Anoka County, see the Anoka County Flooding page.

5.1.3 Previous Integration of Hazard Mitigation into Planning Mechanisms

Anoka County and its incorporated communities are encouraged to integrate relevant information from this mitigation plan into their other planning mechanisms. This demonstrates local progress in mitigation efforts and strengthens the overall mitigation planning process. As part of this plan update, communities were asked to report whether and how information from the 2019 plan was incorporated into their existing plans, policies, programs, partnerships, or other documents. The following provides an overview of their responses.

Anoka County

Anoka County integrated the county's 2019 Hazard Mitigation Plan across county departmental efforts. Primary integration has occurred within the Anoka County Emergency Management (TCEM) program, including:

- We convened the Anoka County Emergency Managers group which includes representatives from all cities and Linwood Township. Mitigation planning and project updates were regularly discussed for all hazards.
- Anoka County participated in and promoted the annual National Weather Service's Severe Weather Awareness Week, Winter Weather Awareness Week, and National Preparedness Month. SkyWarn storm spotter training was also coordinated with the NWS.
- Anoka County has replaced our previous community alert system with the Everbridge emergency notification system. The Everbridge platform provides a powerful geo-targeted notification tool capable of issuing alerts only to specific, affected areas rather than the entire county.
- Warning sirens were tested monthly across the county.
- Maintained update of the county Emergency Operations Plan and inventory of emergency shelters within the county.

Anoka County has further incorporated mitigation across county departments through planning, project implementation, and related policy enforcement: Highway Dept., (WS4 Permit compliance and Right of Way maintenance and drainage system management), Environmental Services Dept. (Planning and Coordination with local watershed districts), and Public Health Dept. (Public Health preparedness, planning, and coordination), and County Parks (Public

Watercraft Access Management). Anoka County has several plans and policies we have utilized to help to address hazard mitigation, including: Ordinance #2022-1, Shoreland Management Ordinance, Ordinance #2017-1, Anoka County Buffer Ordinance, Anoka County EOP, Anoka County 2025-2029 Capital Improvements Plan, Anoka County 2040 Transportation Plan, Anoka County Park Ordinance 2018-01, Last Revised July 23, 2024.

City of Andover

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control

City of Anoka

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- In 2024 city of Anoka completed a feasibility study for modifications and reconstruction of the dam which included ways to make the dam more responsive to immediate flood concerns. We are working to advance implementation of the plan in 2026-2027.
- The city implements an annual street reconstruction plan, which includes plans to upgrade our stormwater infrastructure with street projects to provide protection up to the 100-year event.
- The city of Anoka Streets and Parks Dept. regularly works to eliminate fuel load by removing dead trees and cleaning up overgrowth. This helps to reduce risk of wildfire.

City of Bethel

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations and burn permits

City of Blaine

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- Our 2040 Comprehensive Plan includes a Local Surface Water Management Plan which helps to address stormwater management.

- The city has been working with our 6 mobile home communities to ensure they are prepared with evacuation and sheltering plans.
- The city has invested in replacing and installing new storm sewer and roadways for water/flooding issues. We have also utilized and maintained natural ponding areas such as wetlands for the impoundment and treatment of surface water as well as the extensive city conveyance system as well as the county ditch system to provide flood protection.

City of Centerville

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control

City of Circle Pines

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- Our public works department continued to maintain our stormwater infrastructure to ensure the city can handle high rain events.

City of Columbia Heights

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- We have worked to improve delivery of emergency information to non-English speaking immigrant populations.
- The city has continued to follow our Surface Water Management Plan (Dec., 2018) to implement mitigation measures to improve stormwater management. We have continued to invest in improving our aging storm-sewer network with planned infrastructure improvements. We also continue the implementation of green infrastructure projects (rain gardens and permeable pavements).
- We have worked to establish evacuation plans for City Hall for shelter if needed during inclement weather or in case of a fire.

City of Columbus

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.

- We enforced building regulations, burn permits, and city ordinances for flood control
- We have worked with the Sunrise River, Coon Creek and Rice Creek Watersheds to address mitigation projects related to flooding.

City of Coon Rapids

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- The city has utilized the following plans to integrate mitigation for stormwater management and flooding: City Surface Water Management Plan, Wellhead Protection Plan, Comprehensive Sanitary Sewer and Water Plans; MS4 permit through the MPCA; Coon Creek Watershed District Comprehensive Plan and various sub-watershed plans.

City of East Bethel

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control

City of Fridley

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- The city has upgraded all early warning software. We test warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- We have installed large pumps on the north end of the city to keep that area from flooding.

City of Ham Lake

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- The city has a Surface Water Management Plan (2021) that we use to guide our local stormwater management.

City of Hilltop

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.

- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- We have actively sought state and federal funding to complete construction of a new storm shelter at City Hall. This is an ongoing effort.
- We work with our 4 mobile home parks to ensure residents are aware of evacuation protocol for tornadoes.

City of Lexington

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control

City of Lino Lakes

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- Our Fire Department is working to address wildland fuels reduction in wildland-urban interface areas as well as to promote public awareness of wildfire risk in these areas.

City of Nowthen

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control

City of Oak Grove

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- The city continued to implement our Stormwater Management Program, which consists of consists of Public Education and Outreach, Public Involvement/Participation, Illicit Discharge and Elimination, Construction Site Stormwater Runoff Control, Post-Construction Stormwater Management in New Developments and Redevelopment, and Pollution Prevention/Good Housekeeping for Municipal Operations.

City of Ramsey

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County. We have maintained our Siren Watcher Program, which coordinates volunteers to monitor individual sirens and make sure they are functional during testing on a monthly basis.
- We enforced building regulations, burn permits, and follow the Lower Rum River regulations.
- The city adopted the Mississippi River Corridor Critical Area Program (MRCCA) floodplain ordinance, which includes specific regulations for areas within the floodplain.

City of St. Francis

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County. We purchased and installed an additional warning siren on the east side of the city.
- We enforced building regulations, burn permits, and city ordinances for flood control
- We have implemented monthly internal EM meetings for department heads.
- We have continued to address stormwater management improvements. The city utilizes our Comprehensive Sanitary Sewer and Municipal Water Plan that guides our stormwater management. We have replaced deteriorating culverts under a city street that runs over the Seelye Brook to prevent flooding issues.

City of Spring Lake Park

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- The city has newly updated our warning siren at City Hall and upgraded our other siren. We have tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control

Linwood Township

- We participated in the NWS severe weather awareness weeks and shared information with residents using our city website & social media.
- We tested warning sirens monthly in coordination with Anoka County.
- We enforced building regulations, burn permits, and city ordinances for flood control
- We added a generator at the Fire department and Town Hall to be prepared for power outages.
- We hired a new Emergency Manager to lead EM planning for the township. The EM coordinates with Anoka County Emergency Management.

- We have continued to monitor and address stormwater management planning through the Linwood 2040 Comprehensive Plan. The Linwood Township Road & Bridge Committee advises the Town Board on township road and bridge projects.

5.1.4 Plans and Programs in Place to Address Natural Hazards

Anoka County has numerous plans and programs in place to address natural hazards. Some of these programs are hazard-specific, and others address impacts and human safety for many types of events ("All Hazards"). To group related natural hazards, "Summer Storms" encompasses Tornadoes, Windstorms, Lightning, and Hail. The plans and programs in place by Anoka County to support mitigation for the hazards addressed in this plan are described as follows:

All Hazards

All Hazards Emergency Operations Plan: Anoka County Emergency Management maintains an all-hazards Emergency Operations Plan (EOP) which lays out concepts and operating guidelines for all incident management and support functions that may be needed to ensure life safety, incident stabilization, and property preservation during an incident and the transition to recovery.

Emergency Notification System: Anoka County utilizes IPAWS (Integrated Public Alert Warning System) to disseminate emergency notifications to both residents and visitors (not an "opt-in" service).

General Notification System: Anoka County has an "Alert Center" website page that provides a list of general alerts by category from Anoka County.

Preparedness Outreach & Education: Anoka County Emergency Management utilizes the Anoka County website, Anoka County Emergency Management website page, and local news media to communicate with the public on emergency preparedness, severe weather, and other hazard conditions throughout the year. The Anoka County Emergency Management website page provides information and resource links for public education on emergency preparedness. The county also receives all products/statements issued by the National Weather Service, and in turn shares or incorporates these into its community outreach and public education. Promotion of the use of NOAA weather radios occurs during the NWS Severe Weather Awareness Week as well as throughout the year. Anoka County Emergency Management provides special presentations or other planning assistance as requested to local governments, schools, or other local organizations and facilities within the county.

Mass Care Sheltering: In the event of a disaster where temporary sheltering is needed, Anoka County Emergency Management works in coordination with Anoka County Human Services Division (which includes Public Health & Environmental Services), the American Red Cross, other Volunteer Organizations Active in Disaster (VOAD), and local governments/Fire & EMS to support mass care services as needed. The county EOP includes plans, procedures, and resources available for mass care sheltering. Local jurisdictions operate initial staging areas

or temporary shelter from the initial request for approximately 12 hours until regular shelter locations or other accommodations can be setup and ready to receive those in need.

Backup Power: Anoka County works to ensure the continuity of operations of county government services and critical infrastructure in the event of an extended power outage. Local jurisdictions are encouraged to assess where backup power is needed and to obtain emergency generators. A collaboration with local and national critical infrastructure groups ensures regular communication on needs, updates to plans and available resources in our service area for mitigation and other improvements.
Schools Support: Anoka County Emergency Management coordinates with local school districts as needed on related emergency planning and preparedness, including support for specific trainings, exercises, equipment, and relay of county-level emergency notifications. School districts have their own policies, decision-making protocols, and communications plans in place to determine the need to close school and to notify targeted audiences in the event of severe weather, extreme temperatures, or other events that pose risk to students and staff. This is in conjunction with the Minnesota School Safety Center.

Regional Collaboration: Anoka County Emergency Management works closely with the neighboring emergency managers on a range of planning, training, and exercises to support all-hazards preparedness, mitigation, response, and recovery capabilities. Anoka County Emergency Management also works closely with our regional National Weather Service (NWS) office, having access to all live and on-demand briefings, announcements, and educational opportunities, and contact information for direct collaboration as needed.

Weather Stations: Anoka County Emergency Management operates small sized weather stations located throughout the county. These stations provide weather data to support local first responders with information that is easily accessible, accurate and for the location they are nearest to. The location of these weather stations allows for far better coverage of the entire county to determine weather conditions closest to the incident. The data collected from these weather stations is available on a real time basis to our first responders, the National Weather Service, and the public for use in planning and responding to weather emergencies and emergencies or events that can be affected by the weather.

Severe Winter Storms

Winter Weather Statements (Watch, Advisory, Warning, etc.): Anoka County Emergency Management works to relay winter weather statements received from the NWS to help alert residents and visitors to hazardous conditions.

Winter Hazard Awareness Week: Anoka County Emergency Management leads participation in Winter Hazard Awareness Week and encourages municipalities to share information locally. We provide links and information on the Anoka County Emergency Management and Anoka County Public Health website.

Snow Removal & Ice Control: Anoka County is responsible for plowing 1,600 lane miles of roadway. Anoka County uses four plowing techniques to prevent ice formation and enhance roadway surface: Anti-Icing, Pre-treating Salt, Pre-Wetting Salt, and De-icing.
Local road jurisdictions conduct winter road maintenance on their respective road systems in accordance with each of their established policy and/or practice. The Anoka County website provides information on "Snow and Ice Control Facts" for the public.

Severe Summer Storms

Severe Weather Statements (Watch, Advisory, Warning, etc.): Anoka County works to relay severe spring and summer weather statements (such as for thunderstorms, windstorms, or tornadoes) received from the NWS to help alert residents and visitors to hazardous conditions.

Outdoor Warning Sirens: Outdoor warning sirens are located throughout the county and are tested monthly by Anoka County Emergency Communications Center (ECC) in coordination with local jurisdictions. Warning sirens are owned and maintained by the cities and township where they are located. Anoka County Emergency Communications Center coordinates with local jurisdictions for outdoor warning siren enhancements and updates.

Skywarn® Program: Anoka County Emergency Management works with the National Weather Service to offer Storm Spotter training on an annual basis to local fire and law enforcement departments and area residents that wish to be trained as spotters. SkyWarn Storm Spotters help to keep their local communities safe by providing timely and accurate reports of severe weather to their local NWS office.

Severe Weather Awareness Week: Anoka County Emergency Management leads participation in Severe Weather Awareness Week and encourages municipalities to share information locally. We provide links and information on the Anoka County Emergency Management and Anoka County Public Health website.

Anoka County Parks Emergency Action Plans: The Anoka County Parks Department has Emergency Action Plans that include specific communication protocols for Bunker Beach Water Park, Chomonix Golf Course, two campgrounds, and multiple outdoor environmental and recreation programs.

Vegetation Management: The Anoka County Highway Department conducts vegetation management along county roads to reduce the risk of downed trees or branches resulting from severe spring and summer storm events. Local road authorities and electric utility providers also work to manage vegetation near power lines to reduce the risk of downed lines and power outages.

Extreme Cold

Emergency Notifications: Extreme cold temperature warnings are issued by the National Weather Service. Anoka County Emergency Management works to relay extreme cold temperature warnings from the NWS to help alert residents and visitors to hazardous conditions. The Anoka County Emergency Management Office also encourages residents to follow local news or NWS weather applications to receive severe weather and extreme temperature notifications.

Extreme Cold Safety Awareness: Anoka County Emergency Management and Anoka County Public Health promote public awareness of personal safety measures to take during periods of extreme cold, such as sharing information via Facebook posts.

Emergency Sheltering: In the event of an extended power outage coupled with a period of extreme cold, Anoka County Emergency Management will coordinate with Anoka County Public Health and local Fire or EMS agencies as needed to assist vulnerable residents, such as the elderly, who may need temporary sheltering. Local jurisdictions operate initial staging areas or temporary shelter from the initial request for approximately 12 hours until regular shelter locations or other accommodations can be set up and ready to receive those in need.

Extreme Heat

Emergency Notifications: Extreme heat temperature warnings are issued by the National Weather Service. Anoka County Emergency Management works to relay extreme heat temperature warnings from the NWS to help alert residents and visitors to hazardous conditions. The Anoka County Emergency Management Office also encourages residents to follow local news or NWS weather applications to receive severe weather and extreme temperature notifications.

Public Education and Awareness: Anoka County Emergency Management and Anoka County Public Health to promote public awareness of personal safety measures to take during periods of extreme heat, such as sharing information via Facebook posts.

Emergency Sheltering: In the event of an extended power outage coupled with a period of extreme heat, Anoka County Emergency Management will work with Anoka County Public Health and local Fire or EMS agencies as needed to assist vulnerable residents such as the elderly, who may need temporary sheltering.

Wildfire

Public Awareness & Emergency Notifications: In the event of wildfire, Anoka County Emergency Management works with local law enforcement, local fire departments, the NWS, and the MN DNR to get the word out on the risk of the level of fire danger and any burning restrictions to help keep the public informed and protected.

Burning Restrictions/Permits: Burning restrictions are set by the MN DNR. Burning permits within Anoka County are obtained through the MN DNR website or local office.

Wildland Fire Fighting: Local fire departments respond to woodland or grassland fires within their boundaries or in coordination with other fire departments as needed via mutual aid agreements.

Flooding

Public Information on Flood Insurance: The Anoka County Emergency Management website page includes information on the National Flood Insurance Program for the public. The NFIP provides options for homeowners, renters, and businesses to attain flood insurance.

Transportation Infrastructure: Over the past 5-10 years, the Anoka County Transportation Division has been replacing county road bridges that were in poor condition, or restricting drainage/flow on ditches and natural water courses. Additionally, in collaboration with several local partners, the Transportation Division has completed a number of trunk highway and railroad grade separation projects which help improve emergency response times and evacuation route resiliency. The Transportation Division utilizes a variety of state and federal grants and competitive funding sources to replace/rehabilitate aging infrastructure (e.g., State Bridge Bonds, federal bridge replacement program, and Local Road Improvement Program [LRIP] funds).

Floodplain Management: Floodplain management, as well as all land use planning and zoning within Anoka County is a function of its municipalities.

Shoreland Ordinance: Anoka County Ordinance #2022-1, Shoreland Management Ordinance establishes allowable uses and development standards in shoreland areas designated within the county.

Buffer Ordinance: Anoka County Ordinance #2017-1 is established to administer and enforce riparian vegetated buffers in accordance with Minn. Stat. §103F.48 (the Buffer Law). The ordinance provides for riparian vegetated buffers and water quality protection for state water resources under the county's jurisdiction.

Minnesota Buffer Law: In Anoka County, the Minnesota Buffer Law, enforced by the Anoka Conservation District (ACD), requires perennial vegetative buffers of up to 50 feet along lakes, rivers, and streams, and 16.5 feet along ditches, to filter pollutants and improve water quality.

One-Watershed One Plan (1w1P): The Anoka Conservation District (ACD) has been a partner in regional watershed planning and projects with the Upper and Lower Rum River Watershed Management Organizations, and has participated in the Rum River One Watershed, One Plan. These planning and project efforts have worked to address issues such as bank stabilization and stormwater management.

Dam Failure

Anoka County does not have any plans in place in regards to dam or levee failure. The Coon Rapids Dam is owned and operated by the Three Rivers Park District and is aligned on the Mississippi River in between Anoka and Hennepin Counties. Access to the dam on the Anoka County side is in Coon Rapids and through the Coon Rapids Dam Regional Park. The dam is ranked as a significant-hazard structure, meaning that a failure would likely cause no probable loss of human life but may have potential for other downstream consequences, such as economic losses. Catastrophic failure of this dam would have minimal consequences. It is maintained to create a recreational pool on the upstream side of the dam. Loss of this pool would reduce water levels in the upstream area, affecting recreational use only. Downstream consequences would be determined by a number of local, state and federal partners but would primarily affect recreation.

5.2 Mitigation Goals

The goals and strategies for natural hazards in the 2024 Minnesota State Hazard Mitigation Plan were adopted for use in the Anoka County Plan. This framework, as outlined below, will allow for integration of the mitigation actions that are listed by Anoka County and its jurisdictions into the state plan. The state will then be able to develop a statewide strategy that will benefit all of Minnesota.

Flooding Goal: Reduce deaths, injuries, property loss and economic disruption due to all types of flooding (riverine, flash, coastal, dam/levee failure).

Wildfire Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to wildfires (forest, prairie, grass, and peat bogs).

Windstorms Goal: Reduce deaths, injuries, property loss, and economic disruption due to windstorms.

Hail Goal: Reduce deaths, injuries, property damage, and economic disruption due to hailstorms.

Winter Storms Goal: Reduce deaths, injuries, property loss, and economic disruption due to winter storms (blizzard, ice, and ice storm).

Lightning Goal: Reduce deaths, injuries, property losses, loss of services, and economic disruption due to lightning.

Tornado Goal: Reduce deaths, injuries, property loss, and economic disruption due to tornadoes.

Drought Goal: Reduce economic loss and environmental impacts due to drought.

Extreme Heat Goal: Reduce deaths, injuries, and economic disruption due to extreme heat.

Extreme Cold Goal: Reduce deaths, injuries, and economic disruption due to extreme cold.

Dam/Levee Failure Goal: Reduce deaths, injuries, property loss, natural resource and economic disruption due to dam/levee failure.

Erosion/Landslide/Mudslide Goal: Reduce deaths, injuries, property loss, and economic disruption due to hillside, coastal, bluff: caused primarily by oversaturation of soil.

5.3 Mitigation Action and Project Strategies

The mitigation actions in this plan are summarized into four main strategy types, as described in the FEMA publications *Local Mitigation Planning Handbook* (2013) and *Mitigation Ideas: A Resource for Reducing Risk to Natural Hazards* (2013). Minnesota HSEM determined a fifth strategy type for use within the state: Mitigation Preparedness and Response. The strategies and example actions are listed in Table 14.

Table 14. Mitigation strategies and action types

Mitigation Strategy	Description	Example Mitigation Actions
Local Plans and Regulations	These actions include government authorities, policies, or codes, that influence the way land and buildings are developed and built.	• Comprehensive plans • Land use ordinances • Planning and zoning • Building codes and enforcement • Floodplain ordinances • NFIP Community Rating System • Capital improvement programs • Open space preservation • Shoreline codes • Stormwater management regulations and master plans
Structure and Infrastructure Projects	These actions involve modifying existing structures and infrastructure to protect them from a hazard or remove them from a hazard area. This could apply to public or private structures as well as critical facilities and infrastructure. This type of action also involves projects to construct manmade structures to reduce the impact of hazards. Many of these types of actions are projects eligible for funding through the FEMA Hazard Mitigation Assistance program.	• Acquisitions and elevations of structures in flood-prone areas • Utility undergrounding • Structural retrofits • Floodwalls and retaining walls • Detention and retention structures • Culverts • Safe rooms
Natural Systems Protection	These are actions that minimize damage and losses and also preserve or restore the functions of natural systems.	• Sediment and erosion control • Stream corridor restoration • Forest management • Conservation easements • Wetland restoration and preservation

Mitigation Strategy	Description	Example Mitigation Actions
Education and Awareness Programs	These are actions to inform and educate residents, elected officials, and property owners about hazards and potential ways to mitigate them. These actions may also include participation in national programs, such as StormReady or Firewise Communities. Although this type of mitigation reduces risk less directly than structural projects or regulation, it is an important foundation. A greater understanding and awareness of hazards and risk among local officials, stakeholders, and the public is more likely to lead to direct actions.	• Radio or television spots • Websites with maps and information • Real estate disclosure • Presentations to school groups or neighborhood organizations • Mailings to residents in hazard-prone areas. • StormReady Certification • Firewise Communities
Mitigation Preparedness and Response	This is a State of Minnesota mitigation strategy with the intent of covering preparation and actions that protect life and property during a natural disaster.	• Emergency operations plan • Flood fight plans and preparedness • Dam emergency action plans • Warning • Backup power • Emergency capabilities

Local leaders work together with the Anoka County emergency management director to assure that the hazards and mitigation actions included in this plan are accurate and addressed in their jurisdictions. Development of mitigation actions for the county and each city was informed by a community's hazard and risk assessment; identification of local vulnerabilities, and review of capabilities in place to address mitigation. Planning team members, local elected officials and staff from Anoka County and each city actively participated in the development and review of mitigation action charts for implementation through participation in planning team meetings (see Appendix F) and development of Local Mitigation Surveys (see Appendix C). Additional jurisdictional and public feedback was incorporated following news releases inviting public input to the planning process (see Appendix G).

The Anoka County risks and mitigation activities identified also incorporate the concerns and needs of townships, school districts, and other entities participating in this plan. Appendix H contains the jurisdictional mitigation action charts for participating cities.

See Mitigation Actions for all jurisdictions and provide ongoing feedback on the HMP website

The following is an overview of the mitigation action charts and a description of each element of the chart.

Number (#)
Each mitigation action is identified by a number.

Hazard
Each mitigation action is identified by the natural hazard it relates to. Actions that fall under "All

Hazards" relate to both natural and non-natural hazards. "Severe Winter Storms" includes blizzards, heavy snow, ice storms, winter storms, and winter weather. "Severe Summer Storms" includes windstorms, tornadoes, lightning, and hail.

Mitigation Strategy

Each mitigation action is identified by one of the following five mitigation strategies.

- Local Planning and Regulations
- Structure and Infrastructure Projects
- Natural Systems Protection
- Education and Awareness Programs
- Mitigation Preparedness and Response Support

See Table 14 for a description of each mitigation strategy and related types of actions.

Mitigation Action

Each mitigation action provides a concise, action-oriented description of the action or project to be undertaken that will help to reduce or eliminate future risk, including in areas with existing or new development.

Status

The status of each mitigation action is indicated by one of the following categories:

- New – New actions that have been identified since the last plan.
- Existing – Actions that are carried over from the last plan or have been updated.
- In Progress – Actions from the last plan that are currently being acted upon.

Mitigation actions that have been completed or deleted from the 2019 Anoka County Hazard Mitigation Plan are identified and reported on in Appendix H. Completed and deleted mitigation actions are not carried over into the updated mitigation action chart.

Priority

In the review and discussion of selected mitigation strategies and actions, the planning team ranked mitigation actions by priority for implementation. Table 15 provides criteria that were taken into consideration in the process.

Table 15. Criteria for Mitigation Action Priority Ranking

Ranking	Criteria
High Priority	• Methods for reducing risk from the hazard are technically reliable. • The jurisdiction has experience in implementing mitigation measures. • Mitigation measures are eligible under federal grant programs. • There are multiple mitigation measures for the hazard. • The mitigation measure(s) are known to be cost-effective. • The mitigation measures protect lives and property for a long period or are permanent risk reduction solutions.

Ranking	Criteria
Moderate Priority	• Mitigation methods are established. • The jurisdiction has limited experience with the types of measures that may be appropriate to mitigate the hazard. • Some mitigation measures are eligible for federal grants. • There is a limited range of effective mitigation measures for the hazard. • Mitigation measures are cost-effective only in limited circumstances. • Mitigation measures are effective for a reasonable period.
Low Priority	• Methods for reducing risk from the hazard are not well-established, are not proven reliable, or are experimental. • The jurisdiction has little or no experience in implementing mitigation measures, and/or no technical knowledge of them. • Mitigation measures are ineligible under federal grant programs. • There is a very limited range of mitigation measures for the hazard, usually only one feasible alternative. • The mitigation measure(s) have not been proven cost-effective and are likely to be very expensive compared to the magnitude of the hazard. • The long-term effectiveness of the measure is not known or is known to be relatively poor.

Time frame
Each mitigation action identifies the anticipated timeframe for implementation within the next five-year planning cycle. If a mitigation action is considered an ongoing effort, the next five-year period in which the activity would occur is listed. If a mitigation activity has a defined period for implementation (i.e., a specific year), it will be noted.

Responsibility
Each mitigation action identifies what personnel, department, or agency will serve as lead for the administration or implementation of the action.

Comments on Implementation & Integration
Each mitigation action provides a description of how the jurisdiction will work to implement the mitigation action and incorporate the activity into other existing planning mechanisms. This can include description of methods for public outreach, enforcement of policies, development of plans, and coordination of key staff and partnership efforts.

Possible Funding
Each mitigation action identifies potential funding sources to support implementation of the mitigation activity, such as existing county or city funding, or state or federal funding. Projects that may be eligible for future FEMA Hazard Mitigation Assistance grant funding are noted.

5.3.1 Anoka County Mitigation Action Chart

The Anoka County Mitigation Action Chart is provided in Table 16 at the end of this section. Appendix H provides the mitigation action charts developed for each city participating in the 2025 HMP update.

A report on the status of mitigation actions related to natural hazards included in the Anoka County 2019 plan update can be found in Appendix E.

See Mitigation Actions for all jurisdictions and provide ongoing feedback on the HMP website

Table 16. Anoka County Mitigation Action Chart, 2026–2031

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
1	All Hazards	Education & Awareness Programs	Utilize effective methods to share information with the community about severe weather, extreme temperatures, and personal preparedness.	Existing High 2026-2031	Anoka County Emergency Management (ACEM) ACEM in coord with other county depts.	Anoka County Emergency Management utilizes the Anoka County website, Anoka County Emergency Management website page, and local news media to communicate with the public on emergency preparedness, severe weather, and other hazard conditions throughout the year. ACEM leads participation in Severe Weather Awareness Week and Winter Weather Awareness Week with the NWS. We provide links and information on the ACEM and AC Public Health website pages.	Internal: EM Dept./ AC General Op. Budget External: FEMA EMPG
2	All Hazards	Education & Awareness Programs	Fully implement and promote Anoka County's new Everbridge emergency notification system.	New High 2026-2031	ACEM in coord with other county depts.	Everbridge software is in the process of being implemented county wide for both internal and external messaging. The system is being funded and lead by Emergency Communications Center / 911 Dispatch. Anoka County Emergency Management will have a link for residents to sign up on the county website, and will conduct public messaging to promote awareness and sign up for the system. Local jurisdictions will be encouraged to use their websites / social media to direct people to the Anoka County website to sign up and opt-in to receive notifications.	Internal: EM Dept./ AC General Op. Budget External: HSEM
3	All Hazards	Local Planning & Regulations	Adopt and enforce regulations governing new construction to prevent damage to buildings and infrastructure from severe weather events.	Existing Moderate 2026-2031	Local Jurisdictions (Cities and Linwood Twp)	Land use planning and zoning within Anoka County is a function of its municipalities (by each city and Linwood Township, respectively). Anoka County does not have a role in enforcing local regulations. The Coon Creek Watershed Distrct serves as the Ditch Authority for Anoka County. The CCWD has a permitting program that intends to prevent new and reconstruction from inadvertently flood properties now or in the future.	External: Local Govt's

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
4	All Hazards	Local Planning & Regulations	Implement existing plans and policies in place that help to mitigate against the impacts of flooding and other natural hazards to future development.	Existing High 2026-2031	Anoka County Administration	Anoka County has several plans and policies in place that help to address hazard mitigation, including: Ordinance #2022-1, Shoreland Management Ordinance, Ordinance #2017-1, Anoka County Buffer Ordinance, Anoka County EOP, Anoka County 2025-2029 Capital Improvements Plan, Anoka County 2040 Transportation Plan, Anoka County Park Ordinance 2018-01, Last Revised July 23, 2024.	Internal: AC General Op. Budget
5	All Hazards	Local Planning & Regulations	Utilize departmental staff and elected officials to work together to accomplish identified mitigation efforts.	Existing High 2026-2031	Anoka County departments	Anoka County sustains organizational capacity across departments that support hazard mitigation including Emergency Management (Emergency Planning and Coordination), Highway Dept., (WS4 Permit compliance and Right of Way maintenance and drainage system management), Environmental Services Dept. (Planning and Coordination with local watershed districts), and Public Health Dept. (Public Health preparedness, planning, and coordination), and County Parks (Public Watercraft Access Management).	Internal: AC General Operating Budget – Cross depts.
6	All Hazards	Local Planning & Regulations	Develop and sustain partnerships with outside agencies, organizations, businesses, and neighboring jurisdictions to accomplish mitigation efforts.	Existing High 2026-2031	ACEM and other county depts.	Anoka County Emergency Management participates in annual regional planning and training; statewide AMEM conference. Anoka County departments also coordinate with other local and regional agencies involved in mitigation, including neighboring county emergency managers, SWCD, MN DNR, MnDOT, Rural and Municipal Electric Cooperatives, and Watershed Districts. Anoka County continues to collaborate with public and private partners to promote preparedness.	Internal: AC General Operating Budget – Cross depts.
7	All Hazards	Mitigation Preparedness & Response Support	Ensure the county's Emergency Operations Plan (EOP) is updated and addresses policies & procedures needed to support EM functions prior to, during, and following a disaster.	Existing High 2026-2031	ACEM in coord with other county depts.	Anoka County Emergency Management conducts ongoing maintenance and updates of the county EOP. The EOP lays out concepts and operating guidelines for all incident management and support functions that may be needed to ensure life safety, incident stabilization, and property preservation during an incident and the transition to recovery.	Internal: EM Dept./ AC General Op. Budget External: FEMA EMPG

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
8	All Hazards	Mitigation Preparedness & Response Support	Identify critical infrastructure or facilities that need backup generators and work to obtain them.	Existing High 2026-2031	ACEM in coord with other county depts.	Anoka County is working with external power critical infrastructure partners on collaborations and future solutions. Local jurisdictions are encouraged to assess where backup power is needed and to obtain emergency generators. A collaboration with local and national critical infrastructure groups ensures regular communication on needs, updates to plans and available resources in our service area for mitigation and other improvements. FEMA HMGP may be one source of external grant funding to which the county and local jurisdictions can seek to apply for the purchase of generators for critical facilities.	Internal: AC General Operating Budget External: FEMA HMGP
9	All Hazards	Mitigation Preparedness & Response Support	Ensure that plans, procedures, and designated facilities are in place to provide temporary sheltering due to a severe weather or other disaster event.	Existing High 2026-2031	ACEM, AC Public Health and external MNVOAD partners	In the event of a disaster where temporary sheltering is needed, ACEM works in coordination with Anoka County Human Services Division (which includes Public Health & Environmental Services), the American Red Cross, other Volunteer Organizations Active in Disaster (VOAD), and local governments/Fire & EMS to support mass care services as needed. The county EOP includes plans, procedures, and resources available for mass care sheltering. Local jurisdictions operate initial staging areas or temporary shelter from the initial request for approximately 12 hours until regular shelter locations or other accommodations can be setup and ready to receive those in need.	Internal: EM and PH Dept. budgets / AC General Op. Budget External: FEMA EMPG
10	All Hazards	Mitigation Preparedness & Response Support	Encourage schools and other facilities that house seniors or other vulnerable populations to have emergency plans in place to deal with severe weather, extreme temperatures, and extended power outages.	Existing Moderate 2026-2031	ACEM in coord with local jurisdictions	ACEM continues to work with local jurisdictions provide outreach to and support to schools and other facilities on emergency planning. Schools and long-term care (LTC) facilities are required to have such plans in place. ACEM provides direct training or planning support as requested.	Internal: External: Schools, Private LTC Facilities, Local Govt's

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
11	All Hazards	Local Planning & Regulations	Identify and work to secure internal as well as external funding (grant or loan sources) to help accomplish mitigation activities in the county.	Existing Moderate 2026-2031	ACEM, Other County depts as related	Anoka County operating funds can be used for mitigation activities, and grants can be applied to implement mitigation projects. The Transportation Division utilizes a variety of state and federal grants and competitive funding sources to replace/rehabilitate aging infrastructure (i.e. State Bridge Bonds, federal bridge replacement program, and Local Road Improvement Program (LRIP) funds). FEMA EMPG funding is used to help support the county's EM program.	Internal: AC General Operating Budget External: FEMA EMPG
12	All Hazards	Mitigation Preparedness & Response Support	Support the activities of volunteer and Anoka County Human Services agencies in identifying and assisting vulnerable populations during severe weather.	Existing High 2026-2031	AC Human Services Dept.	ACEM continues to partner with Anoka County Human Services to support vulnerable populations in our all-hazards planning.	Internal: AC HS budget
13	Flooding	Local Planning & Regulations	Enforce policies and ordinances that address development in high-risk flood areas.	Existing High 2026-2031	Local Govt's (All cities and Linwood Twp)	Floodplain management, as well as all land use planning and zoning within Anoka County is a function of its municipalities. Anoka County Ordinance #2022-1, Shoreland Management Ordinance establishes allowable uses and development standards in shoreland areas designated within the county.	External: Local Govt's
14	Flooding	Local Planning & Regulations	Work with area watershed organizations to address mitigation plans and projects that address risk reduction for localized flooding and erosion.	Existing High 2026-2031	Anoka County in coord with Watershed District partners	The Anoka Conservation District (ACD) has been a partner in regional watershed planning and projects with the Upper and Lower Rum River Watershed Management Organizations, and has participated in the Rum River One Watershed, One Plan. These planning and project efforts have worked to address issues such as bank stabilization and stormwater management. The Coon Creek Watershed District works closely with communities in Anoka County on flood mitigation planning and projects.	External: ACD, SWCD, CCWD Tax Levy MN BWSR Clean Water Fund Grants

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
15	Flooding	Local Planning & Regulations / Structure & Infrastructure Projects	Plan for and implement measures to address flood risk reduction projects for roads, bridges, and culverts throughout the county.	Existing High 2026-2031	AC Highway Dept.	The Anoka County Highway Dept. utilizes a variety of state and federal grants and competitive funding sources to replace/rehabilitate aging infrastructure (i.e. State Bridge Bonds, federal bridge replacement program, and Local Road Improvement Program (LRIP) funds).	Internal: AC Hwy. Dept. budget External: State Bridge Bonds, federal bridge replacement program, and Local Road Improvement Program (LRIP) funds, BWSR Water Storage Grant
16	Flooding	Local Planning & Regulations / Structure & Infrastructure Projects	Work with township and city governments to address areas of local flooding concern.	Existing High 2026-2031	ACEM, AC Highway Dept. in coord with Local Govt's	Anoka County maintains an ongoing collaboration with local jurisdictions to mitigate repetitive flood losses. This includes collaborating with City and County organizations to use mapping and databases to restrict development in defined flood hazard areas and addressing roadways that are repetitively damaged by flooding. In addition, the Coon Creek Watershed District provides customized floodplain modeling for our cities to use in their flood prevention work.	Internal: ACEM, AC Hwy. Dept. External: Twp. Govt's, CCWD Tax Levy
17	Flooding	Local Planning & Regulations	Collaborate with City and County organizations to evaluate the need to relocate or acquire structures in flood hazard areas.	Existing Low 2026-2031	ACEM in coord with local jurisdictions	Anoka County has on ongoing collaboration with local jurisdictions to mitigate repetitive flood losses. ACEM will be available to work with any local governments in the county that are seeking to apply for external grant funding such as MN DNR Flood Hazard Mitigation or FEMA HMGP / FMA grant funding for the purpose of buying out repetitive flood properties.	External: FEMA HMGP or FMA grant programs, MN DNR FHM grant programs, CCWD Tax Levy

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
18	Flooding	Local Planning & Regulations / Structure & Infrastructure Projects	Collaborate with the Coon Creek Watershed District (CCWD) to implement flood mitigation projects identified in the CCWD 2024-2033 Comprehensive Watershed Management Plan as well as the Anoka County HMP update.	New High 2026-2031	Coon Creek Watershed District (CCWD) in coord with Anoka County Depts and local jurisdictions	The Coon Creek Watershed District has identified multiple areas as having a high risk of flooding due to a variety of factors. The Coon Creek Watershed 2024-2033 Comprehensive Watershed Management Plan includes flood prevention projects within Anoka County. A list of specific areas of concern are included by the CCWD in the Anoka County Local Mitigation Survey Form (see Appendix C to the Anoka County HMP). Anoka County will collaborate with the CCWD and local jurisdictions on these projects as appropriate.	Internal: CCWD Tax Levy External: FEMA HMGP, FEMA HMA, MN DNR FHM program, Other agency funding
19	Severe Winter Storms	Local Planning & Regulations	Implement snow removal and ice control to ensure the safety of county roads impacted by winter storms.	Existing High 2026-2031	AC Highway Dept.	The Anoka County Hwy. Dept. is responsible for plowing 1,600 lane miles of roadway. Anoka County uses four plowing techniques to prevent ice formation and enhance roadway surface: Anti-Icing, Pre-treating Salt, Pre-Wetting Salt, and De-icing. Local road jurisdictions conduct winter road maintenance on their respective road systems in accordance with each of their established policy and/or practice. The Anoka County website provides information on “Snow and Ice Control Facts” for the public.	Internal: AC Transp. Division Budget
20	Severe Summer Storms	Education & Awareness Programs	Work with the National Weather Service (NWS) to provide SkyWarn training and develop a network of trained Storm Spotters throughout the county.	Existing High 2026-2031	ACEM in coord with NWS	ACEM works with the NWS to offer this training on an annual basis to local fire and law enforcement departments and local residents that wish to be trained as spotters.	External: National Weather Service
21	Severe Summer Storms	Mitigation Preparedness & Response Support	Ensure outdoor warning sirens are located where needed and functioning properly.	Existing High 2026-2031	ACEM & AC ECC in coord with local jurisdictions	Outdoor warning sirens are located throughout the county and are tested monthly by Anoka County Emergency Communications Center (ECC) in coordination with local jurisdictions. Warning sirens are owned and maintained by the cities and township where they are located. Anoka County Emergency Communications Center coordinates with local jurisdictions for outdoor warning siren enhancements and updates.	Internal: AC ECC budget External: Local Govt’s FEMA HMGP grants

#	Hazard	Mitigation Strategy	Mitigation Action	Status Priority Timeframe	Responsibility	Comments on Implementation & Integration	Possible Funding
22	Severe Summer Storms	Mitigation Preparedness & Response Support	Ensure emergency action plans are in place for county-owned public recreation areas to help protect the public during severe weather storm events.	Existing High 2026-2031	AC Parks Dept.in coord with county departments	The Anoka County Parks Department has Emergency Action Plans that include specific communication protocols for Bunker Beach Water Park, Chomonix Golf Course, two campgrounds, and multiple outdoor environmental and recreation programs.	Internal: AC Parks Dept. budget
23	Severe Summer Storms	Structure & Infrastructure Projects	Provide assistance to schools, mobile home parks, or other facilities that house vulnerable populations in efforts to obtain backup generators or construct tornado safe rooms.	Existing High 2026-2031	ACEM in coord with local jurisdictions	ACEM is able to provide assistance to schools, MHPs +their municipal government and LTCs regarding emergency planning or to look into FEMA grant funding for generators or construction of tornado safe rooms. Specific Project Interest: The St. Francis Area Schools participated in the Anoka County HMP update and is interested in exploring gymnasium tornado shelter opportunities within the school district. They are also in need of replacing a backup generator at the St. Francis High School.	Internal: ACEM Dept. budget External: Local Gov'ts, School Districts, FEMA HMGP safe room grant
24	Severe Winter & Summer Storms	Structure & Infrastructure Projects	Encourage municipal and rural electric cooperatives to address burying powerlines or strengthening power poles to avoid power outages from high wind events and storms.	Existing High 2026-2031	ACEM, local jurisdictions in coord with electric utility providers	ACEM works with our utility coops and local governments on these efforts as needed. FEMA HMA grant funding may be a source for powerline infrastructure retrofits that eligible rural and municipal electric coops can apply for.	External: Electric Coops, FEMA HMGP grant
25	Severe Winter & Summer Storms	Natural Systems Protection	Manage trees and other vegetation along roads from severe storm events to reduce risk to powerlines and passing motorists.	Existing Moderate 2026-2031	AC Highway Dept., Local Jurisdictions and Utility Providers	The Anoka County Highway Dept. maintains 421 miles of roads within the county, which includes brushing or trimming within the right of way as needed. Local city and township road authorities as well as utility providers that serve Anoka County work to manage vegetation near power lines to reduce the risk of downed lines and power outages.	Internal: AC Hwy. Dept. budget External: Local Govt's, Local Utility companies

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Todd Schwieger, Police Chief

SUBJECT: Pink Patch Donation

DATE: Marh 16, 2026

OVERVIEW:

The Pink Patch Project is a nationwide awareness and fundraising initiative that the St. Francis Police Department joined in 2024, selecting the Susan G. Komen Foundation as its nonprofit partner. Breast cancer remains one of the most commonly diagnosed cancers, with approximately 1 in 8 women expected to be diagnosed in their lifetime. Education and early detection continue to play a critical role in improving outcomes, underscoring the importance of awareness and community support. Thanks to the sponsorship of Jonson Woodworking Inc. their support is helping expand the program's reach and impact.

ACTION TO BE CONSIDERED:

To accept the donation of $1000.00 from Johnson Woodworking Inc. to be utilized for the Pink Patch Project.

BUDGET IMPLICATION:

No direct budget impact to the police department with the exception of a limited amount of staff time.

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and City Council

FROM: Jodie Steffes, Community Development Director

SUBJECT: Development Agreement, Dalton River Villas

DATE: March 16, 2026

OVERVIEW:

The preliminary plat for Dalton River Villas development was approved by the City Council on October 6, 2025 and the final plat was approved on November 3, 2025 through Resolution 2025-54.

As a condition of approval, the applicant needs to execute a Development Agreement with terms acceptable to the City Attorney.

ACTION TO BE CONSIDERED:

Move to approve the Development Agreement for Dalton River Villas, subject to City Attorney approval as to form and all other conditions of approval.

ATTACHMENTS:

- Development Agreement, Dalton River Villas

DEVELOPMENT AGREEMENT
DALTON RIVER VILLAS

This Development Agreement (“Agreement”) is made and entered into this ____ day of _____, 2026, by and between the City of St. Francis, a Minnesota municipal corporation ("City") and Meadow Creek Construction, Inc., a Minnesota corporation ("Developer").

WITNESSETH:

WHEREAS, the City approved the final plat and final plan DALTON RIVER VILLAS on November 3, 2025, said plat legally described in **Exhibit A** attached hereto and made a part hereof ("Property") contingent upon the conditions recited therein and on the execution of this Development Agreement by the Developer and City; and

WHEREAS, the City approved 19 Single Unit Residential lots; and

WHEREAS, the proposed plat contemplates the dedication of certain streets and roads to be constructed in accordance with applicable ordinances and standards, and with the plans prepared by the Developer's Engineer as provided herein as **Exhibit B**, which the Developer has reviewed and agrees to be bound by, which is made a part hereof; and

WHEREAS, the proposed plat contemplates the construction of a sanitary sewer, water service and drainage facilities by the Developer within the Property, and with the plans as provided herein as **Exhibit B**, which the Developer has reviewed and agrees to be bound by, which is made a part hereof; and

WHEREAS, the City requires that the water, and sewer and drainage facilities constructed upon the Property meet the City's quality standards; and

WHEREAS, the Developer desires that after it completes the construction, the City will accept and maintain said streets, roads, sidewalk, water and sewer and drainage facilities that serve said plat; and

WHEREAS, the City requires certain security hereunder to guaranty the proper construction of said streets and road, trails, water and sewer, and drainage facilities and the payment of all costs for labor and materials incurred in connection therewith; and

WHEREAS, the Developer has fee simple title to the property legally described in Exhibit A; and

WHEREAS, the Developer agrees to be fully bound by the terms and conditions of this Development Agreement (hereinafter referred to as "Development Agreement" or "Agreement").

NOW, THEREFORE, in consideration of the mutual promises of the parties made herein, it is agreed by and between the parties hereto, that the Developer will provide all labor and materials and construct streets, roads, sidewalk, trails, water and sewer and drainage facilities to adequately serve the plat of DALTON RIVER VILLAS and take all other actions in accordance with this Development Agreement at its own expense except as hereinafter provided.

IT IS ALSO AGREED:

1. **Request for Plat Approval**. The Developer is the fee owner of the land in the City of St. Francis legally described on Exhibit A and has asked the City to approve the plat DALTON RIVER VILLAS and the plans and specifications for the installation of public and private improvements within the plat of DALTON RIVER VILLAS (hereinafter referred to as the "plat"). The land within the plat is legally described in Exhibit A.

2. **Conditions of Plat Approval**. The City hereby approves the plat and the installation of public improvements on the condition that the Developer complies with all conditions outlined in the November 3, 2025, final plat approval (including references to requirements of the preliminary plat) city ordinances and compliance with this Agreement. The City hereby further conditions this approval upon the requirement that the Developer submit and receive approval from the City Engineer for the final utility plans, final grading and storm water. The City further conditions its approval on the Developer entering into this Agreement and furnishing the security required by it. The Developer is also required to secure sewer extension permits, an NPDES Phase II permit, provide evidence of full fee title in the property and pay all outstanding tax and special assessment obligations if any, as a condition of plat approval telephone, electric and gas utility lines are to be placed underground in accordance withal applicable City ordinances; driveways should be located so as to preserve as many trees as possible; addresses for each individual home shall be posted at each driveway entrance; street signs shall be required at all intersections at Developer's expense; the Developer shall comply with the Agreement and Waiver Regarding Pre-Approval Grading of Plat known as Dalton River Villas; all as a condition of plat approval.

3. **Right to Proceed**. Within the Property, the Developer may not grade or otherwise disturb the earth, remove trees, construct sewer lines, water lines, streets, utilities, public or private improvements, or any buildings until all the following conditions have been satisfied: 1) this Contract has been fully executed by both parties and filed with the City Clerk; 2) the Developer has submitted a title insurance policy to the City establishing that good and marketable title to the Property is in the name of the Developer; 3) the necessary security has been received by the City; 4) final engineering and construction plans and Storm Water Pollution Prevention Plan have been delivered by Developer to city engineer and the engineer has approved; 5) Developer has obtained all necessary permits from all federal, state and local governmental entities; 6) Developer has submitted to City the Insurance Binder required herein; and 7) the City's administrator has issued a letter that conditions 1 through 6 herein have been satisfied and that the Developer may proceed.

4. **Phased Development.** The Developer will submit a phasing plan, if any, to the City for review and a determination by the City as to whether the phasing plan will be approved. In the event that the phased development plan is not acceptable to the City, the Developer shall comply with City instructions and resubmit the phasing plan for City review and a determination by the City as to whether the phasing plan will be approved. The City may refuse to approve final plats of subsequent Phases if the Developer has breached this Agreement and the breach has not been remedied.

5. **Development Plans**. The Developer intends to develop the Dalton River Villas in one phase. The plat shall be developed according to plans submitted to and approved by the City. The plans shall not be attached to this Agreement. With the exception of Plan A, the plans may be revised, subject to reasonable City approval, after entering the Agreement, but before commencement of any work in the plat. The erosion control plan must also be approved by the City Engineer. If the plans vary from the written terms of this Agreement, the written terms shall control.

The plans are:

Plan A: Plat

Plan B: Construction Plans for Dalton River Villas, dated xx/xx/2026, prepared by Sathre-Bergquist, Inc.

Plan C: Stormwater Management Plan for Dalton River Villas, dated October 1, 2025, prepared by AE2S

Plan D: Specifications for Dalton River Villas, dated xx/xx/2026, prepared by Sathre-Bergquist, Inc.

6. **Improvements**. The Developer shall install and pay for the following public and private improvements (collectively the "Improvements") as required to be built in accordance with the approved plans:

A. Site Grading and Ponding and all temporary and permanent erosion control measures
B. Bituminous Streets
C. Street Signs
D. Street Lights
E. Setting of Lot and Block Monuments
F. Surveying and Staking
G. Storm Sewer System, including all necessary culverts, catch basins, ponds, inlets and other appurtenances
H. Water System
I. Sanitary Sewer System
J. Concrete Curb and Gutter
K. Concrete Sidewalk

L. Underground Utilities
M. Landscaping
N. Connection to municipal water and sewer facilities, sewage disposal constructed in accordance with the laws of the State of Minnesota, the regulations of the State Health Department and the City code provisions and the requirements of the City and the Minnesota Pollution Control Agency

The improvements shall be installed in accordance with City standards, ordinances, and plans and specifications which have been prepared by an Engineer registered in the State of Minnesota and reviewed and approved by the City Engineer. The Developer shall obtain all necessary permits from the Minnesota Pollution Control Agency (MPCA), Minnesota Department of Health, Anoka County Highway Department and other agencies before proceeding with construction. The City, at the Developer's expense as set out in Section 22, shall have one or more City inspectors and a soil engineer inspect the work on a full or part-time basis. The Developer's Engineer shall schedule a preconstruction meeting at a mutually agreeable time at the City offices with all parties concerned, including the City staff, to review the program for the construction work. A complete set of reproducible "As Built" utility and grading plans shall be prepared for the City Engineer. The Developer shall provide electronic AutoCAD files to the City Engineer for preparation of the "As Built" plans. A complete set of "As Built" grading plans shall be prepared by the Developer's Engineer. The cost of preparing these plans shall be paid for by the Developer.

The Developer also agrees to design all streets and roadways to meet thirty (30) miles per hour design standards and acknowledges and agrees that a minimum of a three hundred (300) foot radius or approved super elevated curve is required to meet this standard. The Developer will submit thickness design calculations to verify that the proposed pavement thickness is acceptable to the City.

7. **Security**. To guaranty the compliance with the requirements, provisions, limitations and terms set forth in this agreement, and the installation and construction of improvements in a good and workmanlike manner, pursuant to the plans and specifications and the requirements of the City Engineer, and payment of the costs of all improvements, the Developer shall furnish and deliver to the City a letter of credit, in the form attached hereto (or as deemed acceptable by the City) from an FDIC insured bank ("security") prior to beginning any construction within the plat. The letter of credit shall renew automatically until released by the City. The amount of the security includes all the security requirements set forth in this Agreement and was calculated as follows:

CONSTRUCTION COSTS:	
Sanitary Sewer	$ 99,500.00
Water Main	$ 85,200.00
Storm Sewer	$ 198,300.00
Streets	$ 124,600.00
Grading, Erosion Control and Final Stabilization	$ 171,000.00
CONSTRUCTION TOTAL	**$ 678,600.00**
125% of Construction Total	**$ 848,250.00**

This breakdown is for historical reference; it is not a restriction on the use of the security. The bank shall be subject to the reasonable approval of the City Administrator. The Letter of Credit shall allow the City to draw upon the instrument, in whole or in part, in order to complete construction of any or all of the improvements or to satisfy the claims of Contractors or suppliers which have not been satisfied by Developer and to pay any fees or costs due to the City by the Developer. The City may draw down the security, upon ten (10) business days' prior written notice to the Developer for any violation of the terms of this Agreement. Amounts drawn shall not exceed the amounts necessary to cure to the default. If the required public improvements are not completed at least thirty (30) days prior to the expiration of the security, the City may also draw it down. If the security is drawn down, the proceeds shall be used to cure the default. The Developer may apply to the City Council of the City for a reduction of the security once per month commencing 30 days after the permit for the Sanitary Sewer is issued. The City Council shall respond to this request within 30 days of receipt of the Application for Reduction of Security. Upon receipt of proof satisfactory to the City that work has been completed to the quality as required by the City, and that the Developer has taken all steps necessary to ensure that no liens will attach to the plat, and financial obligations to the City have been satisfied, with City approval the security may be reduced from time to time up to seventy-five percent (75%) of the financial obligations that have been satisfied, as determined by the City in its sole discretion. Ten percent (10%) of the amounts certified by the Developer's engineer shall be retained as security until all improvements have been completed, all financial obligations to the City satisfied, the required "as constructed" plans have been received by the City, a warranty security is provided, and the public improvements are accepted by the City Council. Reductions in the security will be based on the actual work completed based on the bids submitted to the City.

8. Summary of Cash Requirements. The following is a summary of the cash deposit under this Agreement which must be furnished to the City at the time of final plat approval and execution of this Agreement by the City:

Section 22 Escrow (Engineering, City Administration, Legal Expenses)	$30,000.00
plus charges already on record and incurred by the City	
Park Dedication ($2,500 x 19)	$47,500.00
Sanitary Sewer Trunk Line Availability	$28,925.50
Water Trunk Line Availability	$20,603.32
TOTAL CASH REQUIREMENTS	**$127,028.82**

Plus charges already on record and incurred by the City

The City will utilize the Section 22 Escrow to pay all bills associated with this project. If said fees are less than estimated, the City shall reimburse the Developer within thirty (30) days of completion of all project warranty periods. If it appears that the actual costs incurred will exceed the estimate, Developer and City shall review the costs required to complete the project and Developer shall deposit additional sums with the City.

9. Responsibility for Costs.

A. Except as otherwise specified herein, the Developer shall pay all costs incurred by it or the City in conjunction with the development of the plat, including but not limited to Soil and Water Conservation District charges, legal, planning, engineering and inspection expenses incurred in connection with approval and acceptance of the plat, the preparation of this Agreement, review of construction plans and documents, and all costs and expenses incurred by the City in monitoring and inspecting development of the plat, as well as preparation of record drawings.

B. The Developer shall hold the City and its officers, employees, and agents harmless from claims made by itself and third parties for damages sustained or costs incurred resulting from plat approval and development. The Developer shall indemnify the City and its officers, employees, and agents for all costs, damages, or expenses which the City may pay or incur in consequence of such claims, including attorneys' fees and costs.

C. The Developer shall reimburse the City for reasonable costs incurred in the enforcement of this Agreement, including engineering and attorneys' fees.

D. The Developer shall pay, or cause to be paid when due, and in any event before any penalty is attached, all special assessments, as outlined in Sections 7, 8, 9, 17, 18, 19 and 22 herein, referred to in this Agreement. This is an obligation of the Developer and shall continue in full force and effect even if the Developer sells one or more lots, the entire plat, or any part of it.

E. The Developer shall pay in full all bills submitted to it by the City for obligations incurred under this Agreement within thirty (30) days after receipt. If the bills are not paid on time, the City may halt plat development and construction until the bills are paid in full. Bills not paid within thirty (30) days shall accrue interest at the rate of twelve percent (12%) per year.

F. In addition to the charges herein and special assessments referred to the herein, other charges as required by City ordinance may be imposed such as but not limited to sewer access charges ("**SAC**"), City water access charges ("**WAC**"), and building permit fees.

10 Erosion Control. Before the site is graded and before any utility construction is commenced or building permits are issued, the erosion control plan shall be implemented by the Developer and inspected and approved by the City. All areas disturbed by the excavation and backfilling operations shall be reseeded forthwith after the completion of the work in the area. Except as otherwise provided in the erosion control plan, seed shall be certified oat seed to provide temporary ground cover as rapidly as possible. All seeded areas shall be fertilized, mulched, and disc anchored as necessary for seed retention. The parties recognize that time is of the essence in controlling erosion. If the Developer does not timely comply with the erosion control plan and schedule or supplementary instructions received by the City, the City may take such action as it deems appropriate to control erosion. The City will endeavor to notify the Developer in advance of any proposed action, but failure of the City to do so will not effect the Developer's obligations or City's right hereunder. If the Developer does not reimburse the City for any cost the City incurred for such within thirty (30) days, the City may draw down the letter of credit (referred to in Section 7) to pay any costs. No development will be allowed and no building permits or occupancy certificates will be issued unless the plat is in full compliance with the erosion control requirements.

11. **Clean Up**. The Developer (and Home Builders) will keep the premises free from accumulation of waste materials, rubbish, and other debris resulting from work. The Developer shall promptly clean dirt and debris from streets resulting from construction work by the Developer, its agents, assigns or purchasers of lots in the plat. If the streets are not cleaned within five (5) calendar days after notice to the developer, the City will undertake the cleaning of the streets and charge the cost of the street cleaning back to the developer.

At the completion of the work, the Developer (and Home Builders) will remove all waste materials, rubbish and debris from and about the premises as well as all tools, construction equipment, machinery, and surplus materials, and will leave the site clean. The Developer (and Home Builders) will restore to their original conditions (including topsoil and seed), those portions of the site not designated for alteration by the Agreement Plans.

12. **Time of Performance**. The Developer shall install all required public improvements except the final wear course in accordance with the approved Plans for the Development by October 31, 2026. The final wear course on streets shall be installed between August 15 and September 15, the first summer after the base layer of asphalt has been in place for one freeze thaw cycle. The Developer may, however, request in writing an extension of time from the City. If an extension is granted, it shall be conditioned upon updating the security posted by the Developer to reflect cost increases and the extended completion date. Final wear course placement must have the written approval of the City Engineer and shall be completed by August 31, 2027, unless an extension is granted. The final wear course may be delayed or scheduled at any time of the year based upon existing site conditions at the discretion of the City Engineer.

Requests that are not in writing will have no effect on Developer's time of performance. Work on the Improvements to the Property shall be performed between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday.

13. **Title of Plat**. The Developer hereby warrants that it is the full fee owner of the development as of the time of the filing of the final plat for the development, and that any encumbrances will be junior to this Agreement. The Developer agrees to obtain a consent to plat and dedication of streets to City from all mortgagees on the property before the plat will be executed by the City.

14. **Ownership of Improvements**. The acceptance by the City of the work and construction required by this Agreement and the improvements lying within public easements shall operate to transfer such property to the City without further notice or action this transfer shall be effective at the time of acceptance even if such improvements were accepted before the entry into this Agreement.

15. **Claims**. In the event that the City receives claims from labor or materialmen that work required by this Agreement has been performed, the sums due them have not been paid, and the laborers or materialmen are seeking payment out of the financial guarantees posted within the City, the Developer hereby authorizes the City to commence an Interpleader action pursuant to Rule 22, Minnesota Rules of Civil Procedure for the District Courts, to draw upon the letters of credit in an amount up to 100% of the claim(s) and deposit the funds in compliance with the Rule, and upon such deposit, the Developer shall release, discharge, and dismiss the City from any further proceedings as it pertains to the funds deposited with the District Court, except that the Court shall retain jurisdiction to determine attorney's fees pursuant to this Agreement. The City will endeavor to notify the Developer of its intention to draw down the letter of credit. The City will give the Developer five (5) days' notice, unless the security will expire within thirty (30) days, to deposit with the court an equal amount of cash in lieu of the City drawing down the letter of credit.

16. **Park and Trail Dedication and Improvements**. The Developer agrees to comply with all recommendations by the City Parks Commission related to this development. The Developer shall be providing cash to satisfy its park dedication requirement for the development. The Developer shall pay all park dedication fees in advance of filing of the plat. The Developer will also install a five (5) foot sidewalk on at least one side of every street in DALTON RIVER VILLAS as approved by the City Engineer. The sidewalk does not satisfy any portion of the park dedication requirement.

17. **Storm Water Improvements.**

1. Initial Construction. The Developer agrees to construct the storm water drainage facilities for the project, including the infiltration basins / storm water ponds and stormwater pipes and conveyances, in accordance with the approved Plans and in compliance with all City and state requirements regarding such Improvements.

2. Warranty. The Developer agrees to warrant the storm water Improvements against defects in labor and materials for a period of two (2) years from the date of completion. During such period, the Developer agrees to repair and replace any storm water Improvements which show signs of failure, normal wear and tear excepted all as determined by the City in its reasonable discretion. If the Developer fails to repair or replace the defective storm water improvements during the warranty period, the City may repair or replace the defective storm water improvements and may use the Letter of Credit, as described below, to reimburse itself for such costs if the repair is made while the Letter of Credit is still posted with the City or charge the Developer for said cost. The Developer agrees to reimburse the City, within 30 days of notice thereof, fully for the costs of the repairs or replacement if the cost thereof exceeds the remaining amount of the Letter of Credit.

3. Maintenance of the Stormwater Improvements. The Developer and its successor or assigns as fee owner of the Property shall be responsible for maintaining the Rain Garden located on Lot 11, Block 1 and for observing all drainage laws governing the operation and maintenance of the Stormwater Improvements. The Developer shall complete inspections of the Stormwater Improvements at least once annually and shall keep record of all inspections and maintenance activities, and submit such records to the City upon request. Maintenance activities shall include but will not be limited to: vegetation management within the basin, and removal of sediment and/or debris in the basin. The Developer acknowledges that the stormwater improvements associated with this project includes infiltration basins for stormwater treatment and volume control. If, at any time, the infiltrating ability of the basin(s) diminishes or is significantly reduced the Developer will reconstruct the infiltration basins as necessary. The cost of all inspections and maintenance shall be the obligation of the Developer and its successors or assigns as the fee owner of the Property.

4. Permanent Access and Maintenance Easement. The Developer or its successors or assigns grants the City, its agents and Contractor(s) the right to enter the Property to inspect and maintain the Stormwater Improvements as set forth in this agreement.

5. City's Maintenance Rights. The City may maintain the Stormwater Improvements, as provided in this paragraph, if the City reasonably believes that the Developer or its successors or assigns has failed to maintain the Stormwater Improvements in accordance with applicable drainage laws and other requirements and such failure continues for 30 days after the City gives the Developer written notice of such failure. The City's notice shall specifically state which maintenance tasks are to be performed. If Developer does not complete the maintenance tasks within 30 days after such notice is given by the City, the City shall have the right to enter upon the property to perform such maintenance tasks. In such case, the City shall send an invoice of its reasonable maintenance costs to

the Developer or its successors or assigns, which shall include all staff time, engineering and legal and other costs and expenses incurred by the City. If the Developer or its assigns fails to reimburse the City for its costs and expenses in maintaining the Stormwater Improvements within 30 days of receipt of an invoice for such costs, the City shall have the right to assess the full cost thereof against all of the lots within the Property. The Developer, on behalf of itself and its successor and assigns, acknowledges that the maintenance work performed by the City regarding the Stormwater Improvements benefits the lots in the Property in an amount which exceeds the assessment and hereby waives any right to hearing or notice and the right to appeal the assessments otherwise provided by Minnesota Statutes Chapter 429. Notwithstanding the foregoing, in the event to an emergency, as determined by the City Engineer, the 30-day notice requirement to the Developer for failure to perform maintenance tasks shall be and hereby is waived in its entirety by the Developer, and the Developer shall reimburse the City and be subject to assessment for any expense so incurred by the City in the same manner as if written notice as described above has been given.

18. **Landscaping**. The Developer or Builder shall provide landscaping and ground cover consistent with Section 10-73-04 of the City's Zoning Ordinance, all in accordance with the Landscape Plan submitted by Developer and approved by City. The Developer or Builder shall plant two trees on every lot in the plat. The tree shall be selected from among the following species:

    Birch
    Kentucky Coffee Tree
    Locust
    Linden
    Maple

The minimum tree size shall be two inches caliper, either bare root in season or balled and burlapped. The trees shall not be planted in the boulevard. The Developer shall assure that the front and side yards of each lot are properly graded, four inches of topsoil added, sod laid to complete front yard (including right-of-way) (seeding will be allowed in front yard if a sprinkler system is also installed), and seeding or sod to remainder of disturbed area of lot. Weather permitting, the trees, sod, and seed shall be planted before Certificates of Occupancy are issued for a lot. All required trees and sodding/seeding shall be provided within ninety (90) days after completion of the home/building construction or before a Certificate of Occupancy is issued for a house, whichever comes first. In the event that weather conditions prohibit the planting of trees and sodding/seeding, the Developer or Builder shall provide proof of escrow or financial security in the amount of $750.00 per tree and $3,500.00 for sodding/seeding of the property. All required trees and sodding/seeding shall be provided no later than October 1 of every year, unless an

extension is granted by the City. Once the required trees have been planted, the City will release the security.

A plan showing the location and proposed style of mailboxes to be used in the plat shall be submitted to the City for approval. Individual mailboxes on each lot will not be acceptable. Groupings of mailboxes will be required. The Developer should review mailbox placement with the U.S. Postal Service for its comments regarding same.

19. **Warranty**. The Developer warrants all work required to be performed by it against poor material and faulty workmanship. The warranty period for streets is one year. The warranty period for underground utilities is two years. The one-year warranty period on streets shall commence after the final wear course has been installed, the Final Project Punchlist has been completed, and the Development has been accepted by the City Council as documented in official City minutes. The two-year warranty period for underground utilities shall commence after all required testing has been completed, the as-built plans have been accepted by the City Engineer, and the bituminous base course pavement has been installed. Additionally, all trees grass and sod, shall be warranted to be alive, of good quality and disease free for twelve (12) months after planting. Any replacements shall be warranted for twelve (12) months from the time of planting. The Developer shall deliver a letter of credit (the "Warranty Letter of Credit") or other security acceptable to the City in the amount of ten (10%) of final certified construction costs to secure the warranties once the wear course has been installed. The City shall retain ten percent (10%) of the security previously delivered by the Developer (the letter of credit provided pursuant to Section 7 above) until the Warranty Letter of Credit is furnished to the City or until the warranty period expires, whichever first occurs. The retainage may be used to pay for warranty work. The security shall not be released until the expiration of the warranty period, and if any claims shall be made within the warranty period, the security shall not be released until such claims have been resolved.

20. **Construction of Model Homes.** The Developer shall be permitted to construct one (1) model home on the Property. Developer may commence construction of this model home only after the requirements of paragraph 3 above has been complied with and the streets have been completed except for the asphalt (a gravel street is in place). The Certificate of Occupancy for the model home will not be issued by the City until the Developer has completed the installation of the first lift of asphalt on the streets within this first phase of the Property and all other improvements are complete and accepted by the City.

21. **Developers Default**. In the event of default by the Developer as to any of the work to be performed by it hereunder, the City may, at its option, perform the work and the Developer shall promptly reimburse the City for any expense incurred by the City, provided the Developer is first given notice of the work in default, not less than 48 hours in advance, unless this agreement provides for greater notice. This Agreement is a license for the City to act, and it shall not be necessary for the City to seek a Court order for permission to enter the land. When the City does any such work, the City may, in addition to its other remedies, assess the cost in whole or in part upon the Property to recover the costs. For this purpose, the Developer expressly waives any procedural and substantive objections to the special assessments, including, but not limited to,

hearing requirements and any claim that the assessments exceed the benefit to the property as provided herewith.

22. **City Engineering Administration and Construction Observation**. Developer will undertake and finish the required staking. The Developer shall pay a fee for engineering, administration and legal costs incurred by the City. City engineering and administration will include monitoring of construction, plat review, plan review, consultation with Developer and his engineer on status or problems regarding the project, coordination for final inspection and acceptance, project monitoring during the warranty period, and processing requests for reduction in security. Fees for this service shall be at standard hourly rates. Developer will provide a $30,000.00 escrow plus payment of charges already on record incurred by the City, which is separate and in addition to any other escrow funds for this developer/development. The Developer shall pay for construction observation by the City's consulting engineer. Construction observation shall include part or full time inspection of proposed public utilities and street construction and will be billed on standard hourly rates. Upon final inspection, if the inspector is satisfied that the work has been completed and the Developer has fulfilled all of its obligations under the plans and specifications, the inspector will review the seeding and drainage facilities, and report to the City regarding the acceptance of such improvements. (Some seeding may be required under Section 11 for erosion control prior to final inspection.) Legal fees shall include drafting of this Development Agreement and other associated documents for this Development title review and advice and counseling with the City Engineer, City Administrator and City staff. In the event that work is performed on the Property by a consultant of the City, the City shall provide to Developer itemized billing statements showing the time spent, name of company performing the work, and a general description of the work performed.

23. **Miscellaneous**.

A. The Developer represents to the City that the plat complies with all City, County, Metropolitan, State and Federal laws and regulations, including but not limited to: subdivision ordinances, zoning ordinances, and environmental regulations. The Developer represents that all lots meet the minimum standards of the City's zoning ordinances unless otherwise stated in the variance granted with the preliminary plat approval. The Developer further represents to the City that all construction will be in accordance with City standards or applicable ordinances, regulations and policies. If the City determines that the plat does not comply, the City may, at its option, refuse to allow construction or development work in the plat until the Developer does comply. Upon the City's demand, the Developer shall cease work until there is compliance.

B. 3rd parties shall have no recourse against the City under this Agreement.

C. Breach of the terms of this Agreement or the conditions of the Resolution approving Final Plat by the Developer shall be grounds for denial of building permits, including lots sold to third parties.

D. If any portion, section, subsection, sentence, clause, paragraph or phrase of this Agreement is not for any reason held invalid, such decision shall not affect the validity of the remaining portion of this Agreement.

E. The City will not issue any building permits prior to the first lift of bituminous base pavement on the streets, concrete sidewalk, bituminous trail, and underground utility installation; except the City will allow up to one (1) building permit to be issued for model homes after installation of utilities (including testing and a determination that the utilities are operational), but before pavement of the streets with bituminous surface.

If building permits are issued for a model home prior to the completion and acceptance of public improvements, the Developer assumes all liability and costs resulting in delays in completion of public improvements and damage to public improvements caused by the City, Developer, its Contractors, subcontractors, materialmen, employees, agents, or third parties. The Developer will be responsible for maintenance of the streets, including but not limited to winter plowing, until they are paved.

F. The action or inaction of the City shall not constitute a waiver or amendment to the provisions of this Agreement. To be binding, amendments or waivers shall be in writing, signed by the parties and approved by written resolution of the City Council. The City's failure to promptly take legal action to enforce this Agreement shall not be a waiver or release.

G. The Developer represents to the City to the best of its knowledge that the plat is not of "metropolitan significance" and that an environmental impact statement is not required. If the City or another governmental entity or agency determines that such a review is needed, however, the Developer shall prepare it in compliance with legal requirements so issued from the agency. The Developer shall reimburse the City for all expenses, including staff time and attorney’s fees, the City incurs in assisting in preparation of the review.

H. This Agreement shall run with the land and shall be recorded against the title to the property. The Developer covenants with the City, its successors and assigns, that Developer is well seized in fee title of the property being final platted and/or has obtained consents to this Agreement, in the form attached hereto, from all parties who have an interest in the property; that there are no unrecorded interest in the property being final platted; and that the Developer will indemnify and hold the City harmless for any breach of the foregoing covenants.

I. Developer shall take out and maintain until six (6) months after the City has accepted the public improvements, public liability and property damage insurance covering personal injury, including death, and claims for the property damage which may arise out of Developer's work or the work of its subcontractors or by one directly or indirectly employed by any of them. Limits for bodily injury and death shall be not less than $1,000,000 for one person and $2,000,000 for each occurrence; limits for property damage shall be not less than $250,000 for each occurrence; or a combination single limit policy of $1,000,000 or more. The City and consulting engineer shall be named as an additional insured on the policy, and the Developer shall file with the City a certificate evidencing coverage prior to the City signing the plat. The certificate

shall provide that the City must be given ten (10) days advance written notice of the cancellation of the insurance. The certificate may not contain any disclaimer for failure to give the required notice.

J. Each right, power or remedy herein conferred upon the City is cumulative and in addition to every other right, power or remedy, express or implied, now or hereafter arising, available to City, at law or in equity, or under any other agreement, and each and every right, power and remedy herein set forth or otherwise so existing may be exercised from time to time as often and in such order as may be deemed expedient by the City and shall not be waiver of the right to exercise at any time thereafter any other right, power or remedy.

K. The Developer may not assign this Agreement without the prior written permission of the City Council, which permission shall not be unreasonably withheld. The Developer's obligation hereunder shall continue in full force and effect even if the Developer sells one or more lots, the entire plat, or any part of it.

L. The Developer shall clean and televise all sanitary mains and manholes along with all storm mains and storm water structures prior to acceptance by the City. The Developer shall provide electronic files of videos and logs of PACP certified inspections of sanitary and storm water infrastructure.

N. The Developer shall supply a copy of this Development Agreement to all Home Builders and persons who purchase lots from the Developer. The Developer will point out to purchasers their obligations regarding Erosion Control, Clean Up, and Landscaping described in Sections 11, 12, and 18 above. The terms and provisions of this Development Agreement, with the exception of Erosion Control, Clean Up and Landscaping described in Sections 11, 12, and 18 above shall not be binding upon the owners of an individual unit and shall not be deemed to run with the title of the individual unit of the development. This provision does not release any future developer or the developer's successors or assigns from the terms and provisions of this Development Agreement.

O. The Developer shall remove all debris from the development prior to the issuance of the first building permit.

P. The Developer will comply with all issues and directions of the City Engineer.

24. **Notices**. Required notices to the Developer shall be in writing, and shall be either hand delivered to the Developer, its employees or agents, or mailed to the Developer by registered mail at the following address:

Meadow Creek Construction, Inc.
4422 269th Ave NW
Isanti, MN 55070-5473

Notices to the City shall be in writing and shall be either hand delivered to the City Administrator, or mailed to the City by registered mail in care of the City Administrator at the following address:

St. Francis City Hall
3750 Bridge Street N.W.
St. Francis, MN 55070
ATTN: City Administrator

25. **Completion**. The Developer shall notify the City when the construction of the Improvements has been completed. If the City determines in its sole and absolute discretion that (i) the improvements have been constructed in substantial conformity with the approved plans, (ii) the improvements are complete for purposes of issuing a certificate of occupancy, and (iii) all applicable warranty periods have expired, the City shall, in accordance with this Agreement, return all remaining deposits or securities held relating to the project. Upon the request of the Developer the City shall furnish to the Developer a Certificate of Completion certifying the completion of the project. Such Certificate of Completion shall be in recordable form. Developer shall reimburse City for the expense of legal and professional services in preparing the Certificate of Completion.

26. **Indemnification**. The Developer hereby agrees to indemnify and hold the City and its officials, employees, Contractors and agents harmless from claims made by itself and third parties for damages sustained or costs incurred resulting from any defect in the Subdivision. The Developer hereby agrees to indemnify and hold the City and its officials, employees, Contractors and agents harmless for all costs, damages, or expenses which the City may pay or incur in consequence of such claims, including attorneys' fees, except matters involving intentional acts of misconduct or acts of gross negligence by the City. This indemnification shall survive the execution of any Certificate of Completion.

SIGNATURES APPEAR ON NEXT PAGE

IN WITNESS WHEREOF, the parties have signed this Development Agreement on the day and year above written.

CITY: **CITY OF ST. FRANCIS**

By: _____
Mark Vogel
Its: Mayor

By: _____
Jenni Wida
Its: City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2026 by Mark Vogel and Jennifer Wida, the Mayor and City Clerk, respectively, of the City of St. Francis, a municipal corporation under the laws of Minnesota, on behalf of the corporation and pursuant to the authority of the City Council.

_____
Notary Public

DEVELOPER:

MEADOW CREEK CONSTRUCTION, INC.

By: _____

Its: _____

STATE OF MINNESOTA)
) ss.
COUNTY OF ANOKA)

The foregoing instrument has been acknowledged before me this _____ day of _____, 2026, by Michael Pomerleau, the President of Meadow Creek Construction, Inc., a Minnesota Corporation on behalf of the corporation.

_____
Notary Public

DOCUMENT DRAFTED BY:
BARNA, GUZY & STEFFEN, LTD.
400 Northtown Financial Plaza
200 Coon Rapids Boulevard
Coon Rapids, MN 55433
(763) 780-8500 (DRS)

EXHIBIT A
LEGAL DESCRIPTION

That part of the following described property:

Commencing at the northwest corner of the Northwest Quarter of Section 32, Township 34, Range 24, Anoka County, Minnesota; thence on an assumed bearing of South 00 degrees 32 minutes 18 seconds East, along the west line of said Northwest Quarter, a distance of 1254.00 feet to the point of beginning; thence continuing South 00 degrees 32 minutes 18 seconds East, along said west line, a distance of 791.17 feet to the intersection of said west line with the north line of Outlot 17, VILLAGE OF ST.FRANCIS AUDITOR'S PLAT, according to the recorded plat thereof, said north line also being the north line of the south 593.40 feet of said Northwest Quarter; thence North 89 degrees 48 minutes 15 seconds East, along said north line, a distance of 3727.21 feet more or less to the west bank of the Rum River, thence northwesterly along said west bank to the intersection of said west bank with a line bearing North 89 degrees 56 minutes 37 seconds East, parallel with the north line of said Northwest Quarter, from the point of beginning; thence South 89 degrees 56 minutes 37 seconds West a distance of 1413.09 feet more or less to the point of beginning.

EXCEPTING

That part of the above described property lying within the following described parcel:

That part of the Northwest Quarter of Section 32, Township 34, Range 24, in Anoka County, Minnesota, described as follows:

Commencing at a point on the West line of said Northwest Quarter, distant 891 feet South of the Northwest corner of said Northwest Quarter; thence Easterly and parallel with the North line of said Northwest Quarter a distance of 300 feet to the point of beginning of land to be described; thence continue Easterly on same described line a distance of 111 feet; thence South and parallel with the West line of said Northwest Quarter a distance of 395.5 feet; thence Westerly and parallel with the North line of said Northwest Quarter a distance of 411 feet to the West fine of said Northwest Quarter; thence North on the West line of said Northwest Quarter a distance of 207.1 feet; thence Easterly and parallel with the North line of said Northwest Quarter a distance of 300 feet; thence North and parallel with the West line of said Northwest Quarter a distance of 188.4 feet to the point of beginning, Anoka County, Minnesota.

ALSO EXCEPTING

The west 344.00 feet of the north 150.00 feet of the south 743.40 feet of said Northwest Quarter of Section 32.

ALSO EXCEPTING

That part of the above described property lying within a distance of 50.00 feet easterly and 50.00 feet westerly of the line described in Parcel No. 14 of the Final Certificate filed as Doc. No. 397374 in the office of the County Recorder, Anoka County, Minnesota.

ALSO EXCEPTING

That part of the above described property lying within Minnesota Department of Transportation Right of Way Plat Nos. 02-28 and 02-29, filed as Document Nos. 1670395 & 1670396 in the office of the County Recorder, Anoka County, Minnesota.

Lying easterly of the following described line:

Commencing at the northwest corner of the Northwest Quarter of Section 32, Township 34, Range 24, Anoka County, Minnesota; thence on an assumed bearing of South 00 degrees 32 minutes 18 seconds East, along the west line of said Northwest Quarter, a distance of 2045.17 feet to the intersection of said west line with the north line of Outlot 17, VILLAGE OF ST.FRANCIS AUDITOR'S PLAT, according to the recorded plat thereof, said north line also being the north line of the south 593.40 feet of said Northwest Quarter; thence North 89 degrees 48 minutes 15 seconds East, along said north line, a distance of 1357.99 feet to the intersection of said north line with the easterly right of way line of Ambassador Boulevard NW per the Final Certificate filed as Doc. No. 397374 in the office of the County Recorder, Anoka County, Minnesota and the point of beginning of the line to be described; thence 153.07 feet along said easterly right of way line on a non-tangential curve concave to the west, having a radius of 1195.92 feet, a central angle of 07 degrees 20 minutes 01 second and a chord bearing of North 10 degrees 16 minutes 17 seconds West; thence continuing along said westerly right of way line, North 13 degrees 56 minutes 18 seconds West, tangent to the last described curve, a distance of 656.46 feet to the north line of the above described property and said line there terminating.

EXHIBIT B

DEVELOPMENT PLANS WITHIN PLAT OF DALTON RIVER VILLAS

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Darcy Mulvihill, Finance Director
Danielle Robertson, Accounting Clerk

SUBJECT: Payment of Claims

DATE: March 16, 2026

OVERVIEW:

Attached are the bills received since the last council meeting. Total checks to be written are $191,983.14 plus any additional bills that are handed out at council meeting.

Other Payments to be approved:

Direct Transfers – N/A

Manual Checks- N/A

ACTION TO BE CONSIDERED:

Approved under consent agenda to allow the Finance Director to draft checks or ACH withdrawals for the attached bill list. Please note additional bills may be handed out at the council meeting.

BUDGET IMPLICATION:

City bills

Attachments:

- 03-16-2026 Packet List-$191,983.14

INVOICE REGISTER FOR CITY OF ST. FRANCIS

EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
POSTED AND UNPOSTED
OPEN - CHECK TYPE: PAPER CHECK

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due	Status / Quantity	Posted / Post Date / Unit Price
Vendor 15 - AIRGAS NORTH CENTRAL							
5522848511							
00044334	AIRGAS NORTH CENTRAL	02/28/2026		138.95	138.95	Open	N
	CYLINDER RENTAL	DROBERTSON					03/16/2026
	101-43100-40217	OTHER OPERATING SUPPLIES		27.79		1.00	27.79
	101-43210-40217	OTHER OPERATING SUPPLIES		27.79		1.00	27.79
	101-45200-40217	OTHER OPERATING SUPPLIES		27.79		1.00	27.79
	601-49440-40217	OTHER OPERATING SUPPLIES		27.79		1.00	27.79
	602-49490-40217	OTHER OPERATING SUPPLIES		27.79		1.00	27.79
Total Vendor 15 - AIRGAS NORTH CENTRAL				138.95	138.95		
Vendor 10634 - ANOKA CONSERVATION DISTRICT							
2026027							
00044299	ANOKA CONSERVATION DISTRICT	03/09/2026		4,476.00	4,476.00	Open	N
	DELLWOOD PARK ENHANCEMENT	JSHOOK					03/16/2026
	603-49500-40418	STORM WATER MANAGEMENT		4,476.00		1.00	4,476.00
Total Vendor 10634 - ANOKA CONSERVATION DISTRICT				4,476.00	4,476.00		
Vendor 1097 - ANOKA COUNTY PROPERTY RECORDS							
.03102026							
00044336	ANOKA COUNTY PROPERTY RECORDS	03/10/2026		2,732.80	2,732.80	Open	N
	TRUTH IN TAXATION & SPECIAL ASSESSMENTS	DROBERTSON					03/16/2026
	101-41400-40352	GENERAL PUBLISHING		1,103.08		1.00	1,103.08
	405-43100-40441	MISCELLANEOUS		41.34		1.00	41.34
	601-49440-40441	MISCELLANEOUS		433.16		1.00	433.16
	602-49490-40441	MISCELLANEOUS		133.50		1.00	133.50
	603-49500-40418	STORM WATER MANAGEMENT		1,021.72		1.00	1,021.72
Total Vendor 1097 - ANOKA COUNTY PROPERTY RECORDS				2,732.80	2,732.80		
Vendor 42 - BARNA, GUZY & STEFFEN							
307952							
00044350	BARNA, GUZY & STEFFEN	02/28/2026		2,015.00	2,015.00	Open	N
	MUNICIPAL	DROBERTSON					03/16/2026
307953							
00044351	BARNA, GUZY & STEFFEN	02/28/2026		5,300.00	5,300.00	Open	N
	PROSECUTION/RETAINER FILE	DROBERTSON					03/16/2026
307954							
00044352	BARNA, GUZY & STEFFEN	02/28/2026		70.00	70.00	Open	N
	GENERAL LABOR	DROBERTSON					03/16/2026

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution		Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 42 - BARNA, GUZY & STEFFEN								
308443								
00044353	BARNA, GUZY & STEFFEN		02/28/2026		770.00	770.00	Open	N
	3731 BRIDGE STREET PURCHASE		DROBERTSON					03/16/2026
308298								
00044354	BARNA, GUZY & STEFFEN		02/28/2026		78.00	78.00	Open	N
	MISCELLANEOUS FORFEITURES		DROBERTSON					03/16/2026
Total Vendor 42 - BARNA, GUZY & STEFFEN					8,233.00	8,233.00		
Vendor 53 - BELLBOY CORPORATION BAR SUPPLY								
0210638500								
00044240	BELLBOY CORPORATION BAR SUPPLY		03/03/2026		727.35	727.35	Open	N
	LIQUOR		CBUSKEY					03/03/2026
	609-49751-40206	FREIGHT			13.50		1.00	13.50
	609-49751-40251	LIQUOR			713.85		1.00	713.85
0300759400								
00044241	BELLBOY CORPORATION BAR SUPPLY		03/03/2026		335.55	335.55	Open	N
	THC		CBUSKEY					03/03/2026
	609-49751-40206	FREIGHT			11.55		1.00	11.55
	609-49751-40257	THC			324.00		1.00	324.00
0110894500								
00044242	BELLBOY CORPORATION BAR SUPPLY		03/03/2026		29.08	29.08	Open	N
	MISC		CBUSKEY					03/03/2026
	609-49751-40206	FREIGHT			2.68		1.00	2.68
	609-49751-40254	MISCELLANEOUS MERCHANDISE			26.40		1.00	26.40
0300771200								
00044272	BELLBOY CORPORATION BAR SUPPLY		03/04/2026		(820.67)	(820.67)	Open	N
	THC		CBUSKEY					03/04/2026
	609-49751-40257	THC			(820.67)		1.00	(820.67)
Total Vendor 53 - BELLBOY CORPORATION BAR SUPPLY					271.31	271.31		
Vendor 7244 - BREAKTHRU BEVERAGE								
125956233								
00044296	BREAKTHRU BEVERAGE		03/06/2026		1,696.55	1,696.55	Open	N
	LIQUOR/WINE		CBUSKEY					03/06/2026
	609-49751-40206	FREIGHT			27.55		1.00	27.55
	609-49751-40251	LIQUOR			765.00		1.00	765.00
	609-49751-40253	WINE			904.00		1.00	904.00
Total Vendor 7244 - BREAKTHRU BEVERAGE								

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due	Status / Quantity	Posted / Post Date / Unit Price
Vendor 7244 - BREAKTHRU BEVERAGE				1,696.55	1,696.55		
Vendor 5474 - BUREAU OF CRIM APPREHENSION							
.03042026							
00044268	BUREAU OF CRIM APPREHENSION	03/04/2026		32.00	32.00	Open	N
	BACKGROUND CHECK - PHOTOGRAPHER JAMIE BO DROBERTSON						03/16/2026
	101-42110-40441	MISCELLANEOUS		32.00		1.00	32.00
Total Vendor 5474 - BUREAU OF CRIM APPREHENSION				32.00	32.00		
Vendor 7779 - CAPITOL BEVERAGE SALES, L.P							
3261641							
00044322	CAPITOL BEVERAGE SALES, L.P	03/10/2026		2,079.50	2,079.50	Open	N
	BEER/LIQUOR/THC	CBUSKEY					03/10/2026
	609-49751-40252	BEER		817.50		1.00	817.50
	609-49751-40251	LIQUOR		985.00		1.00	985.00
	609-49751-40257	THC		277.00		1.00	277.00
3261640							
00044323	CAPITOL BEVERAGE SALES, L.P	03/10/2026		(112.00)	(112.00)	Open	N
	LIQUOR	CBUSKEY					03/10/2026
	609-49751-40251	LIQUOR		(112.00)		1.00	(112.00)
3261693							
00044324	CAPITOL BEVERAGE SALES, L.P	03/10/2026		(50.00)	(50.00)	Open	N
	LIQUOR	CBUSKEY					03/10/2026
	609-49751-40251	LIQUOR		(50.00)		1.00	(50.00)
Total Vendor 7779 - CAPITOL BEVERAGE SALES, L.P				1,917.50	1,917.50		
Vendor 6761 - COMPASS MINERALS, INC							
1628396							
00044167	COMPASS MINERALS, INC	02/13/2026		2,438.27	2,438.27	Open	N
	SALT	JSHOOK					03/16/2026
	101-00000-14100	INVENTORY OF MATERIAL/SUPPLY		2,438.27		1.00	2,438.27
Total Vendor 6761 - COMPASS MINERALS, INC				2,438.27	2,438.27		
Vendor 4854 - CRYSTAL SPRINGS ICE							

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Due Date / Entered By	Invoice Amount / Units	Amount Due	Status / Quantity	Posted / Post Date / Unit Price
Vendor 4854 - CRYSTAL SPRINGS ICE						
02-603685						
00044271	CRYSTAL SPRINGS ICE	03/04/2026	72.80	72.80	Open	N
	MISC	CBUSKEY				03/04/2026
	609-49751-40206	FREIGHT	4.00		1.00	4.00
	609-49751-40254	MISCELLANEOUS MERCHANDISE	68.80		1.00	68.80
Total Vendor 4854 - CRYSTAL SPRINGS ICE			72.80	72.80		
Vendor 91 - DAHLHEIMER DIST. CO. INC						
2709867						
00044238	DAHLHEIMER DIST. CO. INC	03/02/2026	(242.63)	(242.63)	Open	N
	THC	CBUSKEY				03/02/2026
	609-49751-40257	THC	(242.63)		1.00	(242.63)
2712358						
00044273	DAHLHEIMER DIST. CO. INC	03/04/2026	(248.90)	(248.90)	Open	N
	BEER	CBUSKEY				03/04/2026
	609-49751-40252	BEER	(248.90)		1.00	(248.90)
2712913						
00044274	DAHLHEIMER DIST. CO. INC	03/04/2026	(70.00)	(70.00)	Open	N
	THC	CBUSKEY				03/04/2026
	609-49751-40257	THC	(70.00)		1.00	(70.00)
970-00157						
00044275	DAHLHEIMER DIST. CO. INC	03/04/2026	(262.80)	(262.80)	Open	N
	BEER	CBUSKEY				03/04/2026
	609-49751-40252	BEER	(262.80)		1.00	(262.80)
2709835						
00044276	DAHLHEIMER DIST. CO. INC	03/04/2026	13,034.47	13,034.47	Open	N
	BEER/LIQUOR/NA	CBUSKEY				03/04/2026
	609-49751-40255	N/A PRODUCTS	28.25		1.00	28.25
	609-49751-40251	LIQUOR	470.00		1.00	470.00
	609-49751-40252	BEER	12,536.22		1.00	12,536.22
2714598						
00044355	DAHLHEIMER DIST. CO. INC	03/11/2026	16,949.30	16,949.30	Open	N
	BEER/LIQUOR/MISC/NA	CBUSKEY				03/11/2026
	609-49751-40254	MISCELLANEOUS MERCHANDISE	221.00		1.00	221.00
	609-49751-40255	N/A PRODUCTS	92.00		1.00	92.00
	609-49751-40251	LIQUOR	5,232.00		1.00	5,232.00
	609-49751-40252	BEER	11,404.30		1.00	11,404.30

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution		Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status / Unit Price	Posted / Post Date
Vendor 91 - DAHLHEIMER DIST. CO. INC								
2718167								
00044356	DAHLHEIMER DIST. CO. INC		03/11/2026		(51.75)	(51.75)	Open	N
	BEER/THC		CBUSKEY					03/11/2026
	609-49751-40252	BEER			(16.50)	1.00		(16.50)
	609-49751-40257	THC			(35.25)	1.00		(35.25)
Total Vendor 91 - DAHLHEIMER DIST. CO. INC					29,107.69	29,107.69		
Vendor 6028 - DUSTY'S DRAIN CLEANING								
N26-306								
00044278	DUSTY'S DRAIN CLEANING		02/27/2026		441.00	441.00	Open	N
	WTP COPPER CAP REPLACEMENT		DROBERTSON					03/16/2026
	602-49490-40401	BUILDINGS MAINTENANCE			441.00	1.00		441.00
Total Vendor 6028 - DUSTY'S DRAIN CLEANING					441.00	441.00		
Vendor 107 - ECM PUBLISHERS, INC								
1089272								
00044267	ECM PUBLISHERS, INC		02/27/2026		55.00	55.00	Open	N
	MARCH 16 PH CHARTER AMENDEMENTS		DROBERTSON					03/16/2026
	101-41120-40352	GENERAL PUBLISHING			55.00	1.00		55.00
Total Vendor 107 - ECM PUBLISHERS, INC					55.00	55.00		
Vendor 110 - ELECTRO WATCHMAN, INC								
JSKRQ3709								
00044282	ELECTRO WATCHMAN, INC		03/05/2026		1,425.00	1,425.00	Open	N
	DEPOSIT EAST DOOR CITY HALL 1/2 DOWN		DMULVIHILL					03/16/2026
	101-41940-40401	BUILDINGS MAINTENANCE			1,425.00	1.00		1,425.00
Total Vendor 110 - ELECTRO WATCHMAN, INC					1,425.00	1,425.00		
Vendor UB-REFUND - EVAN STURZL								
.03112026								
00044347	EVAN STURZL		03/11/2026		6.70	6.70	Open	N
	CREDIT REFUND		DROBERTSON					03/16/2026
	601-49440-40444	REFUND & REIMBURSEMENT			6.70	1.00		6.70
Total Vendor UB-REFUND - EVAN STURZL					6.70	6.70		

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution		Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor UB-REFUND - EVAN STURZL								
Vendor 10659 - GLOBAL RESERVE DISTRIBUTION								
ORD-24133								
00044320	GLOBAL RESERVE DISTRIBUTION		03/10/2026		1,174.00	1,174.00	Open	N
	THC		CBUSKEY					03/10/2026
	609-49751-40257	THC			1,174.00	1.00		1,174.00
Total Vendor 10659 - GLOBAL RESERVE DISTRIBUTION					1,174.00	1,174.00		
Vendor 130 - GOPHER STATE ONE-CALL, INC								
6020769								
00044294	GOPHER STATE ONE-CALL, INC		02/28/2026		22.95	22.95	Open	N
	FEBRUARY 2026 SERVICE		DROBERTSON					03/16/2026
	601-49440-40442	GOPHER STATE			11.48	1.00		11.48
	602-49490-40442	GOPHER STATE			11.47	1.00		11.47
Total Vendor 130 - GOPHER STATE ONE-CALL, INC					22.95	22.95		
Vendor 5996 - HERC-U-LIFT								
W713632-1								
00044252	HERC-U-LIFT		03/03/2026		167.00	167.00	Open	N
	SCISSOR LIFT ANNUAL INSPECTION		DROBERTSON					03/16/2026
	101-43100-40218	EQUIPMENT MAINTENANCE			83.50	1.00		83.50
	101-45200-40415	EQUIPMENT RENTALS			83.50	1.00		83.50
W713618-1								
00044253	HERC-U-LIFT		03/03/2026		75.00	75.00	Open	N
	FORKLIFT CARBON MONOXIDE MAINTENANCE		DROBERTSON					03/16/2026
	101-43210-40218	EQUIPMENT MAINTENANCE			75.00	1.00		75.00
W713600-1								
00044254	HERC-U-LIFT		03/03/2026		270.34	270.34	Open	N
	FORKLIFT MAINTENANCE		DROBERTSON					03/16/2026
	601-49440-40228	EQUIPMENT MAINTENANCE			270.34	1.00		270.34
Total Vendor 5996 - HERC-U-LIFT					512.34	512.34		
Vendor UB-REFUND - HOME IMPROVEMENT SHOP								

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status / Unit Price	Posted / Post Date
Vendor UB-REFUND - HOME IMPROVEMENT SHOP							
.03112026							
00044345	HOME IMPROVEMENT SHOP	03/11/2026		8.67	8.67	Open	N
	CREDIT REFUND	DROBERTSON					03/16/2026
	601-49440-40444	REFUND & REIMBURSEMENT		8.67	1.00	8.67	
Total Vendor UB-REFUND - HOME IMPROVEMENT SHOP				8.67	8.67		
Vendor 4873 - INNOVATIVE OFFICE SOLUTIONS, LLC							
IN5065734							
00044311	INNOVATIVE OFFICE SOLUTIONS, LLC	02/26/2026		49.48	49.48	Open	N
	PAPER	DROBERTSON					03/16/2026
	101-41400-40200	OFFICE SUPPLIES		49.48	1.00	49.48	
IN5065509							
00044312	INNOVATIVE OFFICE SOLUTIONS, LLC	02/26/2026		15.00	15.00	Open	N
	PENS	DROBERTSON					03/16/2026
	601-49440-40200	OFFICE SUPPLIES		15.00	1.00	15.00	
IN5066515							
00044313	INNOVATIVE OFFICE SOLUTIONS, LLC	02/27/2026		8.22	8.22	Open	N
	LABELS	DROBERTSON					03/16/2026
	101-41400-40200	OFFICE SUPPLIES		8.22	1.00	8.22	
IN5066465							
00044314	INNOVATIVE OFFICE SOLUTIONS, LLC	02/27/2026		12.32	12.32	Open	N
	PENS	DROBERTSON					03/16/2026
	101-43100-40200	OFFICE SUPPLIES		12.32	1.00	12.32	
Total Vendor 4873 - INNOVATIVE OFFICE SOLUTIONS, LLC				85.02	85.02		
Vendor 10748 - JOHN HENRY FOSTER MN, INC							
10798602-00							
00044251	JOHN HENRY FOSTER MN, INC	02/27/2026		4,240.30	4,240.30	Open	N
	GENERAL CHECKS ON COMPRESSORS	DROBERTSON					03/16/2026
	601-49440-40233	WATER PLANT MAINT		1,413.43	1.00	1,413.43	
	602-49490-40229	PROJECT MAINTENANCE		1,413.43	1.00	1,413.43	
	602-49490-40401	BUILDINGS MAINTENANCE		1,413.44	1.00	1,413.44	
Total Vendor 10748 - JOHN HENRY FOSTER MN, INC				4,240.30	4,240.30		
Vendor 154 - JOHNSON BROTHERS							

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 154 - JOHNSON BROTHERS							
1004188							
00044289	JOHNSON BROTHERS	03/05/2026		727.97	727.97	Open	N
	LIQUOR	CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT		7.97		1.00	7.97
	609-49751-40251	LIQUOR		720.00		1.00	720.00
1004187							
00044290	JOHNSON BROTHERS	03/05/2026		3,370.94	3,370.94	Open	N
	WINE	CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT		59.19		1.00	59.19
	609-49751-40253	WINE		3,311.75		1.00	3,311.75
1004186							
00044291	JOHNSON BROTHERS	03/05/2026		3,038.86	3,038.86	Open	N
	LIQUOR	CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT		53.36		1.00	53.36
	609-49751-40251	LIQUOR		2,985.50		1.00	2,985.50
173357							
00044297	JOHNSON BROTHERS	03/06/2026		(117.00)	(117.00)	Open	N
	LIQUOR	CBUSKEY					03/06/2026
	609-49751-40251	LIQUOR		(117.00)		1.00	(117.00)
Total Vendor 154 - JOHNSON BROTHERS				7,020.77	7,020.77		
Vendor UB-REFUND - KRISTILYN HUEBNER							
.03112026							
00044346	KRISTILYN HUEBNER	03/11/2026		12.64	12.64	Open	N
	CREDIT REFUND	DROBERTSON					03/16/2026
	601-49440-40444	REFUND & REIMBURSEMENT		12.64		1.00	12.64
Total Vendor UB-REFUND - KRISTILYN HUEBNER				12.64	12.64		
Vendor 165 - LMC INSURANCE TRUST							

INVOICE REGISTER FOR CITY OF ST. FRANCIS

EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
POSTED AND UNPOSTED
OPEN - CHECK TYPE: PAPER CHECK

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 165 - LMC INSURANCE TRUST							
.03092026							
00044306	LMC INSURANCE TRUST	03/09/2026		25,624.00	25,624.00	Open	N
	WC PAYMENT-3RD INSTALLMENT	DMULVIHILL					03/16/2026
	101-41400-40160	WORK COMP INSURANCE		4,445.00		1.00	4,445.00
	101-41500-40160	WORK COMP INSURANCE		125.00		1.00	125.00
	101-41910-40160	WORK COMP INSURANCE		224.00		1.00	224.00
	101-42110-40160	WORK COMP INSURANCE		14,997.00		1.00	14,997.00
	101-42400-40160	WORK COMP INSURANCE		109.00		1.00	109.00
	101-43100-40160	WORK COMP INSURANCE		1,481.00		1.00	1,481.00
	101-43210-40160	WORK COMP INSURANCE		270.00		1.00	270.00
	101-45200-40160	WORK COMP INSURANCE		1,221.00		1.00	1,221.00
	601-49440-40160	WORK COMP INSURANCE		827.00		1.00	827.00
	602-49490-40160	WORK COMP INSURANCE		733.00		1.00	733.00
	609-49750-40160	WORK COMP INSURANCE		879.00		1.00	879.00
	101-41940-40160	WORK COMP INSURANCE		302.00		1.00	302.00
	101-41410-40160	WORK COMP INSURANCE		11.00		1.00	11.00
Total Vendor 165 - LMC INSURANCE TRUST				25,624.00	25,624.00		
Vendor 10747 - LOCKRIDGE GRINDAL NAUEN PLLP							
122846							
00044315	LOCKRIDGE GRINDAL NAUEN PLLP	03/01/2026		3,333.33	3,333.33	Open	N
	MARCH 2026 SERVICES	DROBERTSON					03/16/2026
	101-41400-40311	CONTRACT		3,333.33		1.00	3,333.33
Total Vendor 10747 - LOCKRIDGE GRINDAL NAUEN PLLP				3,333.33	3,333.33		
Vendor 202 - MCDONALD DIST CO							
850064							
00044243	MCDONALD DIST CO	03/03/2026		8,550.95	8,550.95	Open	N
	BEER/NA	CBUSKEY					03/03/2026
	609-49751-40206	FREIGHT		7.00		1.00	7.00
	609-49751-40255	N/A PRODUCTS		108.00		1.00	108.00
	609-49751-40252	BEER		8,435.95		1.00	8,435.95
850109							
00044244	MCDONALD DIST CO	03/03/2026		(532.35)	(532.35)	Open	N
	BEER	CBUSKEY					03/03/2026
	609-49751-40252	BEER		(532.35)		1.00	(532.35)

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 202 - MCDONALD DIST CO							
850063							
00044245	MCDONALD DIST CO	03/03/2026		1,568.00	1,568.00	Open	N
	LIQUOR	CBUSKEY					03/03/2026
	609-49751-40251	LIQUOR		1,568.00	1.00		1,568.00
851036							
00044325	MCDONALD DIST CO	03/10/2026		(17.10)	(17.10)	Open	N
	BEER	CBUSKEY					03/10/2026
	609-49751-40252	BEER		(17.10)	1.00		(17.10)
851035							
00044326	MCDONALD DIST CO	03/10/2026		(86.50)	(86.50)	Open	N
	BEER	CBUSKEY					03/10/2026
	609-49751-40252	BEER		(86.50)	1.00		(86.50)
851034							
00044327	MCDONALD DIST CO	03/10/2026		(14.94)	(14.94)	Open	N
	LIQUOR	CBUSKEY					03/10/2026
	609-49751-40251	LIQUOR		(14.94)	1.00		(14.94)
8650663							
00044328	MCDONALD DIST CO	03/10/2026		(59.20)	(59.20)	Open	N
	LIQUOR	CBUSKEY					03/10/2026
	609-49751-40251	LIQUOR		(59.20)	1.00		(59.20)
851030							
00044329	MCDONALD DIST CO	03/10/2026		1,598.40	1,598.40	Open	N
	LIQUOR	CBUSKEY					03/10/2026
	609-49751-40251	LIQUOR		1,598.40	1.00		1,598.40
851031							
00044330	MCDONALD DIST CO	03/10/2026		2,617.75	2,617.75	Open	N
	BEER/NA	CBUSKEY					03/10/2026
	609-49751-40255	N/A PRODUCTS		108.00	1.00		108.00
	609-49751-40252	BEER		2,502.75	1.00		2,502.75
	609-49751-40206	FREIGHT		7.00	1.00		7.00
Total Vendor 202 - MCDONALD DIST CO				13,625.01	13,625.01		
Vendor 3689 - METRO SALES, INC							

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Due Date / Entered By	Invoice Amount / Units	Amount Due	Status / Quantity	Posted / Post Date / Unit Price
Vendor 3689 - METRO SALES, INC						
INV3016991						
00044269	METRO SALES, INC	02/18/2026	292.30	292.30	Open	N
	COPIES-PW	DMULVIHILL				03/16/2026
	101-43100-40240	OFFICE EQUIP	73.12		1.00	73.12
	101-45200-40240	OFFICE EQUIP	73.06		1.00	73.06
	601-49440-40240	OFFICE EQUIP	73.06		1.00	73.06
	602-49490-40240	OFFICE EQUIP	73.06		1.00	73.06
INV3018241						
00044270	METRO SALES, INC	02/19/2026	205.12	205.12	Open	N
	COPIES-CITY HALL	DMULVIHILL				03/16/2026
	101-41400-40200	OFFICE SUPPLIES	205.12		1.00	205.12
Total Vendor 3689 - METRO SALES, INC			497.42	497.42		
Vendor 181 - METRO WEST INSPECTIONS SERVICE						
4948						
00044309	METRO WEST INSPECTIONS SERVICE	02/27/2026	1,450.04	1,450.04	Open	N
	FINALIZED PERMITS FEBRUARY 2026	DROBERTSON				03/16/2026
	101-42400-40311	CONTRACT	1,450.04		1.00	1,450.04
Total Vendor 181 - METRO WEST INSPECTIONS SERVICE			1,450.04	1,450.04		
Vendor 10337 - METRO-INET						
3355						
00044293	METRO-INET	03/01/2026	17,726.00	17,726.00	Open	N
	MARCH 2026 SERVICES	DROBERTSON				03/16/2026
	101-41110-40310	COMPUTER CONSULTING FEES	779.94		1.00	779.94
	101-41400-40310	COMPUTER CONSULTING FEES	2,726.26		1.00	2,726.26
	101-41910-40310	COMPUTER CONSULTING FEES	389.97		1.00	389.97
	101-42110-40310	COMPUTER CONSULTING FEES	9,545.45		1.00	9,545.45
	101-42400-40310	COMPUTER CONSULTING FEES	779.94		1.00	779.94
	101-43100-40310	COMPUTER CONSULTING FEES	779.94		1.00	779.94
	101-45200-40310	COMPUTER CONSULTING FEES	779.94		1.00	779.94
	601-49440-40310	COMPUTER CONSULTING FEES	779.94		1.00	779.94
	602-49490-40310	COMPUTER CONSULTING FEES	779.94		1.00	779.94
	609-49750-40310	COMPUTER CONSULTING FEES	384.68		1.00	384.68
Total Vendor 10337 - METRO-INET			17,726.00	17,726.00		
Vendor 5371 - MIDCONTINENT COMMUNICATIONS						

INVOICE REGISTER FOR CITY OF ST. FRANCIS

EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
POSTED AND UNPOSTED
OPEN - CHECK TYPE: PAPER CHECK

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status / Unit Price	Posted / Post Date
Vendor 5371 - MIDCONTINENT COMMUNICATIONS							
13332710115268							
00044307	MIDCONTINENT COMMUNICATIONS	03/02/2026		50.01	50.01	Open	N
	MARCH 2026 BILLING	DROBERTSON					03/16/2026
	601-49440-40321 TELEPHONE			50.01	1.00	50.01	
13334860115268							
00044308	MIDCONTINENT COMMUNICATIONS	03/02/2026		160.65	160.65	Open	N
	MARCH 2026 BILLING	DROBERTSON					03/16/2026
	101-42110-40321 TELEPHONE			160.65	1.00	160.65	
Total Vendor 5371 - MIDCONTINENT COMMUNICATIONS				210.66	210.66		
Vendor 195 - MN DEPARTMENT OF HEALTH							
.03102026							
00044335	MN DEPARTMENT OF HEALTH	02/06/2026		7,195.00	7,195.00	Open	N
	1ST QUARTER WATER TEST FEE 2026	DROBERTSON					03/16/2026
Total Vendor 195 - MN DEPARTMENT OF HEALTH				7,195.00	7,195.00		
Vendor 196 - MN POLLUTION CONTROL AGENCY							
10000225671							
00044310	MN POLLUTION CONTROL AGENCY	03/04/2026		1,450.00	1,450.00	Open	N
	WASTEWATER INDIVIDUAL ANNUAL PERMIT	DROBERTSON					03/16/2026
	602-49490-40434 PERMIT FEES			1,450.00	1.00	1,450.00	
Total Vendor 196 - MN POLLUTION CONTROL AGENCY				1,450.00	1,450.00		
Vendor UB-REFUND - MORGAN WOLFF OR TODD ANDERSON							
.03112026							
00044348	MORGAN WOLFF OR TODD ANDERSON	03/11/2026		41.50	41.50	Open	N
	CREDIT REFUND	DROBERTSON					03/16/2026
	601-49440-40444 REFUND & REIMBURSEMENT			41.50	1.00	41.50	
Total Vendor UB-REFUND - MORGAN WOLFF OR TODD ANDERSON				41.50	41.50		
Vendor 10727 - NELSON SANITATION & RENTAL, INC							
INV/2026/1958							
00044246	NELSON SANITATION & RENTAL, INC	03/03/2026		165.00	165.00	Open	N
	SEELEY BROOK HANDICAP UNIT & WINTER FEE	DROBERTSON					03/16/2026
	101-45200-40311 CONTRACT			165.00	1.00	165.00	

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due	Status / Quantity	Posted / Post Date / Unit Price
Vendor 10727 - NELSON SANITATION & RENTAL, INC							
INV/2026/1959							
00044247	NELSON SANITATION & RENTAL, INC	03/03/2026		165.00	165.00	Open	N
	SIWEK PARK HANDICAP UNIT & WINTER FEE	DROBERTSON					03/16/2026
	101-45200-40311	CONTRACT		165.00		1.00	165.00
INV/2026/1945							
00044248	NELSON SANITATION & RENTAL, INC	03/03/2026		265.00	265.00	Open	N
	COMM PARK HANDICAP UNIT, MONTHLY PORTABL	DROBERTSON					03/16/2026
	101-45200-40311	CONTRACT		265.00		1.00	265.00
Total Vendor 10727 - NELSON SANITATION & RENTAL, INC				595.00	595.00		
Vendor 8558 - NORTHLAND OCCUPATIONAL HEALTH							
2577704							
00044283	NORTHLAND OCCUPATIONAL HEALTH	03/05/2026		110.00	110.00	Open	N
	SCREENING	DMULVIHILL					03/16/2026
	101-43100-40441	MISCELLANEOUS		27.50		1.00	27.50
	101-45200-40441	MISCELLANEOUS		27.50		1.00	27.50
	601-49440-40441	MISCELLANEOUS		27.50		1.00	27.50
	602-49490-40441	MISCELLANEOUS		27.50		1.00	27.50
Total Vendor 8558 - NORTHLAND OCCUPATIONAL HEALTH				110.00	110.00		
Vendor 3753 - PAUSTIS WINE COMPANY							
288863							
00044239	PAUSTIS WINE COMPANY	03/03/2026		620.50	620.50	Open	N
	WINE	CBUSKEY					03/03/2026
	609-49751-40206	FREIGHT		12.50		1.00	12.50
	609-49751-40253	WINE		608.00		1.00	608.00
289343							
00044321	PAUSTIS WINE COMPANY	03/10/2026		379.50	379.50	Open	N
	WINE	CBUSKEY					03/10/2026
	609-49751-40206	FREIGHT		7.50		1.00	7.50
	609-49751-40253	WINE		372.00		1.00	372.00
Total Vendor 3753 - PAUSTIS WINE COMPANY				1,000.00	1,000.00		
Vendor 214 - PHILLIPS WINE & SPIRITS CO							

INVOICE REGISTER FOR CITY OF ST. FRANCIS

EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
POSTED AND UNPOSTED
OPEN - CHECK TYPE: PAPER CHECK

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution		Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status / Unit Price	Posted / Post Date
Vendor 214 - PHILLIPS WINE & SPIRITS CO								
5137168								
00044287	PHILLIPS WINE & SPIRITS CO		03/05/2026		2,038.64	2,038.64	Open	N
	LIQUOR		CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT			38.64	1.00	38.64	
	609-49751-40251	LIQUOR			2,000.00	1.00	2,000.00	
5137169								
00044288	PHILLIPS WINE & SPIRITS CO		03/05/2026		462.61	462.61	Open	N
	WINE		CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT			25.76	1.00	25.76	
	609-49751-40251	LIQUOR			436.85	1.00	436.85	
Total Vendor 214 - PHILLIPS WINE & SPIRITS CO					2,501.25	2,501.25		
Vendor 10014 - RED BULL DISTRIBUTION CO INC.								
2032760067								
00044298	RED BULL DISTRIBUTION CO INC.		03/06/2026		264.70	264.70	Open	N
	MISC		CBUSKEY					03/06/2026
	609-49751-40254	MISCELLANEOUS MERCHANDISE			264.70	1.00	264.70	
Total Vendor 10014 - RED BULL DISTRIBUTION CO INC.					264.70	264.70		
Vendor 9925 - RMB ENVIRONMENTAL LABORATORIES, INC								
B021490								
00044250	RMB ENVIRONMENTAL LABORATORIES, INC		02/28/2026		208.00	208.00	Open	N
	WEEKS 2-4 COOLER 1		DROBERTSON					03/16/2026
	602-49490-40313	SAMPLE TESTING			208.00	1.00	208.00	
B021573								
00044277	RMB ENVIRONMENTAL LABORATORIES, INC		03/04/2026		80.00	80.00	Open	N
	PROJECT 99		DROBERTSON					03/16/2026
	602-49490-40313	SAMPLE TESTING			80.00	1.00	80.00	
B021531								
00044295	RMB ENVIRONMENTAL LABORATORIES, INC		03/05/2026		158.00	158.00	Open	N
	ALL WEEKS COOLER 2		DROBERTSON					03/16/2026
	602-49490-40313	SAMPLE TESTING			158.00	1.00	158.00	
B021614								
00044357	RMB ENVIRONMENTAL LABORATORIES, INC		03/11/2026		158.00	158.00	Open	N
	ALL WEEKS COOLER 2		DROBERTSON					03/16/2026
Total Vendor 9925 - RMB ENVIRONMENTAL LABORATORIES, INC								

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 9925 - RMB ENVIRONMENTAL LABORATORIES, INC				604.00	604.00		
Vendor UB-REFUND - SAMUEL WASMUND							
.03112026							
00044349	SAMUEL WASMUND	03/11/2026		21.38	21.38	Open	N
	CREDIT REFUND	DROBERTSON					03/16/2026
	601-49440-40444	REFUND & REIMBURSEMENT		21.38	1.00		21.38
Total Vendor UB-REFUND - SAMUEL WASMUND				21.38	21.38		
Vendor 8827 - SEH, INC							
504809							
00044337	SEH, INC	03/10/2026		9,545.10	9,545.10	Open	N
	WARMING HOUSE IMPROVEMENTS	JSHOOK					03/16/2026
	226-45100-40457	WARMING HOUSE IMPROVEMENTS		9,545.10	1.00		9,545.10
504971							
00044338	SEH, INC	03/11/2026		12,447.85	12,447.85	Open	N
	WARMING HOUSE IMPROVEMENTS	JSHOOK					03/16/2026
	226-45100-40457	WARMING HOUSE IMPROVEMENTS		12,447.85	1.00		12,447.85
504804							
00044339	SEH, INC	03/10/2026		330.92	330.92	Open	N
	CHLORIDE MONITORING	DROBERTSON					03/16/2026
Total Vendor 8827 - SEH, INC				22,323.87	22,323.87		
Vendor 7455 - SOUTHERN GLAZERS OF MN							
2731890							
00044285	SOUTHERN GLAZERS OF MN	03/05/2026		2,650.78	2,650.78	Open	N
	LIQUOR	CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT		49.28	1.00		49.28
	609-49751-40251	LIQUOR		2,601.50	1.00		2,601.50
2731891							
00044286	SOUTHERN GLAZERS OF MN	03/05/2026		139.67	139.67	Open	N
	WINE	CBUSKEY					03/05/2026
	609-49751-40206	FREIGHT		2.56	1.00		2.56
	609-49751-40253	WINE		137.11	1.00		137.11
Total Vendor 7455 - SOUTHERN GLAZERS OF MN				2,790.45	2,790.45		
Vendor 504 - ST. FRANCIS HIGH SCHOOL							

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 504 - ST. FRANCIS HIGH SCHOOL							
252614							
00044279	ST. FRANCIS HIGH SCHOOL	03/04/2026		2,625.00	2,625.00	Open	N
	PICNIC TABLES	DROBERTSON					03/16/2026
	101-45200-40229	PROJECT MAINTENANCE		2,625.00		1.00	2,625.00
Total Vendor 504 - ST. FRANCIS HIGH SCHOOL				2,625.00	2,625.00		
Vendor UB-REFUND - STEPHANIE OR JASON ALLEN							
.03112026							
00044344	STEPHANIE OR JASON ALLEN	03/11/2026		68.31	68.31	Open	N
	CREDIT REFUND	DROBERTSON					03/16/2026
	601-49440-40444	REFUND & REIMBURSEMENT		68.31		1.00	68.31
Total Vendor UB-REFUND - STEPHANIE OR JASON ALLEN				68.31	68.31		
Vendor 255 - STREICHER'S							
I1814173							
00044316	STREICHER'S	03/05/2026		234.00	234.00	Open	N
	SLING ATTACHMENT	DROBERTSON					03/16/2026
	101-42110-40237	SMALL EQUIPMENT		234.00		1.00	234.00
Total Vendor 255 - STREICHER'S				234.00	234.00		
Vendor 9467 - TDS MEDIA DIRECT, INC							
TDS							
00044237	TDS MEDIA DIRECT, INC	03/02/2026		499.00	499.00	Open	N
	ADVERTISING	CBUSKEY					03/02/2026
	609-49750-40340	ADVERTISING		499.00		1.00	499.00
Total Vendor 9467 - TDS MEDIA DIRECT, INC				499.00	499.00		
Vendor 4940 - THE AMERICAN BOTTLING COMPANY							
4847908830							
00044284	THE AMERICAN BOTTLING COMPANY	03/05/2026		356.11	356.11	Open	N
	MISC	CBUSKEY					03/05/2026
	609-49751-40254	MISCELLANEOUS MERCHANDISE		356.11		1.00	356.11
Total Vendor 4940 - THE AMERICAN BOTTLING COMPANY				356.11	356.11		

INVOICE REGISTER FOR CITY OF ST. FRANCIS

EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
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Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
Vendor 863 - THE BERNICK COMPANIES							
10464580							
00044280	THE BERNICK COMPANIES	03/05/2026		553.80	553.80	Open	N
	BEER	CBUSKEY					03/05/2026
	609-49751-40252	BEER		553.80	1.00		553.80
10464581							
00044281	THE BERNICK COMPANIES	03/05/2026		(140.68)	(140.68)	Open	N
	BEER	CBUSKEY					03/05/2026
	609-49751-40252	BEER		(140.68)	1.00		(140.68)
Total Vendor 863 - THE BERNICK COMPANIES				413.12	413.12		
Vendor 3742 - YALE MECHANICAL							
26-0073-2							
00044249	YALE MECHANICAL	02/28/2026		4,032.00	4,032.00	Open	N
	REPLACE UNIT HEATER	DROBERTSON					03/16/2026
	601-49440-40233	WATER PLANT MAINT		2,016.00	1.00		2,016.00
	601-49440-40229	PROJECT MAINTENANCE		2,016.00	1.00		2,016.00
26-0058							
00044255	YALE MECHANICAL	02/28/2026		10,117.14	10,117.14	Open	N
	CONDENSING UNIT INSTALLATION	DROBERTSON					03/16/2026
	609-49750-40401	BUILDINGS MAINTENANCE		10,117.14	1.00		10,117.14
281201							
00044292	YALE MECHANICAL	02/28/2026		6,153.59	6,153.59	Open	N
	REPAIRS FOUND ON MAINTENANCE - PW	DROBERTSON					03/16/2026
	601-49440-40401	BUILDINGS MAINTENANCE		1,538.40	1.00		1,538.40
	602-49490-40401	BUILDINGS MAINTENANCE		1,538.39	1.00		1,538.39
	101-43100-40401	BUILDINGS MAINTENANCE		1,538.40	1.00		1,538.40
	101-45200-40401	BUILDINGS MAINTENANCE		1,538.40	1.00		1,538.40
Total Vendor 3742 - YALE MECHANICAL				20,302.73	20,302.73		

# of Invoices:	80	# Due: 80	Totals:	194,809.66	194,809.66
# of Credit Memos:	15	# Due: 15	Totals:	(2,826.52)	(2,826.52)
Net of Invoices and Credit Memos:				191,983.14	191,983.14

--- TOTALS BY GL BANK ---

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount	Amount Due / Units	Status / Quantity	Posted / Post Date / Unit Price
	GNCKG			191,983.14			
--- TOTALS BY GL DISTRIBUTIONS ---							
	101-00000-14100			2,438.27			
	101-41110-40310			779.94			
	101-41120-40352			55.00			
	101-41400-40160			4,445.00			
	101-41400-40200			262.82			
	101-41400-40310			2,726.26			
	101-41400-40311			3,333.33			
	101-41400-40352			1,103.08			
	101-41410-40160			11.00			
	101-41500-40160			125.00			
	101-41910-40160			224.00			
	101-41910-40310			389.97			
	101-41940-40160			302.00			
	101-41940-40401			1,425.00			
	101-42110-40160			14,997.00			
	101-42110-40237			234.00			
	101-42110-40310			9,545.45			
	101-42110-40321			160.65			
	101-42110-40441			32.00			
	101-42400-40160			109.00			
	101-42400-40310			779.94			
	101-42400-40311			1,450.04			
	101-43100-40160			1,481.00			
	101-43100-40200			12.32			
	101-43100-40217			27.79			
	101-43100-40218			83.50			
	101-43100-40240			73.12			
	101-43100-40310			779.94			
	101-43100-40401			1,538.40			
	101-43100-40441			27.50			
	101-43210-40160			270.00			
	101-43210-40217			27.79			
	101-43210-40218			75.00			
	101-45200-40160			1,221.00			
	101-45200-40217			27.79			
	101-45200-40229			2,625.00			
	101-45200-40240			73.06			
	101-45200-40310			779.94			
	101-45200-40311			595.00			
	101-45200-40401			1,538.40			
	101-45200-40415			83.50			
	101-45200-40441			27.50			
	226-45100-40457			21,992.95			
	405-43100-40441			41.34			
	601-49440-40160			827.00			

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount / Units	Amount Due / Quantity	Status	Posted / Post Date / Unit Price
	601-49440-40200			15.00			
	601-49440-40217			27.79			
	601-49440-40228			270.34			
	601-49440-40229			2,016.00			
	601-49440-40233			3,429.43			
	601-49440-40240			73.06			
	601-49440-40310			779.94			
	601-49440-40321			50.01			
	601-49440-40401			1,538.40			
	601-49440-40441			460.66			
	601-49440-40442			11.48			
	601-49440-40444			159.20			
	602-49490-40160			733.00			
	602-49490-40217			27.79			
	602-49490-40229			1,413.43			
	602-49490-40240			73.06			
	602-49490-40310			779.94			
	602-49490-40313			446.00			
	602-49490-40401			3,392.83			
	602-49490-40434			1,450.00			
	602-49490-40441			161.00			
	602-49490-40442			11.47			
	603-49500-40418			5,497.72			
	609-49750-40160			879.00			
	609-49750-40310			384.68			
	609-49750-40340			499.00			
	609-49750-40401			10,117.14			
	609-49751-40206			330.04			
	609-49751-40251			19,722.96			
	609-49751-40252			34,945.69			
	609-49751-40253			5,332.86			
	609-49751-40254			937.01			
	609-49751-40255			336.25			
	609-49751-40257			606.45			
--- TOTALS BY FUND ---							
	101 GENERAL FUND			56,296.30	56,296.30		
	226 PARK FUND			21,992.95	21,992.95		
	405 STREET IMPROVEMENT FUND			41.34	41.34		
	601 WATER FUND			9,658.31	9,658.31		
	602 SEWER FUND			8,488.52	8,488.52		
	603 STORM WATER FUND			5,497.72	5,497.72		
	609 LIQUOR FUND			74,091.08	74,091.08		
--- TOTALS BY DEPT/ACTIVITY ---							
	00000 UNASSIGNED			2,438.27	2,438.27		
	41110 CITY COUNCIL			779.94	779.94		
	41120 CHARTER COMMISSION			55.00	55.00		

Agenda Item # 4G.

Invoice Number / Inv Ref # / Inventory	Vendor / Description / GL Distribution	Invoice Date / Entered By	Due Date	Invoice Amount	Amount Due / Units	Status / Quantity	Posted / Post Date / Unit Price
	41400 ADMINISTRATION			11,870.49	11,870.49		
	41410 ELECTIONS			11.00	11.00		
	41500 FINANCE			125.00	125.00		
	41910 COMMUNITY DEVELOPMENT			613.97	613.97		
	41940 BUILDINGS			1,727.00	1,727.00		
	42110 POLICE			24,969.10	24,969.10		
	42400 BUILDING INSPECTIONS			2,338.98	2,338.98		
	43100 STREETS			4,064.91	4,064.91		
	43210 RECYCLING			372.79	372.79		
	45100 RECREATION			21,992.95	21,992.95		
	45200 PARKS			6,971.19	6,971.19		
	49440 WATER DEPT			9,658.31	9,658.31		
	49490 SEWER DEPT			8,488.52	8,488.52		
	49500 STORM WATER DEPT			5,497.72	5,497.72		
	49750 LIQUOR STORE			11,879.82	11,879.82		
	49751 MERCHANDISE PURCHASES			62,211.26	62,211.26		

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and City Council

FROM: Kate Thunstrom, City Administrator

SUBJECT: Award of Financial Reporting Achievement – Darcy Mulvihill

DATE: March 16, 2026

OVERVIEW:

Tonight, we would like to acknowledge Darcy on her Financial Reporting Achievement. The Government Finance Officers Association Certificate is an award process that began in 1945 and recognizes governmental accounting and financial reporting and recognizes agencies that go beyond the minimum requirements to achieve transparency.

The first year that Darcy received this award was for the year ending December 31, 2011. Since that time, she has continued to meet the high standards to receive a total of 14 awards. However, as she is retiring in July, this will be her final award, and she celebrates that success with the City of St. Francis.

Thank you, Darcy, for all that you have accomplished with this Certificate and for 14 years of strong financial practices.

ACTION TO BE CONSIDERED:

Council to present and acknowledge the award and 14 years of reporting success.

Attachments:

- Award of Financial Reporting Achievement
- Certificate of Achievement of Excellence in Financial Reporting

The Government Finance Officers Association of the United States and Canada

presents this

AWARD OF FINANCIAL REPORTING ACHIEVEMENT

to

Darcy Mulvihill

Finance Director
City of St. Francis, Minnesota

The Award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the department or individual designated as instrumental in the government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.

Executive Director

Christopher P. Morrill

Date: 1/26/2026

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of St. Francis
Minnesota

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2024

Christopher P. Morrill

Executive Director/CEO

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and City Council

FROM: Kate Thunstrom, City Administrator

SUBJECT: Public Hearing for Charter Commission Amendments

DATE: March 16, 2026

OVERVIEW:

On February 8th the Charter Commission met and discussed four separate changes to the Charter Commission. The process to update the City Charter requires several steps and the public hearing is one of those steps.

Items will be voted on separately through the resolution process – this step is specific to the public hearing only.

The changes proposed that are open for public comment include:

1. Vacancies in office, Section 2.05. This item relates to vacancies in City Council. Through the use of technology, Charter recommended to Council reducing the time number of days from 30 days down to 14 calendar days.

2. Changes to when ordinances take effect, Section 3.09. This item updates the length of days after a second reading in which public comment is collected.

3. General Provisions of the Filing Fee, Section 5.01. This item update the filing fee from $5 to $15. This will not be effective for the 2026 filing season due to the time requirements to update the Charter document.

4. Improvements & Levy Assessments, Section 8.01. This will update the single word “shall” to “may” when Council is addressing road improvements.

Timeline for Information purposes:

March 16 – Public Hearing

March 16 – First Reading

April 6 – Second Reading

April 10 – Public Notice in Anoka Union Herald

July 9 - Effective

ACTION TO BE CONSIDERED:

Council to hold the public hearing for comments regarding the proposed amendments to the City Charter.

Attachments:

- none

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and Council
FROM: Kate Thunstrom, City Administrator
SUBJECT: City Charter Amendment to Section 2.05 Vacancies in Office
DATE: March 16, 2026

OVERVIEW:

Updates to the City Charter can be necessary as the city makes changes through budget, policy or through changes in state law. The following item has been identified in the current city charter.

2.01 Vacancies In Office.

Current language: In such case the Council shall by resolution declare the vacancy to exist shall power and publish notice of vacancy and after **thirty (30) days**, appoint an eligible person to fill the vacancy until the next Municipal election

Proposed language: In such case the Council shall by resolution declare the vacancy to exist shall power and publish notice of vacancy and after **fourteen (14) calendar days**, appoint an eligible person to fill the vacancy until the next Municipal election

Per City Charter, when a vacancy occurs Council declares a resolution. At that time, we must wait 30 days before the process of filling the seat takes place. Currently, the applications are collected during the 30-day period and interviews and completed around 40 days. The council ends up being short on members for roughly 60 days. Shortening the application process would not eliminate the steps taken to fill a seat. With the ability to publish vacancies quickly through the website and social media, staff propose shortening this vacancy time to 14 days. Lengthy vacancies can have a direct impact on ordinances and processes and with our current technology, the city is no longer dependent on printed papers which delayed actions.

Process to Amend Charter Language we are following – for information purposes

Option A. City Council may propose an amendment to the Charter.

1. *Council submits the ordinance proposing an amendment to the Charter Commission*
2. *Charter has 60 days for review (which may be extended by the commission an additional 90 days by filing a resolution determining that additional time is necessary with the City Clerk)*
3. *After the review, Commission returns any amendments or its own substitute amendment to the council.*
4. *The Council then submits to the voters either the amendment or originally proposed amendment.*

Option B. Charter Commission may recommend the Council amend the Charter by Ordinance

1. *Within one month of receiving the recommendation, City must public notice of a public hearing of the proposal.*
2. *Public hearing must be held at least two weeks but not more than one month after the notice is published.*
3. *Within one month of the public hearing, Council must vote on the proposed amendment.*
4. *The vote must be unanimous.*
5. *If adopted, the ordinance becomes effective 90 days after passage and publication unless a later date is provided in the ordinance.*

Residents have the right to Petition if not placed on a ballot

1. *Within 60 days after passage and publication, a petition signed by registered voters equal in number to at least 5% of the registered voters in the city or 2,000 whichever is less, may be submitted to force a referendum on the amendment.*
2. *If a petition is filed, the city will submit the question to a general or special election.*

Timeline for Charter Amendments:

March 16 – Public Hearing
March 16 – First Reading
April 6 – Second Reading
April 10 – Public Notice in Anoka Union Herald
July 9 - Effective

Requested Action:

Motion, Second to (approve / disapprove / continue) to the City Council to adjust the language to reduce the vacancy length from 30 days to 14 days.

Attachments:

- Ordinance 353 – amending the City Charter relating to Section 2.05 “Vacancies in Office”

ORDINANCE 353

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

AN ORDINANCE AMENDING THE CITY CHARTER RELATING TO SECTION 2.05 "VACANCIES IN OFFICE"

THE CITY OF ST. FRANCIS ORDAINS:

Section 1. Charter Revised. That Chapter 2, Section 2.05, of the St. Francis City Charter be amended as follows:

Section 2.05. Vacancies in Office. A vacancy in office on the Council shall be deemed to exist in the case of the failure of any person elected or appointed to the Council to qualify on or before the date of the second regular meeting of the Council following the person's election or appointment, or by reason of the death, resignation, removal from office, removal from the City, continuous absence from the City or from Council meetings for more than (3) months unless excused by the Council, being adjudged incompetent by a Court of appropriate jurisdiction, or conviction of a felony of any such person after his qualification. In such case the Council shall by resolution declare the vacancy to exist shall post and publish notice of vacancy and after ~~thirty (30)~~ fourteen (14) calendar days, appoint an eligible person to fill the vacancy until the next Municipal election.

Section 2. Effective Date. This ordinance shall take effect 90 days after its publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 16TH DAY OF MARCH, 2026.

APPROVED:

_____
Mark Vogel, Mayor

ATTEST:

_____
Jennifer Wida, City Clerk

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and Council

FROM: Kate Thunstrom, City Administrator

SUBJECT: City Charter Amendment to Section 3.09 When Ordinances take effect

DATE: March 16, 2026

OVERVIEW:

Updates to the City Charter can be necessary as the city makes changes through budget, policy or through changes in state law. The following item has been identified in the current city charter.

3.09 When Ordinances and Resolutions Take Effect.

Current language: Every other Ordinance shall take effect **30 days** after the date of publication or at such later date as fixed therein. If during the **30 days** after the publication or before such later date if a later date is fixed in the Ordinance, a petition be made for Referendum by such percentage of the electors of the City…

Proposed language: Every other Ordinance shall take effect **7 days** after the date of publication or at such later date as fixed therein. If during the **7 days** after the date of publication or before such later date if a later date is fixed in the Ordinance, a petition be made for Referendum by such percentage of the electors of the City…

Current process for non-emergency ordinances requires that Council hear the ordinance through two readings, at the end of the week after the second reading, a notice goes into the newspaper for a 30-day comment period. Total time allowed to process an ordinance is now roughly 60 days from the first reading to the end of the 30-day comment period.

If a resident or business is requesting an ordinance change or update, including the deadline of the application, this is a minimum of 12 to 14 weeks from application submission to effective.

Recently a local and long-time business was delayed on leasing space for three months due to the full process.

This process delays ordinances that impact, or are requested by, residents, development and businesses. Staff is proposing a 7-day comment period. By this time the item has been addressed potentially at a planning meeting and at a minimum of two separate council meetings.

Current	Proposed
1st Reading	1st Reading
2nd Reading	2nd Reading
Following Friday Publication	Following Friday Publication
30-day comment period	7-day comment period

Process to Amend Charter Language we are following – for information purposes

Option A. City Council may propose an amendment to the Charter.

1. *Council submits the ordinance proposing an amendment to the Charter Commission*
2. *Charter has 60 days for review (which may be extended by the commission an additional 90 days by filing a resolution determining that additional time is necessary with the City Clerk)*
3. *After the review, Commission returns any amendments or its own substitute amendment to the council.*
4. *The Council then submits to the voters either the amendment or originally proposed amendment.*

Option B. Charter Commission may recommend the Council amend the Charter by Ordinance

1. *Within one month of receiving the recommendation, City must public notice of a public hearing of the proposal.*
2. *Public hearing must be held at least two weeks but not more than one month after the notice is published.*
3. *Within one month of the public hearing, Council must vote on the proposed amendment.*
4. *The vote must be unanimous.*
5. *If adopted, the ordinance becomes effective 90 days after passage and publication unless a later date is provided in the ordinance.*

Residents have the right to Petition if not placed on a ballot

1. *Within 60 days after passage and publication, a petition signed by registered voters equal in number to at least 5% of the registered voters in the city or 2,000 whichever is less, may be submitted to force a referendum on the amendment.*
2. *If a petition is filed, the city will submit the question to a general or special election.*

Timeline for Charter Amendments:

March 16 – Public Hearing
March 16 – First Reading
April 6 – Second Reading
April 10 – Public Notice in Anoka Union Herald
July 9 - Effective

Requested Action:

Motion, Second to (approve / disapprove / continue) the proposed change to City Charter Section 3.09, to adjust the language to replace the length of comment period from 30 days to 7 days after the second reading.

Attachments:

- Ordinance 354 amending the City Charter relating to section 3.09 “When Ordinances and Resolutions Take Effect”

ORDINANCE 354

CITY OF ST. FRANCIS
ANOKA COUNTY

AN ORDINANCE AMENDING THE CITY CHARTER RELATING TO SECTION 3.09 "WHEN ORDINANCES AND RESOLUTIONS TAKE EFFECT"

THE CITY OF ST. FRANCIS ORDAINS:

Section 1. Charter Revised. That Chapter 3, Section 3.09, of the St. Francis City Charter be amended as follows:

Section 3.09. When Ordinances and Resolutions Take Effect. A Resolution and emergency Ordinance shall take effect immediately upon its adoption or at such later date as is fixed therein. Every other Ordinance shall take effect ~~30~~ 7 days after the date of publication or at such later date as fixed therein. If, during the ~~30~~ 7 days after the publication or before such later date if a later date is fixed in the Ordinance, a petition be made for Referendum by such percentage of the electors of the City as is required under Chapter 6 of this Charter, protesting against the passage of such Ordinance, the Ordinance will not take effect until the petition is determined to be insufficient and cannot be remedied pursuant to the provisions of Section 6.03 of this Charter, or the same is voted on at an election held for such purposes according to the provisions found in Section 6.05 of this Charter.

Section 2. Effective Date. This ordinance shall take effect 90 days after its publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 16TH DAY OF MARCH, 2026.

APPROVED:

_____
Mark Vogel, Mayor

ATTEST:

_____
Jennifer Wida, City Clerk

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and Council
FROM: Kate Thunstrom, City Administrator
SUBJECT: City Charter Amendment to Section 5.01 General Provisions Filing Fee
DATE: March 16, 2026

OVERVIEW:

Updates to the City Charter can be necessary as the city makes changes through budget, policy or through changes in state law. The following item has been identified in the current city charter.

3.09 When Ordinances and Resolutions Take Effect.

Current language: Upon receipt of a filing fee in the amount of **five dollars ($5.00)** the City Clerk shall place the name of the candidate on the official ballot without partisan designation.

Proposed language: Upon receipt of a filing fee in the amount of **fifteen dollars ($15.00**) the City Clerk shall place the name of the candidate on the official ballot without partisan designation.

Staff is proposing that a change be made to the filing fee as an increase to $15.00. This fee is applied towards the administrative process and requirements of a received filing.

Process to Amend Charter Language we are following– for information purposes

Option A. City Council may propose an amendment to the Charter.

1. *Council submits the ordinance proposing an amendment to the Charter Commission*
2. *Charter has 60 days for review (which may be extended by the commission an additional 90 days by filing a resolution determining that additional time is necessary with the City Clerk)*
3. *After the review, Commission returns any amendments or its own substitute amendment to the council.*
4. *The Council then submits to the voters either the amendment or originally proposed amendment.*

Option B. Charter Commission may recommend the Council amend the Charter by Ordinance

1. *Within one month of receiving the recommendation, City must public notice of a public hearing of the proposal.*
2. *Public hearing must be held at least two weeks but not more than one month after the notice is published.*
3. *Within one month of the public hearing, Council must vote on the proposed amendment.*
4. *The vote must be unanimous.*
5. *If adopted, the ordinance becomes effective 90 days after passage and publication unless a later date is provided in the ordinance.*

Residents have the right to Petition if not placed on a ballot

1. *Within 60 days after passage and publication, a petition signed by registered voters equal in number to at least 5% of the registered voters in the city or 2,000 whichever is less, may be submitted to force a referendum on the amendment.*
2. *If a petition is filed, the city will submit the question to a general or special election.*

Timeline for Charter Amendments:

March 16 – Public Hearing
March 16 – First Reading
April 6 – Second Reading
April 10 – Public Notice in Anoka Union Herald
July 9 - Effective

Requested Action:

Motion, Second to (approve/disapprove/continue) the proposed change to adjust the language to increase the filing fee from five dollars to $15.00.

Attachments:

- Ordinance 355 amending the City Charter relating to Chapter 5 “Nominations and Elections” Sections 5.01, Subd. 2 “Filing and Nomination”

ORDINANCE 355

CITY OF ST. FRANCIS
ANOKA COUNTY

AN ORDINANCE AMENDING THE CITY CHARTER RELATING TO CHAPTER 5 "NOMINATIONS AND ELECTIONS", SECTION 5.01, SUBD. 2 "FILING AND NOMINATION"

THE CITY OF ST. FRANCIS ORDAINS:

Section 1. Charter Revised. That Chapter 5, Section 5.01, Subd. 2, of the St. Francis City Charter be amended as follows:

Section 5.01, Subd. 2. Filing and Nomination. Not more than eighty-four (84) or less than seventy (70) days before the date of the election, an individual who is eligible and desires to have his name placed on the official ballot as a candidate for an office to be voted for at the election shall file his affidavit of candidacy with the City Clerk. The City Clerk shall also accept an application signed by not less than five (5) voters and filed on behalf of an eligible person whom they desire to be a candidate, if service of a copy of the application has been made on the candidate and proof of service is endorsed on the application being filed. A write-in candidate who wants their write-in votes to be counted in the general election must file a written request with the city clerk no later than seven (7) days before the general election. All write-in votes for candidates who have not filed a written request to have these votes counted shall be treated collectively as votes for a single nonqualified candidate referenced as "other". Upon receipt of a filing fee in the amount of ~~five dollars ($5.00)~~ fifteen dollars ($15.00) the City Clerk shall place the name of the candidate on the official ballot without partisan designation.

Section 2. Effective Date. This ordinance shall take effect 90 days after its publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 16TH DAY OF MARCH, 2026.

APPROVED:

_____
Mark Vogel, Mayor

ATTEST:

_____
Jennifer Wida, City Clerk

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Mayor and Council

FROM: Kate Thunstrom, City Administrator

SUBJECT: City Charter Amendment to Section 8.01 Improvement & Levy Assessments

DATE: February 9, 2026

OVERVIEW:

Updates to the City Charter can be necessary as the city makes changes through budget, policy or through changes in state law. The following item has been identified in the current city charter.

8.01 Power to Make Improvements & Levy Assessments.

Current language: Any collector street or sidewalk shall be assessed at fifty percent (50%) to the benefited property.

Proposed language: Any collector street or sidewalk may be assessed at fifty percent (50%) to the benefited property.

Per City Charter, “shall” is mandatory in which “may” is permissive. Currently the City operates a street fund and is not charging the 50% assessment to streets. This change would allow the city to continue to the street program, however, protect it in the event a change is made in the future needing where the assessments are brought back.

Process to Amend Charter Language we are following– for information purposes

Option A. City Council may propose an amendment to the Charter.

1. *Council submits the ordinance proposing an amendment to the Charter Commission*
2. *Charter has 60 days for review (which may be extended by the commission an additional 90 days by filing a resolution determining that additional time is necessary with the City Clerk)*
3. *After the review, Commission returns any amendments or its own substitute amendment to the council.*
4. *The Council then submits to the voters either the amendment or originally proposed amendment.*

Option B. Charter Commission may recommend the Council amend the Charter by Ordinance

1. *Within one month of receiving the recommendation, City must public notice of a public hearing of the proposal.*
2. *Public hearing must be held at least two weeks but not more than one month after the notice is published.*
3. *Within one month of the public hearing, Council must vote on the proposed amendment.*
4. *The vote must be unanimous.*
5. *If adopted, the ordinance becomes effective 90 days after passage and publication unless a later date is provided in the ordinance.*

Residents have the right to Petition if not placed on a ballot

1. *Within 60 days after passage and publication, a petition signed by registered voters equal in number to at least 5% of the registered voters in the city or 2,000 whichever is less, may be submitted to force a referendum on the amendment.*
2. *If a petition is filed, the city will submit the question to a general or special election.*

Timeline for Charter Amendments:

March 16 – Public Hearing
March 16 – First Reading
April 6 – Second Reading
April 10 – Public Notice in Anoka Union Herald
July 9 - Effective

Requested Action:

Motion, Second to (approve / disapprove / continue) to the City Council to adjust the language to replace the word “shall” with “may” on public improvements.

Attachments:

- Ordinance 356 amending the City Charter relating to Chapter 8 “Public Improvements & Special Assessments” Section 8.01 “Power to Make Improvements & Levy Assessments”

ORDINANCE 356

CITY OF ST. FRANCIS
ANOKA COUNTY

AN ORDINANCE AMENDING THE CITY CHARTER RELATING TO CHAPTER 8 "PUBLIC IMPROVEMENTS & SPECIAL ASSESSMENTS", SECTION 8.01 "POWER TO MAKE IMPROVEMENTS & LEVY ASSESSMENTS"

THE CITY OF ST. FRANCIS ORDAINS:

Section 1. Charter Revised. That Chapter 8, Section 8.01 of the St. Francis City Charter be amended as follows:

Section 8.01. Power to Make Improvement & Levy Assessments. The City shall have the power to make any and every type of public improvement not forbidden by the laws of this State and to levy special assessments to pay all or any part of the cost of such improvements. The amounts assessed to benefited property to pay for such local improvements may equal the cost of the improvement, including all costs and expenses connected therewith, with interest, until paid, but shall in no case exceed the benefits to the property. Any collector street or sidewalk ~~shall~~ may be assessed at fifty per cent (50%) to the benefited property..

Section 2. Effective Date. This ordinance shall take effect 90 days after its publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 16TH DAY OF MARCH, 2026.

APPROVED:

_____
Mark Vogel, Mayor

ATTEST:

_____
Jennifer Wida, City Clerk

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Craig Jochum, City Engineer

SUBJECT: Approval of Plans and Specifications and Ordering Bids for the 2026 Street Rehabilitation Project and the Woodbine Street Extension Project

DATE: March 16, 2026

OVERVIEW:

Hakanson Anderson has prepared draft plans and specifications for the 2026 Street Rehabilitation Project and the Woodbine Street Extension Project. The improvements are described below:

2026 Street Rehabilitation Project: This project will include street surface improvements on streets in two areas of the city. The first area includes the streets that are south of 229th Lane and west of Poppy Street including 227th Avenue, Silverod Street, Quay Street, 228th Avenue and Rose Court. Quay Street and 227th Avenue are on the City's Municipal State Aid system.

The second area includes streets that are north of Bridge Street, east of Ivywood Street, and west of Arrowhead Street including Eidelweiss Street, 232nd Lane, Dahli Street and the street segment of 231st Lane, Gladiola Street, and 233rd Lane.

This project will also include reconstructing the pedestrian ramps to current ADA standards and spot repair of concrete curbs and sidewalks. A draft set of plans are attached.

Woodbine Street Extension Project: This project will include the construction of two new street segments north of Bridge Street. The first segment will include the extension of Woodbine Street from Bridge Street to 300 feet north of Bridge Street and the second segment will include 230th Lane from Woodbine Street to 250 feet west of Woodbine Street. These two streets will service as access to the City property that is in the northeast corner of Bridge Street and Ambassador Boulevard and the City property that is north of 230th Lane. The project will include providing the properties with sewer and water service. These plans have been submitted to Anoka County for approval.

If this project moves forward the anticipated schedule is as follows:

Monday	March 16th	City Council Approves Plans and Specifications, and Authorizes Advertisement for bids
Thursday	April 23rd	Open Bids
Monday	May 4th	City Council Approves Bids and Awards Construction Contract

Monday	June 1st	Start Construction
Friday	August 28th	Construction Substantial Completion
Friday	September 11th	Construction Final Completion

ACTION TO BE CONSIDERED:

Consideration to adopt Resolution 2026-11– Approving Plans and Specifications and Ordering Advertisement for Bids for the 2026 Street Rehabilitation Project and the Woodbine Street Extension Project.

BUDGET IMPLICATION:

The estimated cost for this project is $990,00. The project will be financed with the Municipal State Aid (MSA) Fund, Stormwater Fund, Water & Sewer Fund, and the Street Capital Fund.

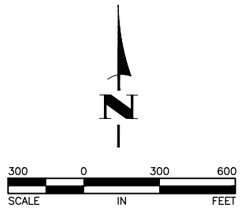
Funding Source	Funding Source Amount
MSA Funds	$175,000
Water & Sewer Fund	$150,000
Stormwater Fund	$120,000
Street Capital Fund	$545,000
Total	**$990,000**

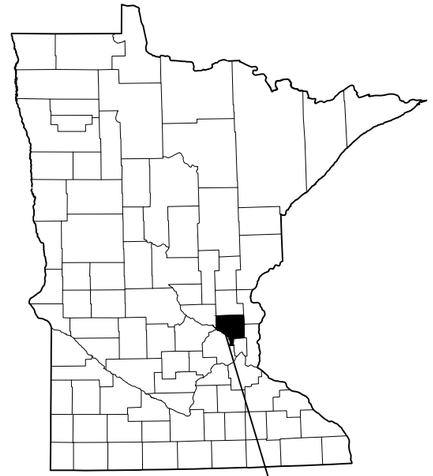
Attachments:

- Draft Plans for the 2026 Street Rehabilitation Project
- Draft Plans for the Woodbine Street Extension Project
- Resolution 2026 – 11 Approving Plans and Specifications and Ordering Advertisement for Bids

WOODBINE STREET EXTENSION PROJECT

CITY OF ST. FRANCIS, MINNESOTA





CITY OF ST.FRANCIS,
ANOKA COUNTY,
MINNESOTA

GOVERNING SPECIFICA

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

THE 2023 EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD SPECIFICATIONS SHALL APPLY.

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 LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE WOODBINE STREET EXTENSION PROJECT.

SHEET INDEX

THIS PLAN CONTAINS 24 SHEETS

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.

CRAIG J. JOCHUM, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER

23461 LIC. NO.

DATE 3/2/26

DATE	REVISION

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE 38-22, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING UTILITES."

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

Mar 10, 2026 - 1:21pm
K:\MUNICIPAL\SF326\ENGINEERING\PLAN DWG\NORTH WB SHEETS\SF326_NORTH WB TITLE.dwg

PROJECT LEGEND

- 900 — EXISTING CONTOUR
- 900 — PROPOSED CONTOUR
- PROJECT PROPERTY LINE
- SURROUNDING PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- FO–BUR / FO–BUR — BURIED FIBER OPTIC CABLE
- T–BUR / T–BUR — BURIED TELEPHONE CABLE
- G / G / G — GAS MAIN
- P–BUR / P–BUR — BURIED ELECTRIC CABLE
- P–OH / P–OH — OVERHEAD ELECTRIC CABLE
- UTILITY PEDESTAL
- POWER POLE
- GUY WIRE
- LIGHT POLE
- SIGNAL POLE
- >> — STORM SEWER
- STORM SEWER MANHOLE
- CATCH BASIN
- FES
- I — WATERMAIN
- WATERMAIN MANHOLE
- HYDRANT
- GATE/BUTTERFLY VALVE
- WATER SERVICE
- > — SANITARY SEWER
- SANITARY SEWER MANHOLE
- SANITARY CLEANOUT
- SEWER SERVICE
- TRUNCATED DOMES
- CONCRETE CURB & GUTTER
- SIGN
- M MAILBOX
- 2/3 — DETAIL NUMBER / SHEET NUMBER
- SAWCUT BITUMINOUS OR CONCRETE
- W — DELINEATED WETLAND
- EXISTING TREELINE
- SB1 — SOIL BORING
- C1 — PAVEMENT CORE
- CONIFEROUS TREE
- DECIDUOUS TREE
- CSP — CITY STANDARD PLATE

CONSTRUCTION NOTES:

1. ALL CURB, BITUMINOUS, AND CONCRETE REMOVALS SHALL BE SAW CUT FULL DEPTH TO PROVIDE A CLEAN EDGE FOR NEW JOINT. BITUMINOUS MATCH POINTS SHALL BE MILLED PRIOR TO PLACEMENT OF NEW PAVEMENT PER DETAIL 1 SHEET 4.
2. INLET PROTECTION IS REQUIRED ON ALL CATCH BASINS.
3. FOR ALL NEW STORM SEWER AND SANITARY CASTINGS FURNISH AND INSTALL NEW RINGS PER CITY STANDARD PLATES 309 AND 414.
4. THE SANITARY AND WATER SERVICES SHOWN ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL LOCATE SERVICES IN THE FIELD WHEN NECESSARY AND PROTECT DURING EXCAVATION OPERATIONS (INCIDENTAL).
5. CONTRACTOR SHALL SAWCUT DRIVEWAYS AND SIDEWALKS AT DIRECTION OF ENGINEER.
6. ANY DEWATERING REQUIRED FOR CONSTRUCTION SHALL MEET REGULATORY REQUIREMENTS AND BEST MANAGEMENT PRACTICES SUCH THAT THE RECEIVING WATER IS NOT ADVERSELY AFFECTED.
7. THE UTILITY COMPANIES WILL NEED TO RELOCATE/MODIFY THEIR FACILITIES WITH THIS PROJECT. CONTRACTOR SHALL SCHEDULE AND COORDINATE CONSTRUCTION IN COOPERATION WITH UTILITY RELOCATION.
8. REMOVAL OF EXISTING WATER SERVICE PIPE AND SHUT OFF VALVES SHALL BE INCIDENTAL.
9. THE CONCRETE MIX DESIGNS FOR THIS PROJECT SHALL BE 3F52 FOR HAND–FORMED CONCRETE AND 3F32 FOR MACHINE FORMED CONCRETE. ENTRAINED AIR SHALL BE MAINTAINED BETWEEN 5% AND 7%.
10. TO THE EXTENT PRACTICAL THE CONTRACTOR SHALL LOCATE THE EXISTING SANITARY SEWER SERVICES AND PROTECT THEM DURING CONSTRUCTION. IF THE CONTRACTOR ACCIDENTALLY DAMAGES A SEWER SERVICE, THE CONTRACTOR WILL BE PAID PER ITEM 2503 SANITARY SEWER SPOT REPAIR. A MAXIMUM OF 6 LIN FT WILL BE MEASURED AT A REPAIR LOCATION. THIS ITEM WILL INCLUDE FURNISHING AND INSTALLING NEW PVC PIPE AND CONNECTING THE NEW SERVICE PIPE TO THE EXISTING SERVICE PIPE WITH FERNCO COUPLINGS OR AN APPROVED EQUAL.
11. ALL DISTURBED AREAS SHALL BE SEEDED, FERTILIZED, AND STABILIZED WITH HYDRAULIC BONDED FIBER MATRIX AT THE RATES SHOWN IN THE BASIS OF ESTIMATED QUANTITIES TABLE. SEEDING SHALL BE A SEPARATE OPERATION AND SHALL NOT BE PLACED WITH THE MULCH MATERIAL. PRIOR TO PLACING THE SEED, CONTRACTOR SHALL SUBCUT DISTURBED AREAS 4 INCHES AND PLACE COMMON TOPSOIL. REMOVAL AND DISPOSAL OF EXISTING MATERIALS AND SOIL SHALL BE INCIDENTAL.
12. ALL EXCESS SOIL MATERIAL SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL.
13. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE ALL PEDESTRIAN RAMPS MEET ADA REQUIREMENTS AND MUST CONFORM WITH MNDOT STANDARDS PLANS 5–297.250 WHICH ARE INCLUDED AS SHEETS 9–14 OF THESE PLANS. THE REMOVAL LIMITS SHOWN ARE FOR GENERAL USE ONLY. THE CONTRACTOR IS RESPONSIBLE TO MAKE SURE ALL REQUIREMENTS ARE MET.
14. ALL ITEMS SALVAGED FOR RE–USE SHALL BE STORED AND PROTECTED BY THE CONTRACTOR. ANY ITEMS DAMAGED OR LOST DURING THE STORAGE PERIOD SHALL BECOME THE CONTRACTOR'S RESPONSIBLY TO REPLACE WITH NO ADDITIONAL COST.
15. PAVEMENT TOLERANCES AT CASTING AND VALVE BOXES ARE SHOWN ON THE DETAILS ON SHEET 4.
16. CONTRACTOR SHALL GROUT THE EXISTING DOGHOUSES AND RINGS FOR ALL EXISTING STORM SEWER STRUCTURES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID PER ITEM 2506 GROUT CATCH BASIN OR MANHOLE.
17. CONTRACTOR SHALL REMOVE WATERMAIN SERVICES UP TO EXISTING CURB STOPS, UNLESS SHOWN OTHERWISE ON THE PLANS.
18. THE CONTRACTOR SHALL CONSTRUCT A CONTINUOUS TRACER WIRE ON THE WATER SYSTEM IN ACCORDANCE WITH THE PLANS AND SPECIFICATION AND MINNESOTA RURAL WATER ASSOCIATION SEWER/WATER UTILITY TRACER WIRE SPECIFICATIONS. THE MATERIAL AND WORK FOR THE CONSTRUCTION OF THE TRACER WIRE SYSTEM SHALL BE INCIDENTAL.
19. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES AT ALL TIMES. CONCRETE CURB, WALK, OR PAVEMENT CONSTRUCTED IN THESE DRIVEWAYS SHALL BE COMPLETED IN PHASES AS NEEDED TO PROVIDE ACCESS OR ALTERNATELY TEMPORARY ACCESS WILL NEED TO BE CONSTRUCTED. THIS WORK SHALL BE INCIDENTAL.

BASIS OF ESTIMATED QUANTITIES

AGGREGATE BASE CLASS 5	100 lbs/yd²/in
NON WEARING BITUMINOUS COURSE MIXTURE	110 lbs/yd²/in
WEARING COURSE BITUMINOUS MIXTURE	110 lbs/yd²/in
BITUMINOUS MATERIAL FOR TACK COAT - NEW ASPHALT	0.06 gal/yd²
BITUMINOUS MATERIAL FOR TACK COAT - OLD ASPHALT	0.07 gal/yd²
BITUMINOUS MATERIAL FOR TACK COAT - MILLED ASPHALT	0.08 gal/yd²
HYDRAULIC FIBER BONDED MATRIX	3500 lbs/acre
SEED MIX SOUTHERN BOULEVARD	320 lbs/acre
TYPE 1, COMMERCIAL FERTILIZER	300 lbs/acre

ESTIMATED QUANTITIES

ITEM NO.	REF. NOTES	Mn/DOT SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY
1		2021.501	MOBILIZATION	LUMP SUM	1
2		2104.502	REMOVE SIGN	EACH	2
3		2104.502	REMOVE CATCH BASIN	EACH	1
4		2104.503	SAWING CONCRETE PAVEMENT - FULL DEPTH	LIN FT	14
5		2104.503	SAWING BITUMINOUS PAVEMENT - FULL DEPTH	LIN FT	102
6		2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	29
7		2104.503	REMOVE SEWER PIPE (SANITARY)	LIN FT	198
8		2104.503	REMOVE CONCRETE CURB	LIN FT	82
9		2104.503	REMOVE FENCE	LIN FT	164
10		2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	43
11		2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	125
12		2106.507	EXCAVATION - COMMON	CU YD	1134
13		2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	406
14		2106.507	COMMON EMBANKMENT (CV)	CU YD	611
15		2106.601	DEWATERING	LUMP SUM	1
16		2112.519	SUBGRADE PREPARATION	ROAD STA	5.1
17		2130.523	WATER	M GALLON	200
18		2211.509	AGGREGATE BASE CLASS 5	TON	1301
19		2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	115
20		2360.504	TYPE SP 12.5 WEARING COURSE MIXTURE (2,B) 3.0" THICK	SQ YD	178
21		2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	251
22		2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,B)	TON	314
23		2501.502	18" RC PIPE APRON	EACH	1
24		2503.503	8" PVC PIPE SEWER	LIN FT	256
25		2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	57
26		2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	226
27		2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	160
28		2503.602	8" PVC CAP	EACH	1
29		2503.602	CONNECT TO EXISTING SANITARY SEWER	EACH	1
30		2503.602	CONNECT TO EXISTING STORM SEWER	EACH	2
31		2504.601	TEMPORARY WATERMAIN SERVICE	LUMP SUM	1
32		2504.601	TEMPORARY WATER SERVICE	EACH	2
33		2504.602	RECONNECT WATER SERVICE	EACH	2
34		2504.602	CONNECT TO EXISTING WATERMAIN	EACH	1
35		2504.602	HYDRANT	EACH	2
36		2504.602	4" GATE VALVE AND BOX	EACH	2
37		2504.602	6" GATE VALVE AND BOX	EACH	3
38		2504.602	8" GATE VALVE AND BOX	EACH	2
39		2504.603	4" WATERMAIN DUCTILE IRON CL 52	LIN FT	67
40		2504.603	6" WATERMAIN DUCTILE IRON CL 52	LIN FT	89
41		2504.603	8" PVC WATERMAIN	LIN FT	555
42		2504.604	4" POLYSTYRENE INSULATION	SQ YD	40
43		2504.608	DUCTILE IRON FITTINGS	POUND	672
44		2506.502	CASTING ASSEMBLY	EACH	7
45		2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EACH	1
46		2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 4007	LIN FT	6.5
47		2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	18.1
48		2511.504	GEOTEXTILE FILTER TYPE 4	SQ YD	25.6
49		2511.507	RANDOM RIPRAP CLASS III	CU YD	10
50		2521.518	5" CONCRETE WALK	SQ FT	2764
51		2521.518	6" CONCRETE WALK	SQ FT	693
52		2521.518	8" CONCRETE WALK	SQ FT	121
53		2521.602	DRILL AND GROUT DOWEL BAR (EPOXY COATED)	EACH	45
54		2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	1093
55		2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SQ YD	160
56		2531.618	TRUNCATED DOMES	SQ FT	58
57		2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1
58		2563.601	TRAFFIC CONTROL	LUMP SUM	1
59		2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	1
60		2564.518	SIGN PANEL TYPE XI	SQ FT	36.5
61		2572.503	TEMPORARY FENCE	LIN FT	200
62		2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	1
63		2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1
64		2573.502	STORM DRAIN INLET PROTECTION	EACH	5
65		2573.503	SILT FENCE TYPE, MS	LIN FT	560
66		2574.507	COMMON TOPSOIL BORROW	CU YD	100
67		2574.508	FERTILIZER TYPE 1	POUND	105
68		2575.505	SEEDING	ACRE	0.35
69		2575.508	HYDRAULIC BONDED FIBER MATRIX	POUND	1225
70		2575.608	SEED SOUTHERN BOULEVARD	POUND	112
71		2582.503	24" SOLID LINE MULTI-COMPONENT	LIN FT	28
72		2582.518	CROSSWALK MULTI-COMPONENT	SQ FT	135

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.

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
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WOODBINE STREET EXTENSION PROJECT

CONSTRUCTION NOTES, PROJECT LEGEND, AND ESTIMATED QUANTITIES

CITY OF ST. FRANCIS, MINNESOTA

SHEET 2 OF

SF326

Mar 10, 2026 – 1:21pm
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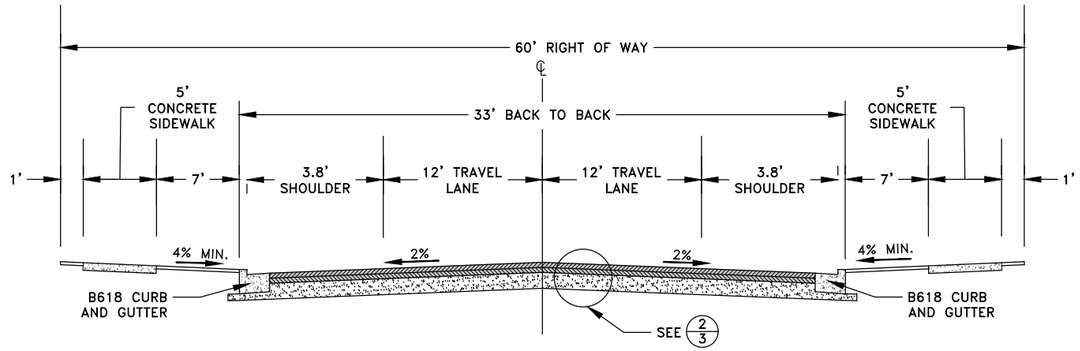
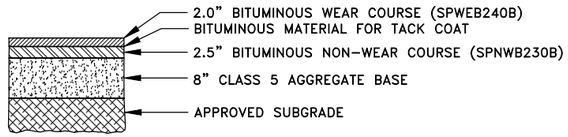
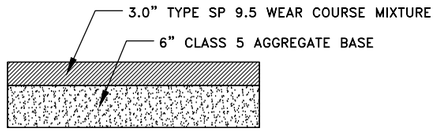


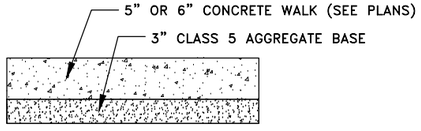
1/3 TYPICAL SECTION



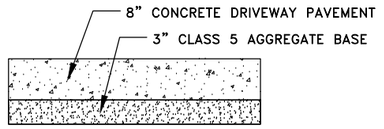
2/3 TYPICAL SECTION



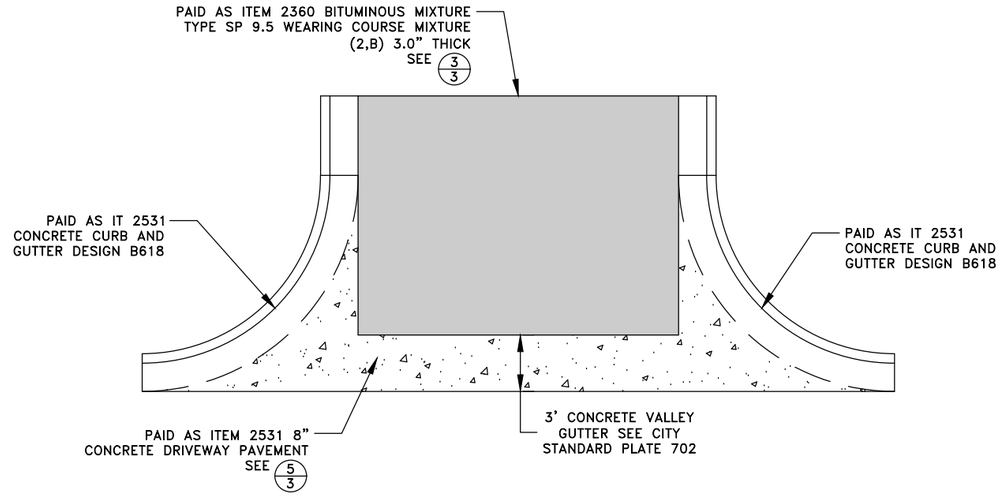
3/3 TYPICAL BITUMINOUS DRIVEWAY



4/3 TYPICAL CONCRETE WALK



5/3 TYPICAL CONCRETE DRIVEWAY



6/3 CONCRETE VALLEY GUTTER

DATE	REVISION

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Date 3/2/26 Lic. No. 23461

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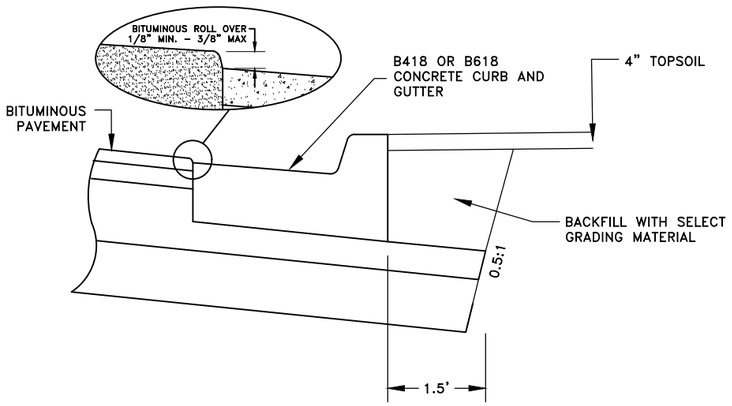
WOODBINE STREET EXTENSION PROJECT

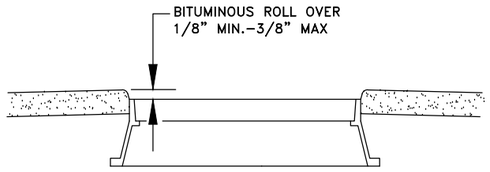
TYPICAL SECTIONS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 3 OF

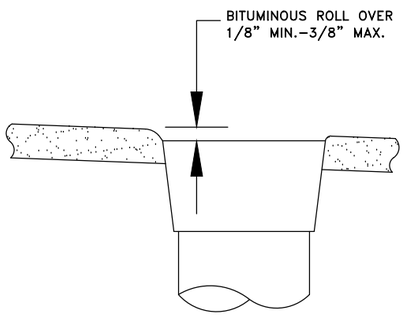


1/4 PAVING AT CURB



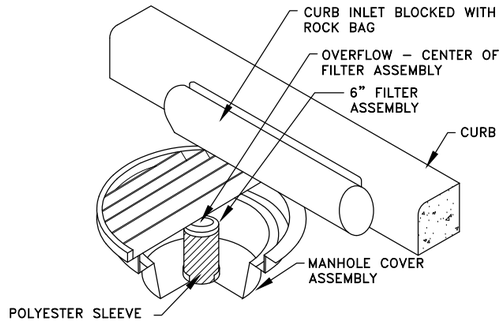
2/4 PAVING AT CASTING DETAIL

N.T.S.



3/4 PAVING AT VALVE BOX DETAIL

N.T.S.



NOTES:
1. ROAD DRAIN DEVICE FITS NEENAH R-3250-1 CASTINGS.
2. PLACE THE ROAD DRAIN-TOP SLAB MODEL DIRECTLY INTO THE CASTING.
3. INSTALL GASKET AND COVER CENTER OF GASKET WITH PIPE GREASE OR OTHER APPROVED LUBRICATION.
4. PLACE THE FILTER MEDIA ONTO THE RISER PIPE.
5. ADJUST FILTER MEDIA PROPER HEIGHT FOR OVERFLOW.
6. CHECK RISER TUBE TO MAKE SURE IT IS FULLY EXTENDED AND ALL FILTER HOLES ARE EXPOSED.
7. CHECK FILTER MEDIA AFTER EACH RAIN EVENT. CLEAN OR REPLACE IF SEDIMENT CLOGS FILTER.
8. REMOVE SEDIMENT AND DEBRIS FROM THE BASE OF THE RISER PIPE TO THE WIDTH EQUAL TO THE SIZE OF THE TOP SLAB MODEL.
9. THE ENGINEER WILL MEASURE STORM DRAIN INLET PROTECTION BY THE NUMBER OF INDIVIDUAL INLETS PROTECTED OVER THE LIFE OF THE CONTRACT REGARDLESS OF THE TYPES AND NUMBER OF DEVICES USED A EACH STORM INLET.

4/4 INLET PROTECTION
ROAD DRAIN
CURB AND GUTTER

N.T.S.

DATE	REVISION

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WOODBINE STREET
EXTENSION PROJECT

DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 4 OF

SF326

Mar 10, 2026 - 1:21pm
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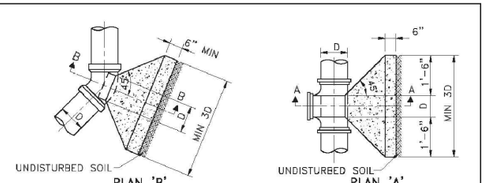

Nov 11, 2022 – 10:16am
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APPROVED
REVISED

City of St. Francis

STANDARD PLATE NO. 203

PIPE SIZE	TEE or PLUG	CROSS W/ 2 PLUGS (i.e. 90° BEND)	1/8 BEND (45° BEND) AND 1/16 BEND (22.5°)
6"	0.22 CuYds	0.15 CuYds	0.05 CuYds
8"	0.27 CuYds	0.29 CuYds	0.08 CuYds
10"	0.32 CuYds	0.48 CuYds	0.14 CuYds
12"	0.37 CuYds	0.73 CuYds	0.21 CuYds
16"	0.53 CuYds	1.73 CuYds	0.49 CuYds
20"	0.82 CuYds	3.36 CuYds	0.95 CuYds
24"	1.34 CuYds	5.77 CuYds	1.63 CuYds

NOTE:
1. COVER FITTINGS ENCASED IN CONCRETE WITH POLYETHYLENE OR BUILDING PAPER PRIOR TO POURING.
2. CONCRETE BLOCKING SHALL BE POURED AGAINST FIRM, UNDISTURBED GROUND.
3. CONCRETE SHALL MEET THE REQUIREMENTS FOR GRADE B CONCRETE IN CONFORMANCE WITH MnDOT 2461.
4. ALL METAL PARTS OF TIE ROD OR STRAP TYPE RESTRAINTS SHALL BE GALVANIZED OR COATED WITH ASPHALTIC TYPE RUSTPROOFING.

WATERMAIN CONCRETE BLOCKING QUANITIES

Nov 11, 2022 – 10:17am
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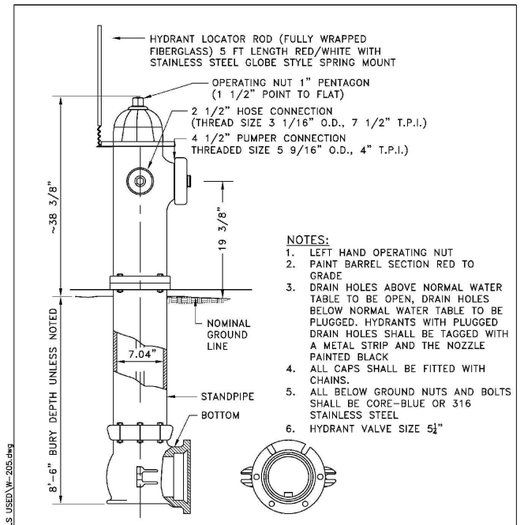
APPROVED
REVISED

City of St. Francis

STANDARD PLATE NO. 204



CLOW MEDALLION HYDRANT
(OR APPROVED EQUAL)
NO SCALE

Mar 10, 2025 – 10:31am
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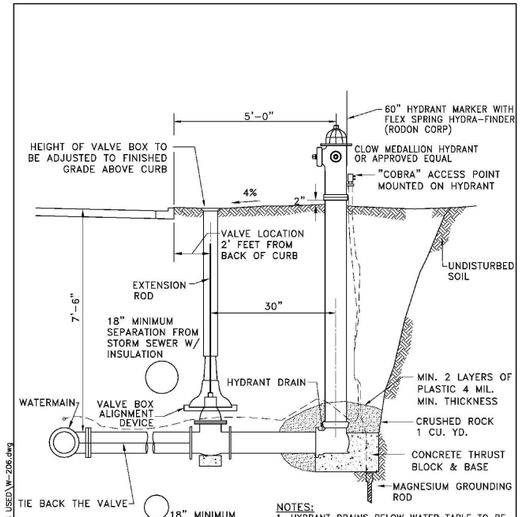
APPROVED 5/1/2023
REVISED

City of St. Francis

STANDARD PLATE NO. 205



HYDRANT AND VALVE INSTALLATION
NO SCALE

Mar 10, 2025 – 10:34am
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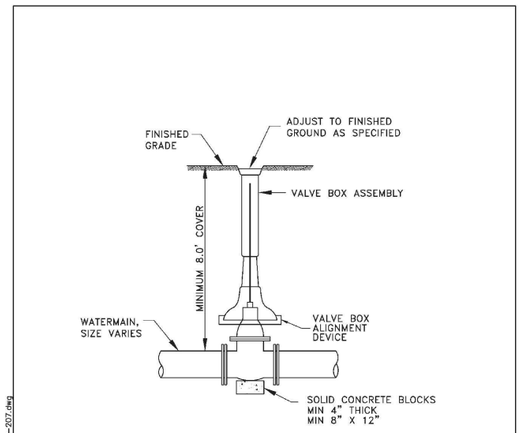
APPROVED 5/1/2023
REVISED

City of St. Francis

STANDARD PLATE No. 206



TYPICAL RESILIENT WEDGE VALVE & BOX INSTALLATION 10" & UNDER WATERMAIN
NO SCALE

Nov 11, 2022 – 10:27am
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APPROVED
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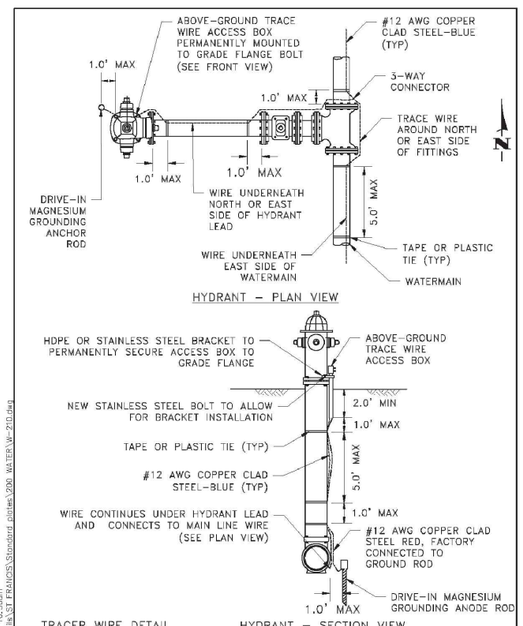
City of St. Francis

STANDARD PLATE NO. 207



Mar 11, 2022 – 10:30am
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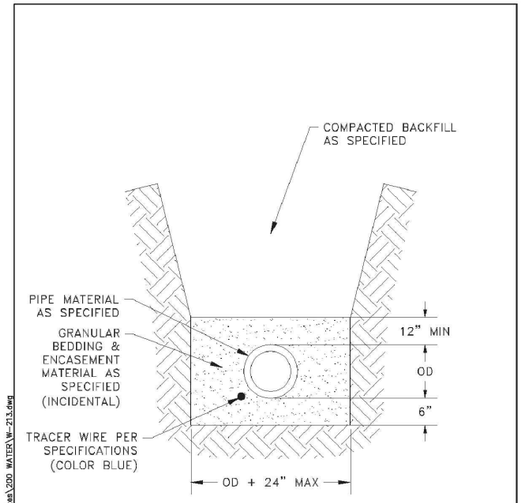
City of St. Francis

STANDARD PLATE NO. 210



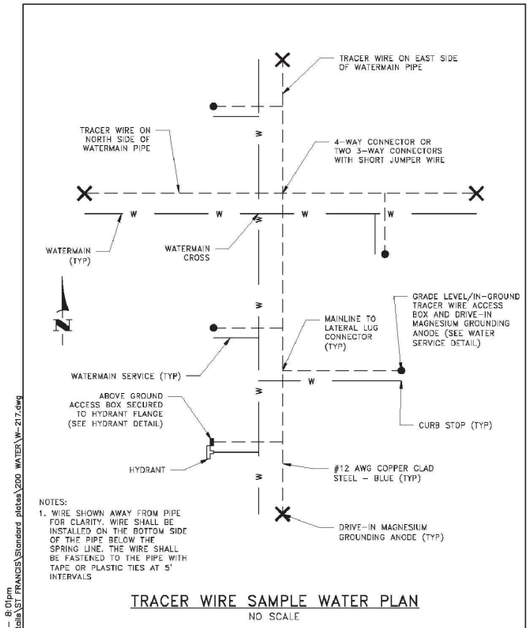
PVC C-900 WATERMAIN TRENCH
NO SCALE

Nov 17, 2022 – 3:00pm
K:\Civil_eng\Details\ST FRANCIS\Standard plates\200 WATER\W-213.dwg

APPROVED
REVISED

City of St. Francis

STANDARD PLATE NO. 213



TRACER WIRE SAMPLE WATER PLAN
NO SCALE

Dec 27, 2022 – 8:01pm
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City of St. Francis

STANDARD PLATE NO. 217

Mar 10, 2026 – 1:21pm
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DATE	REVISION

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CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

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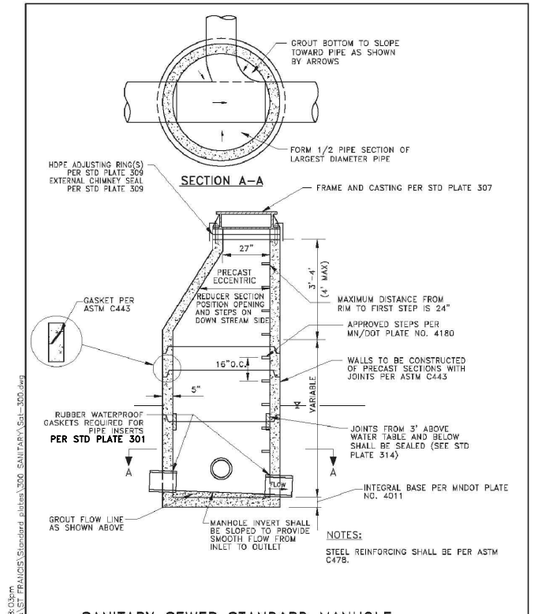
WOODBINE STREET EXTENSION PROJECT

DETAILS

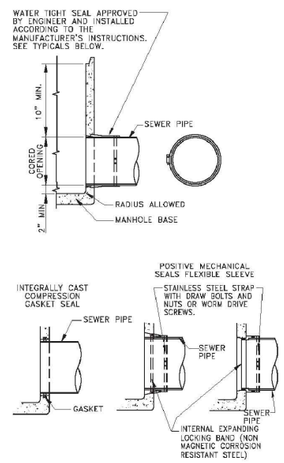
CITY OF ST. FRANCIS, MINNESOTA

SHEET 5 OF



SANITARY SEWER STANDARD MANHOLE
NO SCALE

APPROVED		STANDARD PLATE NO. 300
REVISED		



SLEEVE NOTES:

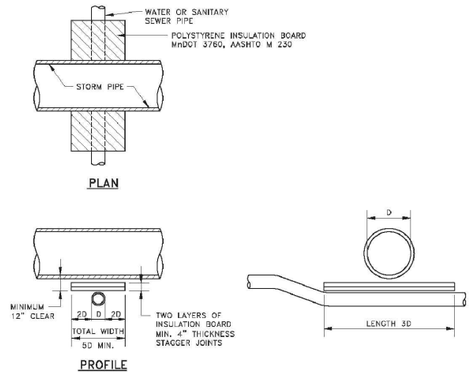
FLEXIBLE SLEEVE SHALL BE NEOPRENE MATERIAL MEETING THE REQUIREMENTS OF ASTM C-443 OR AS APPROVED

FLEXIBLE SLEEVE DIMENSIONS SHALL CONFORM TO PRODUCERS STANDARDS.

TYPICAL WATER TIGHT SEALS
NO SCALE

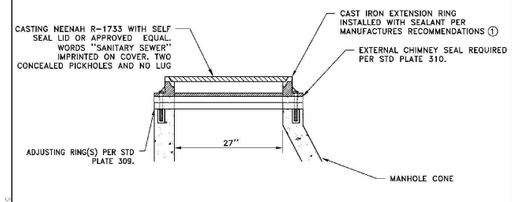
APPROVED		STANDARD PLATE NO. 301
REVISED		

NOTE:
INSULATE ALL WATER OR SANITARY SEWER PIPE CROSSINGS WITHIN 2' OF STORM SEWER PIPE



INSULATION FOR WATER & SANITARY SEWER PIPE & SERVICES
NO SCALE

APPROVED		STANDARD PLATE NO. 304
REVISED		

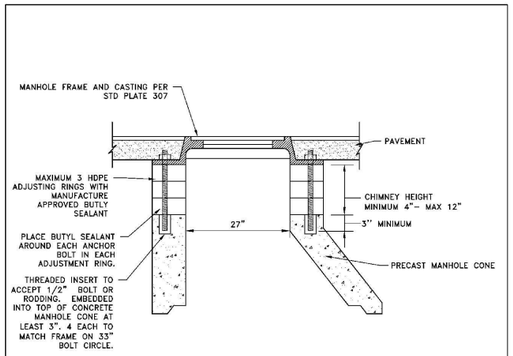


NOTE:
1. ALL NUTS, BOLTS, THREADED INSERTS, AND RODDING SHALL BE 316 STAINLESS STEEL.
2. CLEAN ALL SURFACES TO REMOVE SCALE OR LOOSE IMPEDIMENTS BEFORE PLACING ANY MASTIC, SEALANT, OR INSTALLATION OF FRAME AND CASTING SYSTEM.

REFERENCE NOTE:
① USED FOR OVERLAY PROJECTS ONLY.

SANITARY MANHOLE FRAME AND CASTING
NO SCALE

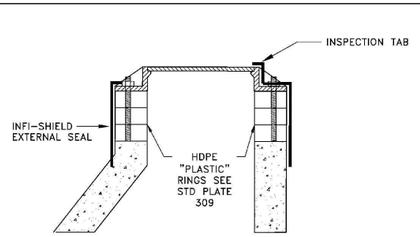
APPROVED 5/1/2023		STANDARD PLATE NO. 307
REVISED 3/8/2025		



NOTES:
1. ALL NUTS, BOLTS, THREADED INSERTS, AND RODDING SHALL BE 316 STAINLESS STEEL.
2. ADJUSTMENT RINGS SHALL BE HIGH DENSITY POLYETHYLENE RINGS AS MANUFACTURED BY LADTECH, INC OR APPROVED EQUAL.
3. ALL RINGS SHALL MEET OR EXCEED MnDOT HS–20 TRAFFIC LOADING.
4. CLEAN ALL SURFACES TO REMOVE SCALE OR LOOSE IMPEDIMENTS BEFORE PLACING ANY MASTIC, SEALANT, OR INSTALLATION OF FRAME AND CASTING SYSTEM.
5. PLACE TWO 1/2" BEADS OF BUTYL SEALANT BETWEEN FIRST ADJUSTMENT RING AND CONCRETE STRUCTURE. ONE BEAD BETWEEN EACH SUBSEQUENT RING AND FRAME.

MANHOLE ADJUSTMENT RINGS
NO SCALE

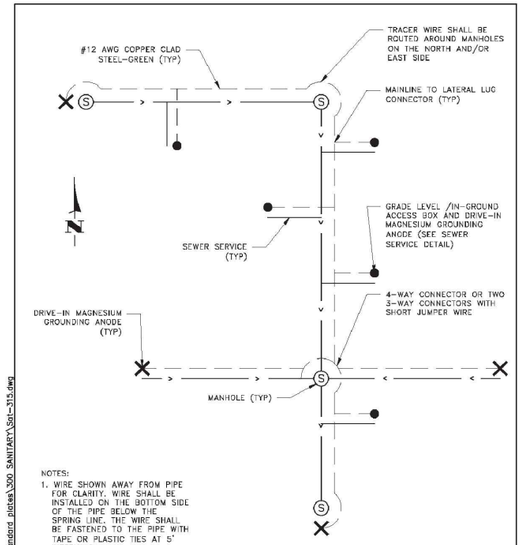
APPROVED 5/1/2023		STANDARD PLATE NO. 309
REVISED 3/8/2025		



NOTES:
1. THE ADJUSTMENT RINGS AND FRAME SHALL BE SEALED WITH AN EXTERNAL RUBBER SEALING SLEEVE, "INFI–SHIELD" AS MANUFACTURED BY SEALING SYSTEM, INC. OR APPROVED EQUAL.
2. THE SEAL SHALL BE MADE OF EPDM RUBBER WITH A MINIMUM THICKNESS OF 60 MILS AND SEALED WITH A NON–HARDENING BUTYL RUBBER MASTIC.

EXTERNAL CHIMNEY SEAL
NO SCALE

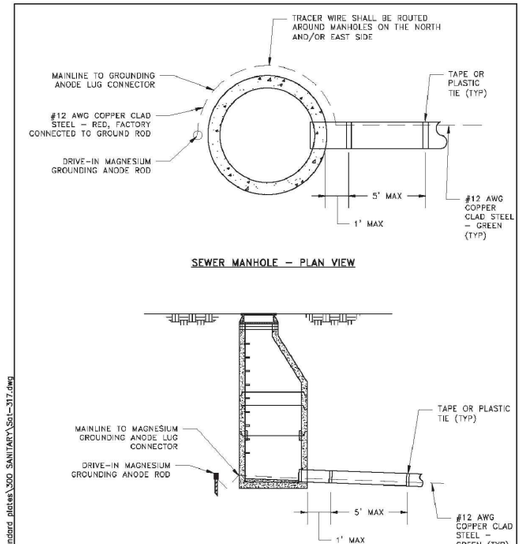
APPROVED 5/1/2023		STANDARD PLATE NO. 310
REVISED 3/8/2025		



NOTES:
1. WIRE SHOWN AWAY FROM PIPE FOR CLARITY. WIRE SHALL BE INSTALLED ON THE BOTTOM SIDE OF THE PIPE BELOW THE SPRING LINE. THE WIRE SHALL BE FASTENED TO THE PIPE WITH TAPE OR PLASTIC TIES AT 5' INTERVALS

TRACER WIRE PLAN (SEWER)
NO SCALE

APPROVED		STANDARD PLATE NO. 315
REVISED		



TRACER WIRE SEWER MANHOLE DETAIL
NO SCALE

APPROVED		STANDARD PLATE NO. 317
REVISED		

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.

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

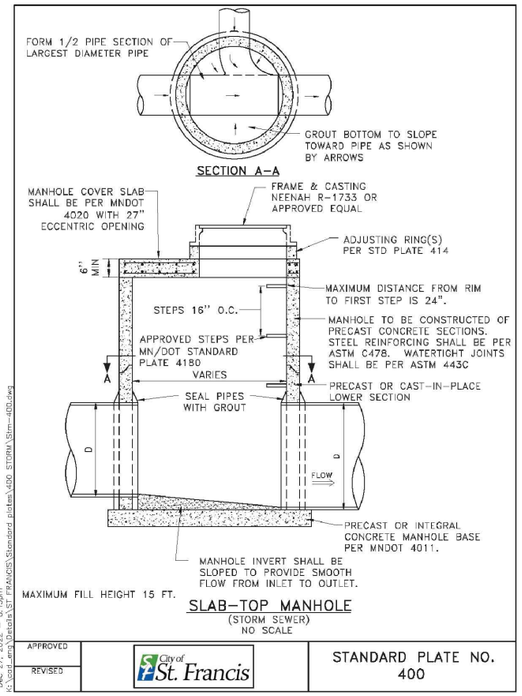
Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520
www.hakanson–anderson.com

WOODBINE STREET EXTENSION PROJECT

DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 6 OF



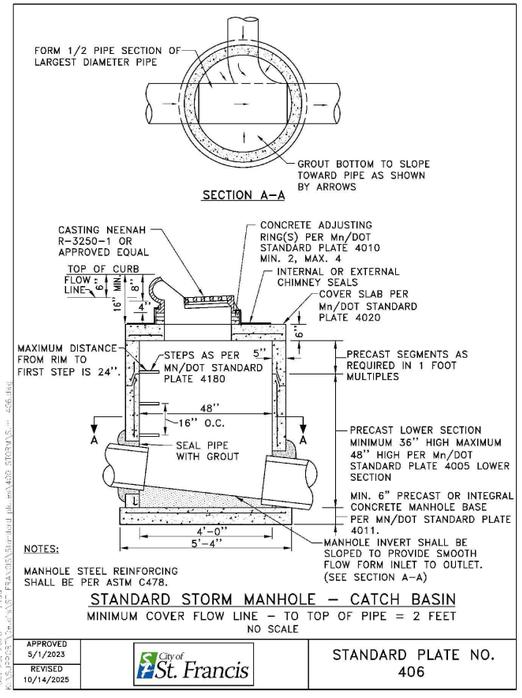
SLAB–TOP MANHOLE
(STORM SEWER)
NO SCALE

APPROVED	
REVISED	

City of St. Francis

STANDARD PLATE NO. 400

Dec 27, 2022 – 8:13pm
K:\Cad_dm\Details\ST FRANCIS\Standard plates\400 STORM\Stm–400.dwg



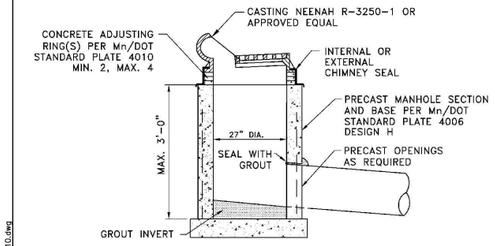
STANDARD STORM MANHOLE – CATCH BASIN
MINIMUM COVER FLOW LINE – TO TOP OF PIPE = 2 FEET
NO SCALE

APPROVED 5/1/2023	
REVISED 10/14/2025	

City of St. Francis

STANDARD PLATE NO. 406

Dec 23, 2025 – 11:49am
K:\Cad_dm\Details\ST FRANCIS\Standard plates\400 STORM\Stm–406.dwg



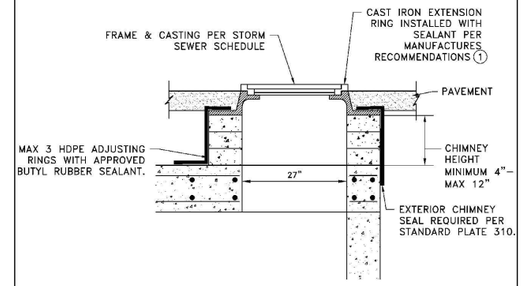
27" CATCH BASIN
NO SCALE

APPROVED 5/1/2023	
REVISED 10/14/2025	

City of St. Francis

STANDARD PLATE NO. 410

Oct 23, 2025 – 11:49am
K:\SUPPORT\Details\ST FRANCIS\Standard plates\400 STORM\Stm–410.dwg



NOTES:

1. ADJUSTMENT RINGS SHALL BE HIGH DENSITY POLYETHYLENE RINGS AS MANUFACTURED BY LADTECH, INC OR APPROVED EQUAL.
2. ALL RINGS SHALL MEET OR EXCEED MnDOT HS–20 TRAFFIC LOADING.
3. CLEAN ALL SURFACES TO REMOVE SCALE OR LOOSE IMPEDIMENTS BEFORE PLACING ANY MASTIC, SEALANT, OR INSTALLATION OF FRAME AND CASTING SYSTEM.
4. PLACE TWO 1/2" BEADS OF BUTYL SEALANT BETWEEN FIRST ADJUSTMENT RING AND CONCRETE STRUCTURE. ONE BEAD BETWEEN EACH SUBSEQUENT RING AND FRAME.

REFERENCE NOTES:

(1) USED FOR OVERLAY PROJECT ONLY.

STORM MANHOLE ADJUSTMENT RINGS
NO SCALE

APPROVED 5/1/2023	
REVISED 3/8/2025	

City of St. Francis

STANDARD PLATE NO. 414

Mar 12, 2025 – 12:10pm
K:\MUNICIPAL\SF326\ENGINEERING\DETAILS USED\Stm–414.dwg

Mar 10, 2026 – 1:21pm
K:\MUNICIPAL\SF326\ENGINEERING\PLAN DWG\NORTH WB SHEETS\SF326_NORTH WB DETAILS.dwg

DATE	REVISION

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

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
Civil Engineers and Land Surveyors
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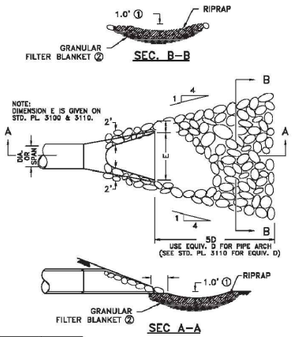
www.hakanson–anderson.com

WOODBINE STREET EXTENSION PROJECT

DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 7 OF



DIA OF ROUND PIPE(IN)	L(FT)*	CLASS III d50=9" 18" DEPTH RIPRAP (CUYD)	CLASS IV d50=12" 24" DEPTH RIPRAP (CUYD)
12	8	8	10
15	8	8	10
18	10	10	15
21	10	15	15
24	12	15	20
27	12	15	20
30	14	20	25
36	16	25	30
42	18	30	40
48	20	40	50

*"L" DIMESNTION IS MINIMUM REQUIRED. RIPRAP SHALL EXTEND TO POND BOTTOM

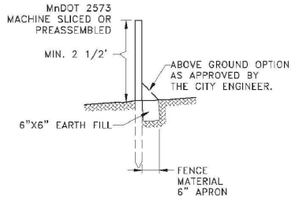
① FOR PIPES GREATER THAN OR EQUAL TO 48", USE 2.0'

② THE CONTRACTOR MAY SUBSTITUTE A GEOTEXTILE FABRIC, SPEC. 3601 FOR THE GRANULAR FILTER BLANKET UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE FABRIC SHOULD COVER THE AREA OF THE RIPRAP AND EXTEND UNDER THE CULVERT APRON 3 FEET.

RIP-RAP AT R.C.P. OUTLET
NO SCALE

Dec 27, 2022 – 8:18pm
K:\Cad_eng\Details\ST FRANCIS\Standard plates\600 EROSION\Fra-502.dwg

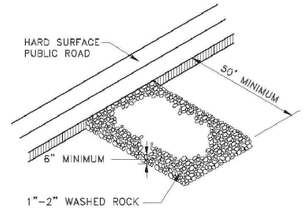
APPROVED	City of St. Francis	STANDARD PLATE NO. 502
REVISED		



SILT FENCE
NO SCALE

Dec 27, 2022 – 8:19pm
K:\Cad_eng\Details\ST FRANCIS\Standard plates\500 EROSION\Fra-503.dwg

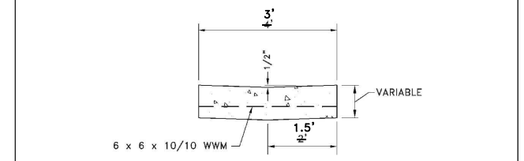
APPROVED	City of St. Francis	STANDARD PLATE NO. 503
REVISED		

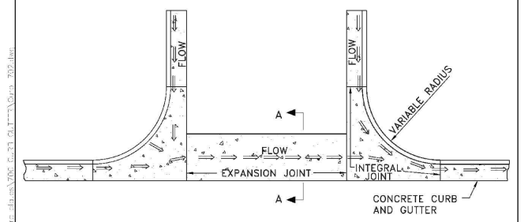


ROCK CONSTRUCTION ENTRANCE
NO SCALE

Nov 11, 2022 – 11:50am
K:\Cad_eng\Details\ST FRANCIS\Standard plates\600 EROSION\Fra-505.dwg

APPROVED	City of St. Francis	STANDARD PLATE NO. 505
REVISED		

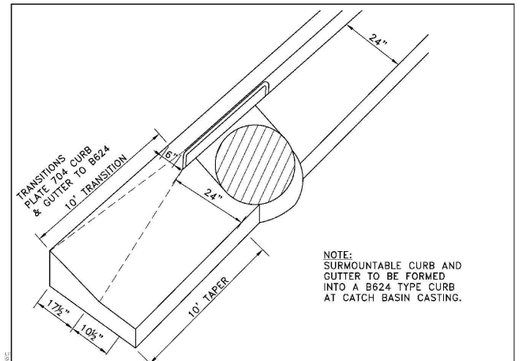




TYPICAL CROSS GUTTER
NO SCALE

Dec 27, 2022 – 8:24am
K:\Cad_eng\Details\ST FRANCIS\Standard plates\700 CONCRETE & CURB\Fra-702.dwg

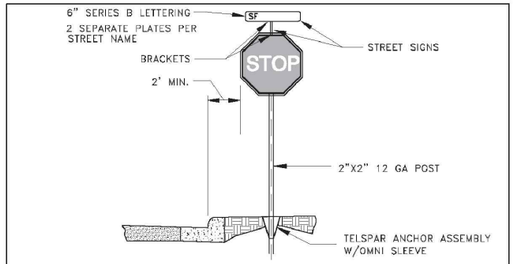
APPROVED	City of St. Francis	STANDARD PLATE NO. 702
REVISED		



CURB TRANSITION (B624) AT CATCH BASIN
NOT TO SCALE

Oct 7, 2025 – 2:36pm
K:\Cad_eng\Details\ST FRANCIS\Standard plates\700 CURB GUTTER & SIDEWALK\Fra-703.dwg

APPROVED 5/1/2023	City of St. Francis	STANDARD PLATE NO. 703
REVISED 10/14/2025		



FURNISH AND INSTALL NEW SIGNS

SIGN NUMBER	SIGN	COLOR	SIZE	COMMENTS
R1-1	STOP	WHITE ON RED	30"x 30"	
	SF STREET NAME	WHITE ON GREEN	9" PLATES	ALL INTERSECTIONS

NOTES:

POSTS SHALL BE CYLINDRICAL TUBE STEEL POSTS, THE POST SHALL BE 12' LONG, WITH 2-3/8" OD, 12 GAUGE COLD ROLLED GALVANIZE STEEL MEETING ASTM A-446 GRADE A.

SIGN BASE MATERIAL SHALL BE ALUMINUM. THICKNESS OF THE PLATE SHALL BE 0.08".

THE STREET NAME SIGNS SHALL BE NOTCHED AND MOUNTED IN AN E450 BRACKET AND PLACED ABOVE THE STOP SIGN.

STREET NAME SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC RETROREFLECTIVE SHEETING (ASTM TYPE IV).

STOP SIGNS SHALL HAVE DIAMOND GRADE VIP RETROREFLECTIVE SHEETING (ASTM TYPE IX).

SIGNS AND INSTALLATION OF SIGNS SHALL BE IN ACCORDANCE WITH THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"

STOP SIGN AND STREET NAME SIGN DETAIL
NO SCALE

Dec 27, 2022 – 8:26pm
K:\Cad_eng\Details\ST FRANCIS\Standard plates\800 SIGNAGE & LIGHTING\SIGN_805.dwg

APPROVED	City of St. Francis	STANDARD PLATE NO. 805
REVISED		

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.

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
Civil Engineers and Land Surveyors
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763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

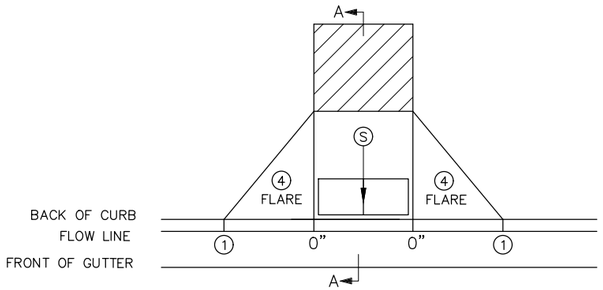
WOODBINE STREET EXTENSION PROJECT

DETAILS

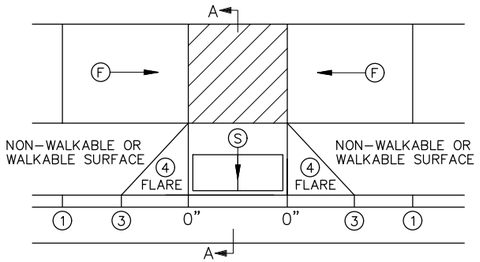
CITY OF ST. FRANCIS, MINNESOTA

SHEET 8 OF

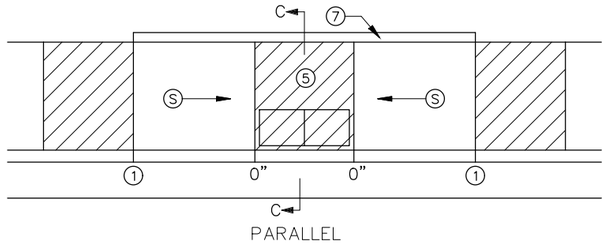
Mar 10, 2026 – 1:21pm
K:\MUNICIPAL\SF326\ENGINEERING\PLAN DWG\NORTH WB SHEETS\SF326_NORTH WB DETAILS.dwg



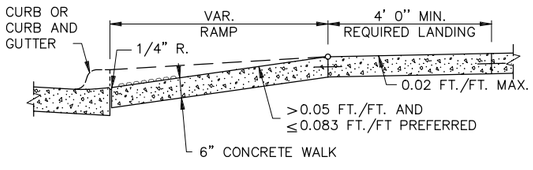
PERPENDICULAR



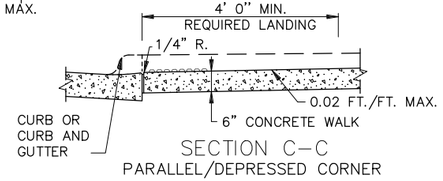
TIERED PERPENDICULAR



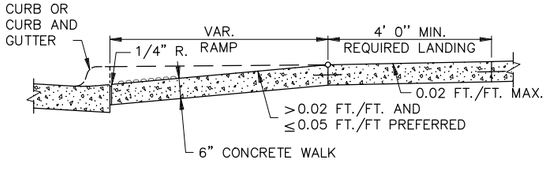
PARALLEL



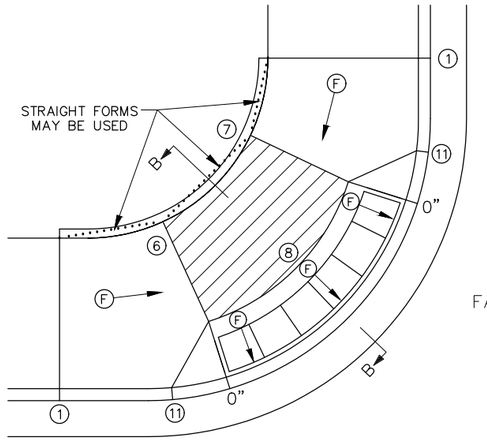
SECTION A–A
PERPENDICULAR/TIERED/DIAGONAL



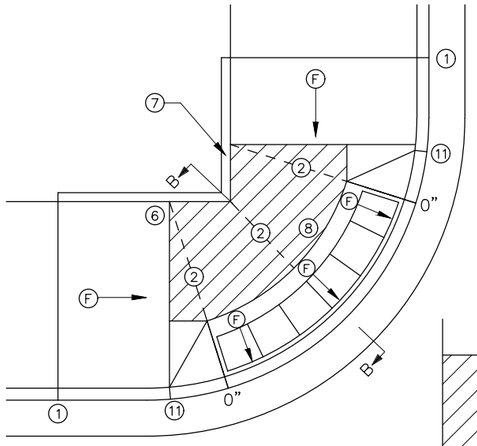
SECTION C–C
PARALLEL/DEPRESSED CORNER



SECTION B–B
FAN

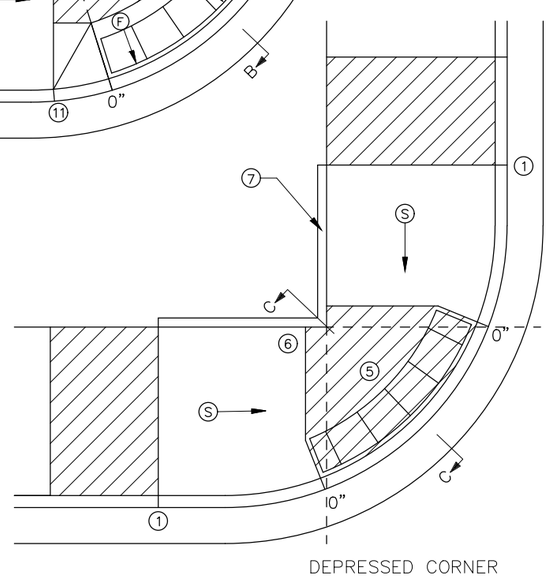


FAN (10)

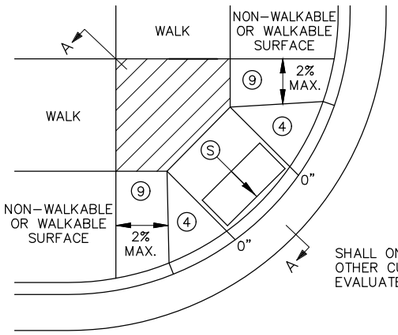


MODIFIED FAN (10)

USED WHEN RIGHT–OF–WAY
IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL

SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL

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

THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

(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%.

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
OPERATIONS DIVISION

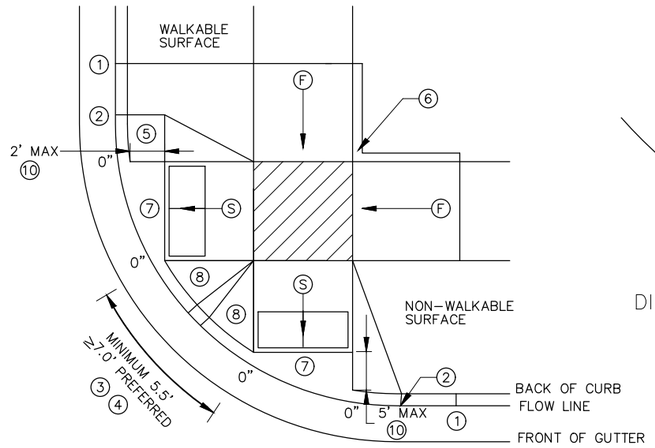
MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5–297.250 | 1 OF 6

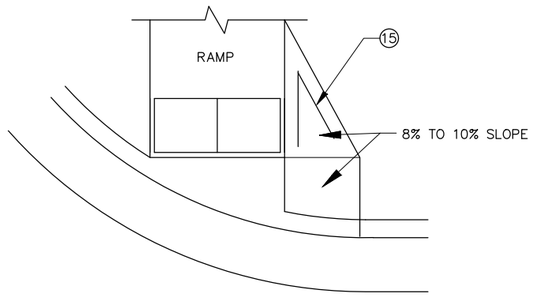
APPROVED: 11–04–2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

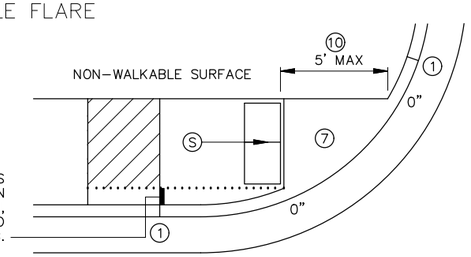
PEDESTRIAN CURB RAMP DETAILS



COMBINED DIRECTIONAL

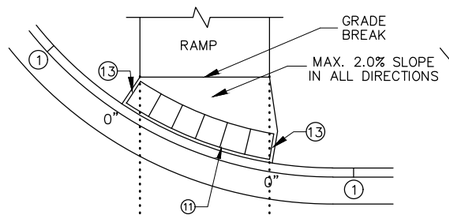


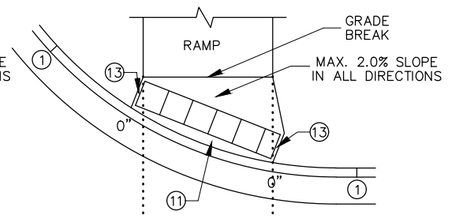
DIRECTIONAL RAMP WALKABLE FLARE



IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 2' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.

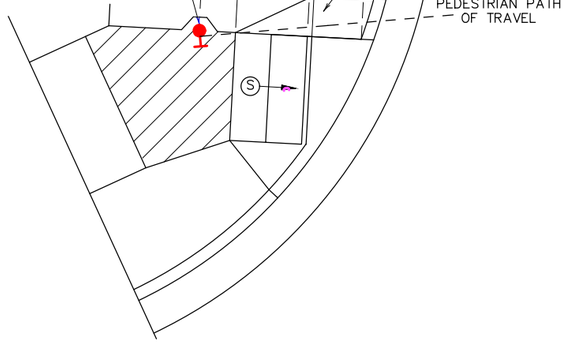
STANDARD ONE-WAY DIRECTIONAL ⑨





DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

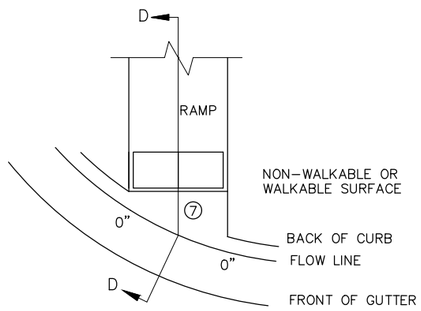
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

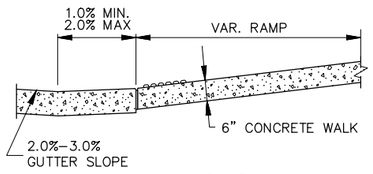


SEMI-DIRECTIONAL RAMP ③④⑨

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)





SECTION D-D

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.

(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%.

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
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

THOMAS STYRBICKI
STATE DESIGN ENGINEER

STANDARD PLAN 5-297.250 | 2 OF 6

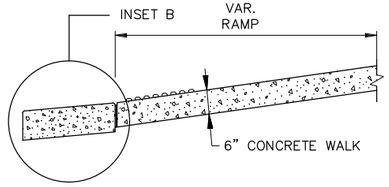
APPROVED: 11-04-2021
REVISED:

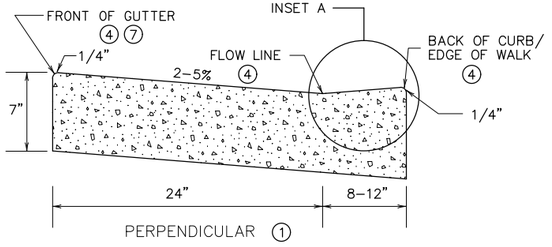
SP VALUE

PEDESTRIAN CURB RAMP DETAILS

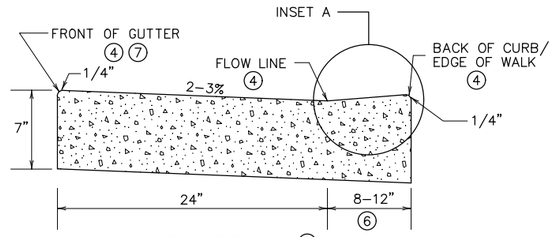
SHEET NO. 10 OF 24 SHE

Mar 10, 2026 - 1:21pm
K:\MUNICIPAL\SF326\ENGINEERING\PLAN DWG\NORTH WB SHEETS\SF326_ NORTH WBMNDOT PED RAMP DETAILS.dwg



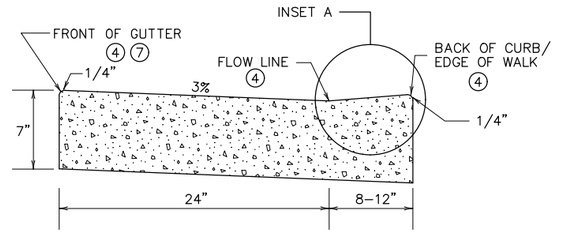


PERPENDICULAR ①

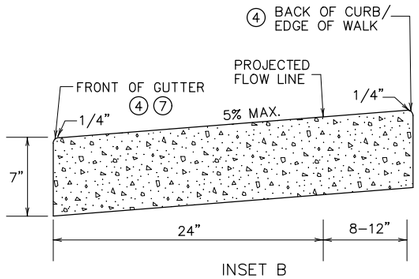


NON PERPENDICULAR ②

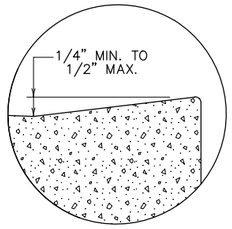
PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL



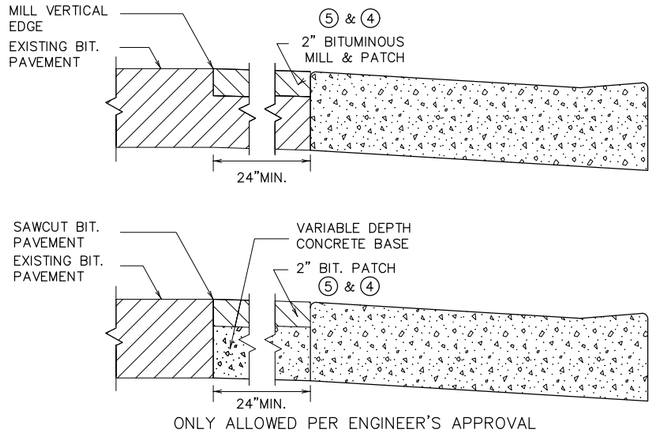
FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)



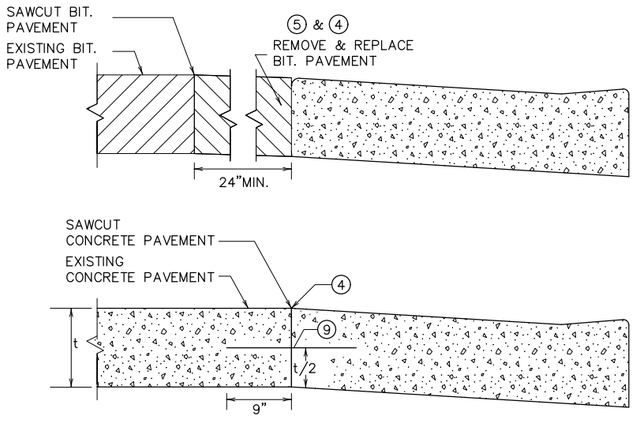
INSET B
OUTFLOW GUTTER ⑧



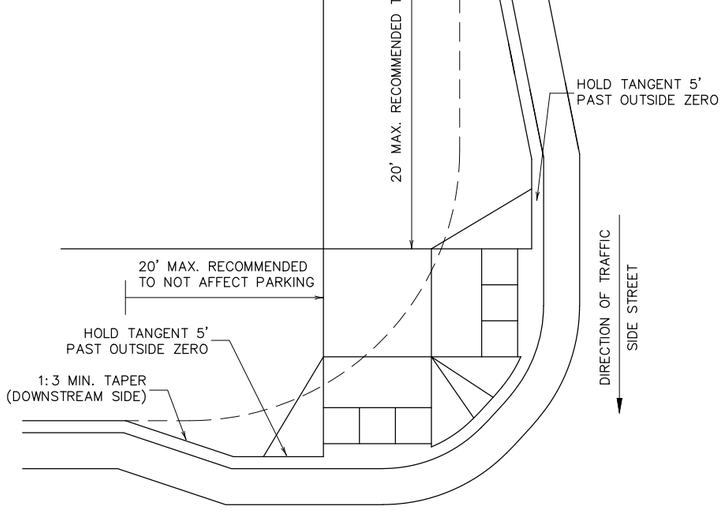
INSET A



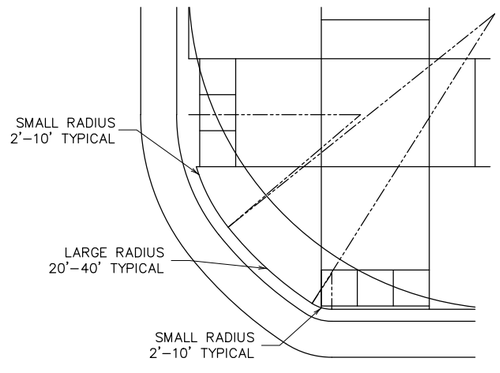
ONLY ALLOWED PER ENGINEER'S APPROVAL



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



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

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.

REVISION:

APPROVED: 11–04–2021
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

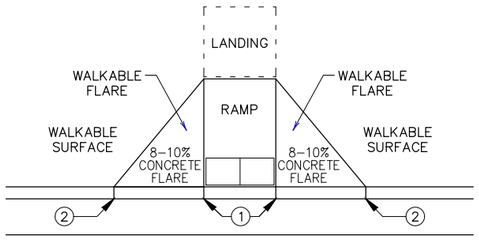
STANDARD PLAN 5–297.250 | 3 OF 6

APPROVED: 11–04–2021
REVISED:

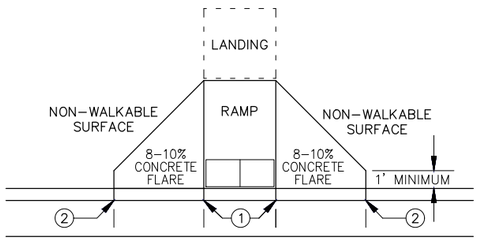
THOMAS STYRBICKI
STATE DESIGN ENGINEER

SP VALUE

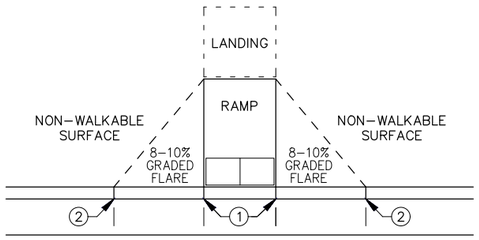
PEDESTRIAN CURB RAMP DETAILS



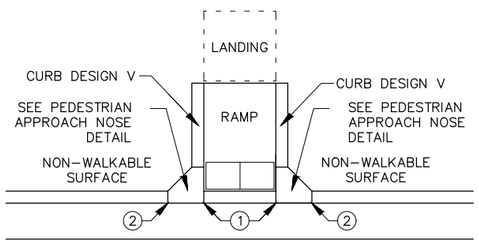
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON–WALKABLE SURFACE

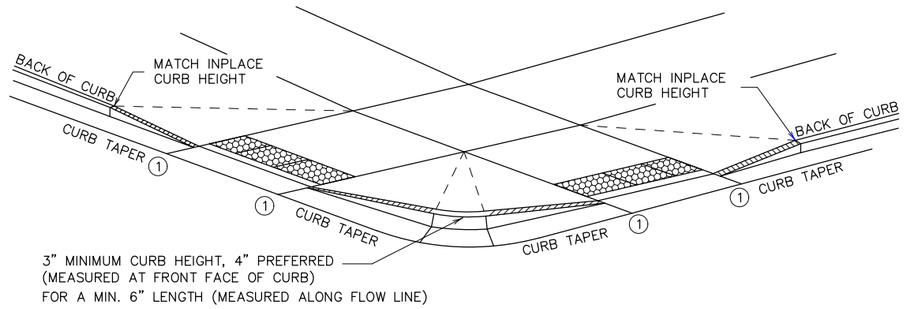


GRADED FLARES

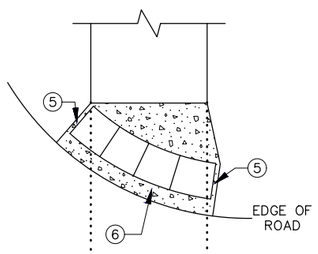


RETURNED CURB ④

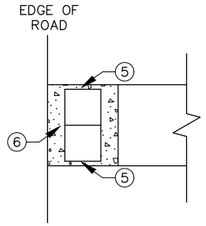
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

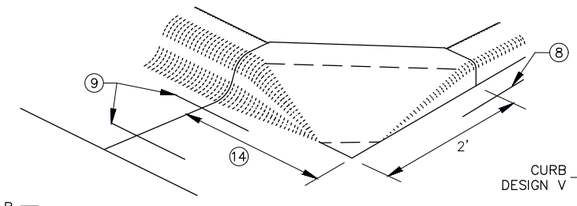


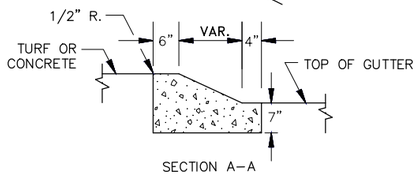
RADIAL DETECTABLE WARNING



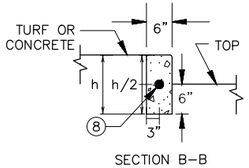
RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

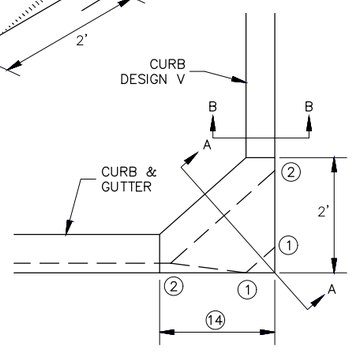




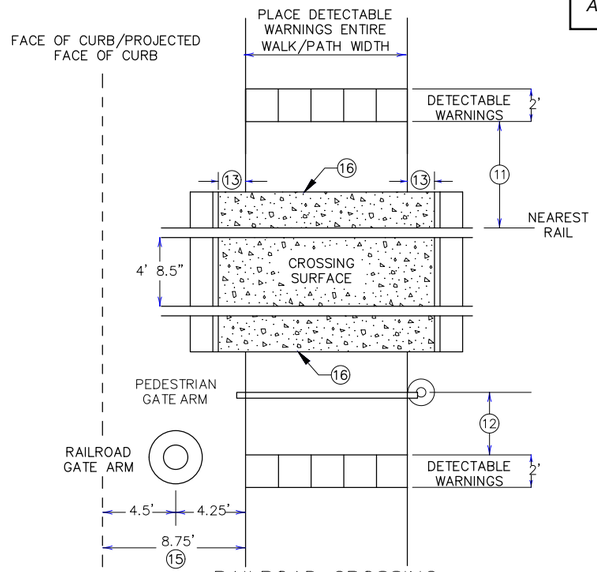
SECTION A–A



SECTION B–B



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 TAPER 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' FORM 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:

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JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5–297.250 | 4 OF 6

APPROVED: 11–04–2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

SP VALUE

PEDESTRIAN CURB RAMP DETAILS

SHEET NO. 12 OF 24 SHE

Mar 10, 2026 – 1:21pm
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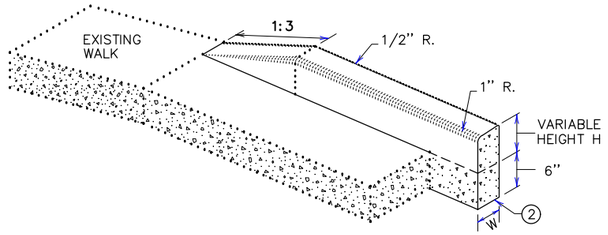
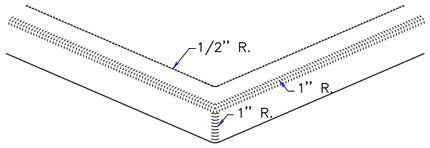
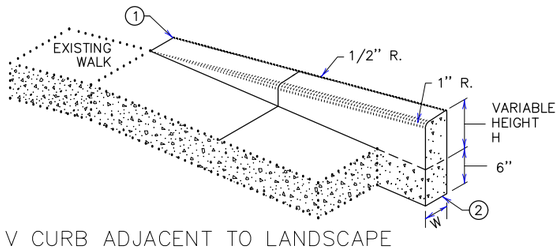


V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

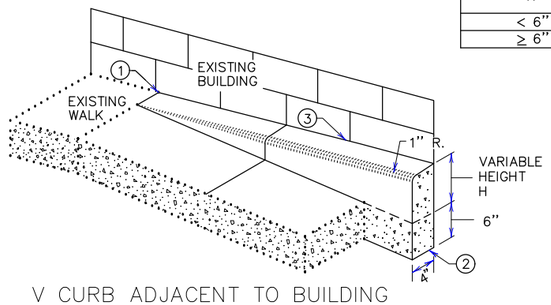


V CURB INTERSECTION

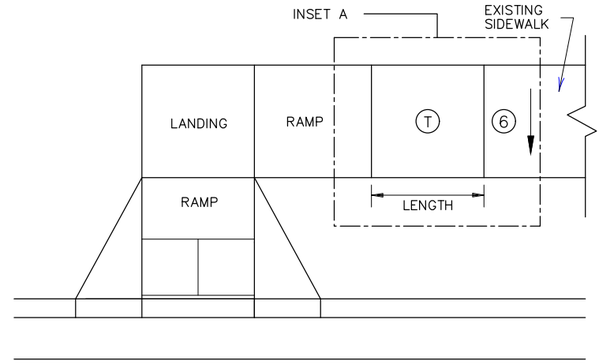
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
< 6"	4"
≥ 6"	6"



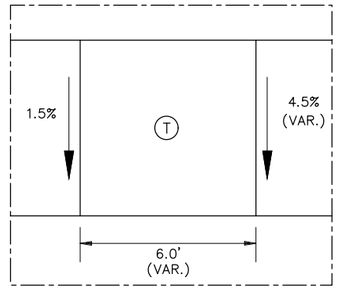
V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS



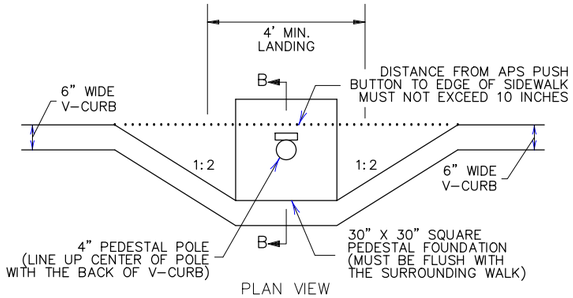
V CURB ADJACENT TO BUILDING OR BARRIER



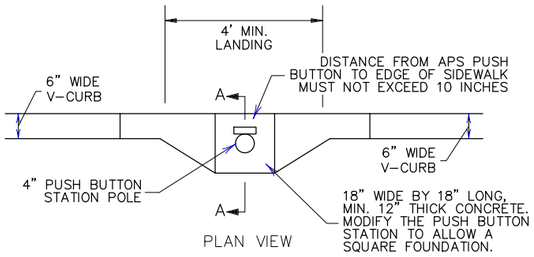
TRANSITION PANEL ④⑤



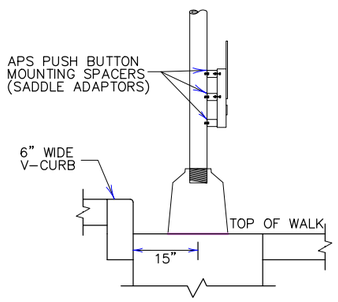
INSET A



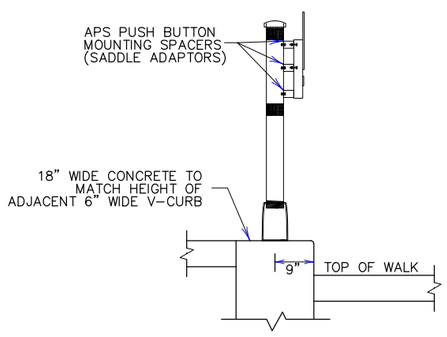
PLAN VIEW



PLAN VIEW



SECTION B–B



SECTION A–A

SIGNAL PEDESTAL & PUSH BUTTON (V–CURB)

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.

Ⓢ 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%.

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.

Ⓣ 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.

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JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5–297.250 | 5 OF 6

APPROVED: 11–04–2021
REVISED:

THOMAS STYRBICKI
STATE DESIGN ENGINEER

SP VALUE

PEDESTRIAN CURB RAMP DETAILS

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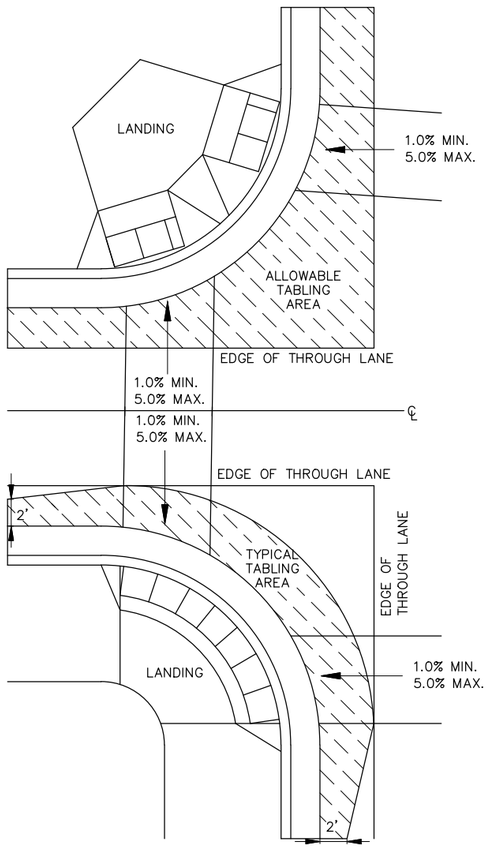
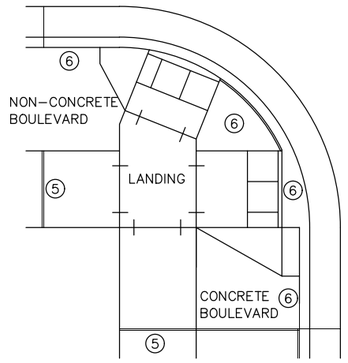
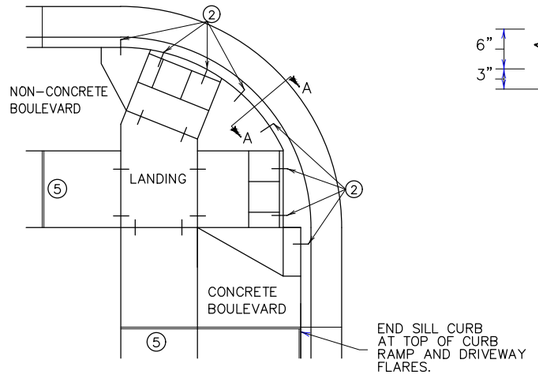


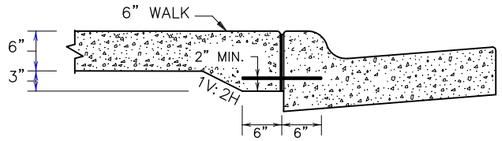
CURB LINE AND ROAD CROSSING ADJUSTMENTS



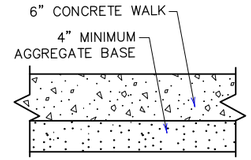
EXPANSION MATERIAL PLACEMENT
FOR CONCRETE ROADWAYS



CURB LINE REINFORCEMENT ④
PLACEMENT ON BITUMINOUS ROADWAYS

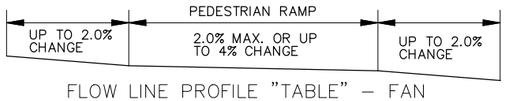


SECTION VIEW A–A
THICKENED SECTION
THROUGH CURB RAMP FLARES



TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

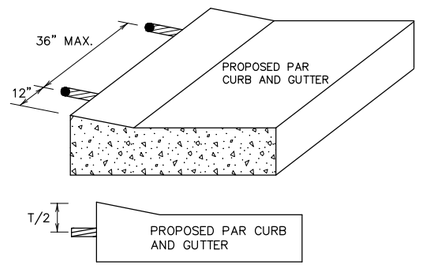
FLOW LINE PROFILE "TABLE" – TWIN PERPENDICULARS



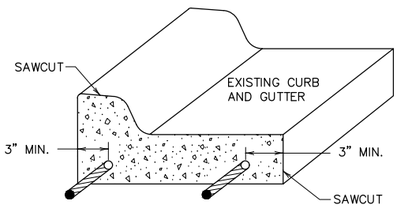
FLOW LINE PROFILE "TABLE" – FAN

FLOW LINE PROFILE RAISE – TWIN PERPENDICULARS

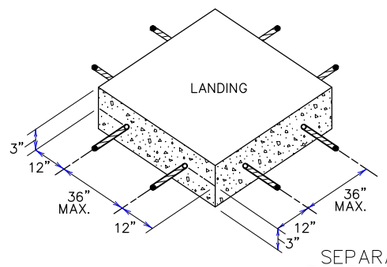
FLOW LINE PROFILE RAISE – FAN

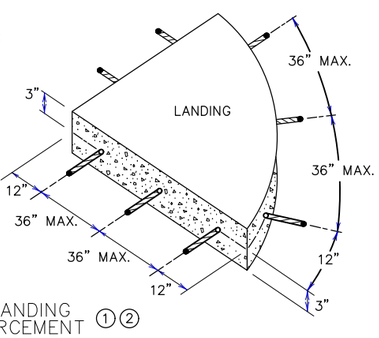


CURB RAMP REINFORCEMENT DETAILS ②④



CURB AND GUTTER
REINFORCEMENT ③





SEPARATE LANDING
POUR REINFORCEMENT ①②

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
JEFFREY PERKINS
OPERATIONS DIVISION

MINNESOTA DEPARTMENT OF TRANSPORTATION

STANDARD PLAN 5–297.250 | 6 OF 6

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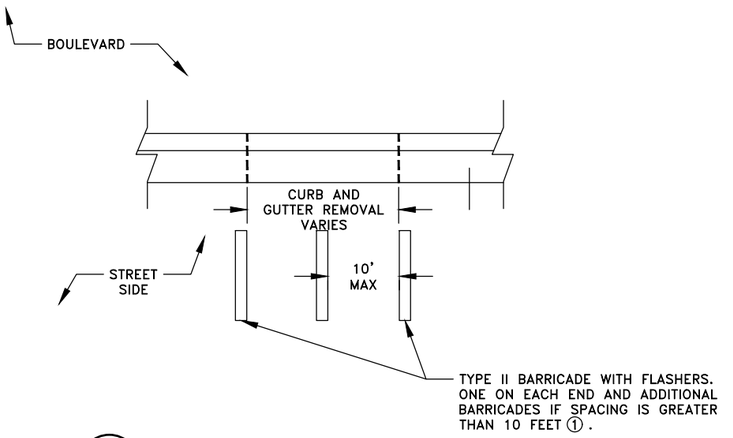
THOMAS STYRBICKI
STATE DESIGN ENGINEER

SP VALUE

PEDESTRIAN CURB RAMP DETAILS



1/15 CURB AND GUTTER REPLACEMENT PROTECTION DETAIL

N.T.S.

GENERAL NOTES:

1. ALL CONTRACTOR TRAFFIC WITHIN THE CITY OF ST. FRANCIS SHALL BE LIMITED TO THE PROJECT AREA, DESIGNATED HAUL ROUTES, APPROVED CITY COLLECTOR STREETS OR COUNTY AND STATE HIGHWAYS.
2. THE PLANS INDICATE THE SALVAGE OR REMOVAL OF ALL STOP SIGNS AND STREET IDENTIFICATION SIGNS. THE CONTRACTOR SHALL MAINTAIN THESE SIGNS IN PLACE UNTIL THE PERMANENT SIGNS ARE INSTALLED. THESE SIGNS MAY REQUIRE TEMPORARY REMOVAL AND SALVAGE AND REPLACEMENT TO COMPLETE THE WORK. MAINTENANCE OF THE EXISTING SIGNS SHALL BE INCIDENTAL.
3. ALL TEMPORARY SIGNS SHALL BE REMOVED WITHIN 48 HOURS AFTER THEY ARE NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
4. ORANGE SAFETY FENCE SHALL BE CONSTRUCTED AS NEEDED AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE FENCE SHALL BE PER ITEM 2572–TEMPORARY FENCE.
5. CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY PEDESTRIAN AND BICYCLE ACCESS ROUTE DEVICES, INCLUDING BUT NOT LIMITED TO PEDESTRIAN CHANNELIZERS AND PEDESTRIAN RAILING SYSTEMS, SIDEWALK BARRICADES, TEMPORARY WALKWAY SURFACES, DETECTABLE WARNING SURFACES, AUDIBLE MESSAGE DEVICES, CURB RAMPS, CHANNELIZERS AND ALL REQUIRED SIGNAGE TO MEET ALL REQUIREMENTS OF THE NOVEMBER 2005 VERSION OF THE PUBLIC RIGHT–OF–WAY ACCESSIBILITY GUIDELINES, THE LATEST VERSION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL–PART 6, THE AMERICANS WITH DISABILITIES ACT, MNDOT'S GUIDANCE DOCUMENT "PEDESTRIAN ACCOMMODATIONS THROUGH WORK ZONES DESIGN GUIDANCE", AND MNDOT'S GUIDANCE DOCUMENT "ACCOMMODATING PEOPLE ON BICYCLES THROUGH WORK ZONES." THE CONTRACTOR SHALL PROVIDE TEMPORARY PEDESTRIAN AND BICYCLE ACCESS ROUTE LAYOUTS AND DETOURS FOR ANY PROPOSED SIDEWALK OR TRAIL CLOSURES. ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO MAINTAIN PEDESTRIAN AND BICYCLE ACCESS ROUTES SHALL BE INCIDENTAL TO ITEM 2563–ALTERNATE PEDESTRIAN ROUTE.
6. CONTRACTOR SHALL MAINTAIN A HANDICAP ACCESSIBLE PEDESTRIAN ROUTE AT ALL TIMES UNLESS AN APPROVED DETOUR IS CONSTRUCTED OR AS OTHERWISE NOTED ON THESE PLANS. ROUTE SHALL MEET ALL REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT. CONTRACTOR SHALL SUBMIT A DETAILED PLAN TO THE ENGINEER FOR APPROVAL SHOWING HOW THE ROUTE WILL BE MAINTAINED THROUGHOUT CONSTRUCTION. THIS WORK SHALL BE PAID PER ITEM 2563–ALTERNATE PEDESTRIAN ROUTE.
7. REFER TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
8. IN AREAS THAT ARE NOT IN A CONTROLLED WORK SPACE, ALL DROP OFFS GREATER THAN 2" (CURB REMOVAL) SHALL BE MARKED WITH TYPE 2 BARRICADES WITH FLASHERS AT BOTH ENDS AND EVERY 10 L.F. SEE DETAIL 1 ON SHEET 15.
9. THE TRAFFIC CONTROL DEPICTED ON SHEETS 16–18 ARE CONSIDERED THE MINIMUM TRAFFIC CONTROL REQUIRED TO COMPLETE THE CONSTRUCTION IN THE REQUIRED PHASES. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE A SAFE WORK SPACE AT ALL TIMES. THE TRAFFIC CONTROL PHASES SHOWN DO NOT DEPICT TRAFFIC CONTROL THAT IS REQUIRED FOR CONSTRUCTION OF THE BITUMINOUS PAVEMENT AND STRIPING. THE CONTRACTOR SHALL PROVIDE LAYOUTS FOR APPROVAL BY THE ENGINEER FOR THESE WORK ITEMS. UNLESS NOTED ON THE TRAFFIC CONTROL PLANS AND PROVIDED FOR ON THE BID FORM ALL TRAFFIC CONTROL REQUIRED TO COMPLETE THIS PROJECT SHALL BE INCIDENTAL TO ITEM 2563–TRAFFIC CONTROL.
10. ALL NON–STANDARD TRAFFIC CONTROL SIGNS ON SHEETS 16–18 SHALL HAVE 8" SERIES C LETTERING.
11. ALL TEMPORARY TRAFFIC CONTROL SIGNS, UNLESS OTHERWISE NOTED, SHALL BE CONSTRUCTED ON TWO PERMANENT POSTS. POSTS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT, OR UNTIL NO LONGER NEEDED, AND ALL DISTURBED AREAS SHALL BE RESTORED.
12. CONTRACTOR SHALL PROVIDE A 1:10 TAPER AND "BUMP" SIGNS (W8–1a) AT ALL MATCH POINTS TO THE EXISTING PAVEMENT UNTIL THE FINAL WEAR COURSE OF BITUMINOUS IS COMPLETED. TAPERS SHALL BE REMOVED JUST PRIOR TO PAVING. THIS MILLING WORK SHALL BE INCIDENTAL.

REFERENCE NOTES:

① BARRICADE INCIDENTAL TO ITEM–2563 TRAFFIC CONTROL.

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.

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

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WOODBINE STREET
EXTENSION PROJECT

TRAFFIC CONTROL NOTES AND DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 15 OF

SF326

Mar 10, 2026 – 1:21pm
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LEGEND

WORK SPACE

TYPE B DRUM

REFERENCE NOTES:

① CONTRACTOR SHALL FURNISH AND INSTALL A IMPACT ATTENUATOR. IMPACT ATTENUATOR SHALL MEET THE REQUIREMENTS OF THE QUADGAURD CZ SYSTEM AS MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. OR APPROVED EQUAL. DESIGN LENGTH OF THE CRASH CUSHION SHALL BE DETERMINED USING THE FORMULA/CRITERIA IN THE MN/DOT TEMPORARY BARRIER GUIDANCE MANUAL DATED DECEMBER 2018. IMPACT ATTENUATOR SHALL BE DESIGNED FOR A 35 MPH SPEED LIMIT. A MINIMUM OF TWO FEET IS REQUIRED BETWEEN THE END OF THE IMPACT ATTENUATOR AND LANE LINE.

② BARRIER SHALL MEET THE REQUIREMENTS OF MNDOT STANDARD PLATE 8337. ALL BARRIERS SHALL BE PINNED INCLUDING RETAINER BOLTS. NO PART OF THE BARRIER SHALL BE CLOSER THAN 2 FEET OF THE LANE LINE.

R11-2 ROAD CLOSED

R11-2 ROAD CLOSED

R11-2 ROAD CLOSED

R3-1

NO SHOULDER W8-23

BRIDGE STREET NW

BRIDGE STREET NW

25'

100'

100'

250 LF BARRIER (NOT INCLUDING IMPACT ATTENUATOR) ②

13' FROM FACE OF BARRIER TO CENTERLINE OF ROAD – 11 FOOT LANE AND 2 FOOT BUFFER

IMPACT ATTENUATOR ①

ROAD WORK AHEAD W20-1

R3-2

ROAD WORK AHEAD W20-1

AMBASSADOR BOULEVARD NW

WOODBINE STREET NW

BUTTERFIELD DRIVE NW

ANOKA COUNTY RIGHT OF WAY

N

SCALE 40 0 40 80 IN FEET

Mar 10, 2026 – 1:21pm
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DATE	REVISION

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CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

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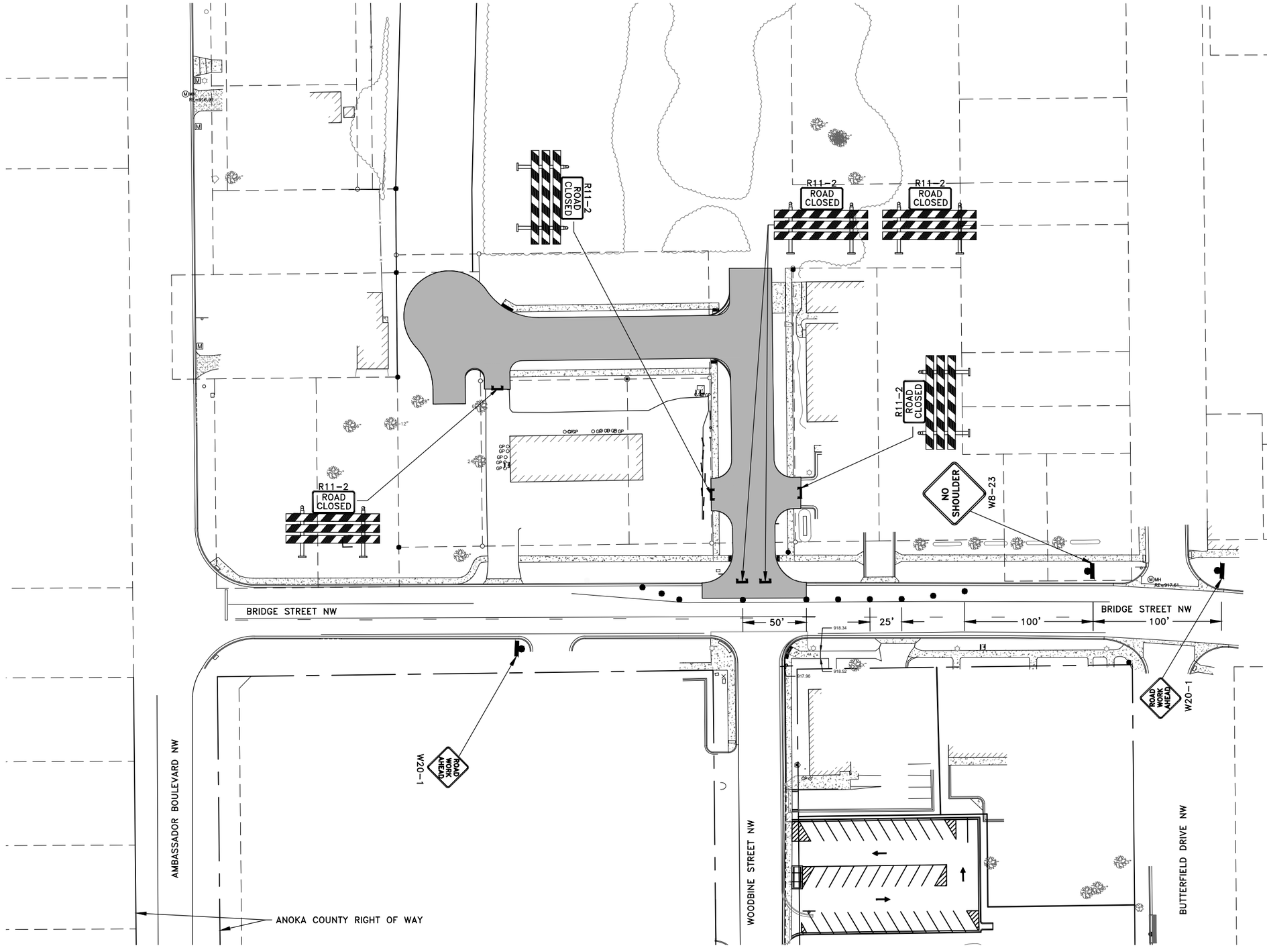
WOODBINE STREET EXTENSION PROJECT

TRAFFIC CONTROL PLAN – PHASE 1

CITY OF ST. FRANCIS, MINNESOTA

SHEET 16 OF



LEGEND

- WORK SPACE
- TYPE B DRUM

GENERAL NOTES:

1. ALL CONTRACTOR TRAFFIC WITHIN THE CITY OF ST. FRANCIS SHALL BE LIMITED TO THE PROJECT AREA, DESIGNATED HAUL ROUTES, APPROVED CITY COLLECTOR STREETS OR COUNTY AND STATE HIGHWAYS.
2. THE PLANS INDICATE THE SALVAGE OR REMOVAL OF ALL STOP SIGNS AND STREET IDENTIFICATION SIGNS. THE CONTRACTOR SHALL MAINTAIN THESE SIGNS IN PLACE UNTIL THE PERMANENT SIGNS ARE INSTALLED. THESE SIGNS MAY REQUIRE TEMPORARY REMOVAL AND SALVAGE AND REPLACEMENT TO COMPLETE THE WORK. MAINTENANCE OF THE EXISTING SIGNS SHALL BE INCIDENTAL.
3. ALL TEMPORARY SIGNS SHALL BE REMOVED WITHIN 48 HOURS AFTER THEY ARE NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
4. CONTRACTOR SHALL MAINTAIN A HANDICAP ACCESSIBLE PEDESTRIAN ROUTE AT ALL TIMES UNLESS AN APPROVED DETOUR IS CONSTRUCTED. ROUTE SHALL MEET ALL REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT. CONTRACTOR SHALL SUBMIT A DETAILED PLAN TO THE ENGINEER FOR APPROVAL SHOWING HOW THE ROUTE WILL BE MAINTAINED THROUGHOUT CONSTRUCTION. THIS WORK SHALL BE PAID PER ITEM 2563-ALTERNATE PEDESTRIAN ROUTE.
5. REFER TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
6. THE TRAFFIC CONTROL DEPICTED ON THIS SHEET IS CONSIDERED THE MINIMUM TRAFFIC CONTROL REQUIRED TO COMPLETE THE CONSTRUCTION IN THE REQUIRED PHASES. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE A SAFE WORK SPACE AT ALL TIMES. THE TRAFFIC CONTROL PHASES SHOWN DO NOT DEPICT TRAFFIC CONTROL THAT IS REQUIRED FOR CONSTRUCTION OF THE BITUMINOUS PAVEMENT AND STRIPING. THE CONTRACTOR SHALL PROVIDE LAYOUTS FOR APPROVAL BY THE ENGINEER FOR THESE WORK ITEMS. UNLESS NOTED ON THE TRAFFIC CONTROL PLANS AND PROVIDED FOR ON THE BID FORM ALL TRAFFIC CONTROL REQUIRED TO COMPLETE THIS PROJECT SHALL BE INCIDENTAL TO ITEM 2563-TRAFFIC CONTROL.
7. CONTRACTOR SHALL REMOVE OR BLACKOUT EXISTING PERMANENT STRIPING AND PAVEMENT MESSAGES AND NEW TEMPORARY PAVEMENT MESSAGES AND STRIPING THAT CONFLICT WITH TRAFFIC CONTROL. THIS WORK SHALL BE INCIDENTAL.
8. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.

N

SCALE: 40 0 40 80 IN FEET

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WOODBINE STREET EXTENSION PROJECT

TRAFFIC CONTROL PLAN - PHASE 2

CITY OF ST. FRANCIS, MINNESOTA

SHEET 17 OF

Mar 10, 2026 - 1:21pm
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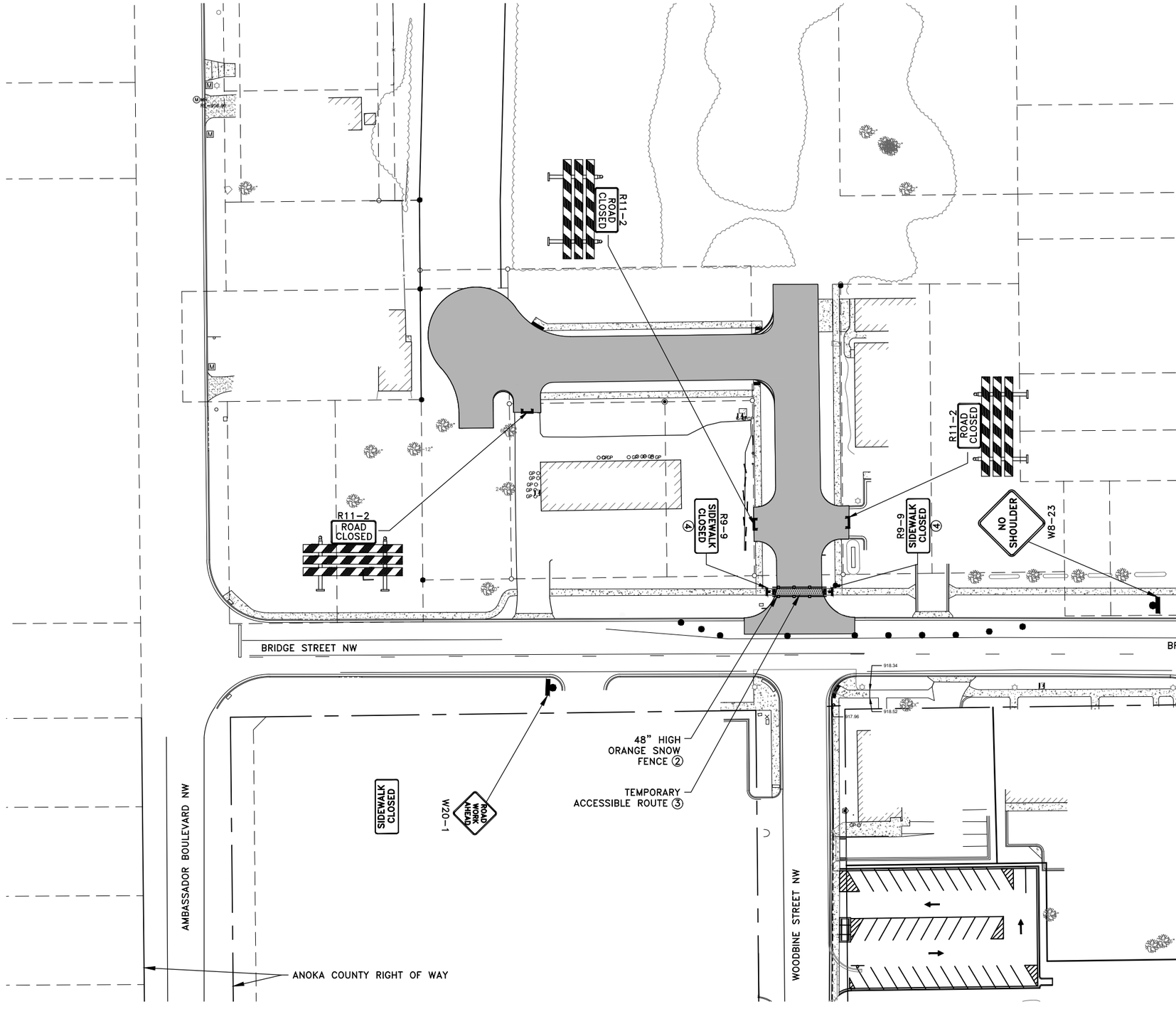

LEGEND

- WORK SPACE
- TYPE B DRUM
- ACCESSIBLE SURFACE

GENERAL NOTES:

1. ALL CONTRACTOR TRAFFIC WITHIN THE CITY OF ST. FRANCIS SHALL BE LIMITED TO THE PROJECT AREA, DESIGNATED HAUL ROUTES, APPROVED CITY COLLECTOR STREETS OR COUNTY AND STATE HIGHWAYS.
2. ALL TEMPORARY SIGNS SHALL BE REMOVED WITHIN 48 HOURS AFTER THEY ARE NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
3. REFER TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
4. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.
5. CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN TEMPORARY PEDESTRIAN ACCESS ROUTE DEVICES, INCLUDING BUT NOT LIMITED TO PEDESTRIAN CHANNELIZERS AND PEDESTRIAN RAILING SYSTEMS, SIDEWALK BARRICADES, TEMPORARY WALKWAY SURFACES, DETECTABLE WARNING SURFACES, AUDIBLE MESSAGE DEVICES, CURB RAMPS, CHANNELIZERS AND ALL REQUIRED SIGNAGE TO MEET ALL REQUIREMENTS OF THE NOVEMBER 2005 VERSION OF THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES, THE LATEST VERSION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL-PART 6K AND THE AMERICANS WITH DISABILITIES ACT. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL PROVIDE TEMPORARY PEDESTRIAN ACCESS ROUTE LAYOUTS AND DETOURS FOR ANY PROPOSED SIDEWALK OR TRAIL CLOSURES FOR REVIEW AND APPROVAL BY THE ENGINEER. ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO MAINTAIN PEDESTRIAN ACCESS ROUTES SHALL BE INCIDENTAL TO ITEM 2563- ALTERNATE PEDESTRIAN ROUTE.
6. RAMPS AND ACCESSIBLE ROUTES SHALL HAVE FIRM, STABLE AND NON-SLIP SURFACES THAT ALLOWS NORMAL USAGE OF WHEELCHAIRS, WALKERS, STROLLERS AND OTHER MOBILITY DEVICES. SUITABLE SURFACE MATERIALS ARE CONCRETE, BITUMINOUS, STEEL, RUBBER, WOOD (3/4" OR THICKER), AND PLASTIC. GRAVEL, MILLINGS, OR OTHER UNEVEN SURFACES ARE NOT ACCEPTABLE SURFACE MATERIALS.
7. CONTRACTOR TO CLOSE SIDEWALK TO ALLOW FOR UTILITY AND PAVEMENT CONSTRUCTION. DURING OTHER CONSTRUCTION OPERATIONS, CONTRACTOR SHALL OPEN SIDEWALK UPON COMPLETION OF WORK NECESSITATING CLOSURE.

REFERENCE NOTES:

(1) BARRICADE INCIDENTAL TO ITEM-2563 TRAFFIC CONTROL.
(2) ITEM SHALL BE PAID PER ITEM 2572-TEMPORARY FENCE.
(3) CONTRACTOR SHALL MAINTAIN AN ACCESSIBLE SURFACE.
(4) CONTRACTOR SHALL REMOVE TEMPORARY SIGN COMPLETION OF UPON WORK WITHIN THE VICINITY.

N

40 0 40 80
SCALE IN FEET

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WOODBINE STREET
EXTENSION PROJECT

PEDESTRIAN ACCESS PLAN

CITY OF ST. FRANCIS, MINNESOTA

SHEET 18 OF

Mar 10, 2026 - 1:21pm
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REMOVE SIGN

SAWCUT 10LF CONCRETE PAVEMENT
REMOVE 36 SY CONCRETE PAVEMENT

SAWCUT 102LF BITUMINOUS PAVEMENT
REMOVE 125 SY BITUMINOUS PAVEMENT
SAWCUT 4LF CONCRETE PAVEMENT
REMOVE 7 SY CONCRETE PAVEMENT
REMOVE 82LF CURB AND GUTTER

REMOVE CATCH BASIN AND 29LF STORM SEWER

REMOVE SIGN

REMOVE 198LF
SANITARY SEWER PIPE

REMOVE 164LF FENCE

BRIDGE STREET

AMBASSADOR BOULEVARD

30 0 30 60
SCALE IN FEET

DATE	REVISION

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WOODBINE STREET
EXTENSION PROJECT

EXISTING CONDITIONS AND REMOVALS PLAN

CITY OF ST. FRANCIS, MINNESOTA

SHEET 19 OF

Mar 10, 2026 - 11:21pm
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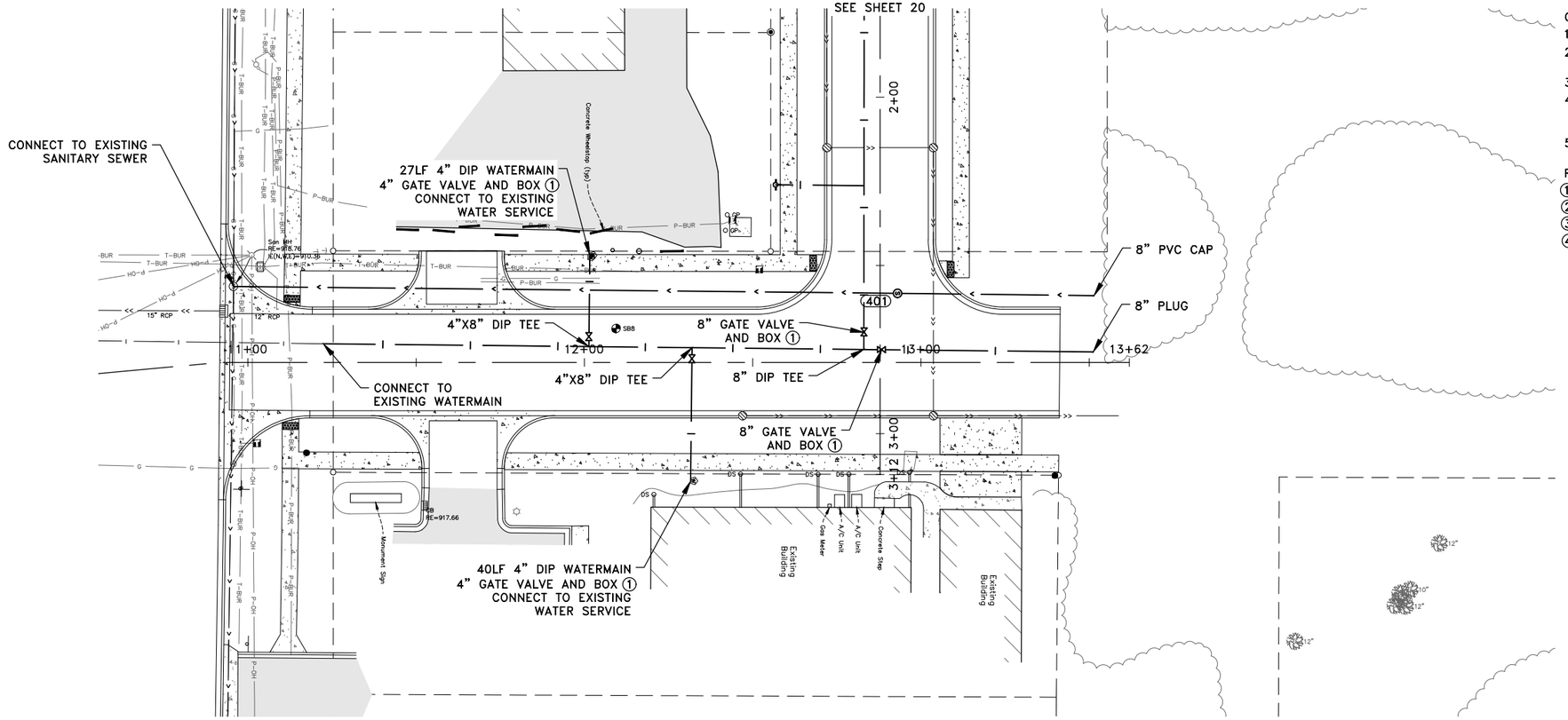


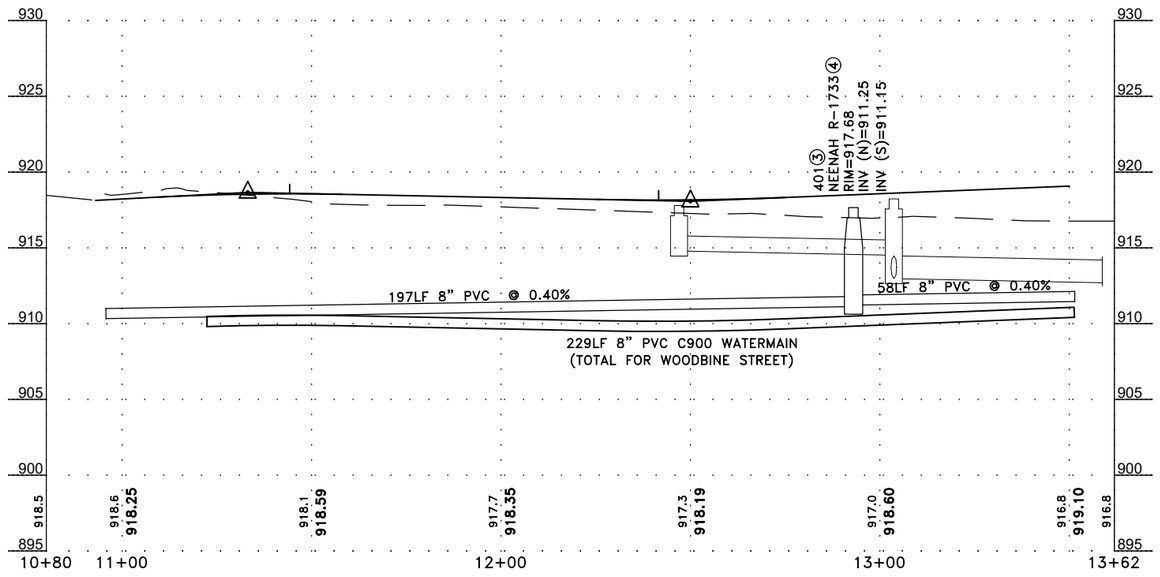
GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL CONSTRUCTION NOTES.
2. CITY STANDARD PLATES (CSP) ARE SHOWN ON SHEETS 5–8.
3. CONSTRUCT WATERMAIN PIPE BEDDING PER CSP 213.
4. ALL WATERMAIN AND SANITARY SEWER SHALL BE CONSTRUCTED WITH TRACER WIRE PER CSP 217, 315, AND 317.
5. ALL WATERMAIN BENDS AND TEES SHALL BE SUPPORTED PER CSP 200 AND 203.

REFERENCE NOTES:

(1) CONSTRUCT ALL GATE VALVE AND BOXES PER CSP 207.
(2) CONSTRUCT HYDRANTS PER CSP 205, 206, AND 210.
(3) CONSTRUCT STRUCTURE PER CSP 300.
(4) CONSTRUCT CASTING PER CSP 307. CASTING SHALL BE CONSTRUCTED ON TOP OF ADJUSTING RINGS SURROUNDED BY AN EXTERNAL CHIMNEY SEAL. SEE CSP 309 AND 310.

SCALE: 20 0 20 40 IN FEET



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WOODBINE STREET EXTENSION PROJECT

WATERMAIN AND SANITARY SEWER PLAN

WOODBINE STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 20 OF

Mar 10, 2026 – 1:21pm
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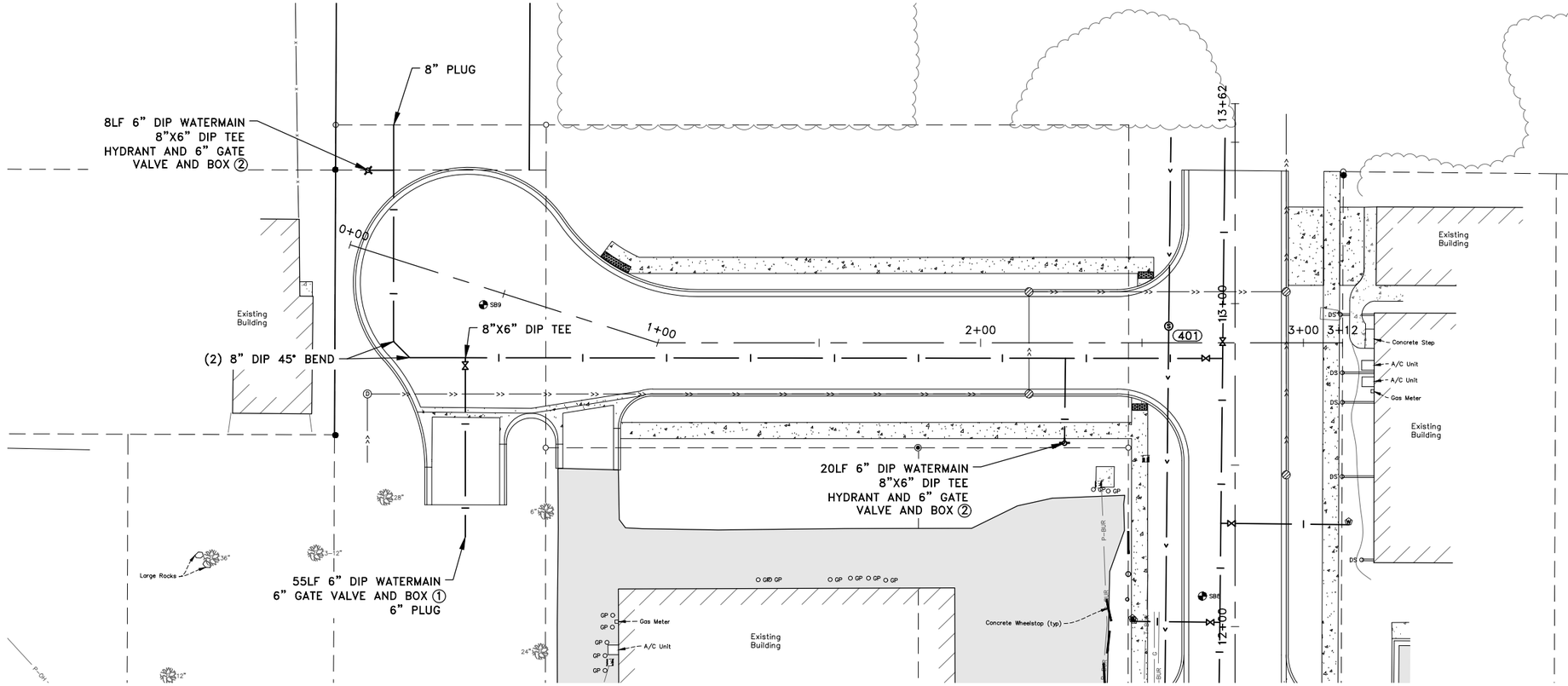

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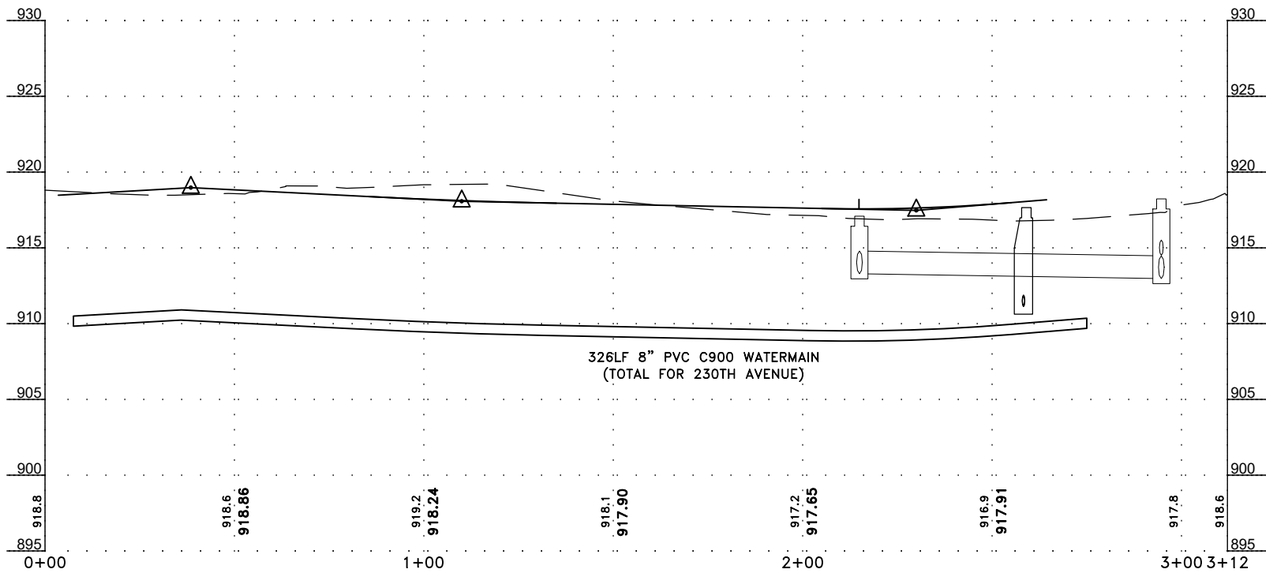
③ CONSTRUCT STRUCTURE PER CSP 300.
④ CONSTRUCT CASTING PER CSP 307. CASTING SHALL BE CONSTRUCTED ON TOP OF ADJUSTING RINGS SURROUNDED BY AN EXTERNAL CHIMNEY SEAL. SEE CSP 309 AND 310.

N

SCALE 20 0 20 40 IN FEET



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WOODBINE STREET
EXTENSION PROJECT

WATERMAIN AND SANITARY SEWER PLAN

230TH LANE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 21 OF

Mar 10, 2026 – 1:21pm
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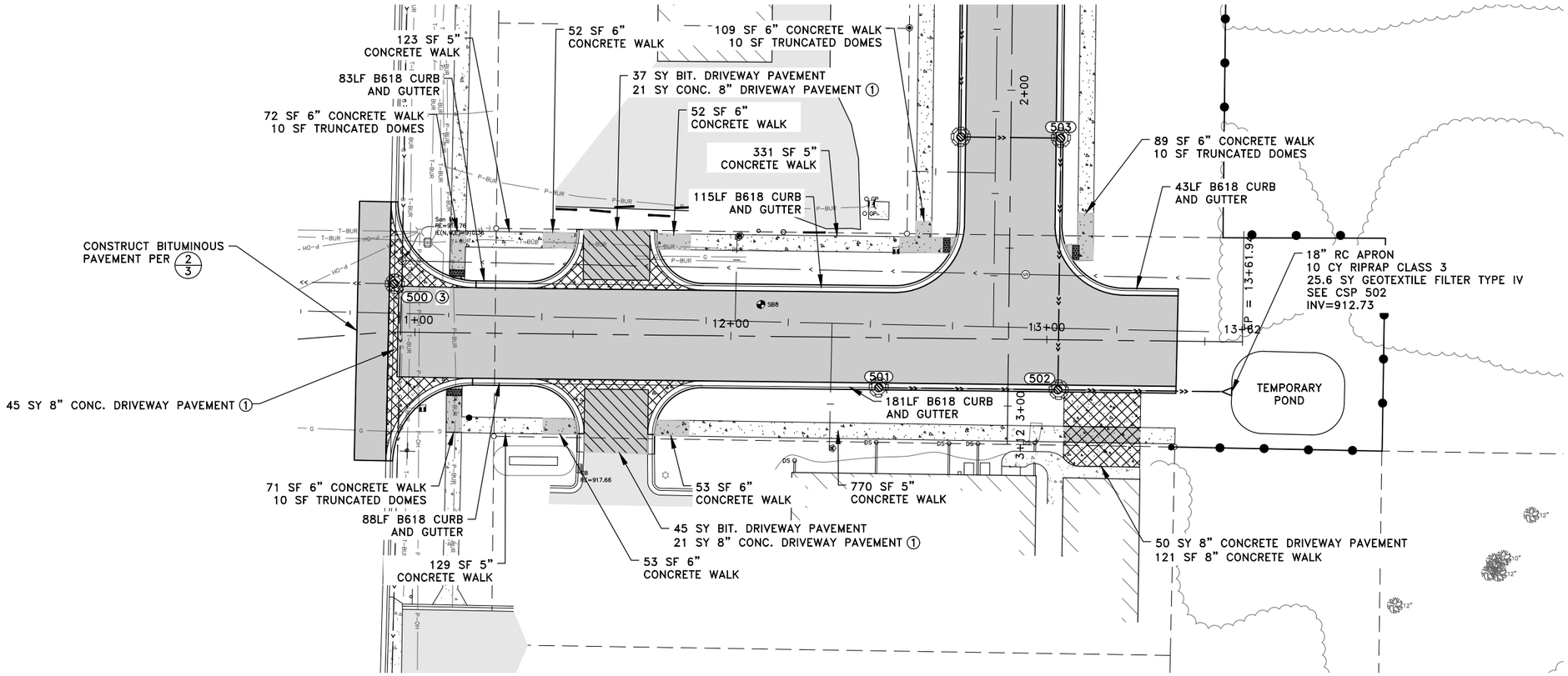

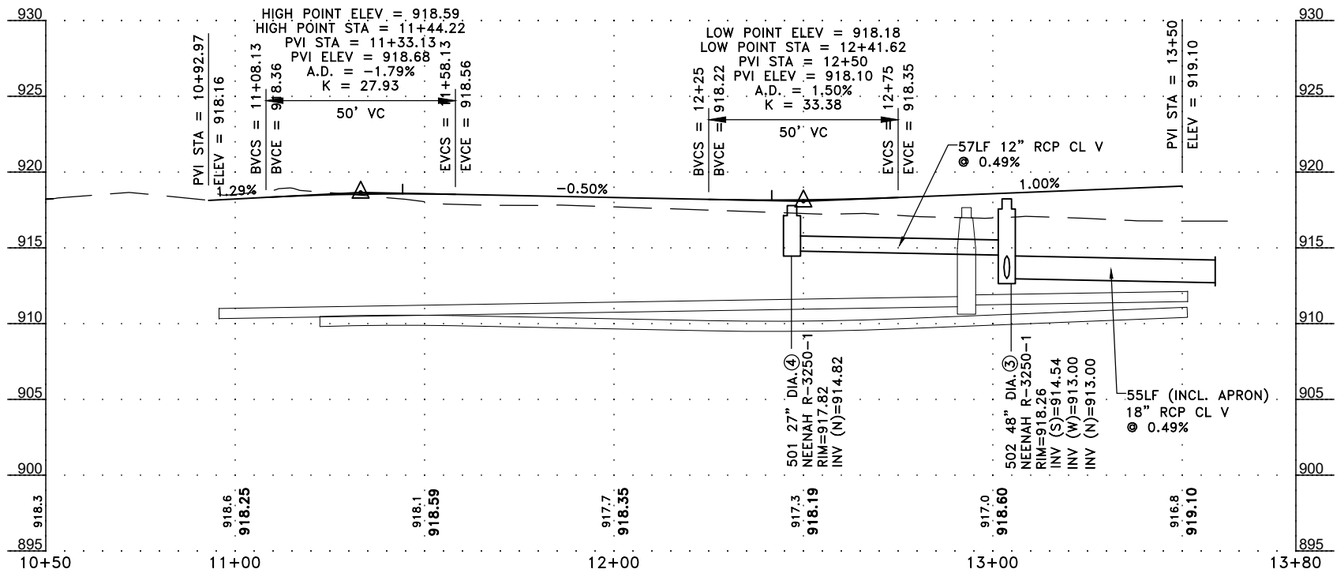

GENERAL NOTES:

1. SEE SHEET 2 FOR ADDITIONAL CONSTRUCTION NOTES.
2. CITY STANDARD PLATES (CSP) ARE SHOWN ON SHEETS 5-8.
3. SEE DETAILS 1, 2, AND 3 ON SHEET 4 FOR PAVING AT CURB, GATE VALVES, AND CASTINGS.

REFERENCE NOTES:

(1) SEE DETAIL 6 ON SHEET 3 FOR ADDITIONAL INFORMATION ON THE CONSTRUCTION OF THE CONCRETE VALLEY GUTTER.
(2) CONSTRUCT STRUCTURE PER CSP 400. CASTING SHALL BE CONSTRUCTED WITH ADJUSTING RINGS. SEE CSP 414 FOR ADDTIONAL INFORMATION.
(3) CONSTRUCT STRUCTURE PER CSP 406.
(4) CONSTRUCT STRUCTURE PER CSP 410.

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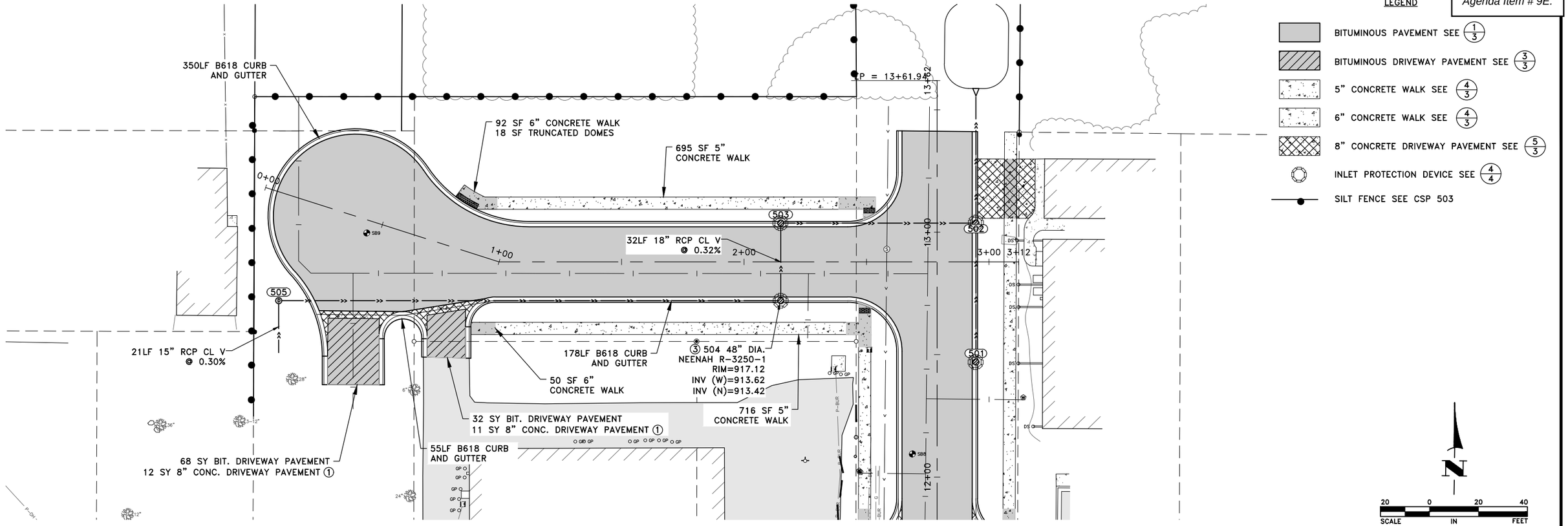
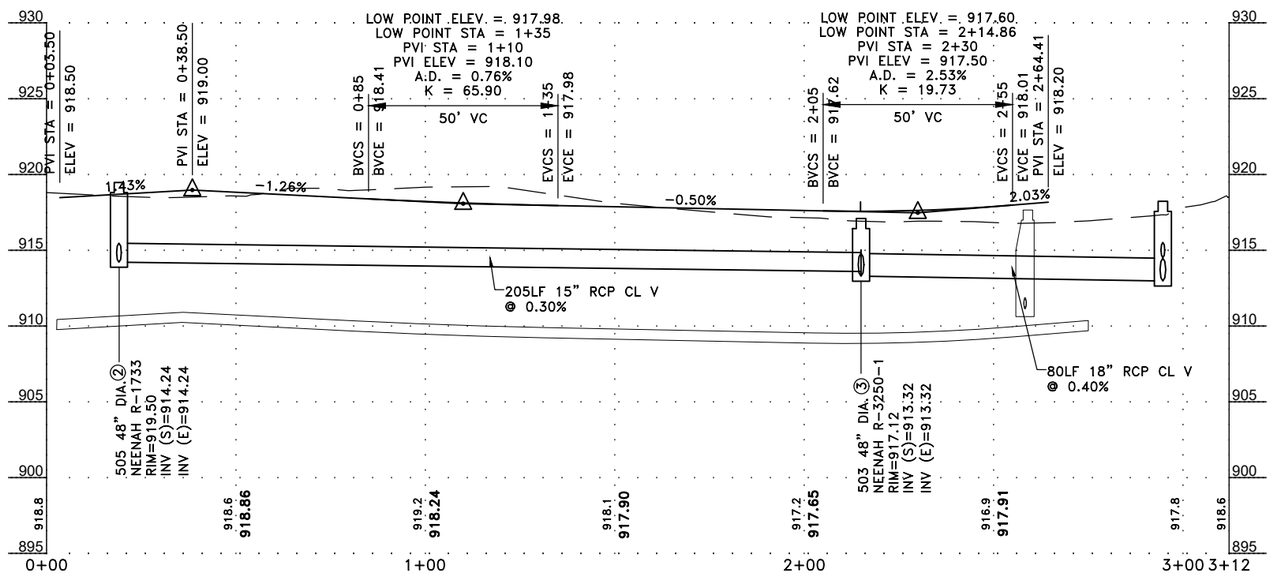
WOODBINE STREET EXTENSION PROJECT

STREET AND STORM SEWER PLAN

WOODBINE STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 22 OF





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WOODBINE STREET EXTENSION PROJECT

STREET AND STORM SEWER PLAN

230TH LANE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 23 OF

Mar 10, 2026 – 1:21pm
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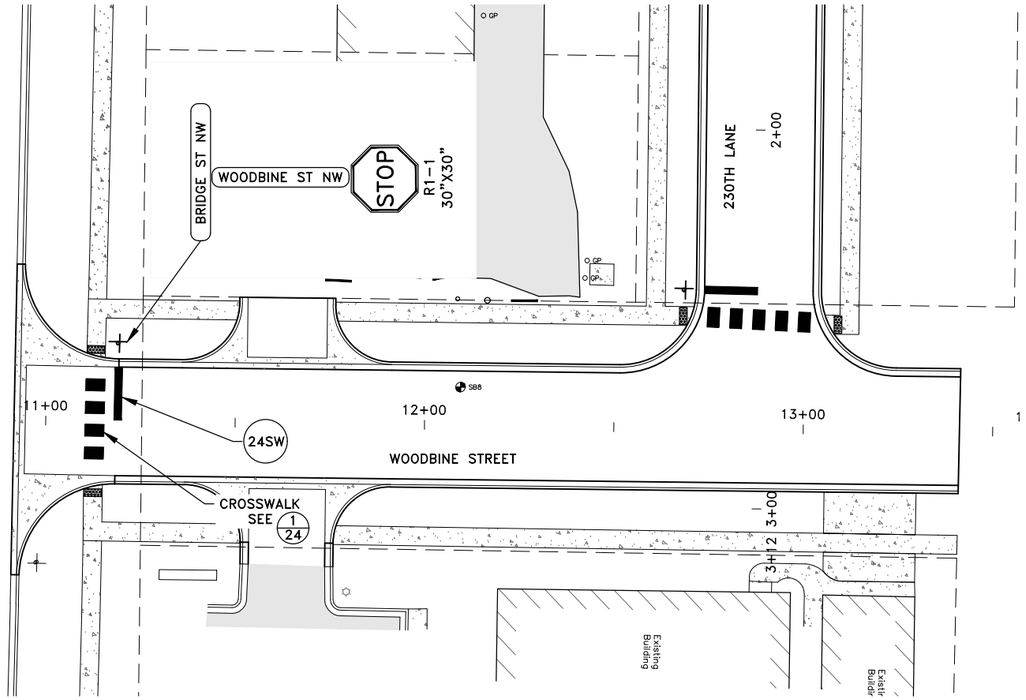
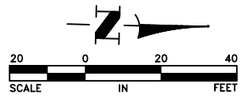
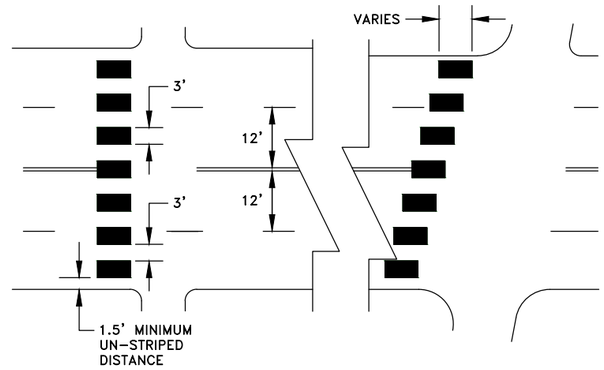


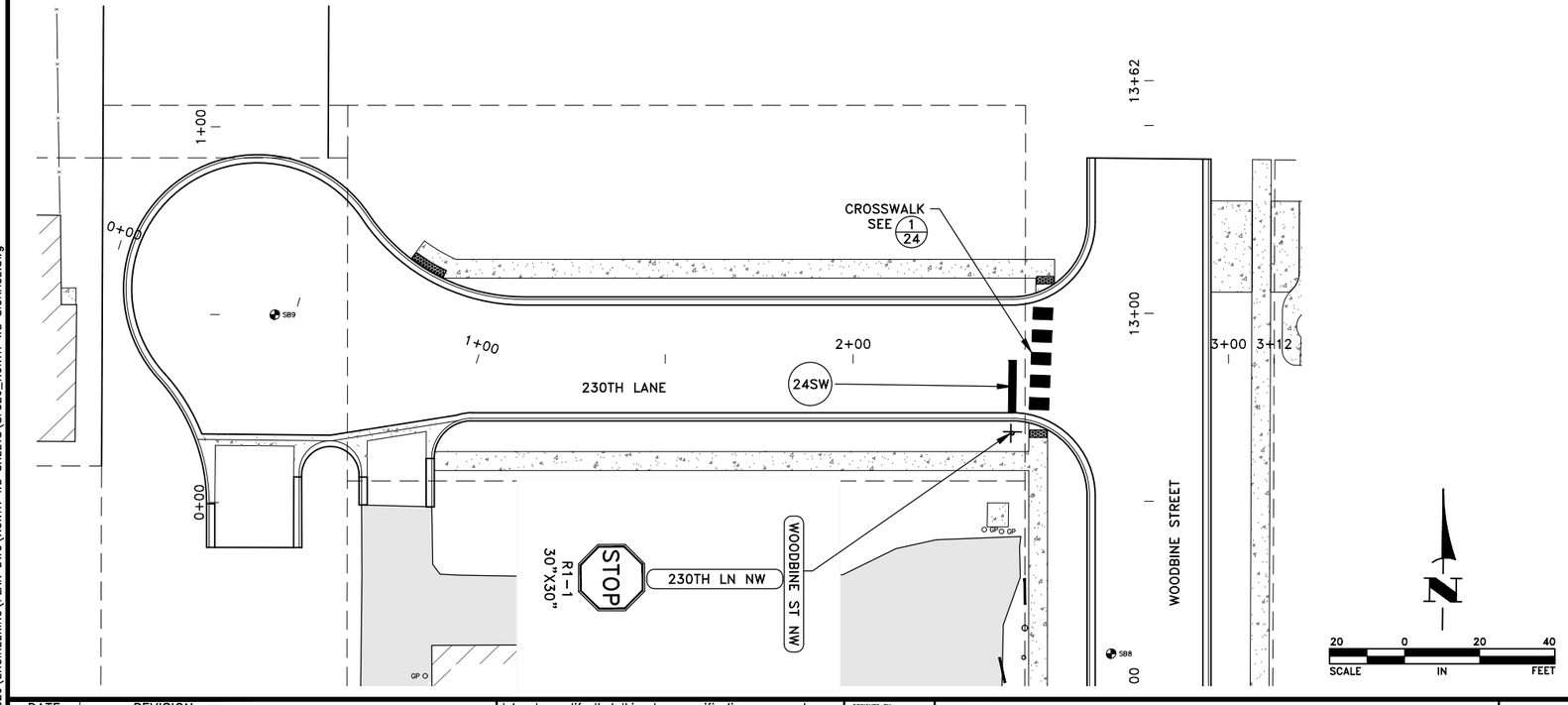




GENERAL CROSSWALK NOTES:

1. PAINTED AREAS TO BE CENTERED ON CENTERLINE AND LANE LINES.
2. A MINIMUM OF 1.5 FT. CLEAR DISTANCE SHALL BE LEFT ADJACENT TO THE CURB. IF LAST PAINTED AREA FALLS INTO THIS DISTANCE IT MUST BE OMITTED.
3. ON TWO LANE TWO WAY STREETS, USE SPACING SHOWN FOR AN 11 FT. INSIDE LANE.
4. FOR DIVIDED ROADWAYS, ADJUSTMENTS IN SPACING OF THE BLOCKS SHOULD BE MADE IN THE MEDIAN SO THAT THE BLOCKS ARE MAINTAINED IN THEIR PROPER LOCATION ACROSS THE TRAVELED PORTION OF THE ROADWAY.
5. AT SKEWED CROSSWALKS, THE BLOCKS ARE TO REMAIN PARALLEL TO THE LANE LINES AS SHOWN.
6. THE BLOCKS SHALL BE PLACED SO THAT THEY ARE NOT LOCATED IN THE WHEEL PATH OF THE VEHICLES

1/24 PEDESTRIAN CROSSWALK MARKINGS



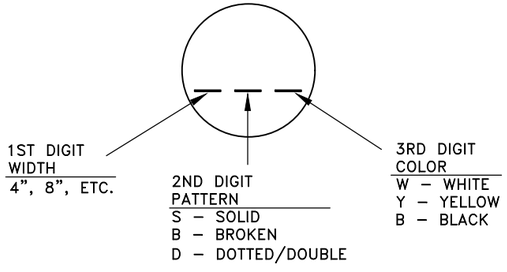
STRIPING KEY

CIRCLE–MULTI–COMPONENT

SQUARE–POLY PREFORMED THERMOPLASTIC

TRIANGLE–PAINT

PENTAGON–REMOVABLE PREFORMED PLASTIC MARKING



EXAMPLE: (4SW) = 4" SOLID LINE WHITE–MULTI–COMPONENT

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WOODBINE STREET
EXTENSION PROJECT

SIGNAGE AND STRIPING PLAN

CITY OF ST. FRANCIS, MINNESOTA

SHEET 24 OF

Mar 10, 2026 – 1:21pm
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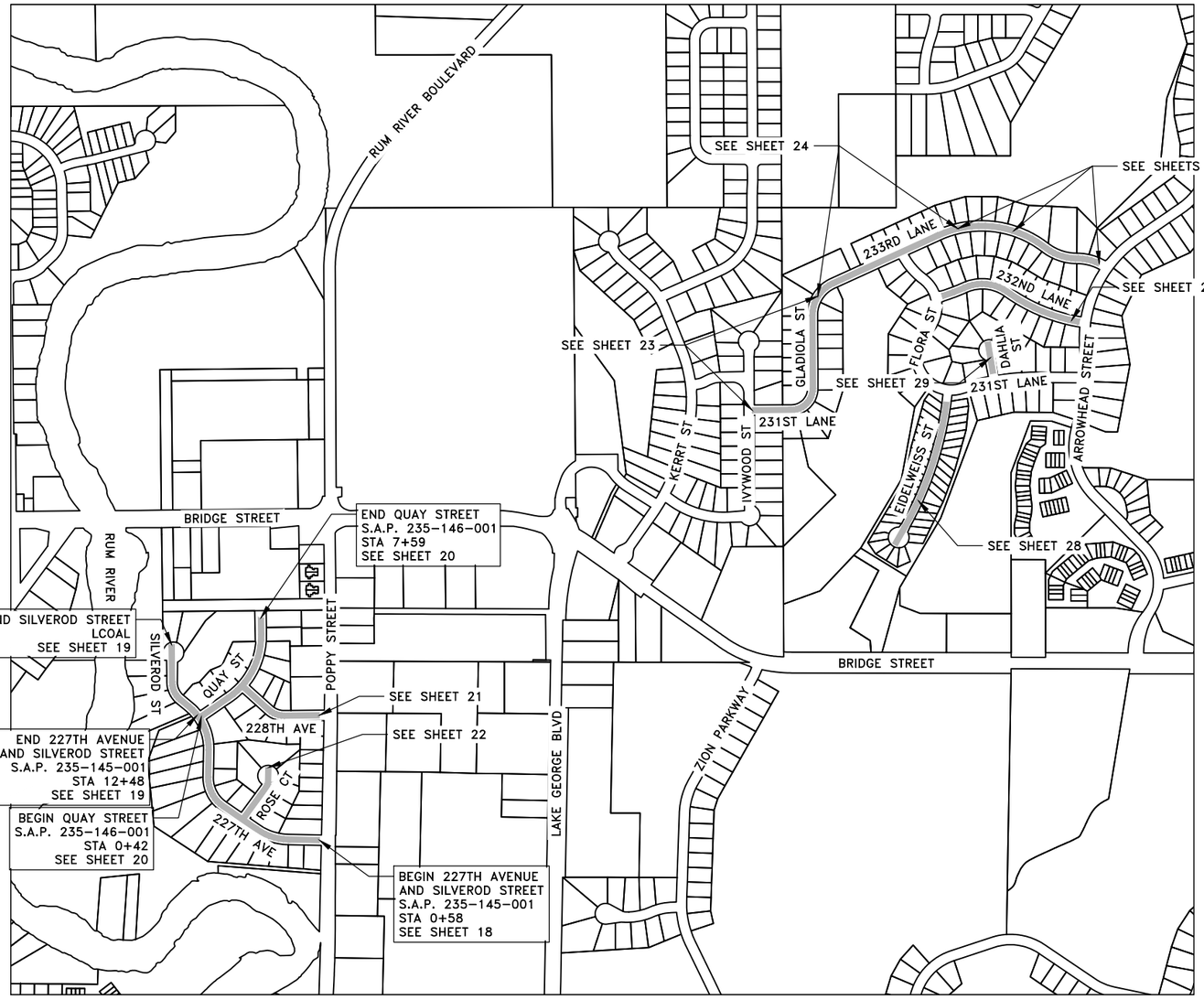
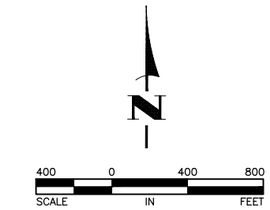
MINNESOTA DEPARTMENT OF TRANSPORTATION

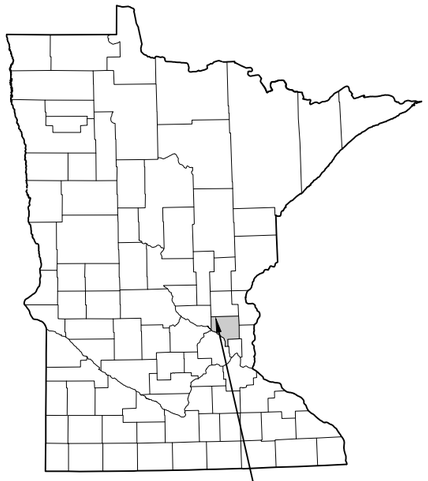
CONSTRUCTION PLANS FOR BITUMINOUS PAVEMENT MILLING, BITUMINOUS SURFACING, EROSION CONTROL, AND RESTORATION
2026 STREET REHABILITATION PROJECT
ST. FRANCIS, MINNESOTA

S.A.P. 235-145-001 LOCATED ON 227TH AVENUE AND SILVEROD STREET FROM POPPY STREET TO QUAY STREET
S.A.P. 235-146-001 LOCATED ON QUAY STREET FROM SILVEROD STREET TO 229TH LANE
SECTIONS 5 & 32 - TOWNSHIPS 33 & 34 - RANGE 24





PROJECT LOCATION



CITY OF ST. FRANCIS,
ANOKA COUNTY,
MINNESOTA

GOVERNING SPECIFIC

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 (CEAM) STANDARD SPECIFICATIONS SHALL APPLY.

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 LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

ALL REQUIREMENTS OF THE PROJECT MANUAL FOR THE 2026 STREET REHABILITATION PROJECT.

SHEET INDEX

THIS PLAN CONTAINS 34 SHEETS

DATE _____

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

DATE _____

FOR STATE AID ENGINEER: APPROVED FOR STATE AID FUNDING

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.

Craig J. Jochum

23461 DATE 3/2/26

CRAIG J. JOCHUM, P.E.
HAKANSON ANDERSON
DESIGN ENGINEER
LIC. NO.

DATE	REVISION

Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED, "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES."

PROJECT	STA. TO STA.	GROSS LENGTH (FEET)	BRIDGE LENGTH (FEET)	NET LENGTH (FEET)	NET LENGTH (MILES)	ADT (2026)	ADT (2046)	DESIGN ESAL	R VALUE	TON VALUE	DESIGN SPEED	NUMBER OF LANES	NUMBER OF PARKING LANES	FUNCTIONAL CLASSIFICATION
235-145-001 227TH AVENUE AND SILVEROD STREET	0+58 TO 12+48	1190	0	1190	0.23	163	202	23,112	30	10	30	2	1	COLLECTOR
235-146-001 QUAY STREET	0+42 TO 7+59	717	0	717	0.14	95	118	13,487	30	10	30	2	1	COLLECTOR

S.A.P. 235-145-001
S.A.P. 235-146-001

SHEET 1 OF 34 SH

SF328

ESTIMATED QUANTITIES

ITEM NO.	REF. NOTES	TAB	Mn/DOT SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	S.A.P. 235-145-001 227TH AVENUE AND SILVEROD STREET ESTIMATED QUANTITIES	S.A.P. 235-146-001 QUAY STREET ESTIMATED QUANTITIES	LOCAL FUNDING ESTIMATED QUANTITIES
1			2021.501	MOBILIZATION	LUMP SUM	1	0.21	0.1	0.69
2		A	2104.502	REMOVE CASTING	EACH	2			2
3		A	2104.502	REMOVE VALVE BOX	EACH	7	5	2	
4		A	2104.502	SALVAGE CASTING	EACH	2			2
5		B	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	392	143	67	182
6		B	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	1227	491	240	496
7	⑤	B	2104.503	REMOVE CURB AND GUTTER	LIN FT	758	278	143	337
8		B	2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	100	40		60
9		B	2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	221	77	38	106
10		B	2211.509	AGGREGATE BASE CLASS 5	TON	63	24	2.4	36.20
11			2232.504	MILL BITUMINOUS SURFACE	SQ YD	10807	1597	966	8244
12			2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLONS	1828	253	152	1423
13	①	B	2360.504	TYPE SP 12.5 WEARING COURSE MIXTURE (2;B) 3.0" THICK	SQ YD	197	77	38	82
14	②		2360.509	TYPE SP 4.75 BITUMINOUS MIXTURE FOR PATCHING	TON	110	30	20	60
15			2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2;B)	TON	2479	343	207	1929
16		A	2504.602	VALVE BOX	EACH	7	5	2	
17	③	A	2504.602	ADJUST VALVE BOX - WATER	EACH	8		1	7
18		A	2506.502	CASTING ASSEMBLY	EACH	2			2
19		A	2506.502	INSTALL CASTING	EACH	2			2
20	⑥	A	2506.602	GROUT CATCH BASIN OR MANHOLE	EACH	62	13	8	41
21	④	A	2506.602	ADJUST FRAME AND RING CASTING	EACH	40	6	5	29
22		B	2521.518	6" CONCRETE WALK	SQ FT	986	335		651
23			2521.602	DRILL AND GROUT REINF BAR (EPOXY COATED)	EACH	70	40		30
24	⑤	B	2531.503	CONCRETE CURB AND GUTTER DESIGN SPECIAL	LIN FT	758	278	143	337
25		B	2531.618	TRUNCATED DOMES	SQ FT	52	26		26
26			2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	1	0.21	0.1	0.69
27			2563.601	TRAFFIC CONTROL	LUMP SUM	1	0.21	0.1	0.69
28	⑧		2564.518	SIGN PANEL TYPE XI	SQ FT	28	16	12	
29			2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	0.21	0.1	0.69
30			2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	1364	500	257	607
31			2574.507	COMMON TOPSOIL BORROW	CU YD	114	50	10	54
32	⑦		2575.604	SITE RESTORATION	SQ YD	639	230	95	314

BASIS OF ESTIMATED QUANTITIES

AGGREGATE BASE CLASS 5	100 lbs/yd²/in
NON WEARING BITUMINOUS COURSE MIXTURE	110 lbs/yd²/in
WEARING COURSE BITUMINOUS MIXTURE	110 lbs/yd²/in
BITUMINOUS MATERIAL FOR TACK COAT - NEW ASPHALT	0.06 gal/yd²
BITUMINOUS MATERIAL FOR TACK COAT - OLD ASPHALT	0.07 gal/yd²
BITUMINOUS MATERIAL FOR TACK COAT - MILLED ASPHALT	0.08 gal/yd²
HYDRAULIC FIBER BONDED MATRIX	3500 lbs/acre
SOUTHERN BOULEVARD SEED MIX	160 lbs/acre
TYPE 3, SLOW RELEASE FERTILIZER	400 lbs/acre

UTILITY OWNER LIST

UTILITY OWNER LIST	CONTACT NUMBER
CITY OF ST FRANCIS PUBLIC WORKS	763-233-5200
ANOKA COUNTY HIGHWAY DEPARTMENT	763-324-4000
LUMEN	612-861-8702
CONNEXUS ENERGY	763-323-2660
MIDCONTINENT COMMUNICATIONS	800-888-1300
CENTER POINT ENERGY	612-720-7741
ZAYO BANDWIDTH, LLC	612-940-1788

GENERAL CONSTRUCTION NOTES:

1. SALVAGING AND INSTALLING MAILBOXES OR SIGNS IF REQUIRED FOR CONSTRUCTION SHALL BE INCIDENTAL.
2. CONTRACTOR SHALL TAPER/RAMP THE PAVEMENT AT ALL MATCH POINTS. ON THE DAY THE PAVEMENT WILL BE CONSTRUCTED AT EACH MATCH POINT THE CONTRACTOR SHALL PROVIDE A STRAIGHT PERPENDICULAR MILL AND REMOVE THE TAPER/RAMP. TAPERING/RAMPING AND PROVIDING A PERPENDICULAR MILL AT ALL MATCH POINTS SHALL BE INCIDENTAL.
3. ALL CURB AND GUTTER, BITUMINOUS, AND CONCRETE REMOVALS SHALL BE SAW CUT FULL DEPTH TO PROVIDE A CLEAN EDGE FOR NEW JOINT.
4. ALL ITEMS SALVAGED FOR RE-USE SHALL BE STORED AND PROTECTED BY THE CONTRACTOR. ANY ITEMS DAMAGED OR LOST DURING THE STORAGE PERIOD SHALL BECOME THE CONTRACTOR'S RESPONSIBILITY TO REPLACE WITH NO ADDITIONAL COST.
5. ALL EXCESS SOIL MATERIAL SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL.
6. SHEETS 30-31 SHOW GENERAL PEDESTRIAN RAMP LAYOUTS.
7. CONTRACTOR SHALL REMOVE AND DISPOSE ALL DEBRIS AND VEGETATION AND SWEEP ALL EXISTING BITUMINOUS SURFACES PRIOR TO PLACING ANY PATCHING MATERIAL OR THE WEARING COURSE. THIS WORK SHALL BE INCIDENTAL.
8. THE CONTRACTOR SHALL BE RESPONSIBLE TO CALL IN LOCATES AND COORDINATE WITH THE SMALL UTILITIES (GAS, PHONE, ELECTRIC, ETC.) AS REQUIRED TO COMPLETE THE WORK.
9. SEE SHEETS 32-34 FOR TRAFFIC CONTROL.

REFERENCE NOTES:

① THIS WORK SHALL BE FOR BITUMINOUS PATCHING FOR CASTING AND VALVE BOX REMOVAL, CONCRETE CURB AND GUTTER REPLACEMENT, AND PEDESTRIAN RAMP CONSTRUCTION. SEE DETAILS 1, 2, AND 3 ON SHEET 4.

② THIS WORK SHALL BE FOR BITUMINOUS PATCHING FOR POTHOLE REPAIRS PRIOR TO PAVING THE OVERLAY. THIS WORK SHALL BE FIELD MARKED BY THE ENGINEER. SEE SHEET 3 FOR ADDITIONAL INFORMATION.

③ WATER VALVE BOX LIDS SHALL BE ADJUSTED BY TURNING THE EXISTING VALVE BOX. CONTRACTOR SHALL MEASURE EACH BOX LID TO ENSURE THAT THE FINAL DIMENSION FROM THE TOP THE OF THE BITUMINOUS SURFACE TO THE TOP OF THE MANHOLE LID IS AS SHOW ON DETAIL 3 ON SHEET 5. DUCTILE ADJUSTING RINGS SHALL BE USED FOR VALVE BOXES THAT WILL NOT TURN IF APPROVED BY THE ENGINEER. THIS WORK SHALL BE PAID PER ITEM 2504-ADJUST VALVE BOX-WATER. MEASUREMENT WILL BE 1 EACH PER LOCATION REGARDLESS IF THE BOX IS ADJUSTED BY TURNING OR WITH A PAVING RING.

④ MANHOLE CASTINGS, THAT ARE TO REMAIN IN PLACE, SHALL BE ADJUSTED WITH DUCTILE IRON ADJUSTING RINGS AS MANUFACTURED BY ESS BROTHERS AND SONS INC. OR APPROVED EQUAL. CONTRACTOR SHALL MEASURE EACH MANHOLE CASTING TO ENSURE THAT THE FINAL DIMENSION FROM THE TOP OF THE BITUMINOUS SURFACE TO THE TOP OF THE MANHOLE CASTING IS AS SHOWN IN DETAIL 2 ON SHEET 5. THIS WORK SHALL BE PAID PER ITEM 2506-ADJUST FRAME AND RING CASTING.

⑤ THE ONLY CURB REMOVAL SHOWN ON THE PLANS IS FOR THE RECONSTRUCTION OF THE PEDESTRIAN RAMPS AND AT CATCH BASIN SALVAGE LOCATIONS. THE ENGINEER SHALL FIELD MARK ALL OTHER REQUIRED CURB REMOVAL AT THE TIME OF CONSTRUCTION. THE MINIMUM CURB REMOVAL LENGTH WILL BE 5 FEET. BITUMINOUS ADJACENT TO THE CURB SHALL BE REMOVED AND PATCHED PER DETAIL 1 ON SHEET 4. THE CONTRACTOR SHALL CONSTRUCT THE NEW CURB AND GUTTER PER CITY STANDARD PLATE 704 UNLESS OTHERWISE NOTED. ALL CURB AND GUTTER WORK REGARDLESS OF THE DESIGN SHALL BE PAID PER ITEM 2101-REMOVE CONCRETE CURB AND GUTTER AND ITEM 2531-CONCRETE CURB AND GUTTER DESIGN SPECIAL.

⑥ CONTRACTOR SHALL GROUT THE EXISTING DOGHOUSES AND RINGS FOR ALL EXISTING STORM SEWER, MANHOLES, CATCH BASINS, AND THE RINGS FOR ALL EXISTING SANITARY SEWER STRUCTURES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID PER ITEM 2506-GROUT CATCH BASIN OR MANHOLE.

⑦ ALL DISTURBED AREAS SHALL BE SEEDED, FERTILIZED AND STABILIZED WITH HYDRAULIC BONDED FIBER MATRIX AT THE RATES SHOWN IN THE BASIS OF ESTIMATED QUANTITIES TABLE. SEEDING SHALL BE A SEPARATE OPERATION AND SHALL NOT BE PLACED WITH THE MULCH MATERIAL. ALL WORK REQUIRED TO RESTORE ALL DISTURBED AREAS SHALL BE MEASURED BY THE SQUARE YARD AND PAID PER ITEM 2575-SITE RESTORATION. PRIOR TO PLACING THE SEED, CONTRACTOR SHALL SUBCUT DISTURBED AREAS 4 INCHES AND PLACE COMMON TOPSOIL. REMOVAL AND DISPOSAL OF EXISTING MATERIALS AND SOIL SHALL BE INCIDENTAL.

⑧ SEE SHEETS 15-17 FOR SIGN PLACEMENT, SIGN MOUNTINGS, AND SIGN BASE.

THE LISTED STANDARD PLANS AND DETAILS ARE INCORPORATED BY REFERENCE INTO THE PLAN SET. THE CERTIFICATION ON THIS SHEET SIGNIFIES THE ENGINEER SELECTED THE STANDARD PLANS AND PLATES AS APPROPRIATE FOR USE ON THE PROJECT.

STANDARD PLANS

PLAN NO.	SHEET(S)	DESCRIPTION
5-297.250	1-6	PEDESTRIAN CURB RAMP DETAILS
5-297.701	1	STANDARD SIGN PLACEMENT
5-297.718	1	SQUARE-TUBE SIGN MOUNTING DETAILS
5-297.722	1	FIN BASE FOR 2" SQUARE-TUBE RISER POST IN SOIL

STANDARD PLATES

THESE STANDARD PLATES AS APPROVED BY THE FHWA SHALL APPLY

PLATE NO.	DESCRIPTION
4026A	CONCRETE ENCASED CONCRETE ADJUSTING RINGS
8000K	TEMPORARY CHANNELIZERS (3 SHEETS)

PROJECT LEGEND

- PROJECT PROPERTY LINE
- SURROUNDING PROPERTY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- FO-BUR — BURIED FIBER OPTIC CABLE
- T-BUR — BURIED TELEPHONE CABLE
- G — GAS MAIN
- P-BUR — BURIED ELECTRIC CABLE
- P-OH — OVERHEAD ELECTRIC CABLE
- UTILITY PEDESTAL
- POWER POLE
- GUY WIRE
- LIGHT POLE
- SIGNAL POLE
- STORM SEWER
- STORM SEWER MANHOLE
- CATCH BASIN
- FES
- WATERMAIN
- WATERMAIN MANHOLE
- HYDRANT
- GATE/BUTTERFLY VALVE
- WATER SERVICE
- SANITARY SEWER
- SANITARY SEWER MANHOLE
- SANITARY CLEANOUT
- SEWER SERVICE
- TRUNCATED DOMES
- CONCRETE CURB & GUTTER
- SIGN
- DETAIL NUMBER (2/3)
- SHEET NUMBER
- SAWCUT BITUMINOUS OR CONCRETE

S.A.P. 235-145-001
S.A.P. 235-146-001

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.

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

2026 STREET REHABILITATION PROJECT

CONSTRUCTION NOTES AND ESITMATED QUANTITIES

CITY OF ST. FRANCIS, MINNESOTA

SHEET 2 OF

SF328

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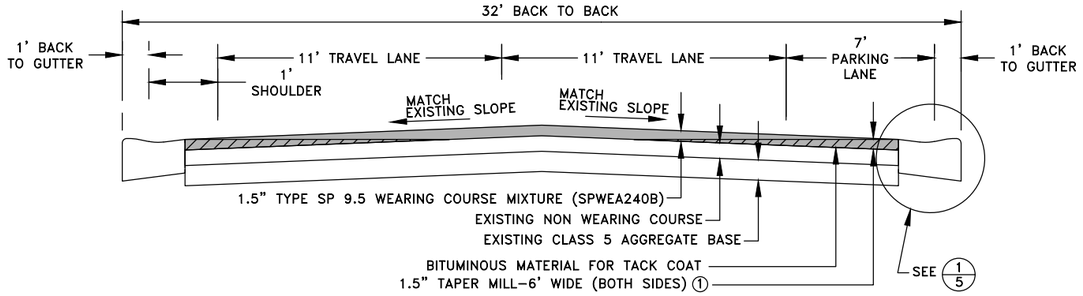

1/3 TYPICAL TAPER MILL AND OVERLAY SECTION
227TH AVENUE, SILVEROD STREET AND QUAY STREET ③
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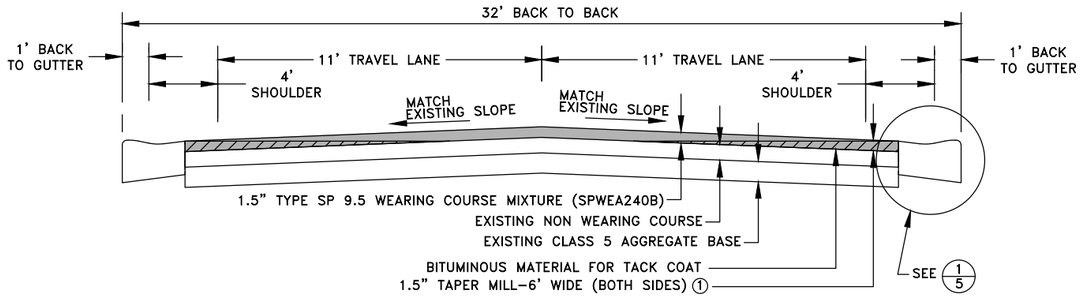

2/3 TYPICAL TAPER MILL AND OVERLAY SECTION
228TH AVENUE, SILVEROD STREET, ROSE COURT, 231ST LANE, 232ND LANE, 233RD LANE, GLADIOLA STREET, EIDELWEISS STREET, AND DAHLIA STREET ③
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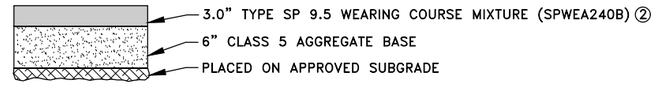

3/3 BITUMINOUS TRAIL SECTION
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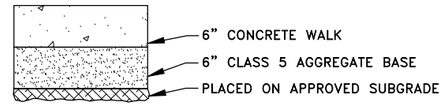

4/3 6" CONCRETE WALK SECTION
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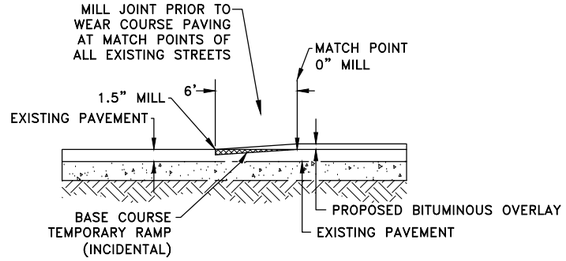

5/3 MILL DETAIL ①
NO SCALE

REFERENCE NOTES:
① TAPER MILL SHALL BE PAID PER ITEM 2232–MILL BITUMINOUS SURFACE.
② BITUMINOUS PAVEMENT SHALL BE PAID PER ITEM 2360–TYPE SP 9.5 WEARING COURSE MIXTURE (2;B) 3" THICK.
③ PRIOR TO CONSTRUCTION OF THE BITUMINOUS OVERLAY THE CONTRACTOR SHALL PATCH ALL PAVEMENT POTHOLES THAT ARE 1/2 INCH OR DEEPER. PATCH WILL BE PAID BY ITEM 2360 TYPE SP 4.75 BITUMINOUS MIXTURE FOR PATCHING. IN LARGE AREAS THAT HAVE POTHOLES, MIX SHALL BE SPREAD BY GRADER, SKID STEER OR OTHER APPROPRIATE EQUIPMENT. PATCH MATERIAL SHALL BE COMPACTED WITH A STEEL DRUM ROLLER. PATCH SHALL BE TACK COATED PRIOR TO PLACEMENT. TACK COAT WILL BE PAID PER THE BID ITEM.

S.A.P. 235–145–001
S.A.P. 235–146–001

DATE	REVISION

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CHECKED BY: TAE

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2026 STREET REHABILITATION PROJECT

TYPICAL SECTION AND DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 3 OF

SF328

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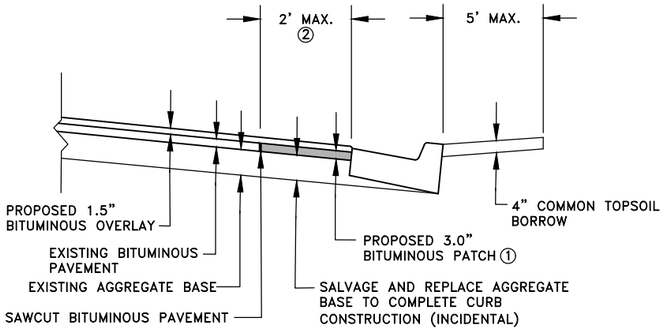

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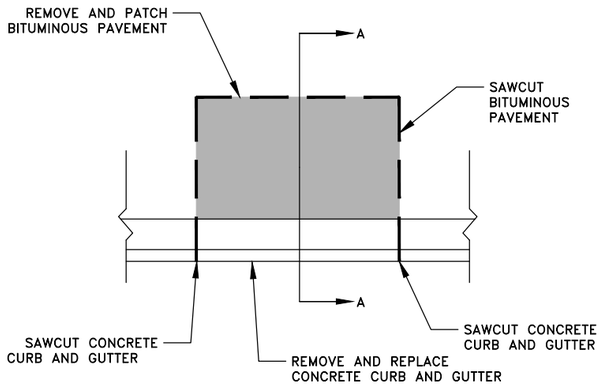

1/4 CURB REMOVAL DETAIL ④

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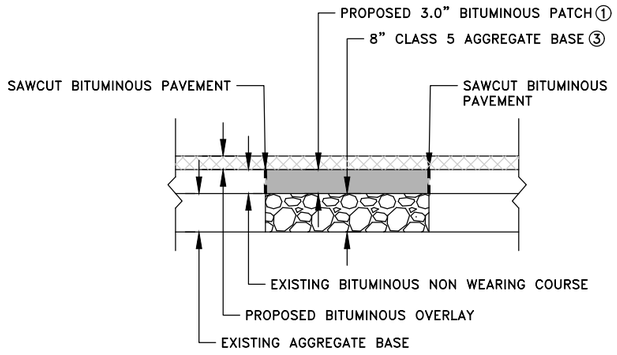

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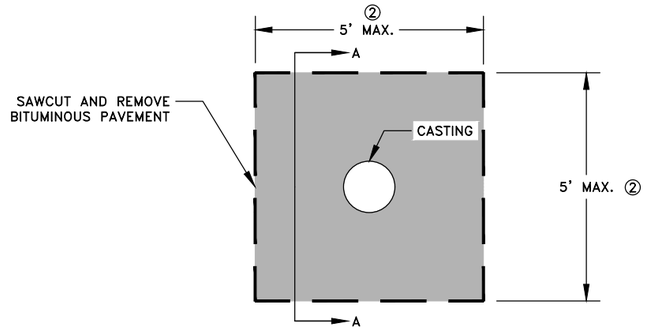

2/4 BITUMINOUS PATCHING AT CASTING REMOVALS ⑤

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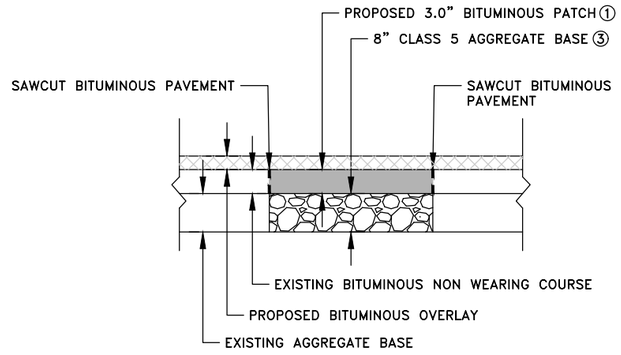

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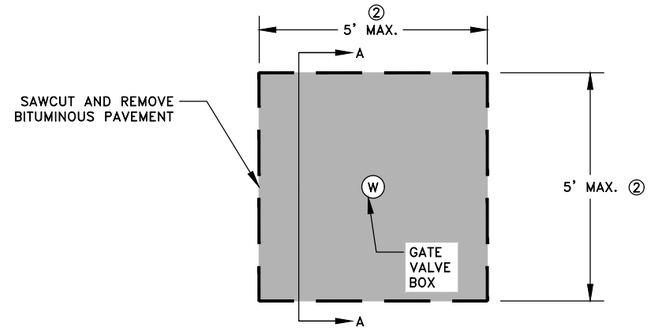

3/4 BITUMINOUS PATCHING AT GATE VALVE BOX REMOVAL ⑤

N.T.S.

REFERENCE NOTES:

① BITUMINOUS MIXTURE FOR PATCHING SHALL BE PAID PER ITEM 2360 TYPE SP 12.5 WEARING COURSE MIXTURE (2:B) 3.0" THICK.

② IF THE CONTRACTOR REMOVES PAVEMENT BEYOND THE DIMENSIONS SHOWN ALL LABOR, MATERIAL, AND WORK REQUIRED TO RESTORE THE PAVEMENT SHALL BE INCIDENTAL BEYOND THE DIMENSIONS SHOWN.

③ AGGREGATE BASE SHALL BE PAID PER ITEM 2211 AGGREGATE BASE CLASS 5.

④ SEE 2/32 FOR REQUIRED BARRICADES. BARRICADES SHALL REMAIN IN PLACE UNTIL THE BITUMINOUS OVERLAY IS COMPLETED.

⑤ CONTRACTOR SHALL USE FLAGGERS AS REQUIRED TO MAINTAIN TWO WAY TRAFFIC DURING REPLACEMENT OF CASTINGS AND VALVE BOXES. CONTRACTOR SHALL PATCH THE BITUMINOUS THE SAY DAY AS REMOVAL OR TEMPORARILY FILL THE REMOVED AREA WITH CLASS 5 AGGREGATE BASE.

S.A.P. 235–145–001
S.A.P. 235–146–001

DATE	REVISION

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2026 STREET REHABILITATION PROJECT

DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 4 OF

Mar 05, 2026 – 11:30am
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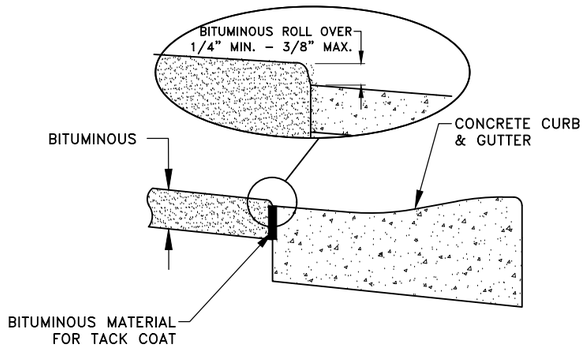

1/5 PAVING AT CURB DETAIL
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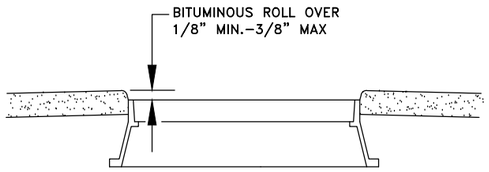

2/5 PAVING AT CASTING DETAIL
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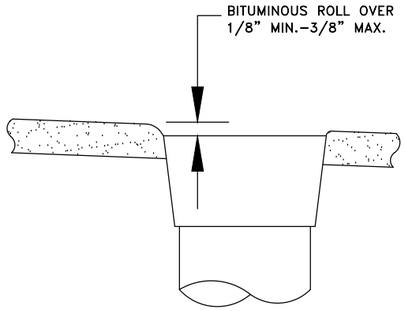

3/5 PAVING AT VALVE BOX DETAIL
N.T.S.

S.A.P. 235–145–001
S.A.P. 235–146–001

DATE	REVISION

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CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763–427–5860 FAX 763–427–0520
www.hakanson–anderson.com

2026 STREET REHABILITATION PROJECT

DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 5 OF

SF328

Mar. 05, 2026 – 11:30am
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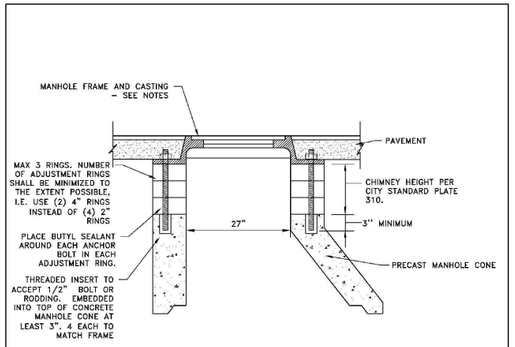
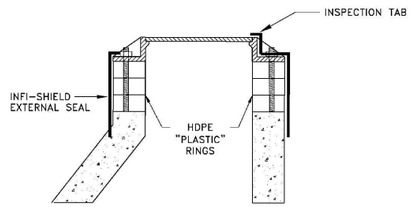


NOTES:
1. ALL NUTS, BOLTS, THREADED INSERTS, AND RODDING SHALL BE 316 STAINLESS STEEL.
2. ADJUSTMENT RINGS SHALL BE HIGH DENSITY POLYETHYLENE RINGS AS MANUFACTURED BY LADTECH, INC OR APPROVED EQUAL.
3. ALL RINGS SHALL MEET OR EXCEED MnDOT HS-20 TRAFFIC LOADING.
4. AS DETERMINED BY THE CITY ENGINEER, PRECAST CONCRETE ADJUSTING RINGS OR BRICK CHIMNEY WILL BE ALLOWED FOR ADJUSTING EXISTING MANHOLES.
5. CLEAN ALL SURFACES TO REMOVE SCALE OR LOOSE IMPEDIMENTS BEFORE PLACING ANY MASTIC, SEALANT, OR INSTALLATION OF FRAME AND CASTING SYSTEM.
6. PLACE TWO 1/2" BEADS OF BUTYL SEALANT BETWEEN FIRST ADJUSTMENT RING AND CONCRETE STRUCTURE. ONE BEAD BETWEEN EACH SUBSEQUENT RING AND FRAME.

MANHOLE ADJUSTMENT RINGS
NO SCALE

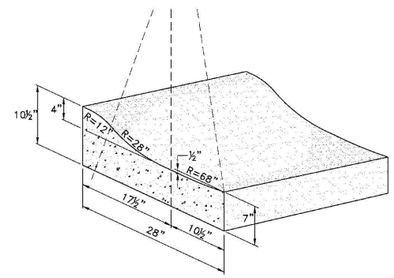
APPROVED 5/1/2023	REVISED	City of St. Francis	STANDARD PLATE NO. 309



NOTES:
1. THE ADJUSTMENT RINGS AND FRAME SHALL BE SEALED WITH AN EXTERNAL RUBBER SEALING SLEEVE, "INFI-SHIELD" AS MANUFACTURED BY SEALING SYSTEM, INC. OR APPROVED EQUAL.
2. THE SEAL SHALL BE MADE OF EPDM RUBBER WITH A MINIMUM THICKNESS OF 60 MILS AND SEALED WITH A NON-HARDENING BUTYL RUBBER MASTIC.

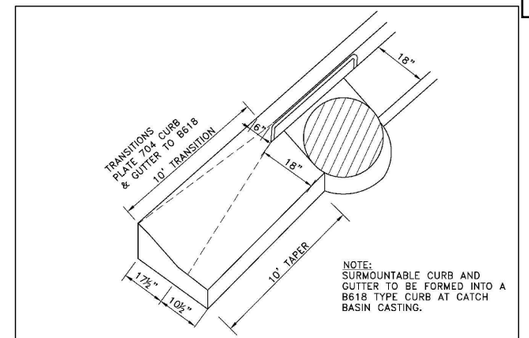
EXTERNAL CHIMNEY SEAL
NO SCALE

APPROVED 5/1/2023	REVISED	City of St. Francis	STANDARD PLATE NO. 310



SURMOUNTABLE CONCRETE CURB AND GUTTER
NO SCALE

APPROVED 5/1/2023	REVISED	City of St. Francis	STANDARD PLATE NO. 704



CURB TRANSITION (B618) AT CATCH BASIN
NOT TO SCALE

APPROVED 5/1/2023	REVISED 10/14/2025	City of St. Francis	STANDARD PLATE NO. 705

GENERAL NOTES:
1. STORM SEWER CASTINGS SHALL BE NEENAH R-1733 WITH TWO CONCEALED LIFT HOLES, RAISED KNOB SURFACE DESIGN, WITH 2" HIGH RAISED FLUSH LETTERING "STORM SEWER" OR APPROVED EQUAL.
2. SANITARY SEWER CASTINGS SHALL BE NEENAH R-1733 WITH, T-SEAL GASKET, TWO CONCEALED LIFT HOLES, RAISED KNOB SURFACE DESIGN, WITH 2" HIGH RAISED FLUSH LETTERING "SANITARY SEWER" OR APPROVED EQUAL.

S.A.P. 235-145-001
S.A.P. 235-146-001

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SHEET 6 OF

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STRUCTURE AND VALVE ITEMS — TAB A

STREET SEGMENT	STRUCTURE NUMBER	2104 REMOVE CASTING (EACH)	2104 - REMOVE VALVE BOX (EACH)	2104 - SALVAGE CASTING (EACH)	2504 - VAVLE BOX (EACH)	2504 - ADJUST VALVE BOX - WATER (EACH)	2506 - CASTING ASSEMBLY (EACH)	2506 - INSTALL CASTING (EACH)	2506 - GROUT CATCH BASIN OR MANHOLE (EACH)	2506 - ADJUST FRAME AND RING CASTING (EACH)
227TH AVENUE AND SILVEROD STREET 235-145-001	SAN1								1	1
	SAN2								1	1
	SAN3								1	1
	SAN4								1	1
	SAN5								1	1
	SAN6								1	1
	STRM1								1	
	STRM2								1	
	STRM3								1	
	STRM4								1	
	STRM5								1	
	STRM6								1	
	STRM7								1	
	VALVES		5		5					
SUBTOTAL		0	5	0	5	0	0	0	13	6
QUAY STREET 235-146-001	SAN9								1	1
	SAN10								1	1
	SAN11								1	1
	SAN12								1	1
	SAN13								1	1
	STRM9								1	
	STRM10								1	
	STRM11								1	
	VALVES		2		2	1				
SUBTOTAL		0	2	0	2	1	0	0	8	5
SIVEROD STREET - LOCAL	SAN7	1					1			
	SAN8								1	1
	STRM8	1					1			
SUBTOTAL		2	0	0	0	0	2	0	1	1
228TH AVENUE - LOCAL	SAN14								1	1
	SAN15								1	1
SUBTOTAL		0	0	0	0	0	0	0	2	2
ROSE COURT - LOCAL	SAN16								1	1
SUBTOTAL		0	0	0	0	0	0	0	1	1

STRUCTURE AND VALVE ITEMS (CONTINUED) — TAB A

STREET SEGMENT	STRUCTURE NUMBER	2104 REMOVE CASTING (EACH)	2104 - REMOVE VALVE BOX (EACH)	2104 - SALVAGE CASTING (EACH)	2504 - VAVLE BOX (EACH)	2504 - ADJUST VALVE BOX - WATER (EACH)	2506 - CASTING ASSEMBLY (EACH)	2506 - INSTALL CASTING (EACH)	2506 - GROUT CATCH BASIN OR MANHOLE (EACH)	2506 - ADJUST FRAME AND RING CASTING (EACH)
231ST LANE, GLADIOLA STREET, AND 233RD LANE - LOCAL	SAN17								1	1
	SAN18								1	1
	SAN19								1	1
	SAN20								1	1
	SAN21								1	1
	SAN22								1	1
	SAN23								1	1
	SAN24								1	1
	SAN25								1	1
	SAN26								1	1
	SAN27								1	1
	SAN28								1	1
	SAN29								1	1
	SAN30								1	1
	STRM12								1	
	STRM13								1	
	STRM14								1	
	STRM15								1	
	STRM16								1	
	STRM17								1	
	STRM18								1	
	STRM19								1	
	STRM20								1	
	STRM21								1	
	STRM22								1	
	VALVES					5				
SUBTOTAL		0	0	0	0	5	0	0	25	14
232ND LANE - LOCAL	SAN31								1	1
	SAN32								1	1
	SAN33								1	1
	SAN34								1	1
	VAVLES					1				
SUBTOTAL		0	0	0	0	1	0	0	4	4
EIDELWEISS STREET - LOCAL	SAN35								1	1
	SAN36								1	1
	SAN37								1	1
	SAN38								1	1
	SAN39								1	1
	STRM23								1	
	STRM24			1				1		
	STRM25			1				1		
	STRM26								1	
	VAVLES					1				
SUBTOTAL		0	0	2	0	1	0	2	7	5
DAHLIA STREET - LOCAL	SAN40								1	1
SUBTOTAL		0	0	0	0	0	0	0	1	1
PROJECT TOTALS		2	7	2	7	8	2	2	62	39

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2026 STREET REHABILITATION PROJECT

TABULATIONS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 7 OF

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CONCRETE AND BITUMINOUS REMOVAL AND REPLACEMENT — TAB B

A. PEDESTRIAN RAMP SUMMARY

PED RAMP NUMBER	LOCATION		PAY ITEMS									
	THRU STREET	STATION	2104 - SAWING CONCRETE PAVEMENT	2104 - SAWING BITUMINOUS PAVEMENT	2104 - REMOVE CURB AND GUTTER	2104 - REMOVE CONCRETE PAVEMENT	2104 - REMOVE BITUMINOUS PAVEMENT	2211 - AGGREGATE BASE CLASS 5	2360 - TYPE SP 12.5 WEARING COURSE MIX 3.0" THICK	2521 - 6" CONCRETE WALK	2531 - CON CURB & GUTTER DESIGN SPECIAL	2531 - TRUNCATED DOMES
			LIN FT	LIN FT	LIN FT	SQ YD	SQ YD	TON	SQ YD	SQ FT	LIN FT	SQ FT
227TH AVENUE AND SILVEROD STREET - SAP 235-145-001												
1	227TH AVENUE	STA 5+60, LEFT	14	21	17	14	4	6.5	4	115	17	10
2	SILVEROD STREET	STA 12+45, LEFT	17	37	23	26	5	11.5	5	220	23	16
LOCAL FUNDED STREET												
3	SILVEROD STREET	STA 16+50, LEFT	14	36	25	21	30	17.9	6	360	25	16
4	231ST LANE	STA 0+30, RIGHT	18	29	27	18	6	6.9	6	105	27	10
		SUBTOTAL	63	123	92	79	45	42.8	21	800	92	52

B. VALVE BOX REMOAVAL AND REPLACEMENT SUMMARY

	LOCATION		PAY ITEMS									
	THRU STREET	STATION	2104 - SAWING CONCRETE PAVEMENT	2104 - SAWING BITUMINOUS PAVEMENT	2104 - REMOVE CURB AND GUTTER	2104 - REMOVE CONCRETE PAVEMENT	2104 - REMOVE BITUMINOUS PAVEMENT	2211 - AGGREGATE BASE CLASS 5	2360 - TYPE SP 12.5 WEARING COURSE MIX 3.0" THICK	2521 - 6" CONCRETE WALK	2531 - CON CURB & GUTTER DESIGN SPECIAL	2531 - TRUNCATED DOMES
			LIN FT	LIN FT	LIN FT	SQ YD	SQ YD	TON	SQ YD	SQ FT	LIN FT	SQ FT
227TH AVENUE AND SILVEROD STREET - SAP 235-145-001												
	227TH AVENUE	STA 5+43, RIGHT		20			3	1.2	3			
	227TH AVENUE	STA 5+58, LEFT		20			3	1.2	3			
	SILVEROD STREET	STA 12+06, LEFT		20			3	1.2	3			
	SILVEROD STREET	STA 12+28, RIGHT		20			3	1.2	3			
	SILVEROD STREET	STA 12+50, LEFT		20			3	1.2	3			
QUAY STREET - SAP 235-146-001												
	QUAY STREET	STA 3+18, LEFT		20			3	1.2	3			
	QUAY STREET	STA 3+30, RIGHT		20			3	1.2	3			
		SUBTOTAL	0	140	0	0	21	8.4	21	0	0	0

C. SALVAGE AND INSTALL CATCH BASINS SUMMARY

STR. NO.	LOCATION		PAY ITEMS									
	THRU STREET	STATION	2104 - SAWING CONCRETE PAVEMENT	2104 - SAWING BITUMINOUS PAVEMENT	2104 - REMOVE CURB AND GUTTER	2104 - REMOVE CONCRETE PAVEMENT	2104 - REMOVE BITUMINOUS PAVEMENT	2211 - AGGREGATE BASE CLASS 5	2360 - TYPE SP 12.5 WEARING COURSE MIX 3.0" THICK	2521 - 6" CONCRETE WALK	2531 - CON CURB & GUTTER DESIGN SPECIAL	2531 - TRUNCATED DOMES
			LIN FT	LIN FT	LIN FT	SQ YD	SQ YD	TON	SQ YD	SQ FT	LIN FT	SQ FT
EIDELWEISS STREET - LOCAL												
STRM 24	EIDELWEISS STREET	STA 1+15, RIGHT	30	24	20	14	5	7	5	126	20	
STRM 25	EIDELWEISS STREET	STA 4+15, RIGHT	5	24	20		5	2	5		20	
		SUBTOTAL	35	48	40	14	10	9	10	126	40	0

D. CASTING REMOVAL AND REPLACEMENT SUMMARY

STR. NO.	LOCATION		PAY ITEMS									
	THRU STREET	STATION	2104 - SAWING CONCRETE PAVEMENT	2104 - SAWING BITUMINOUS PAVEMENT	2104 - REMOVE CURB AND GUTTER	2104 - REMOVE CONCRETE PAVEMENT	2104 - REMOVE BITUMINOUS PAVEMENT	2211 - AGGREGATE BASE CLASS 5	2360 - TYPE SP 12.5 WEARING COURSE MIX 3.0" THICK	2521 - 6" CONCRETE WALK	2531 - CON CURB & GUTTER DESIGN SPECIAL	2531 - TRUNCATED DOMES
			LIN FT	LIN FT	LIN FT	SQ YD	SQ YD	TON	SQ YD	SQ FT	LIN FT	SQ FT
SILVEROD STREET - LOCAL												
STRM8	SILVEROD STREET	STA 13+66, LEFT		20			3	1.2	3			
SAN7	SILVEROD STREET	STA 14+50		20			3	1.2	3			
		SUBTOTAL	0	40	0	0	6	2.4	6	0	0	0

E. CURB AND GUTTER REMOVAL AND REPLACEMENT SUMMARY

LOCATION			PAY ITEMS									
			2104 - SAWING CONCRETE PAVEMENT	2104 - SAWING BITUMINOUS PAVEMENT	2104 - REMOVE CURB AND GUTTER	2104 - REMOVE CONCRETE PAVEMENT	2104 - REMOVE BITUMINOUS PAVEMENT	2211 - AGGREGATE BASE CLASS 5	2360 - TYPE SP 12.5 WEARING COURSE MIX 3.0" THICK	2521 - 6" CONCRETE WALK	2531 - CON CURB & GUTTER DESIGN SPECIAL	2531 - TRUNCATED DOMES
			LIN FT	LIN FT	LIN FT	SQ YD	SQ YD	TON	SQ YD	SQ FT	LIN FT	SQ FT
227TH AVENUE AND SILVEROD STREET - SAP 235-145-001												
	227TH AVENUE	STA 0+58 TO STA 8+00	70	207	148		33		33		148	
	SILVEROD STREET	STA 8+00 TO STA 12+48	42	126	90		20		20		90	
QUAY STREET - SAP 235-146-001												
	QUAY STREET	STA 0+42 TO 7+59	67	200	143		32		32		143	
LOCAL FUNDING												
	ALL STREET SEGMENTS		115	343	245		54		54		245	
		SUBTOTAL	294	876	626	0	139	0	139	0	626	0
		PROJECT TOTALS	**392**	**1227**	**758**	**93**	**221**	**62.6**	**197**	**926**	**758**	**52**

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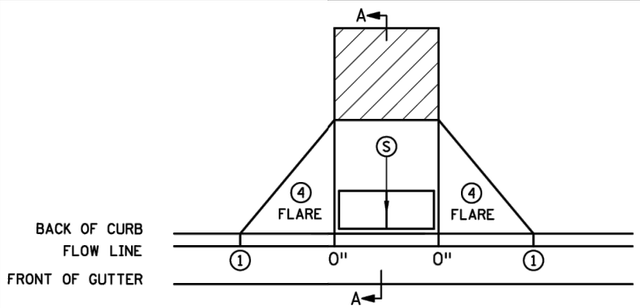

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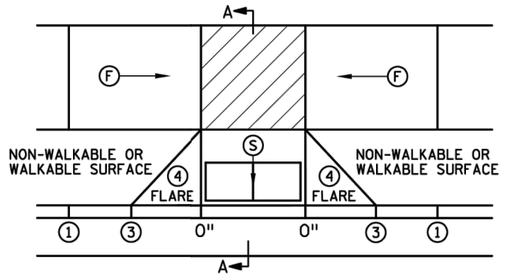
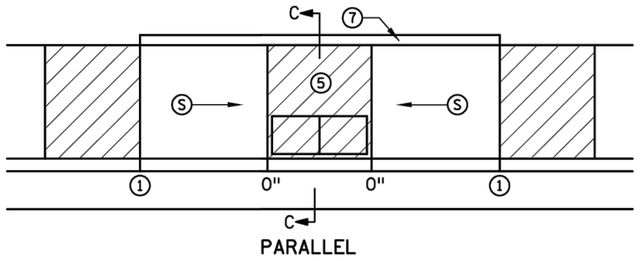
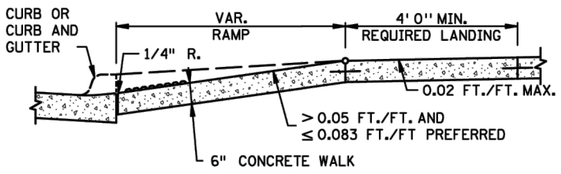


TIERED PERPENDICULAR

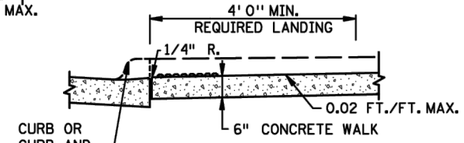


PARALLEL



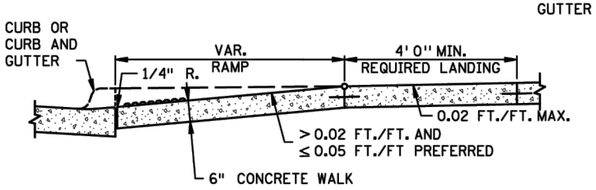
SECTION A-A

PERPENDICULAR/TIERED/DIAGONAL



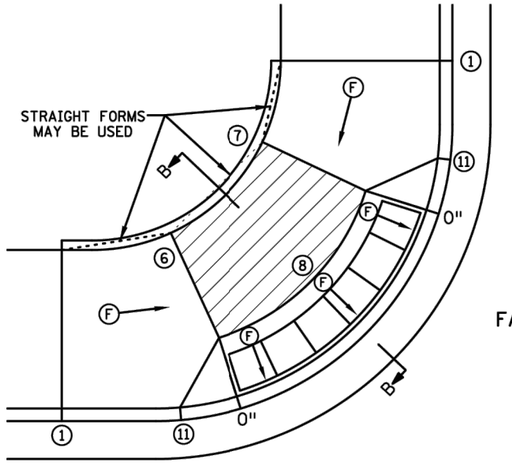
SECTION C-C

PARALLEL/DEPRESSED CORNER

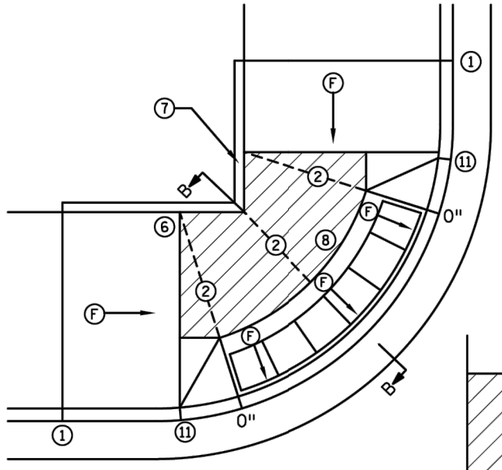


SECTION B-B

FAN

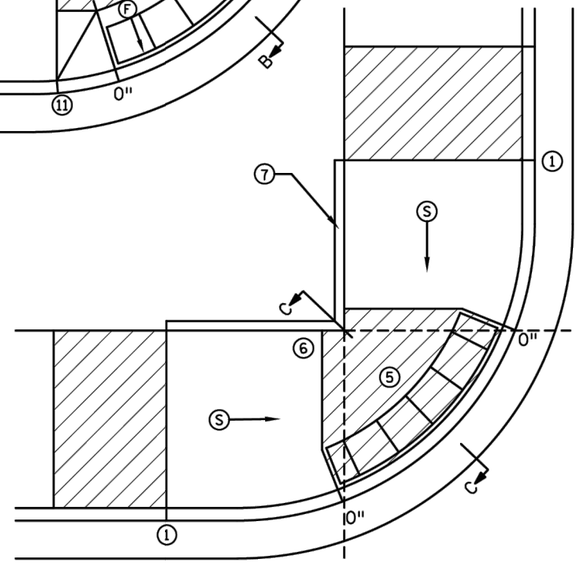


FAN (10)

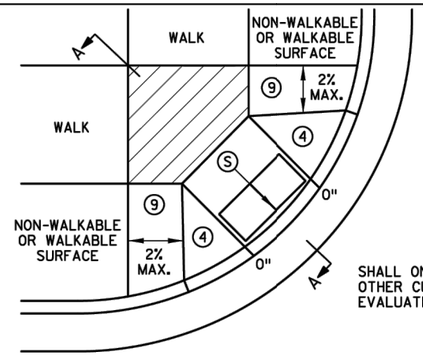


MODIFIED FAN (10)

USED WHEN RIGHT-OF-WAY IS CONSTRAINED



DEPRESSED CORNER



DIAGONAL

SHALL ONLY BE USED AFTER ALL OTHER CURB RAMP TYPES HAVE BEEN EVALUATED AND DEEMED IMPRACTICAL

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.

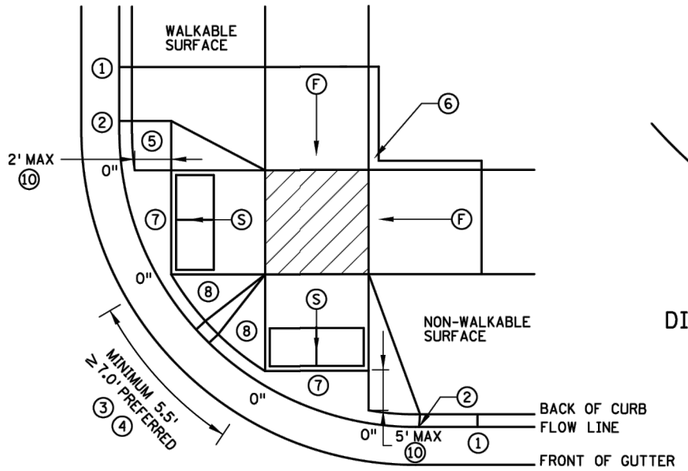
(1) MATCH FULL HEIGHT CURB.
(2) 4' MINIMUM DEPTH LANDING REQUIRED ACROSS TOP OF RAMP.
(3) 3" HIGH CURB WHEN USING A 3' LONG RAMP, 4" HIGH CURB WHEN USING A 4' LONG RAMP.
(4) SEE SHEET 4 OF 6, TYPICAL SIDE TREATMENT OPTIONS, FOR DETAILS ON FLARES AND RETURNED CURBS.
(5) DETECTABLE WARNINGS MAY BE PART 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

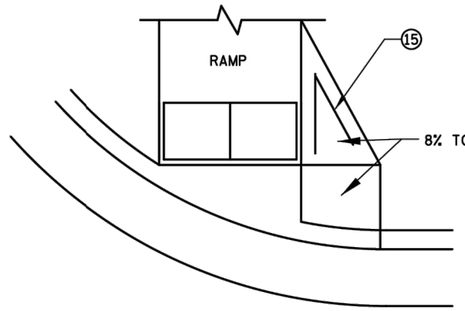
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

- (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%.
- 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

LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION	PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	1 OF 6
	DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	
				TRUNK HWY.	TOTAL SHEETS	

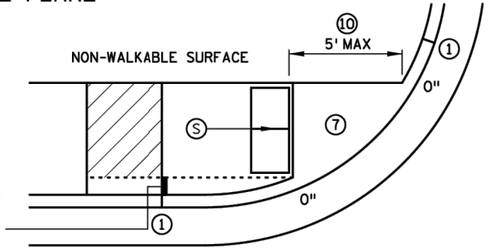


COMBINED DIRECTIONAL

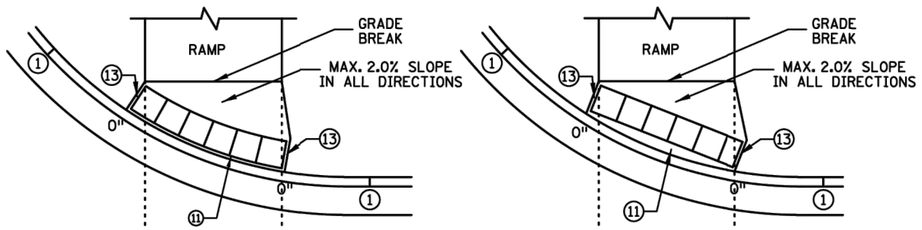


DIRECTIONAL RAMP WALKABLE FLARE

IF NON-CONCRETE BLVD. IS CONSTRUCTED AND IS LESS THAN 2' IN WIDTH AT TOP OF CURB TRANSITION, PAVE CONCRETE RAMP WIDTH TO ADJACENT BACK OF CURB.

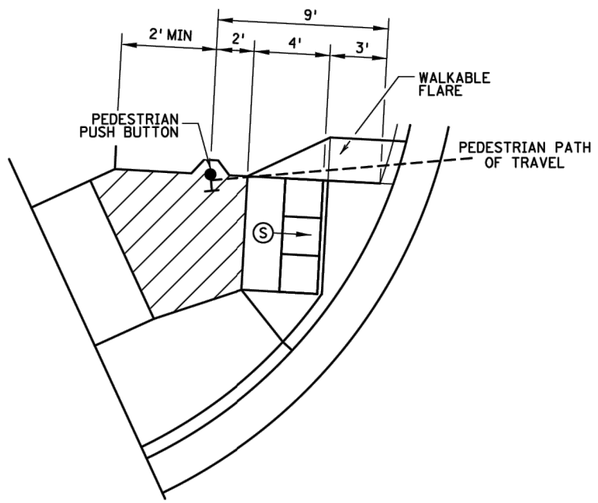


STANDARD ONE-WAY DIRECTIONAL ⑨



DETECTABLE WARNING PLACEMENT WHEN SETBACK CRITERIA IS EXCEEDED ⑫

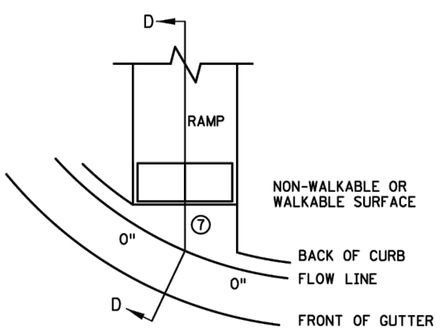
ONE-WAY DIRECTIONAL WITH DETECTABLE WARNING AT BACK OF CURB

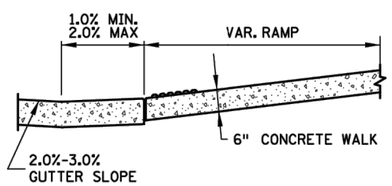


SEMI-DIRECTIONAL RAMP ③④⑨

3' DOME SETBACK, 4' LONG RAMP AND PUSH BUTTON 9' FROM THE BACK OF CURB

PRIMARILY USED FOR APS APPLICATIONS WHERE THE PAR DOES NOT CONTINUE PAST THE PUSH BUTTON (DEAD-END SIDEWALK)





SECTION D-D

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.

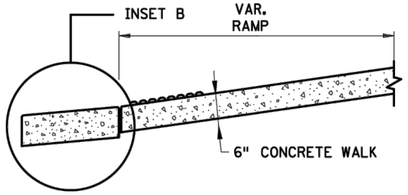
Ⓢ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND THE CROSS SLOPE SHALL NOT EXCEED 2.0%.

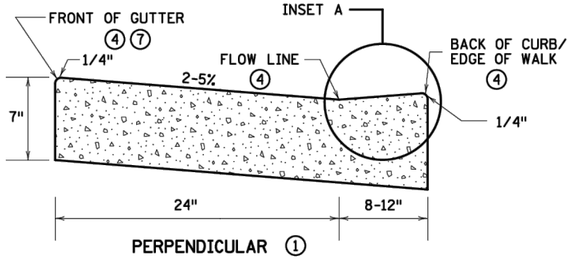
Ⓕ INDICATES PEDESTRIAN RAMP - SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%.

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.

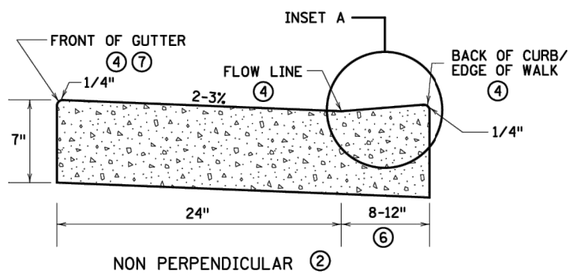
X" CURB HEIGHT

LEAD EXPERT OFFICE: JEFFREY PERKINS, OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI, STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	2 OF 6
	DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO. / TRUNK HWY.	SHEET NO. / TOTAL SHEETS	

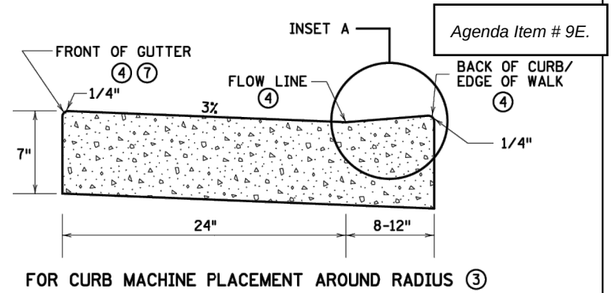




PERPENDICULAR ①

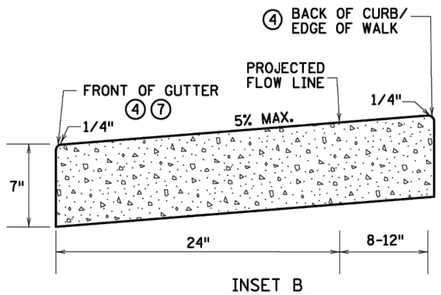


NON PERPENDICULAR ②



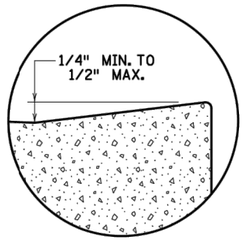
FOR CURB MACHINE PLACEMENT AROUND RADIUS ③
(REGARDLESS OF RAMP TYPE)

PEDESTRIAN ACCESS ROUTE CURB & GUTTER DETAIL

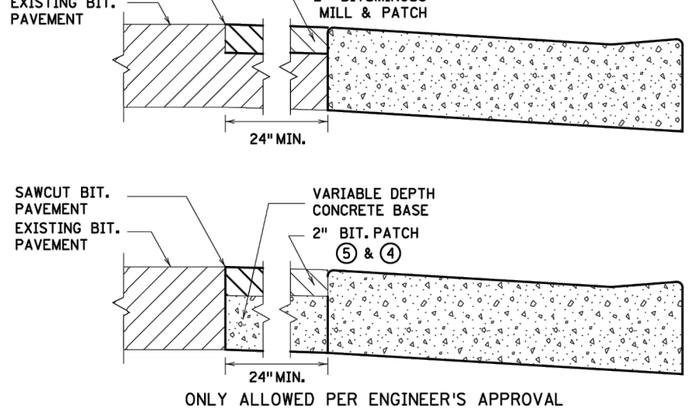


INSET B

OUTFLOW GUTTER ⑧



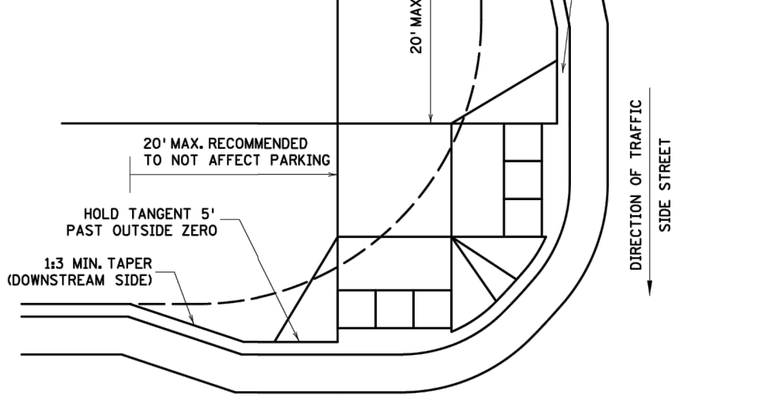
INSET A



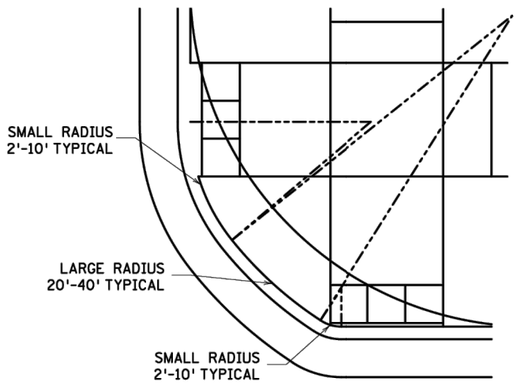
ONLY ALLOWED PER ENGINEER'S APPROVAL

PAVEMENT TREATMENT OPTIONS IN FRONT OF CURB & GUTTER

FOR USE ON CURB RAMP RETROFITS



ADA CURB EXTENSION WITH COMPOUND RADIUS (BUMP OUT) ⑪



COMBINED DIRECTIONAL ⑩
(COMPOUND RADIUS)

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.

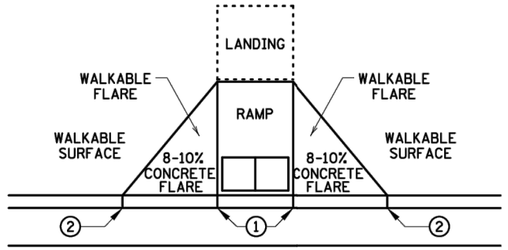
⑧ SHOULD BE USED AT VERTICALLY CONSTRAINED AREAS WHEN AT A DRAINAGE HIGH POINT OR SUPER ELEVATED ROADWAY SEGMENTS.

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.

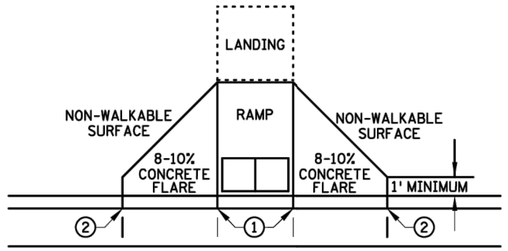
⑩ HELPS PROVIDE TWO SEPARATE RAMPS, REDUCES THE DOME SETBACK LENGTH AND MINIMIZES DIRECTIONAL CURB. THIS RADIUS DESIGN CLOSELY FOLLOWS THE TURNING VEHICLE PATH WHILE OPTIMIZING CURB RAMP LENGTH.

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.

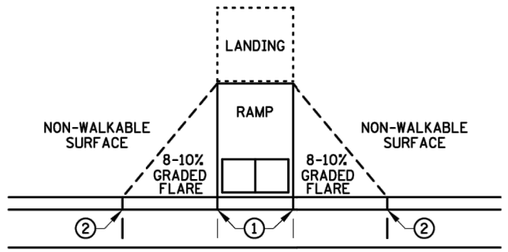
LEAD EXPERT OFFICE	JEFFREY PERKINS OPERATIONS DIVISION	PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	3 OF 6
	DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	
				TRUNK HWY.	TOTAL SHEETS	



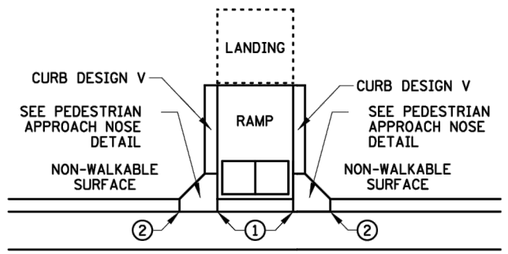
PAVED FLARES
ADJACENT TO WALKABLE SURFACE



PAVED FLARES
ADJACENT TO NON-WALKABLE SURFACE

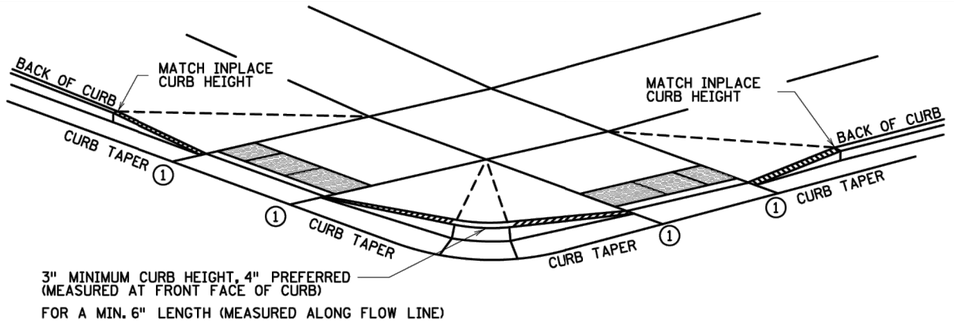


GRADED FLARES

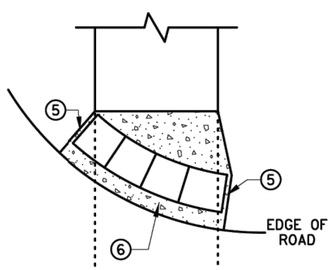


RETURNED CURB ④

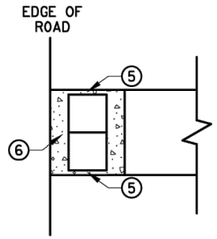
TYPICAL SIDE TREATMENT OPTIONS ③ ⑩



DETECTABLE EDGE WITH ⑦
CURB AND GUTTER

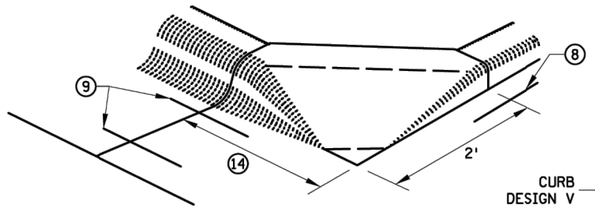


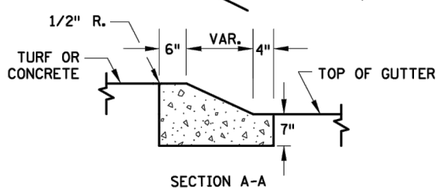
RADIAL DETECTABLE WARNING



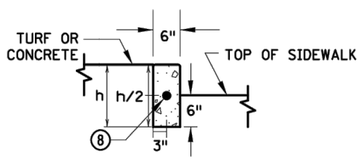
RECTANGULAR DETECTABLE WARNING

DETECTABLE EDGE WITHOUT CURB AND GUTTER

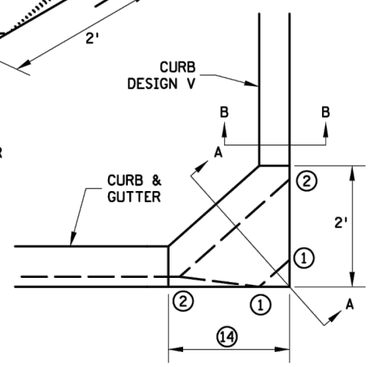




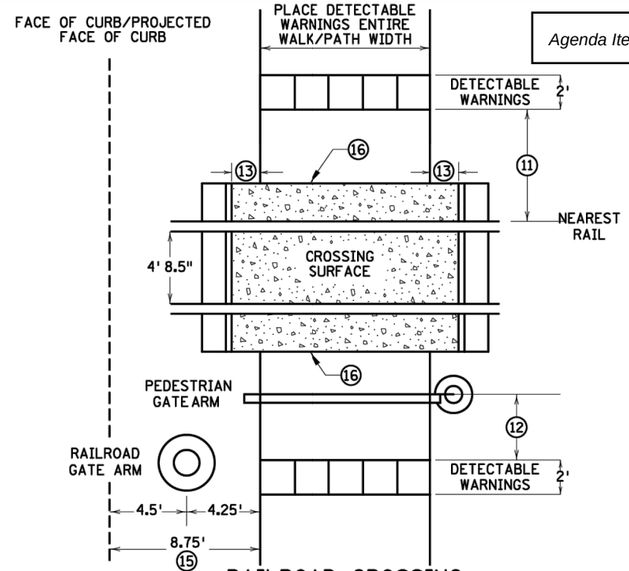
SECTION A-A



SECTION B-B



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.

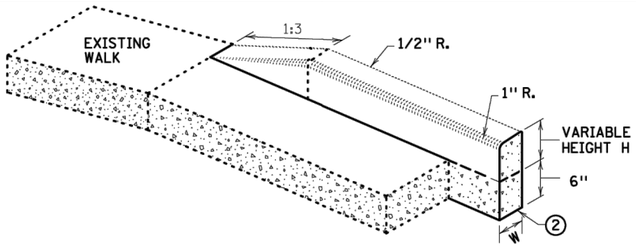
⑬ CROSSING SURFACE SHALL EXTEND 2' MINIMUM PAST THE OUTSIDE EDGE OF WALK OR SHARED-USE PATH.

⑭ 3' FOR MEDIANS AND SPLITTER ISLANDS. NOSE CAN BE REDUCED TO 2' ON FREE RIGHT ISLANDS.

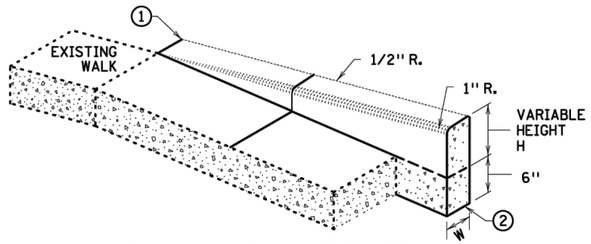
⑮ SIDEWALK TO BE PLACED 8.75' MIN. FROM THE FACE OF CURB/PROJECTED FACE OF CURB. THIS ENSURES MIN. CLEARANCE BETWEEN THE SIDEWALK AND GATE ARM COUNTERWEIGHT SUPPORTS.

⑯ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

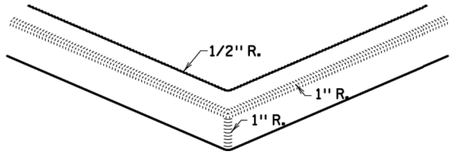
LEAD EXPERT OFFICE: JEFFREY PERKINS, OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	4 OF 6
	DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	
				TRUNK HWY.	TOTAL SHEETS	



V CURB ADJACENT TO LANDSCAPE
CURB WITHIN SIDEWALK LIMITS

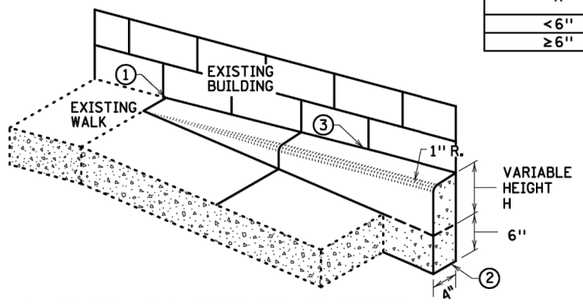


V CURB ADJACENT TO LANDSCAPE
CURB OUTSIDE SIDEWALK LIMITS

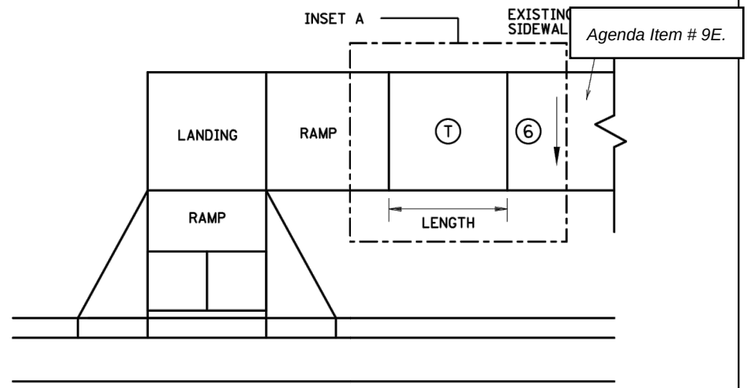


V CURB INTERSECTION

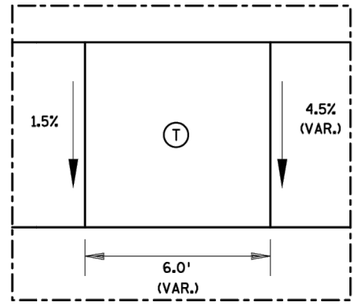
CONCRETE CURB DESIGN V	
CURB HEIGHT H	CURB WIDTH W
<6"	4"
≥6"	6"



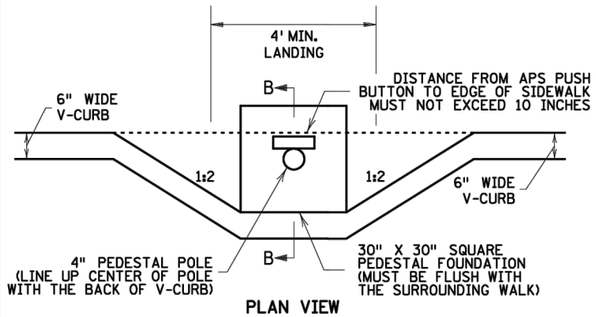
V CURB ADJACENT TO BUILDING OR BARRIER



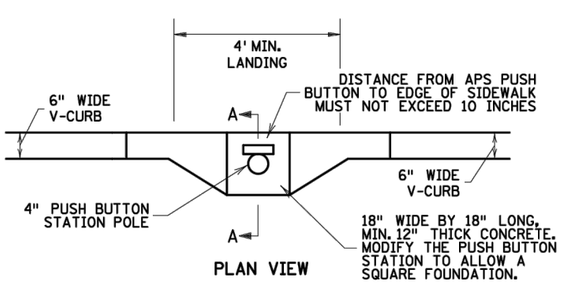
TRANSITION PANEL ④⑤



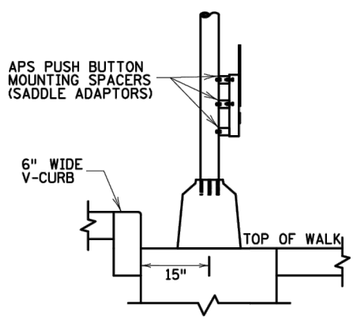
INSET A



PLAN VIEW

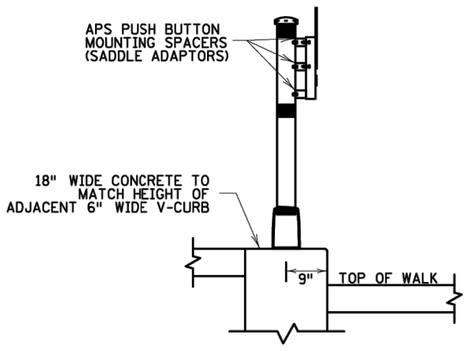


PLAN VIEW



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 ½" 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

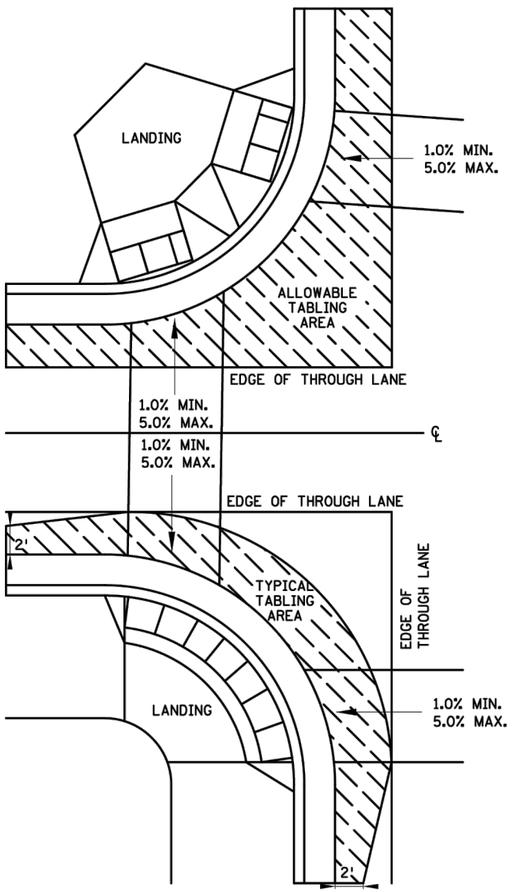
THESE LONGITUDINAL SLOPE RANGES SHALL BE THE STARTING POINT. IF SITE CONDITIONS WARRANT, LONGITUDINAL SLOPES UP TO 8.3% OR FLATTER ARE ALLOWED.

Ⓢ 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%.

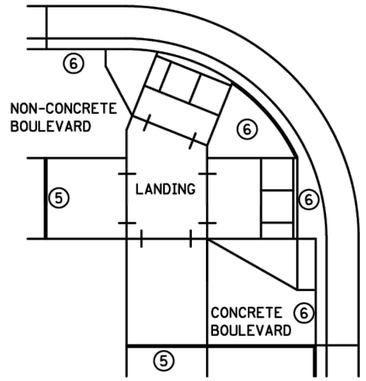
LANDING AREA - 4' X 4' MIN. (5' X 5' MIN. PREFERRED) DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS. LANDING SHALL BE FULL WIDTH OF INCOMING PARS.

Ⓣ 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.

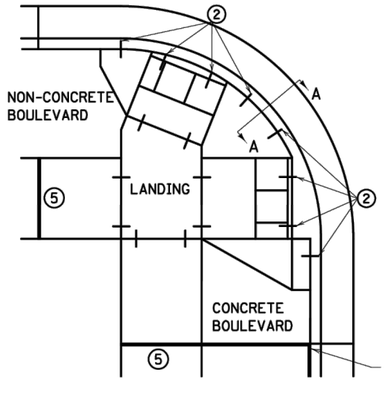
LEAD EXPERT OFFICE: JEFFREY PERKINS, OPERATIONS DIVISION		PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	5 OF 6
	DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO. / TRUNK HWY.	SHEET NO. / TOTAL SHEETS	



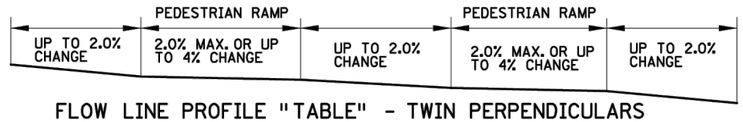
CURB LINE AND ROAD CROSSING ADJUSTMENTS



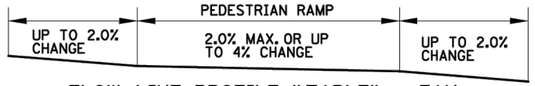
EXPANSION MATERIAL PLACEMENT FOR CONCRETE ROADWAYS



CURB LINE REINFORCEMENT ④ PLACEMENT ON BITUMINOUS ROADWAYS



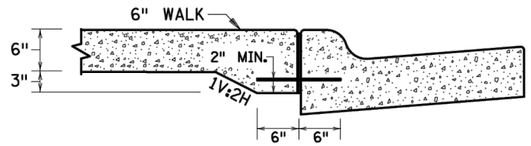
FLOW LINE PROFILE "TABLE" - TWIN PERPENDICULARS



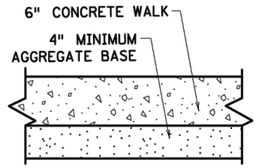
FLOW LINE PROFILE "TABLE" - FAN

FLOW LINE PROFILE RAISE - TWIN PERPENDICULARS

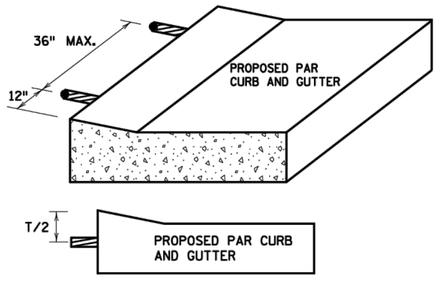
FLOW LINE PROFILE RAISE - FAN



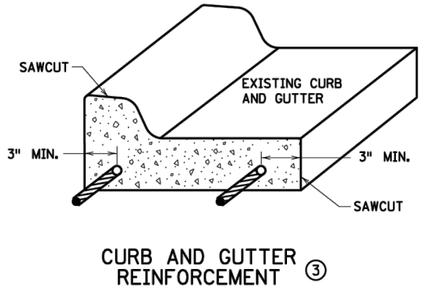
SECTION VIEW A-A
THICKENED SECTION
THROUGH CURB RAMP FLARES



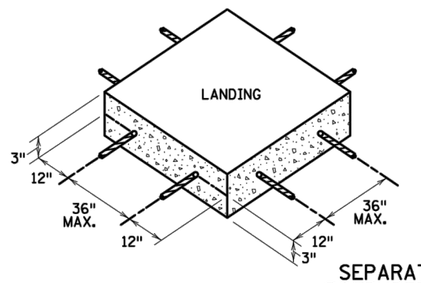
TYPICAL SIDEWALK SECTION
WITHIN INTERSECTION CORNER

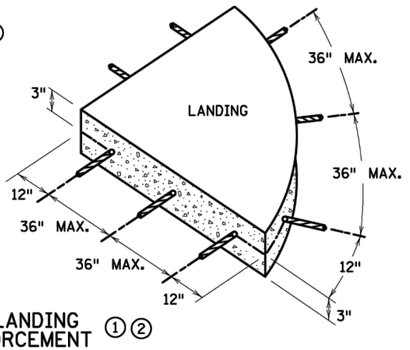


CURB RAMP REINFORCEMENT DETAILS ②④



CURB AND GUTTER REINFORCEMENT ③





SEPARATE LANDING POUR REINFORCEMENT ①②

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.

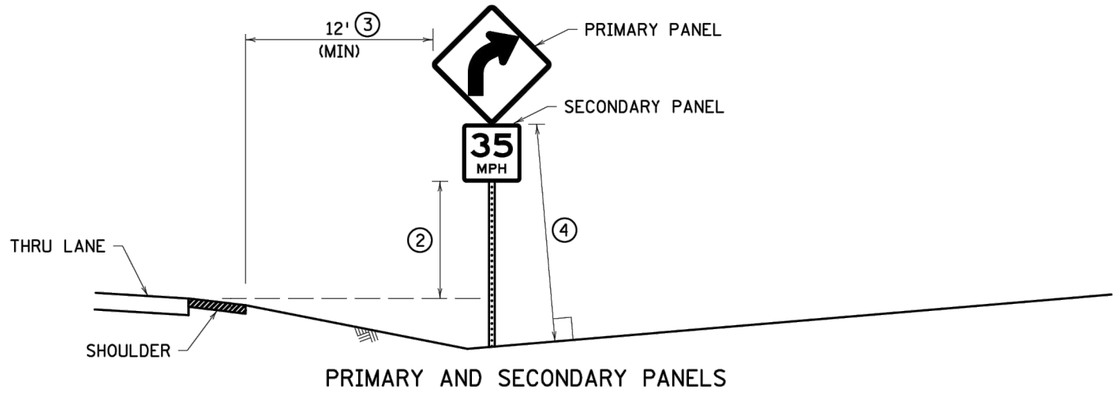
③ DRILL AND GROUT 2 - NO. 4 X 12'' LONG (6" EMBEDDED) REINFORCEMENT BARS (EPOXY COATED). REINFORCEMENT REQUIRED FOR ALL CONSTRUCTION JOINTS. BARS TO BE PAID BY EACH.

④ THIS CURB LINE REINFORCEMENT DETAIL SHALL BE USED ON BITUMINOUS ROADWAYS. FOR CONCRETE ROADWAYS, SEE NOTE 6.

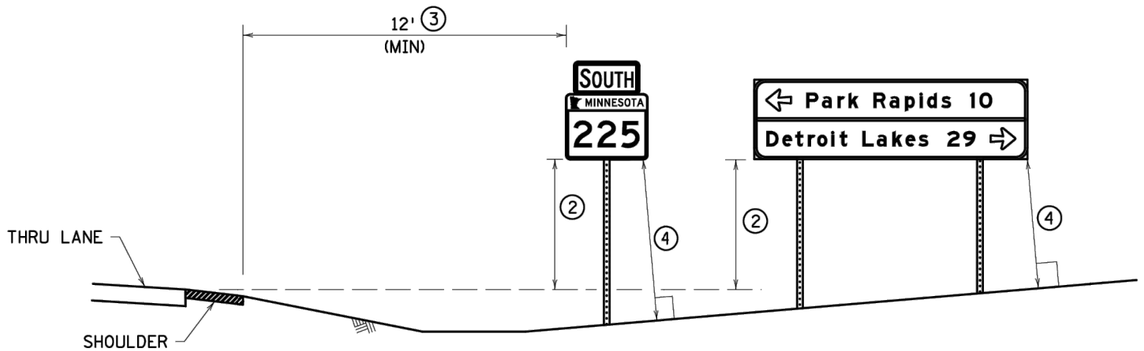
⑤ CONSTRUCT WITH EXPANSION MATERIAL PER MNDOT SPECIFICATION 3702 TYPES A-E. EXPANSION MATERIAL SHALL MATCH FULL HEIGHT OF ADJACENT CONCRETE.

⑥ USE AN APPROVED TYPE F (1/4 INCH THICK) SEPARATION MATERIAL. SEPARATION MATERIAL SHALL MATCH FULL HEIGHT DIMENSION OF ADJACENT CONCRETE.

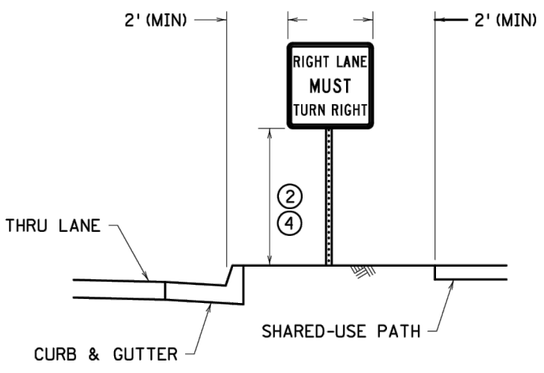
LEAD EXPERT OFFICE: JEFFREY PERKINS, OPERATIONS DIVISION	PEDESTRIAN CURB RAMP DETAILS	APPROVED: 11-04-2021 REVISED:	THOMAS STYRBICKI, STATE DESIGN ENGINEER	STANDARD PLAN 5-297.250	6 OF 6
DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	1
			TRUNK HWY.	TOTAL SHEETS	6



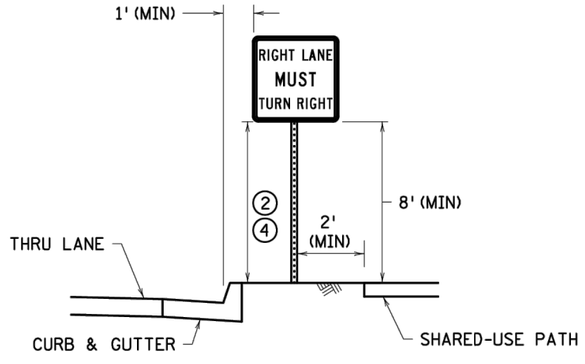
PRIMARY AND SECONDARY PANELS



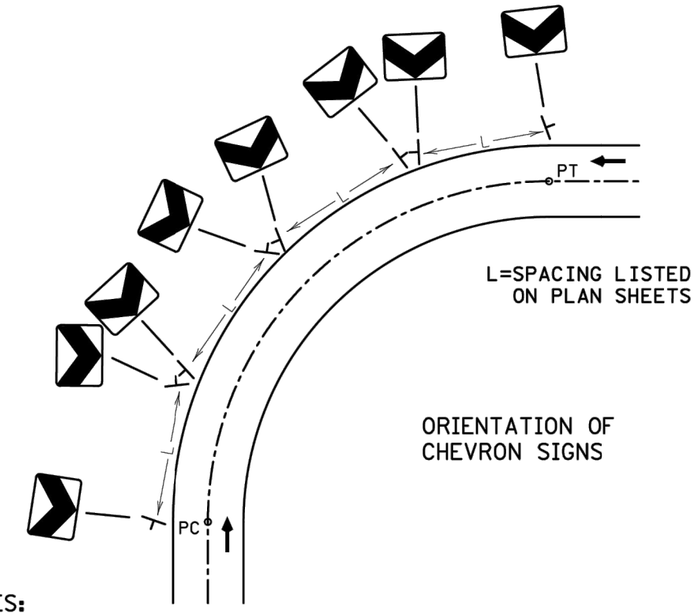
STANDARD LOCATIONS



BOULEVARD LOCATIONS
6' TO 12' WIDE



BOULEVARD LOCATIONS (1)
LESS THAN 6' WIDE



ORIENTATION OF
CHEVRON SIGNS

NOTES:

PLACE SIGNS AND ORIENT THEM APPROXIMATELY AS SHOWN IN THE PLAN, AT RIGHT ANGLES TO THE DIRECTION OF, AND FACING THE TRAFFIC THEY ARE INTENDED TO SERVE, UNLESS OTHERWISE SPECIFIED. TO AVOID SPECULAR GLARE, TURN SIGNS APPROXIMATELY THREE DEGREES AWAY FROM APPROACHING TRAFFIC.

IF A SIGN NEEDS TO BE REPOSITIONED FROM THE PROPOSED PLAN LOCATION IN ORDER TO AVOID CONFLICTS WITH UTILITIES OR OBSTACLES, CONTACT THE PROJECT ENGINEER.

MOUNT SIGN FACES PLUMB.

LATERAL CLEARANCES GIVEN APPLY TO RIGHT AND/OR LEFT SIDE INSTALLATION.

ERECT OR CONSTRUCT SIGN SUPPORT SO THAT NO PORTION OF THE SIGN PANEL IS WITHIN 15' OF THE RAIL OF A RAILROAD TRACK.

PLACE SIGNS SUCH THAT OBSTACLES DO NOT BLOCK THEM FROM BEING VIEWED BY THE APPROACHING TRAFFIC.

PLACE SIGNS A MINIMUM OF 10' FROM THE NEAREST OBSTACLE. OBSTACLES MAY INCLUDE, BUT ARE NOT LIMITED TO, LIGHT POLES, TREES, SIGNS, AND BUILDINGS. SIGNS MAY BE PLACED CLOSER TO SIGNS IN TIGHT AREAS, BUT NO MORE THAN TWO POSTS IN A 7' DIAMETER CIRCLE.

AVOID PLACING SIGNS IN DITCH BOTTOMS.

(1) ONLY USE WHEN BOULEVARD IS TOO NARROW TO OBTAIN ADEQUATE CURBED LOCATION SIGN OFFSETS.

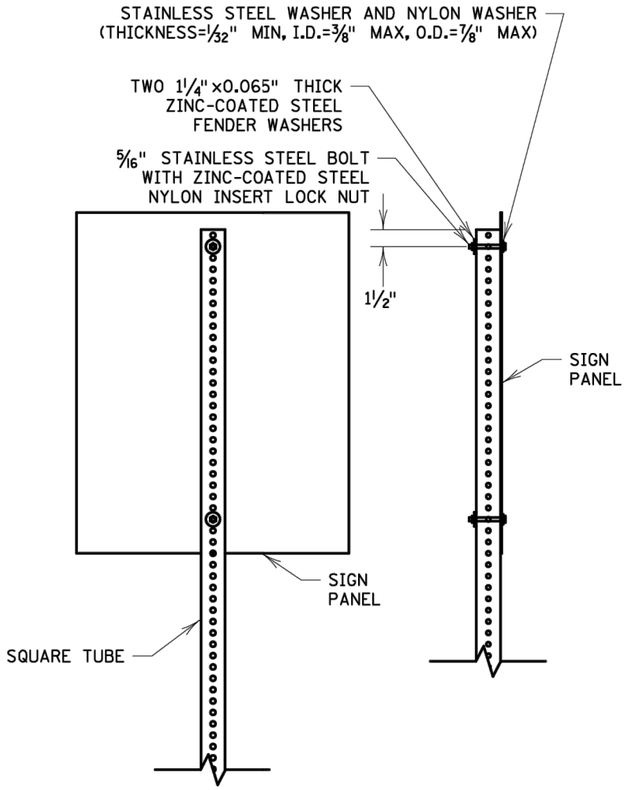
(2) ALL SIGN MOUNTING HEIGHTS ARE MEASURED VERTICALLY FROM THE BOTTOM OF THE LOWEST SIGN PANEL TO THE TOP OF THE CURB, OR IN ABSENCE OF CURB, TO THE NEAR EDGE OF THE THRU-LANE PAVEMENT. SEE SIGN TABULATIONS.

(3) MINIMUM OFFSET MAY BE REDUCED TO AT LEAST 6' FROM SHOULDER AND AT LEAST 12' FROM THRU LANE IF SITE CONDITIONS PROHIBIT A 12' OFFSET FROM SHOULDER.

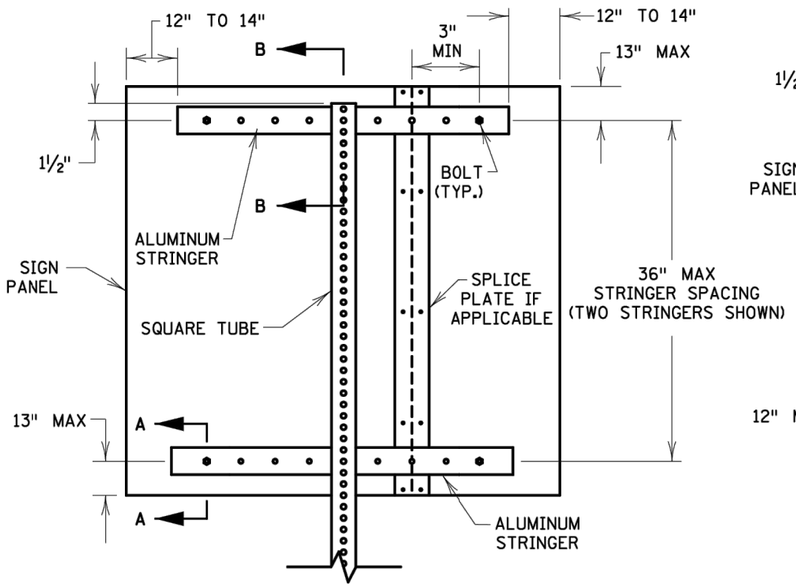
(4) CRASHWORTHY HEIGHT IS AT LEAST 7' FOR BREAKAWAY STRUCTURES AND AT LEAST 4' FOR BENDABLE STRUCTURES. SEE SPECIFIC SQUARE TUBE BASE STRUCTURE PLAN FOR CRASH RESPONSE TYPE. THE CRASHWORTHY HEIGHT IS MEASURED TO THE BOTTOM OF THE PRIMARY SIGN PANEL EXCLUDING ANY SECONDARY SIGN PANELS, MARKERS, DELINEATORS, AND REFERENCE LOCATION SIGN PANELS. ANY SECONDARY SIGN PANELS MOUNTED TO MORE THAN ONE POST ARE CONSIDERED PRIMARY SIGN PANELS FOR CRASHWORTHY PURPOSES.

LEAD EXPERT OFFICE	BRIAN SORENSON STATE TRAFFIC ENGINEER OFFICE OF TRAFFIC ENGINEERING	STANDARD SIGN PLACEMENT	APPROVED: 08-09-2023 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.701	1 OF 1

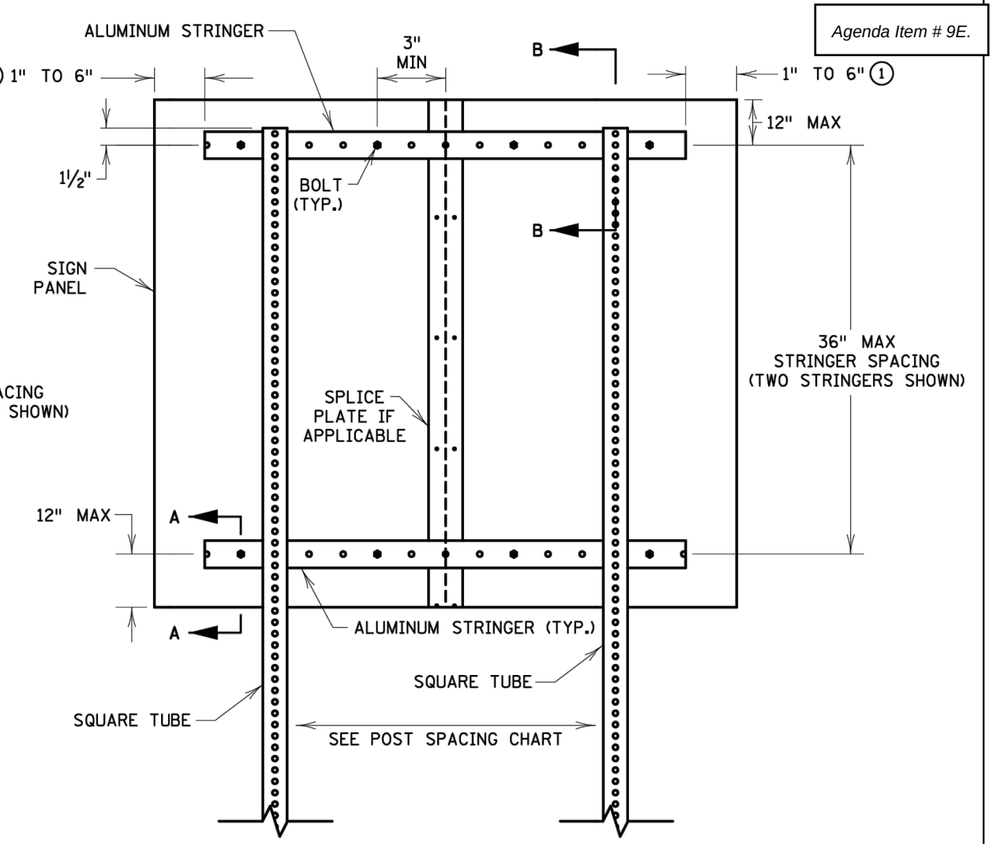
DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.
			TRUNK HWY.	TOTAL SHEETS



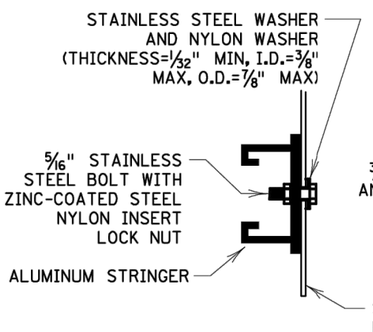
FOR SIGN PANELS UP TO 30" WIDE



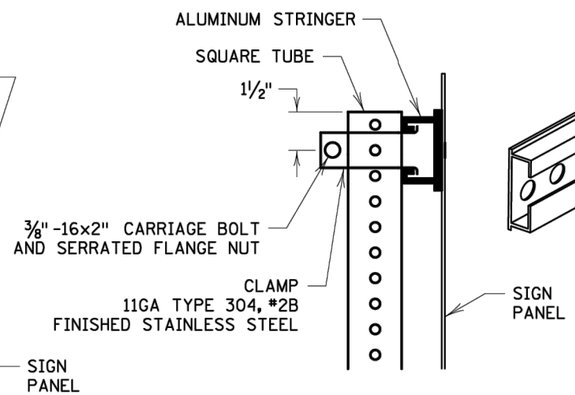
FOR SIGN PANELS 36" WIDE OR GREATER ON ONE POST



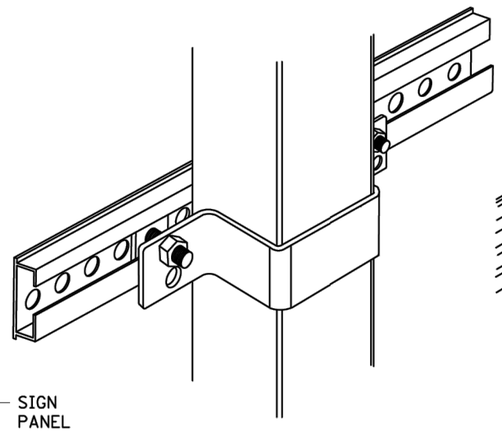
FOR SIGN PANELS ON TWO OR MORE POSTS



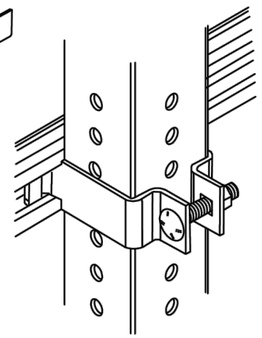
VIEW A-A



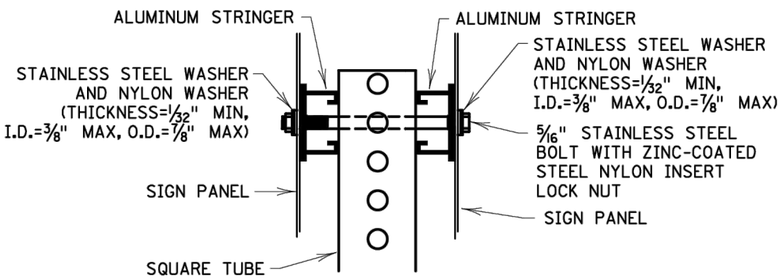
VIEW B-B



CLAMP DETAIL
4" SQUARE TUBE



CLAMP DETAIL
2" AND 2 1/2" SQUARE TUBE



BACK-TO-BACK SIGN MOUNTING WITH STRINGERS

NOTES:

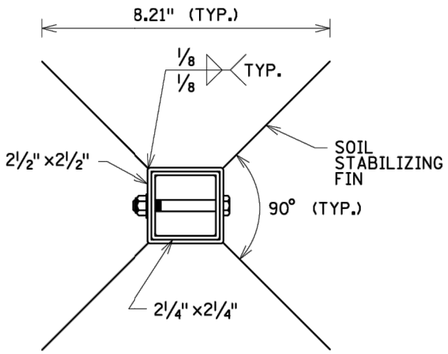
BOLT SIGN PANELS TO STRINGERS OR RISER POSTS AT NO GREATER THAN 24" SPACING OR ACCORDING TO THE MNDOT STANDARD SIGNS AND MARKINGS MANUAL FOR MOUNTING HOLES (PUNCH CODES) INFORMATION.

CENTER STRINGERS ON SIGN PANEL.

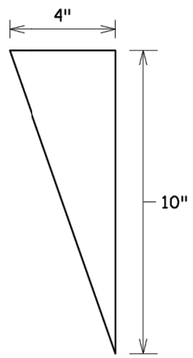
(1) IF POST SPACING REQUIRES PLACEMENT OF A POST WITHIN THIS AREA, EXTEND STRINGERS AS NEEDED TO ACCOMMODATE THE STRINGER TO POST CLAMP.

LEAD EXPERT OFFICE	BRIAN SORENSON STATE TRAFFIC ENGINEER OFFICE OF TRAFFIC ENGINEERING		SQUARE-TUBE SIGN MOUNTING DETAILS	APPROVED: 08-09-2023 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.718	1 OF 3

DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	223
			TRUNK HWY.	TOTAL SHEETS	

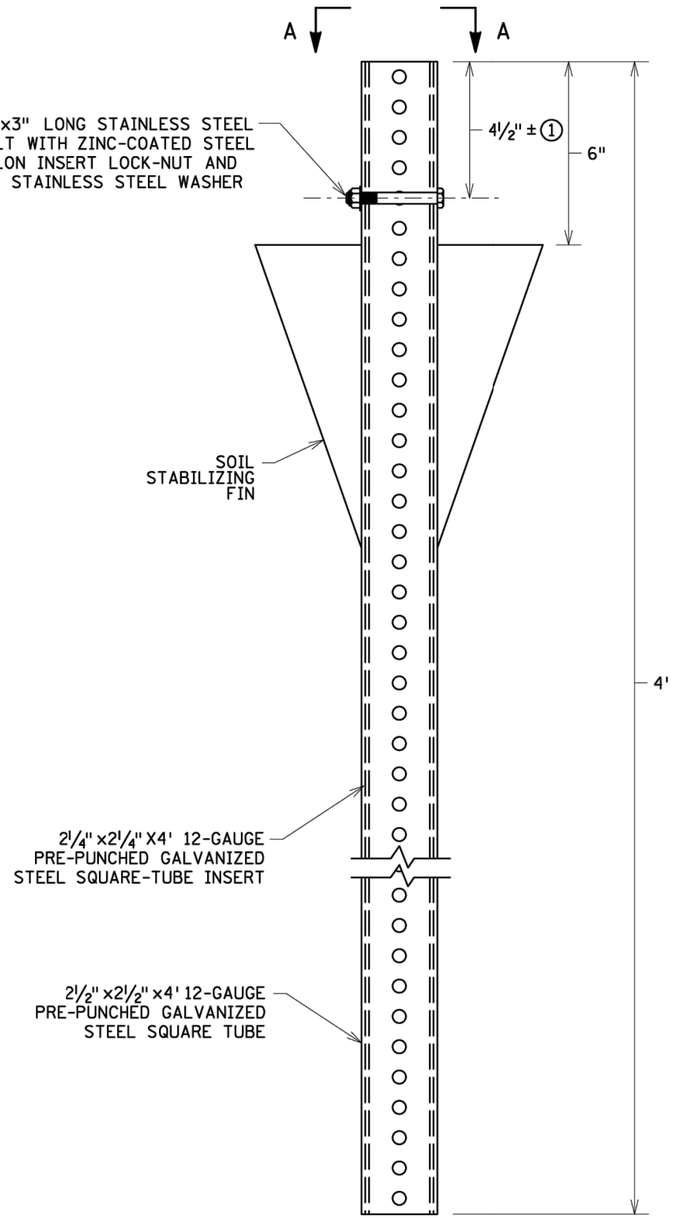


VIEW A-A

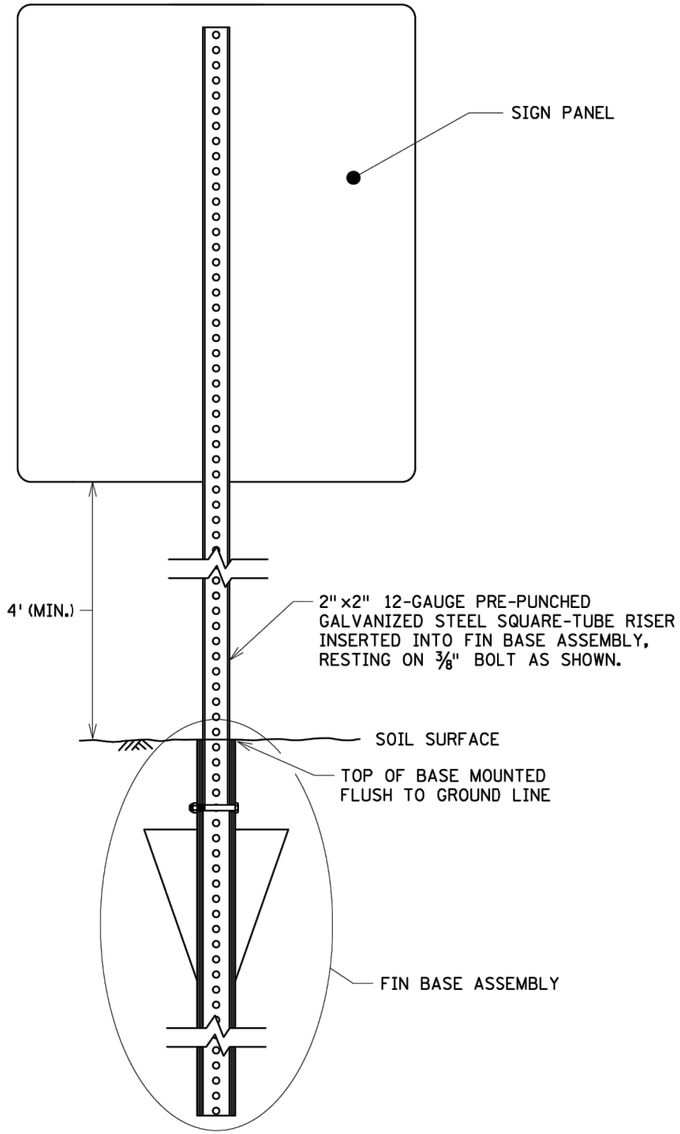


SOIL STABILIZING FIN
FOUR REQUIRED

12-GAUGE PRE-GALVANIZED ASTM A569 STEEL. WELD THE 10" EDGE OF EACH FIN TO EACH CORNER OF THE 2½" SQUARE TUBE. SEE VIEW A-A FOR WELDING DETAILS. WELDS MUST BE ZINC-COATED.



FIN BASE ASSEMBLY



FIN BASE IN SOIL

NOTES:

THE CRASH RESPONSE TYPE FOR THIS STRUCTURE IS BENDABLE.

TO MEET CRASHWORTHY REQUIREMENTS, THE DISTANCE BETWEEN THE BOTTOM OF THE SIGN PANEL AND THE GROUND SURFACE BELOW ANY PORTION OF THE SIGN PANEL MUST BE A MINIMUM OF 4'. SEE TABULATIONS FOR MOUNTING HEIGHT.

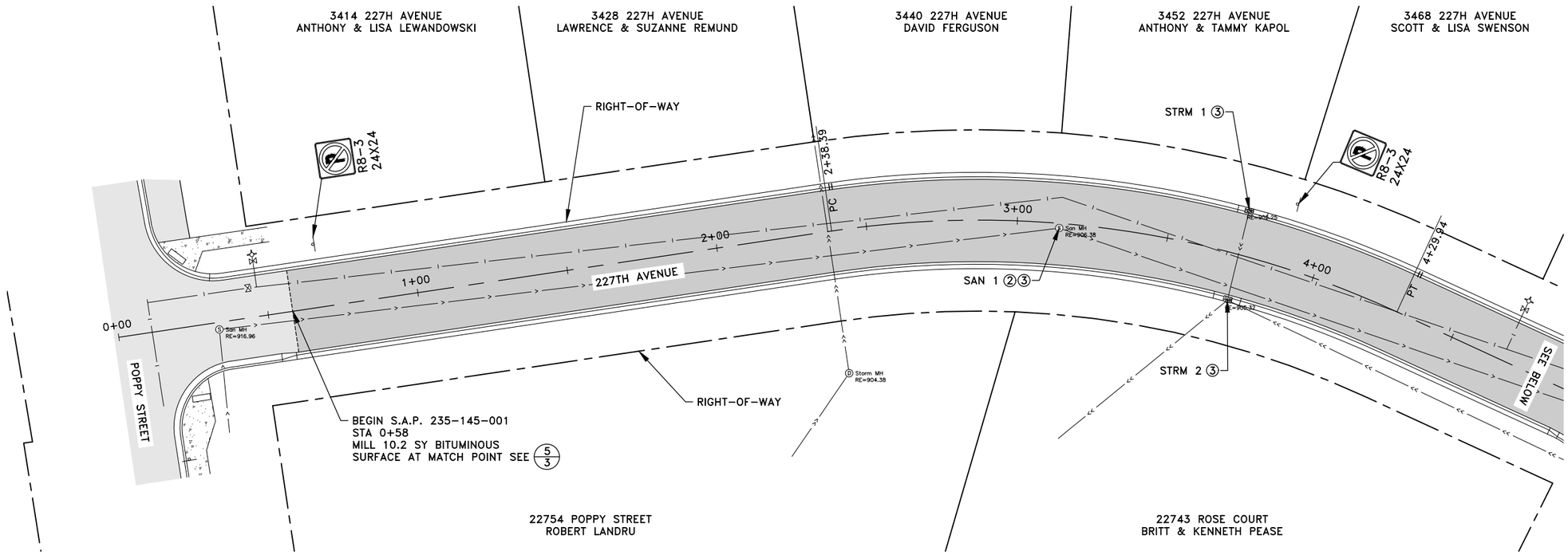
SEE STANDARD PLAN 5-297.718 FOR ADDITIONAL MOUNTING DETAILS.

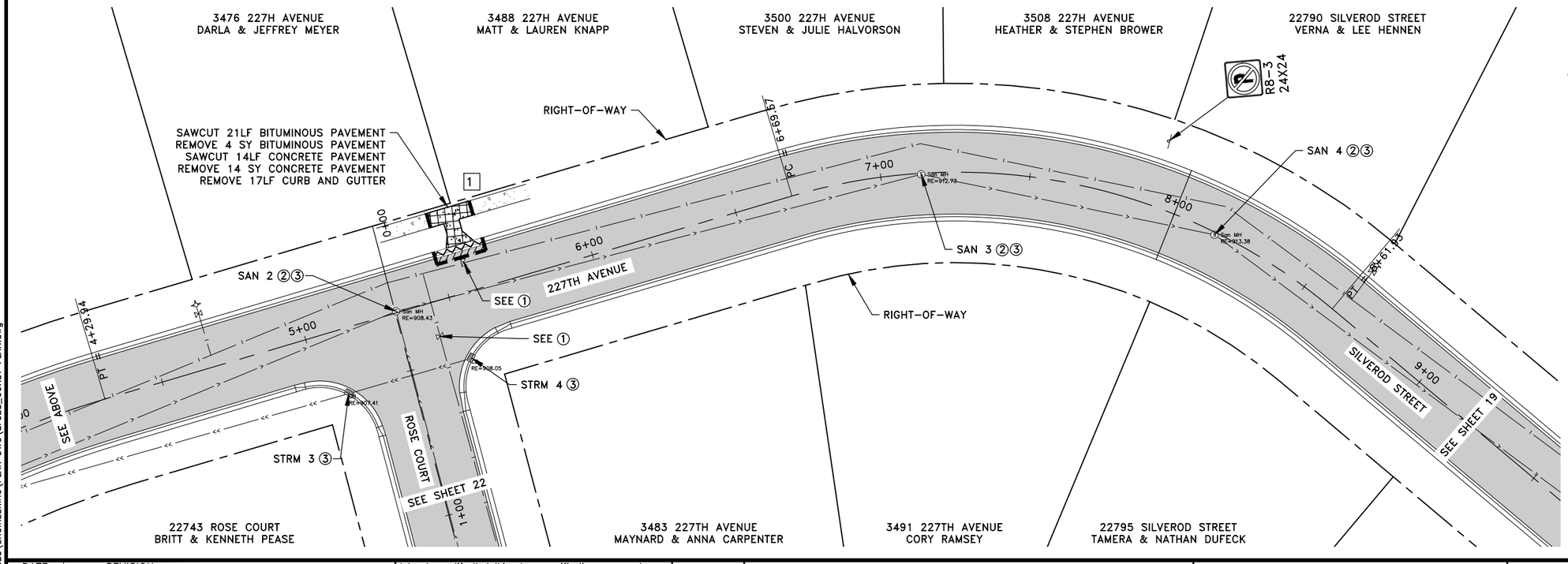
SQUARE-TUBE SIGN POSTS IN ACCORDANCE WITH SPEC. 3402.

① INSERT BOLT IN 5TH HOLE DOWN.

LEAD EXPERT OFFICE	BRIAN SORENSON STATE TRAFFIC ENGINEER OFFICE OF TRAFFIC ENGINEERING		FIN BASE FOR 2" SQUARE-TUBE RISER POST IN SOIL	APPROVED: 08-09-2023 REVISED:	THOMAS STYRBICKI STATE DESIGN ENGINEER	STANDARD PLAN 5-297.722	1 OF 1

DEPARTMENT OF TRANSPORTATION	S.A.P. 235-145-001 S.A.P. 235-146-001	STANDARD PLAN	STATE PROJ. NO.	SHEET NO.	224
			TRUNK HWY.	TOTAL SHEETS	





GENERAL NOTES:
1. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.
2. SEE SHEET 3 FOR TYPICAL SECTIONS.

REFERENCE NOTES:
① TOP PORTION OF THE GATE VALVE BOX SHALL BE REMOVED AND REPLACED. THIS WORK SHALL BE PAID PER ITEM 2104 REMOVE VALVE BOX AND ITEM 2504 VALVE BOX. SEE 3/4 FOR PAVEMENT REMOVAL AND REPLACEMENT DETAILS. VALVE BOX SHALL MATCH LENGTH AND DIAMETER OF THE EXISTING TOP SECTION. LID SHALL BE NON-LOCKING AND SHALL BE IMPRINTED WITH "WATER".
② ADJUST FRAME AND RING CASTING. SEE SHEET 2 FOR ADDITIONAL INFORMATION.
③ GROUT CATCH BASIN OR MANHOLE. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

S.A.P. 235-145-001
S.A.P. 235-146-001

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.
CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
Civil Engineers and Land Surveyors
3601 Thurston Ave., Anoka, Minnesota 55303
763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

227TH AVENUE AND SILVEROD STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 18 OF

Mar 05, 2026 - 11:30am
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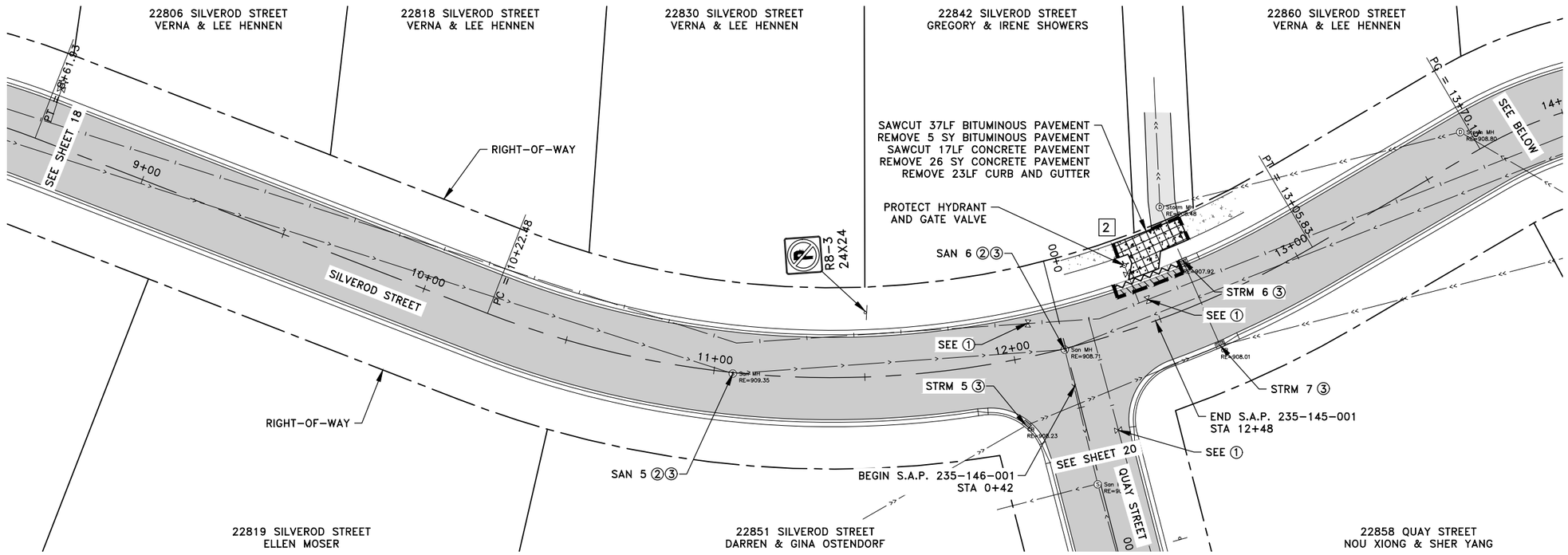

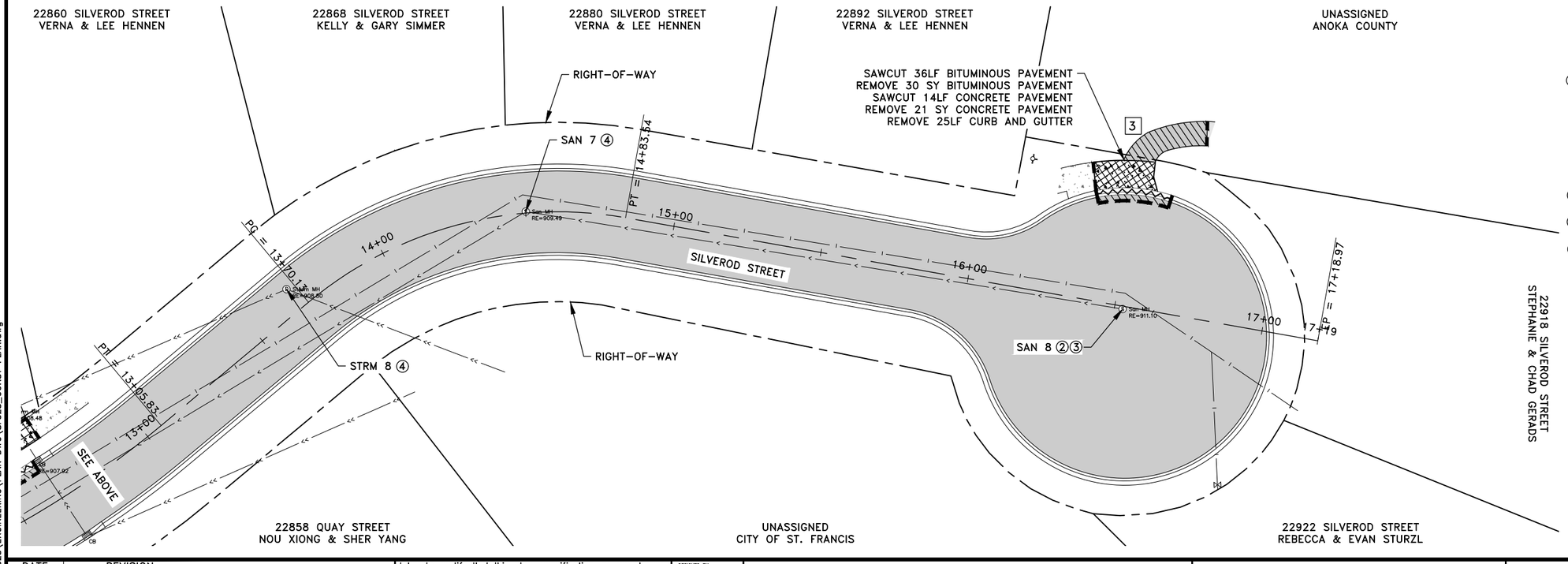

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③ GROUT CATCH BASIN OR MANHOLE. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

④ REMOVE AND REPLACE CASTING. CASTING SHALL BE RECONSTRUCTED PER CITY STANDARD PLATES 309 SHEET 6 TO THE FINAL GRADE OF THE OVERLAY WITH NEW HDPE RINGS. AN EXTERNAL CHIMNEY SEAL SHALL BE CONSTRUCTED AROUND THE RINGS AS SHOWN IN CITY STANDARD PLATE 310 ON SHEET 6. THIS WORK SHALL BE PAID PER ITEM 2104 REMOVE CASTING AND ITEM 2506 CASTING ASSEMBLY. SEE DETAIL 2 ON SHEET 4 FOR INFORMATION ON BITUMINOUS REMOVAL AND PATCHING.

DATE	REVISION

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

SILVEROD STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 19 OF 226

S.A.P. 235-145-001
S.A.P. 235-146-001

SF328

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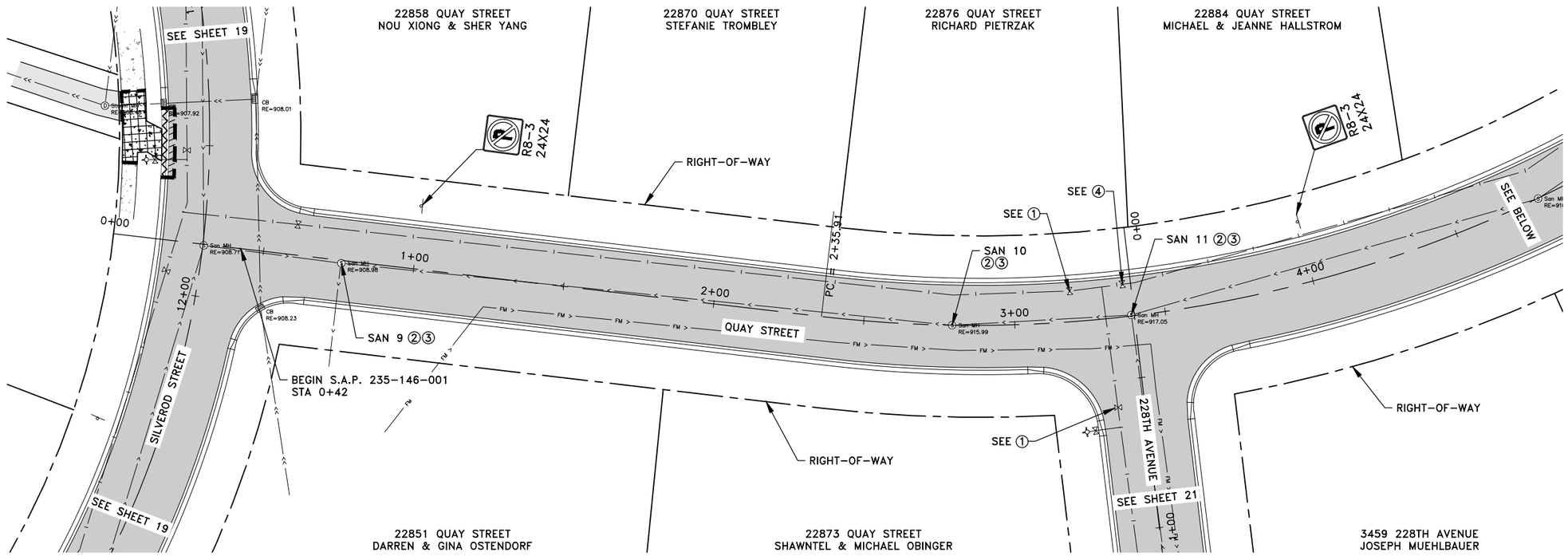
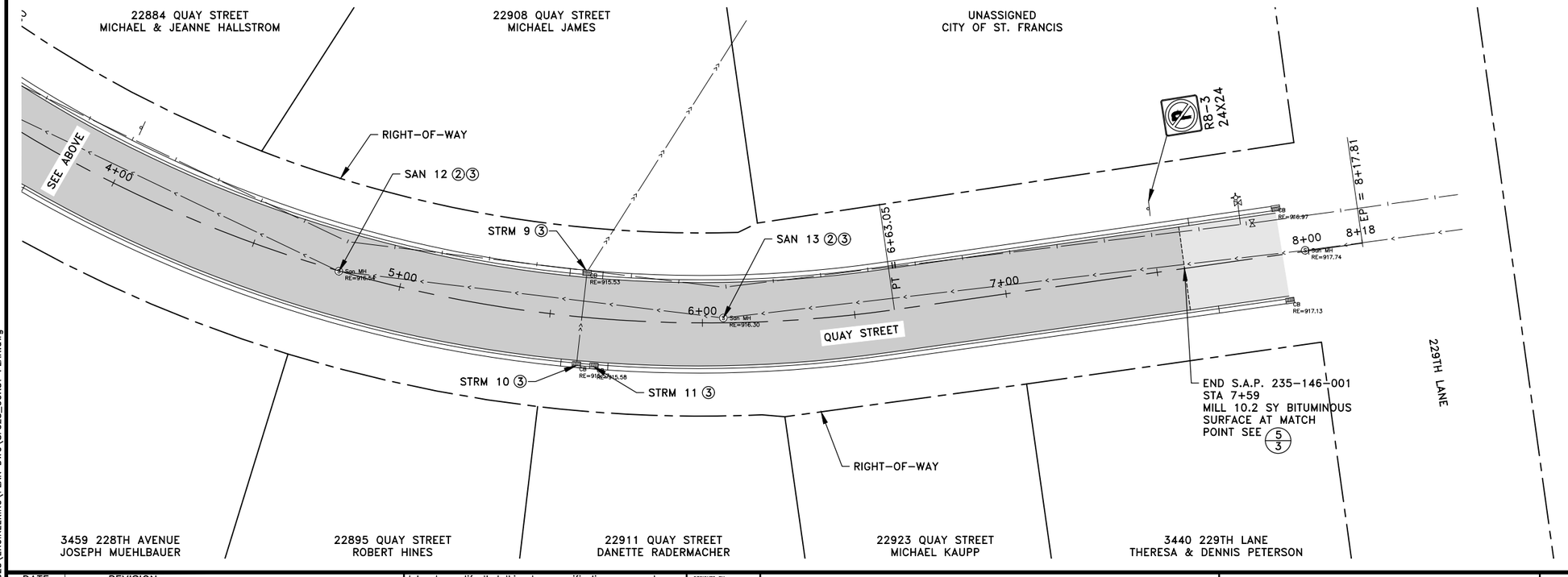


LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE PAVEMENT
- PROPOSED BITUMINOUS MILL AND OVERLAY SEE (1/3)
- CURB AND GUTTER REMOVAL
- SAWCUT BITUMINOUS OR CONCRETE
- [1] PEDESTRIAN RAMP NUMBER – SEE SHEETS 30–31 FOR CONSTRUCTION

SCALE 20 0 20 40 IN FEET



GENERAL NOTES:

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③ GROUT CATCH BASIN OR MANHOLE. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

④ ADJUST VALVE BOX. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

SCALE 20 0 20 40 IN FEET

S.A.P. 235-145-001
S.A.P. 235-146-001

DATE	REVISION

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CRAIG J. JOCHUM, P.E.
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DRAWN BY: SGJ
CHECKED BY: TAE

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763-427-5860 FAX 763-427-0520
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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

QUAY STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 20 OF 227

SF328

Mar 05, 2026 – 11:30am
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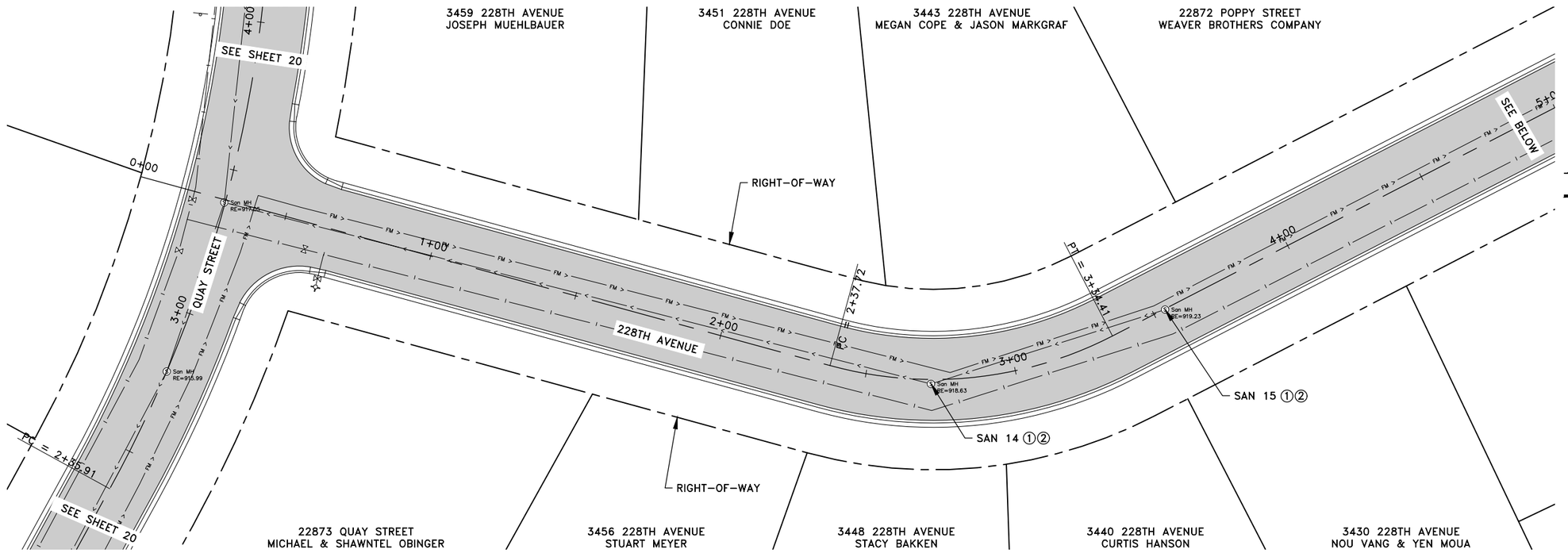

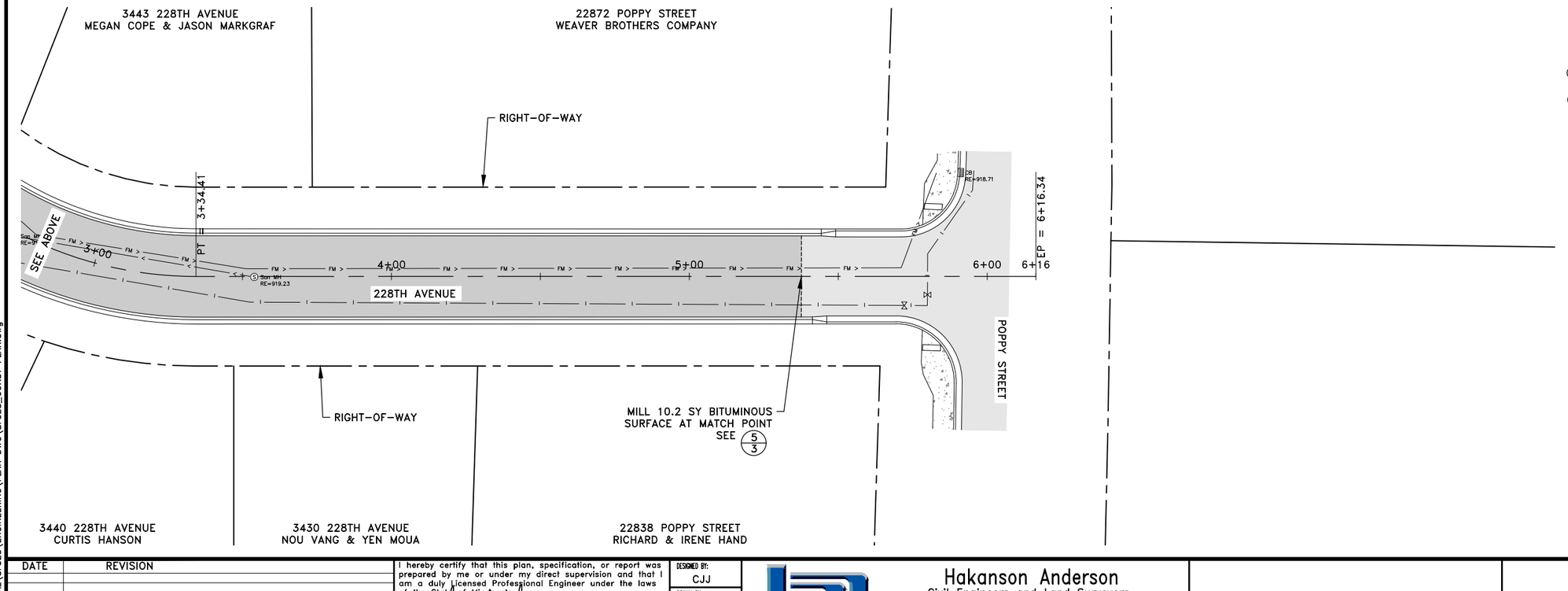

GENERAL NOTES:
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2. SEE SHEET 3 FOR TYPICAL SECTIONS.

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S.A.P. 235–145–001
S.A.P. 235–146–001

DATE	REVISION

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

228TH AVENUE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 21 OF 228

SF328

Mar 05, 2026 – 11:30am
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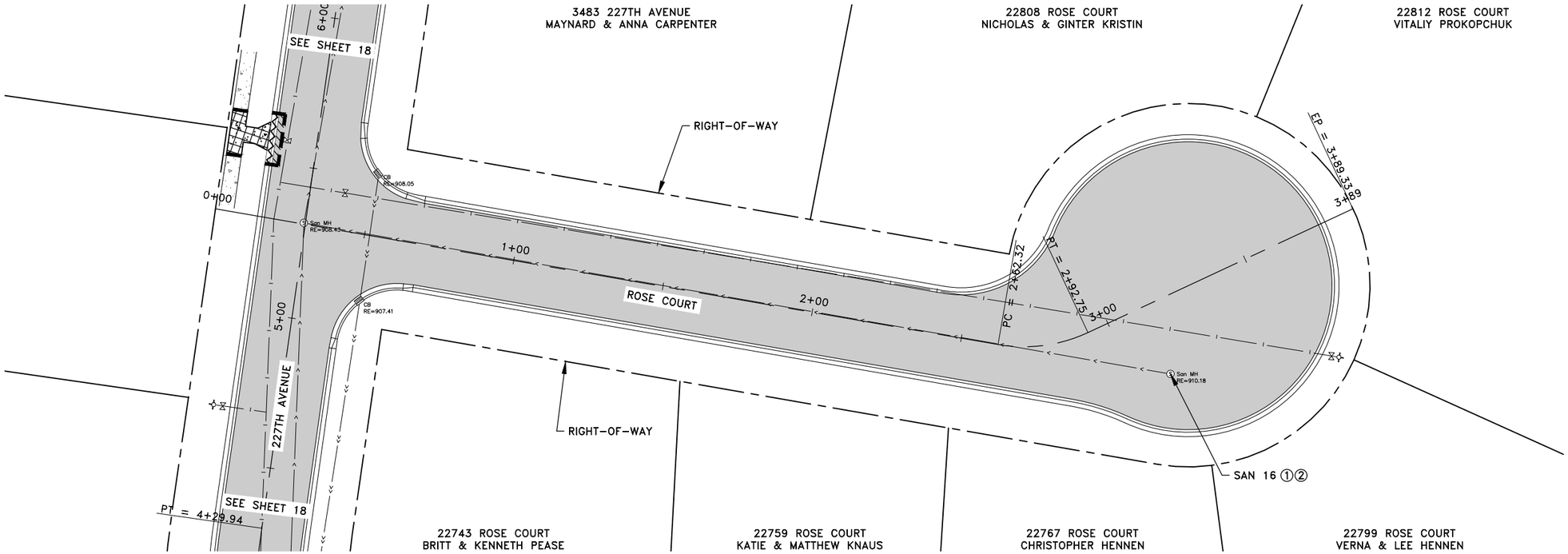

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE PAVEMENT
- PROPOSED BITUMINOUS MILL AND OVERLAY SEE 2/3
- CURB AND GUTTER REMOVAL
- SAWCUT BITUMINOUS OR CONCRETE
- [1] PEDESTRIAN RAMP NUMBER – SEE SHEETS 30–31 FOR CONSTRUCTION

GENERAL NOTES:
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REFERENCE NOTES:
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20 0 20 40
SCALE IN FEET

S.A.P. 235–145–001
S.A.P. 235–146–001

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CRAIG J. JOCHUM, P.E.
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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

ROSE COURT
CITY OF ST. FRANCIS, MINNESOTA

SHEET 22 OF

SF328

Mar 05, 2026 – 11:30am
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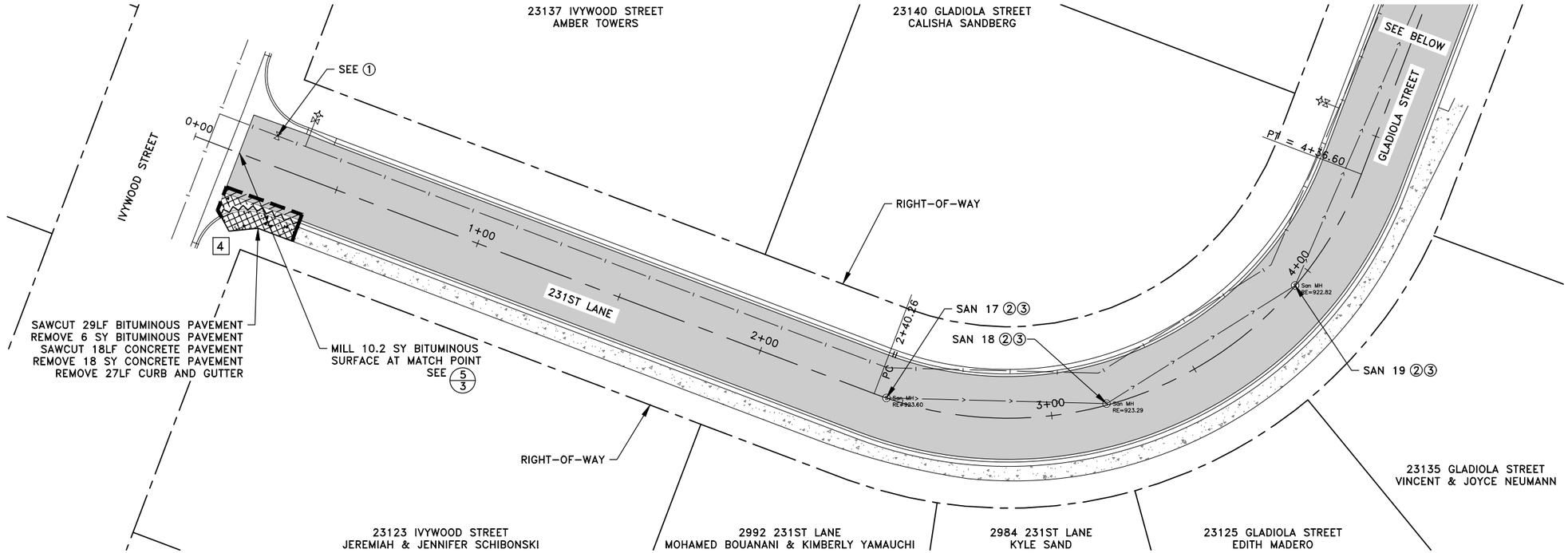

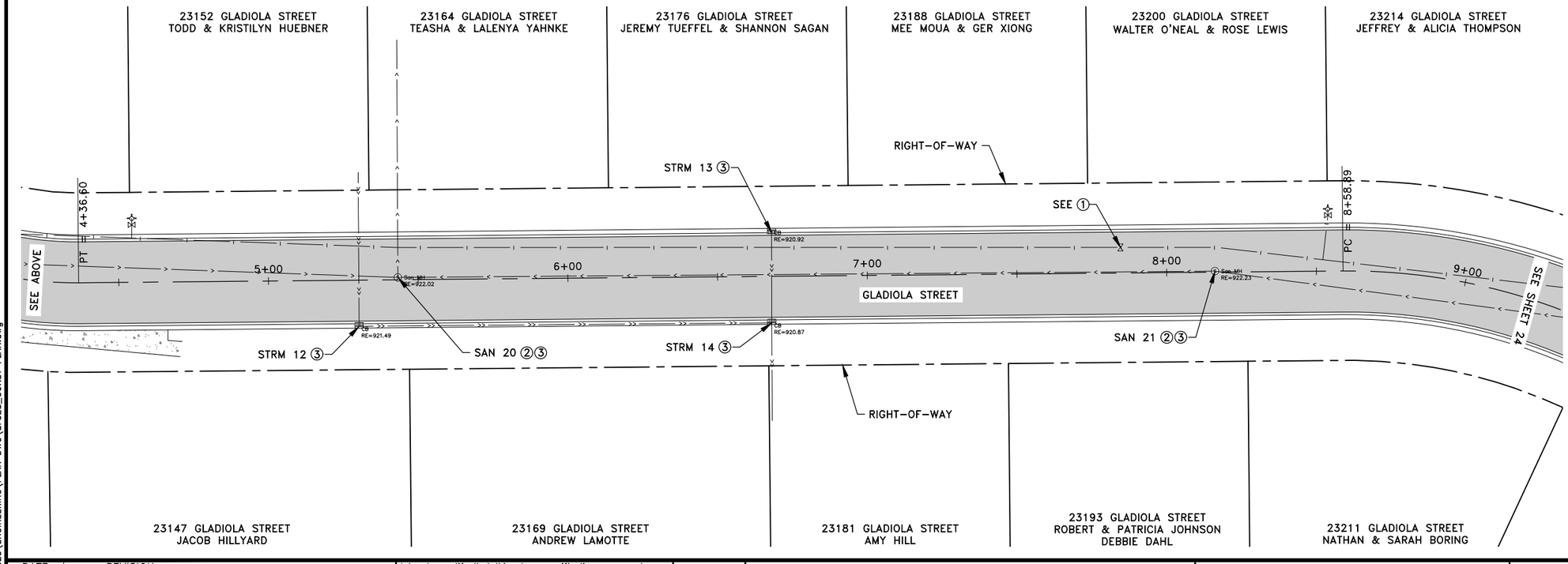

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2. SEE SHEET 3 FOR TYPICAL SECTIONS.

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S.A.P. 235–145–001
S.A.P. 235–146–001

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

231ST LANE AND GLADIOLA STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 23 OF

SF328

Mar 05, 2026 – 11:30am
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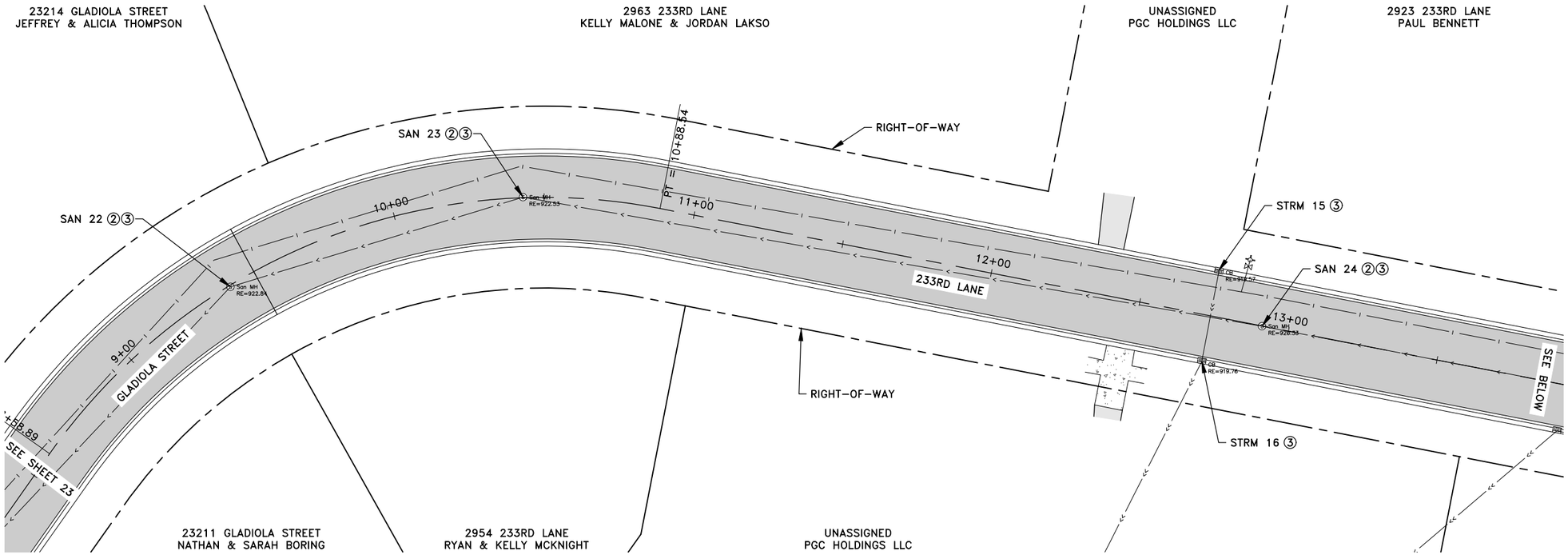

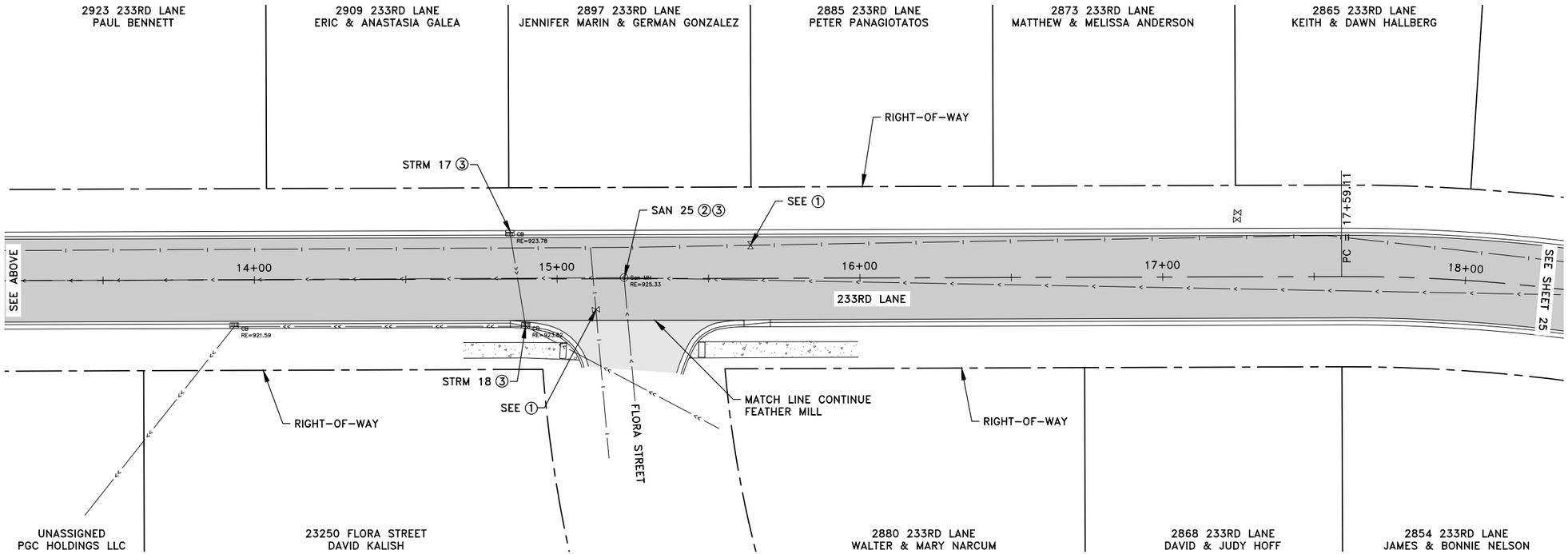

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S.A.P. 235–145–001
S.A.P. 235–146–001

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Date 3/2/26 Lic. No. 23461

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Civil Engineers and Land Surveyors
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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN
GLADIOLA STREET AND 233RD LANE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 24 OF

Mar 05, 2026 – 11:30am
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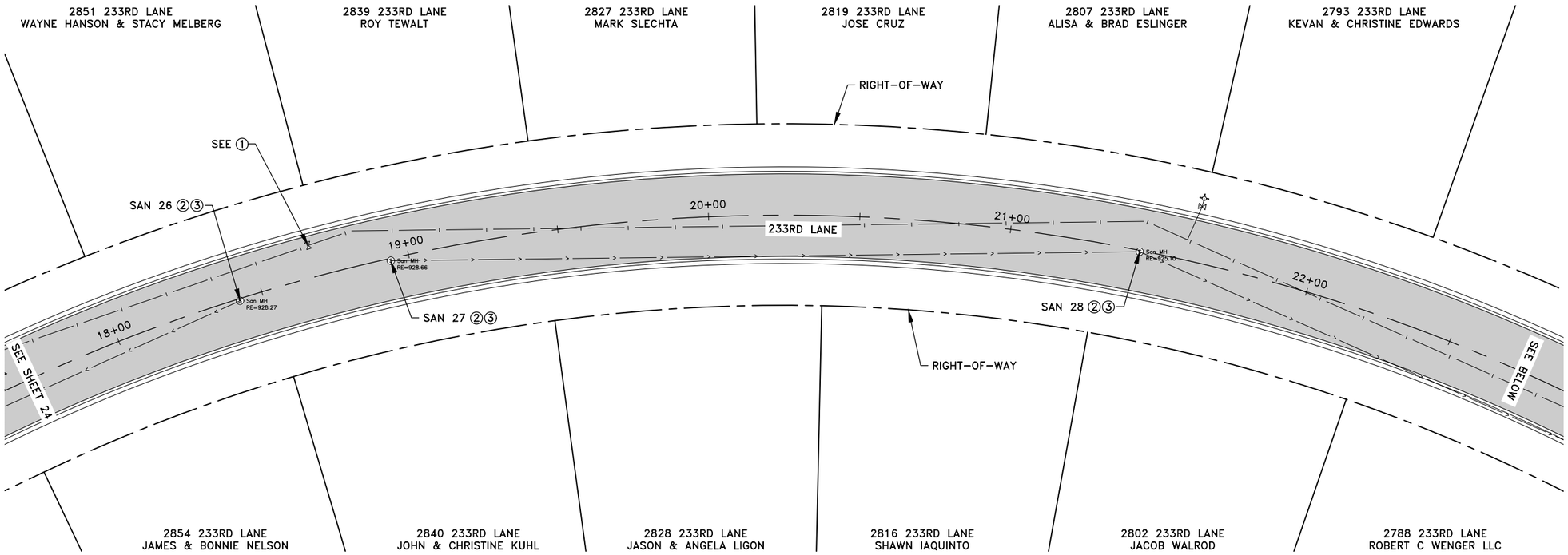

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- EXISTING BITUMINOUS PAVEMENT
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- PROPOSED BITUMINOUS MILL AND OVERLAY SEE 2/3
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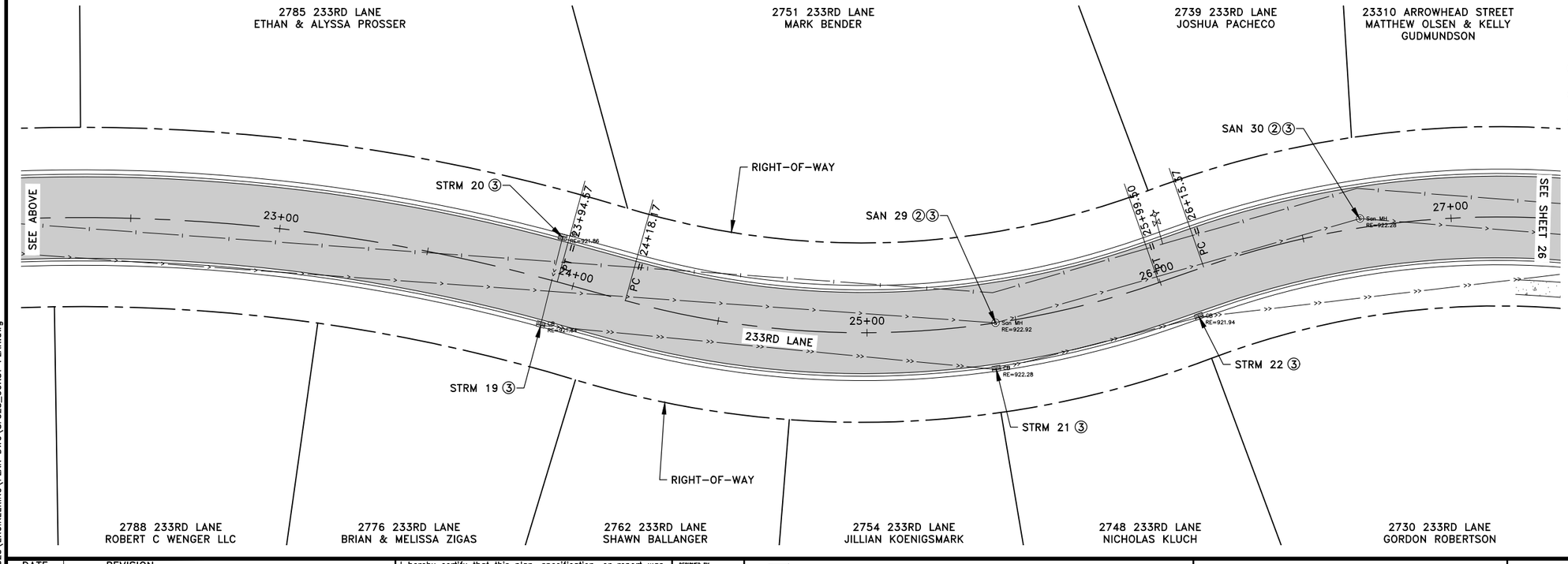
- SAWCUT BITUMINOUS OR CONCRETE
- [1] PEDESTRIAN RAMP NUMBER – SEE SHEETS 30–31 FOR CONSTRUCTION

N

SCALE 20 0 20 40 IN FEET



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SCALE 20 0 20 40 IN FEET

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S.A.P. 235–146–001

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DESIGNED BY: CJJ
DRAWN BY: SGJ
CHECKED BY: TAE

Hakanson Anderson
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763-427-5860 FAX 763-427-0520
www.hakanson-anderson.com

2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

233RD LANE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 25 OF

Mar 05, 2026 - 11:30am
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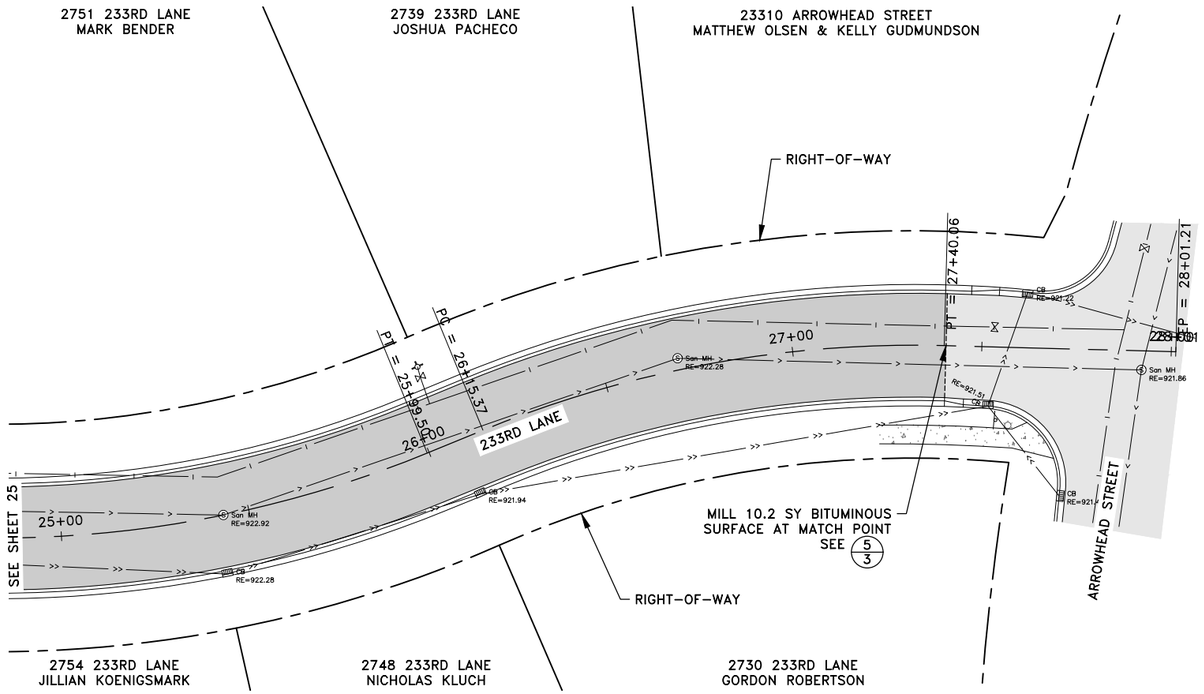

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE PAVEMENT
- PROPOSED BITUMINOUS MILL AND OVERLAY SEE 2/3
- CURB AND GUTTER REMOVAL
- SAWCUT BITUMINOUS OR CONCRETE
- [1] PEDESTRIAN RAMP NUMBER – SEE SHEETS 30–31 FOR CONSTRUCTION

GENERAL NOTES:
1. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.
2. SEE SHEET 3 FOR TYPICAL SECTIONS.

SCALE IN FEET: 20 0 20 40

S.A.P. 235–145–001
S.A.P. 235–146–001

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.

CRAIG J. JOCHUM, P.E.
Date 3/2/26 Lic. No. 23461

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

233RD LANE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 26 OF

SF328

Mar 05, 2026 – 11:30am
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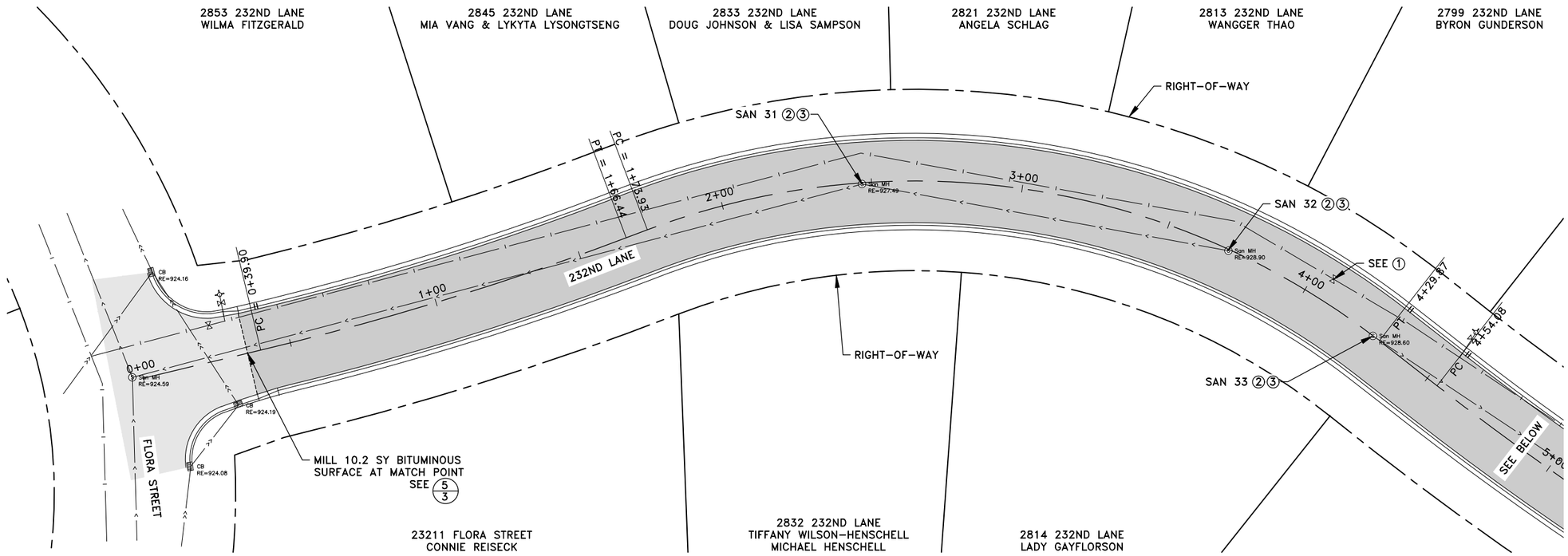

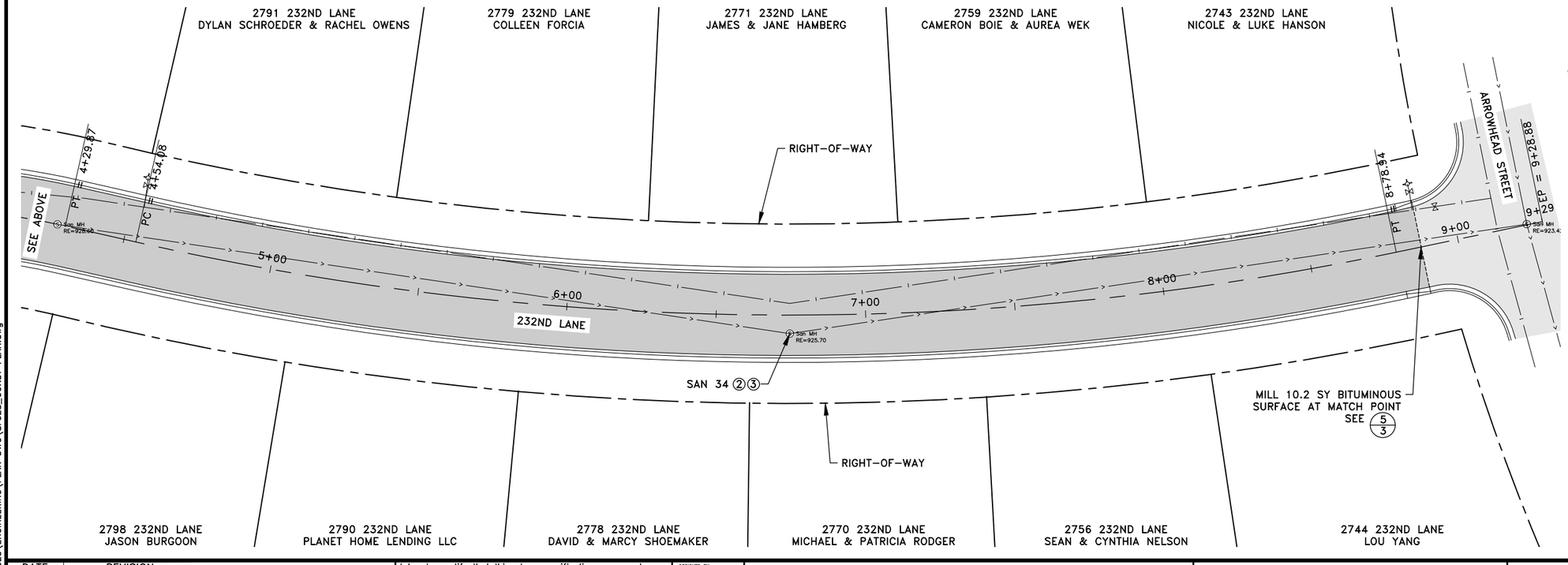

GENERAL NOTES:
1. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.
2. SEE SHEET 3 FOR TYPICAL SECTIONS.

REFERENCE NOTES:
(1) ADJUST VALVE BOX. SEE SHEET 2 FOR ADDITIONAL INFORMATION.
(2) ADJUST FRAME AND RING CASTING. SEE SHEET 2 FOR ADDITIONAL INFORMATION.
(3) GROUT CATCH BASIN OR MANHOLE. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

S.A.P. 235-145-001
S.A.P. 235-146-001

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

232ND LANE
CITY OF ST. FRANCIS, MINNESOTA

SHEET 27 OF

Mar 05, 2026 – 11:30am
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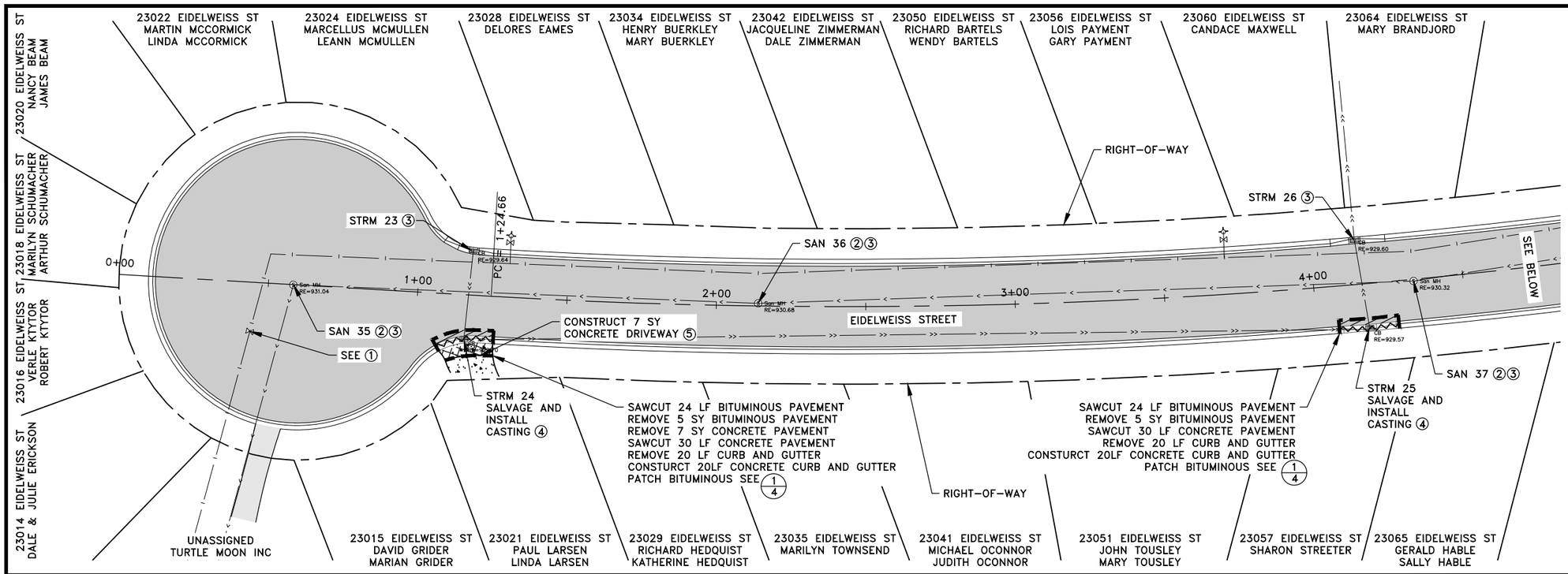

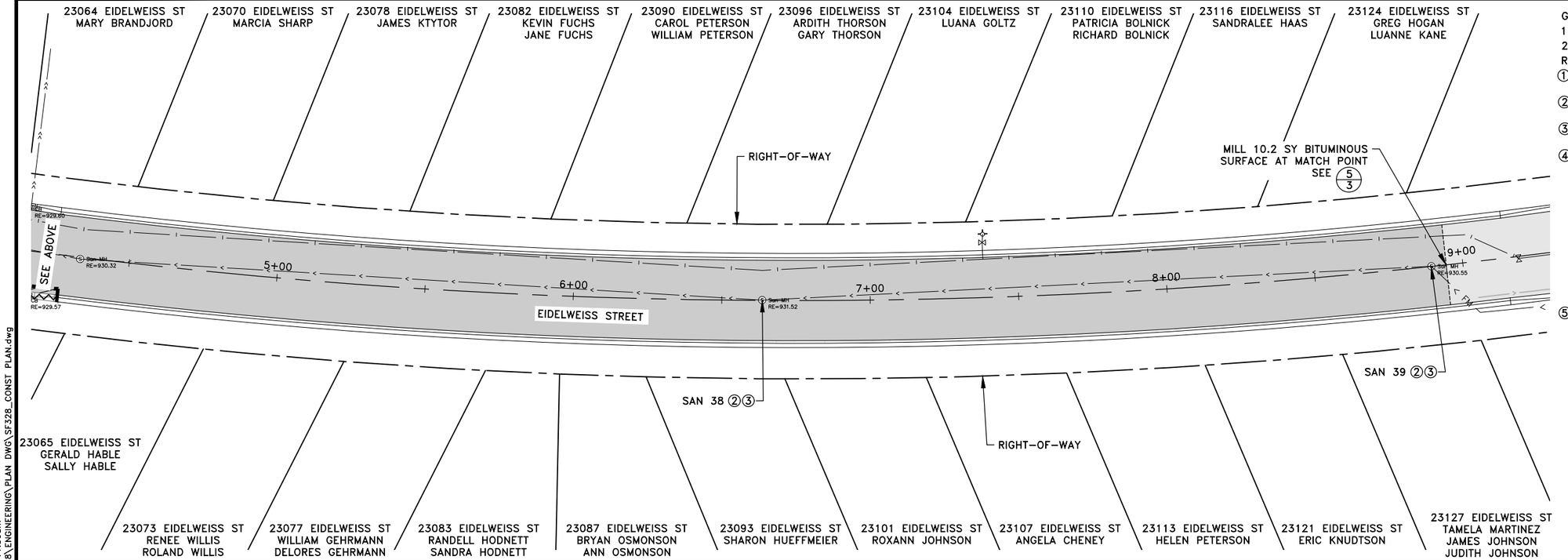

GENERAL NOTES:

1. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.
2. SEE SHEET 3 FOR TYPICAL SECTIONS.

REFERENCE NOTES:

① ADJUST VALVE BOX. SEE SHEET 2 FOR ADITIONAL INFORMATION.

② ADJUST FRAME AND RING CASTING. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

③ GROUT CATCH BASIN OR MANHOLE. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

④ FOR CATCH BASINS, ITEM 2104–SALVAGE CASTING SHALL INCLUDE SALVAGING THE CASTING AND REMOVING THE RINGS. CASTING SHALL BE RECONSTRUCTED PER CITY STANDARD PLATE 414 ON SHEET 6 TO THE GRADE OF THE OVERLAY WITH NEW CONCRETE RINGS. RINGS SHALL BE GROUTED WITH GLOVE FINISH INSIDE AND OUTSIDE OF THE STRUCTURE. THIS WORK WILL BE PAID PER ITEM 2106–INSTALL CASTING. CONTRACTOR WILL NOT BE PAID ITEM 2506–GROUT CATCHBASIN OR MANHOLE FOR THESE STRUCTURES. SEE DETAIL 1 ON SHEET 4 FOR INFORMATION ON BITUMINOUS REMOVAL AND PATCHING. CASTING SHALL BE ENCASED IN CONCRETE PER MNDOT STANDARD PLATE 4026.

⑤ PAYMENT FOR CONCRETE DRIVEWAY CONSTRUCTION WILL BE PER ITEM 2521 6" CONCRETE WALK. SEE 4/3.

S.A.P. 235–145–001
S.A.P. 235–146–001

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

EIDELWEISS STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 28 OF

SF328

Mar 05, 2026 – 11:30am
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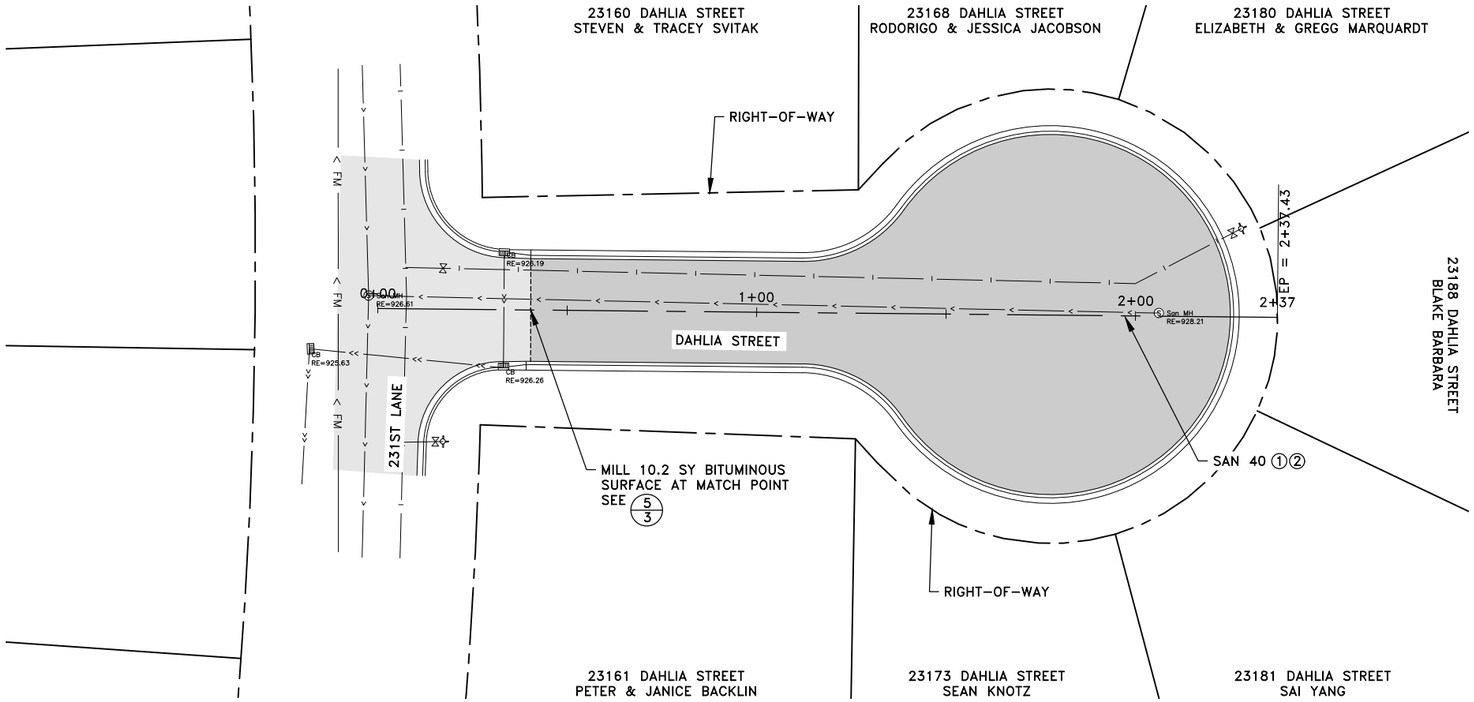

LEGEND

- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE PAVEMENT
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE PAVEMENT
- PROPOSED BITUMINOUS MILL AND OVERLAY SEE 2/3
- CURB AND GUTTER REMOVAL
- SAWCUT BITUMINOUS OR CONCRETE
- [1] PEDESTRIAN RAMP NUMBER – SEE SHEETS 30–31 FOR CONSTRUCTION

GENERAL NOTES:
1. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.
2. SEE SHEET 3 FOR TYPICAL SECTIONS.

REFERENCE NOTES:
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② GROUT CATCH BASIN OR MANHOLE. SEE SHEET 2 FOR ADDITIONAL INFORMATION.

20 0 20 40
SCALE IN FEET

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2026 STREET REHABILITATION PROJECT

CONSTRUCTION PLAN

DAHLIA STREET
CITY OF ST. FRANCIS, MINNESOTA

SHEET 29 OF

SF328

Mar 05, 2026 – 11:30am
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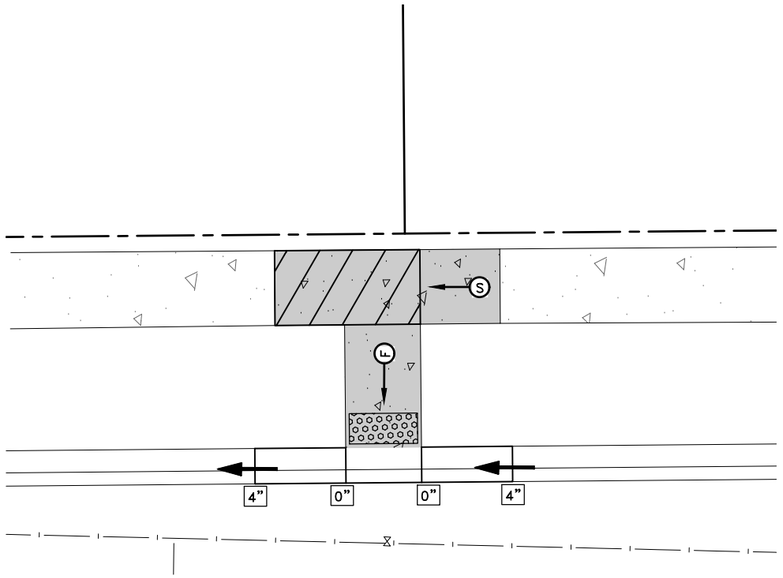
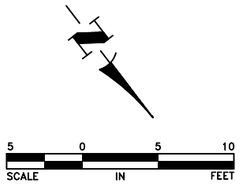


PEDESTRIAN CURB RAMP 1: 227TH AVENUE

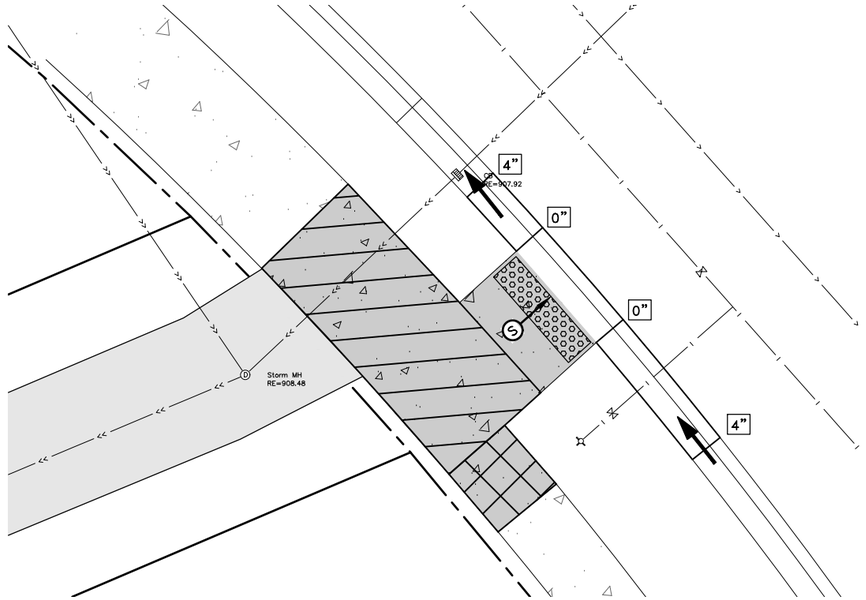


LEGEND

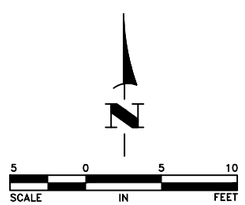
- 6" CONCRETE WALK
- LANDING
- TRANSITION PANEL
- TRUNCATED DOMES

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE ALL PEDESTRIAN RAMPS MEET ALL ADA REQUIREMENTS AND MUST CONFORM WITH MNDOT STANDARD PLANS 5-297.250 WHICH ARE INCLUDED AS SHEETS 9-14 OF THESE PLANS. THE REMOVAL LIMITS SHOWN ARE FOR GENERAL USE ONLY. THE CONTRACTOR IS RESPONSIBLE TO MAKE SURE ALL REQUIREMENTS ARE MET.



PEDESTRIAN CURB RAMP 2: SILVEROD STREET



S.A.P. 235-145-001
S.A.P. 235-146-001

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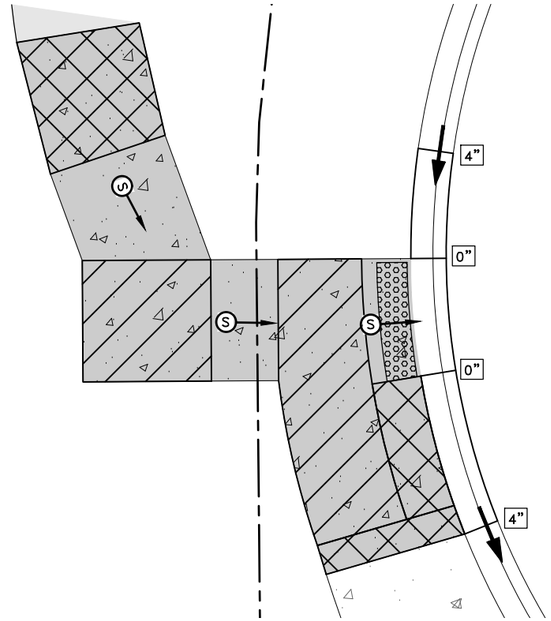
2026 STREET REHABILITATION PROJECT

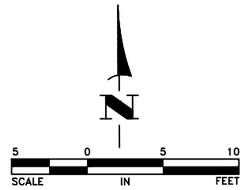
PEDESTRIAN CURB RAMP CONSTRUCTION PLAN

CITY OF ST. FRANCIS, MINNESOTA

SHEET 30 OF



PEDESTRIAN CURB RAMP 3: SILVEROD STREET

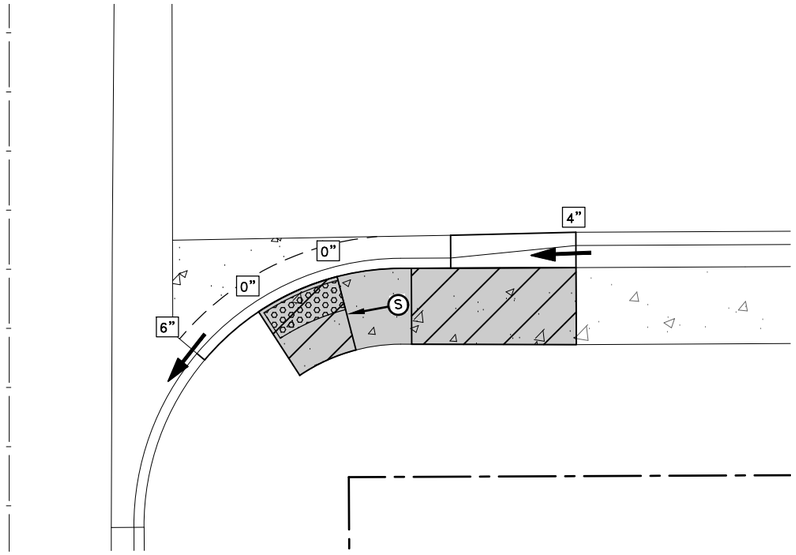


LEGEND

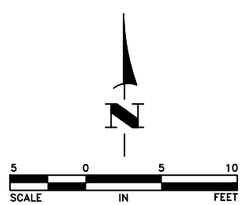
- 6" CONCRETE WALK
- LANDING
- TRANSITION PANEL
- TRUNCATED DOMES

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE ALL PEDESTRIAN RAMPS MEET ALL ADA REQUIREMENTS AND MUST CONFORM WITH MNDOT STANDARD PLANS 5-297.250 WHICH ARE INCLUDED AS SHEETS 9-14 OF THESE PLANS. THE REMOVAL LIMITS SHOWN ARE FOR GENERAL USE ONLY. THE CONTRACTOR IS RESPONSIBLE TO MAKE SURE ALL REQUIREMENTS ARE MET.



PEDESTRIAN CURB RAMP 4: 231ST LANE



S.A.P. 235-145-001
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2026 STREET REHABILITATION PROJECT

PEDESTRIAN CURB RAMP CONSTRUCTION PLAN

CITY OF ST. FRANCIS, MINNESOTA

SHEET 31 OF

Mar 05, 2026 - 11:30am
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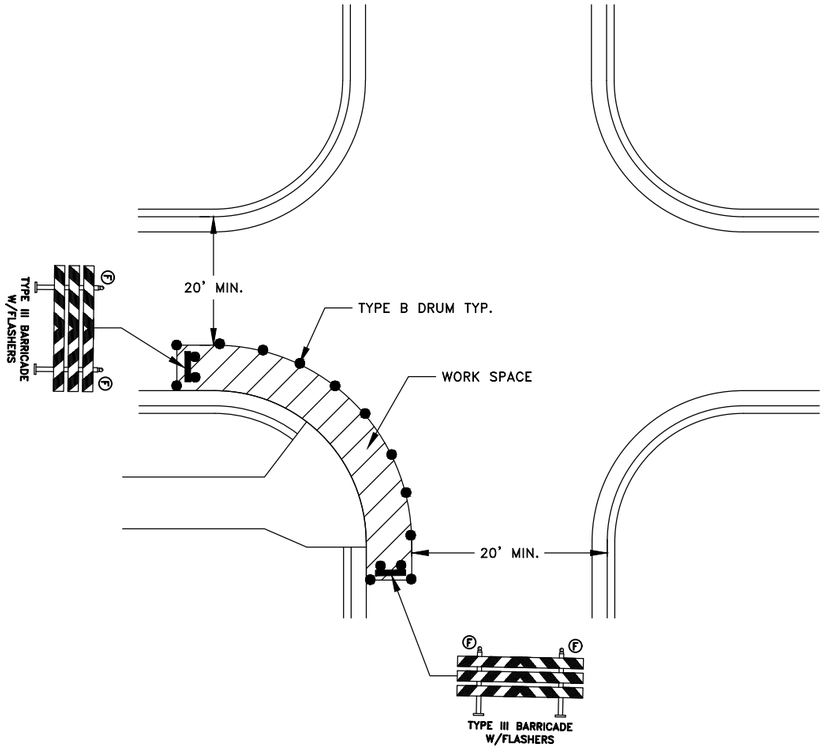
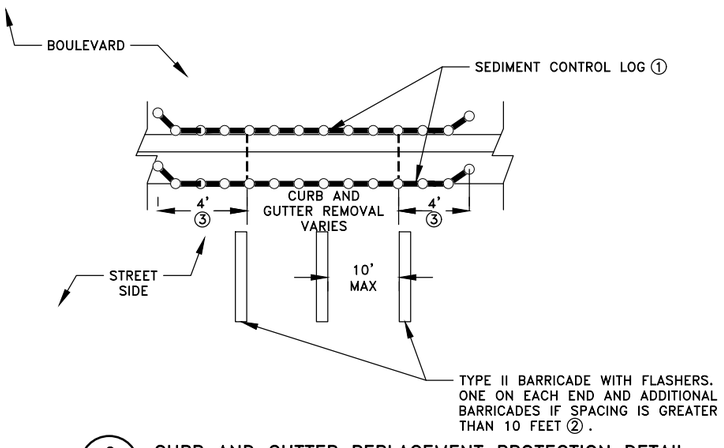


1/32 TRAFFIC CONTROL AT PEDESTRIAN RAMP AND CURB AND GUTTER CONSTRUCTION

N.T.S.



2/32 CURB AND GUTTER REPLACEMENT PROTECTION DETAIL

N.T.S.

GENERAL NOTES:

1. ALL CONTRACTOR TRAFFIC WITHIN THE CITY OF ST. FRANCIS SHALL BE LIMITED TO THE PROJECT AREA, DESIGNATED HAUL ROUTES, APPROVED CITY COLLECTOR STREETS OR COUNTY AND STATE HIGHWAYS.
2. ALL TEMPORARY SIGNS SHALL BE REMOVED WITHIN 48 HOURS AFTER THEY ARE NO LONGER NEEDED OR AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL PROVIDE ACCESS TO RESIDENTS AT ALL TIMES. WHEN TEMPORARY OBSTRUCTION OF THE DRIVEWAYS IS REQUIRED FOR PAVING AND OTHER WORK THE CONTRACTOR SHALL PROVIDE THE AFFECTED RESIDENTS WITH 24 HOURS NOTICE.
4. CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY PEDESTRIAN, BICYCLE, AND GOLF CART ACCESS ROUTE DEVICES, INCLUDING BUT NOT LIMITED TO PEDESTRIAN CHANNELIZERS AND PEDESTRIAN RAILING SYSTEMS, SIDEWALK BARRICADES, TEMPORARY WALKWAY SURFACES, DETECTABLE WARNING SURFACES, AUDIBLE MESSAGE DEVICES, CURB RAMPS, CHANNELIZERS AND ALL REQUIRED SIGNAGE TO MEET ALL REQUIREMENTS OF THE NOVEMBER 2005 VERSION OF THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES, THE LATEST VERSION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL-PART 6, THE AMERICANS WITH DISABILITIES ACT, MNDOT'S GUIDANCE DOCUMENT "PEDESTRIAN ACCOMMODATIONS THROUGH WORK ZONES DESIGN GUIDANCE", AND MNDOT'S GUIDANCE DOCUMENT "ACCOMMODATING PEOPLE ON BICYCLES THROUGH WORK ZONES." THE CONTRACTOR SHALL PROVIDE TEMPORARY PEDESTRIAN, BICYCLE, AND GOLF CART ACCESS ROUTE LAYOUTS AND DETOURS FOR ANY PROPOSED SIDEWALK OR TRAIL CLOSURES. ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO MAINTAIN PEDESTRIAN AND BICYCLE ACCESS ROUTES SHALL BE INCIDENTAL.
5. REFER TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
6. IN AREAS THAT ARE NOT IN A CONTROLLED WORK SPACE, ALL DROP OFFS GREATER THAN 2" (CURB REMOVAL) SHALL BE MARKED WITH TYPE 2 BARRICADES WITH FLASHERS AT BOTH ENDS AND EVERY 10 L.F. SEE DETAILS 1 AND 2 ON SHEET 32.
7. THE TRAFFIC CONTROL DEPICTED ON SHEETS 33 AND 34 ARE CONSIDERED THE MINIMUM TRAFFIC CONTROL REQUIRED TO COMPLETE THE CONSTRUCTION IN THE REQUIRED PHASES. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE A SAFE WORK SPACE AT ALL TIMES. THE TRAFFIC CONTROL PHASES SHOWN DO NOT DEPICT TRAFFIC CONTROL THAT IS REQUIRED FOR CONSTRUCTION OF THE BITUMINOUS PAVEMENT AND STRIPING. THE CONTRACTOR SHALL PROVIDE LAYOUTS FOR APPROVAL BY THE ENGINEER FOR THESE WORK ITEMS. UNLESS NOTED ON THE TRAFFIC CONTROL PLANS AND PROVIDED FOR ON THE BID FORM ALL TRAFFIC CONTROL REQUIRED TO COMPLETE THIS PROJECT SHALL BE INCIDENTAL TO ITEM 2563-TRAFFIC CONTROL.
8. ALL NON-STANDARD TRAFFIC CONTROL SIGNS ON SHEETS 33 AND 34 SHALL HAVE 8" SERIES C LETTERING.
9. ALL TEMPORARY TRAFFIC CONTROL SIGNS, UNLESS OTHERWISE NOTED, SHALL BE CONSTRUCTED ON TWO PERMANENT POSTS. POSTS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT, OR UNTIL NO LONGER NEEDED, AND ALL DISTURBED AREAS SHALL BE RESTORED.
10. CONTRACTOR SHALL PROVIDE A 1:10 TAPER AND "BUMP" SIGNS (W8-1a) AT ALL MATCH POINTS TO THE EXISTING PAVEMENT UNTIL THE FINAL WEAR COURSE OF BITUMINOUS IS COMPLETED. TAPERS SHALL BE REMOVED JUST PRIOR TO PAVING. THIS MILLING WORK SHALL BE INCIDENTAL.
11. THE BITUMINOUS WEAR COURSE SHALL BE PLACED OVER THE FULL WIDTH OF THE SECTION ON EACH DAYS RUN. THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL PROPERTIES AND THRU TRAFFIC AT ALL TIMES UNLESS OTHERWISE NOTED ON THE PLANS.
12. SEE SHEET 2 FOR GENERAL CONSTRUCTION NOTES.

REFERENCE NOTES:

① CONTRACTOR SHALL PLACE SEDIMENT CONTROL LOG IN GUTTER UPON REMOVAL OF THE CURB. THE CONTRACTOR SHALL THEN RELOCATE THE SEDIMENT CONTROL LOG TO THE BACK OF THE CURB IMMEDIATELY AFTER THE CURB IS CONSTRUCTED. RELOCATING THE SEDIMENT CONTROL LOG SHALL BE INCIDENTAL.

② BARRICADE INCIDENTAL TO ITEM-2563 TRAFFIC CONTROL.

③ SEDIMENT CONTROL LOG SHALL BE MEASURED AT A MAXIMUM OF 4 FEET PAST THE CURB AND GUTTER REMOVAL. SEDIMENT CONTROL LOG BEYOND THAT POINT SHALL BE INCIDENTAL.

S.A.P. 235-145-001
S.A.P. 235-146-001

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2026 STREET REHABILITATION PROJECT

TRAFFIC CONTROL NOTES AND DETAILS

CITY OF ST. FRANCIS, MINNESOTA

SHEET 32 OF

Mar 05, 2026 - 11:30am
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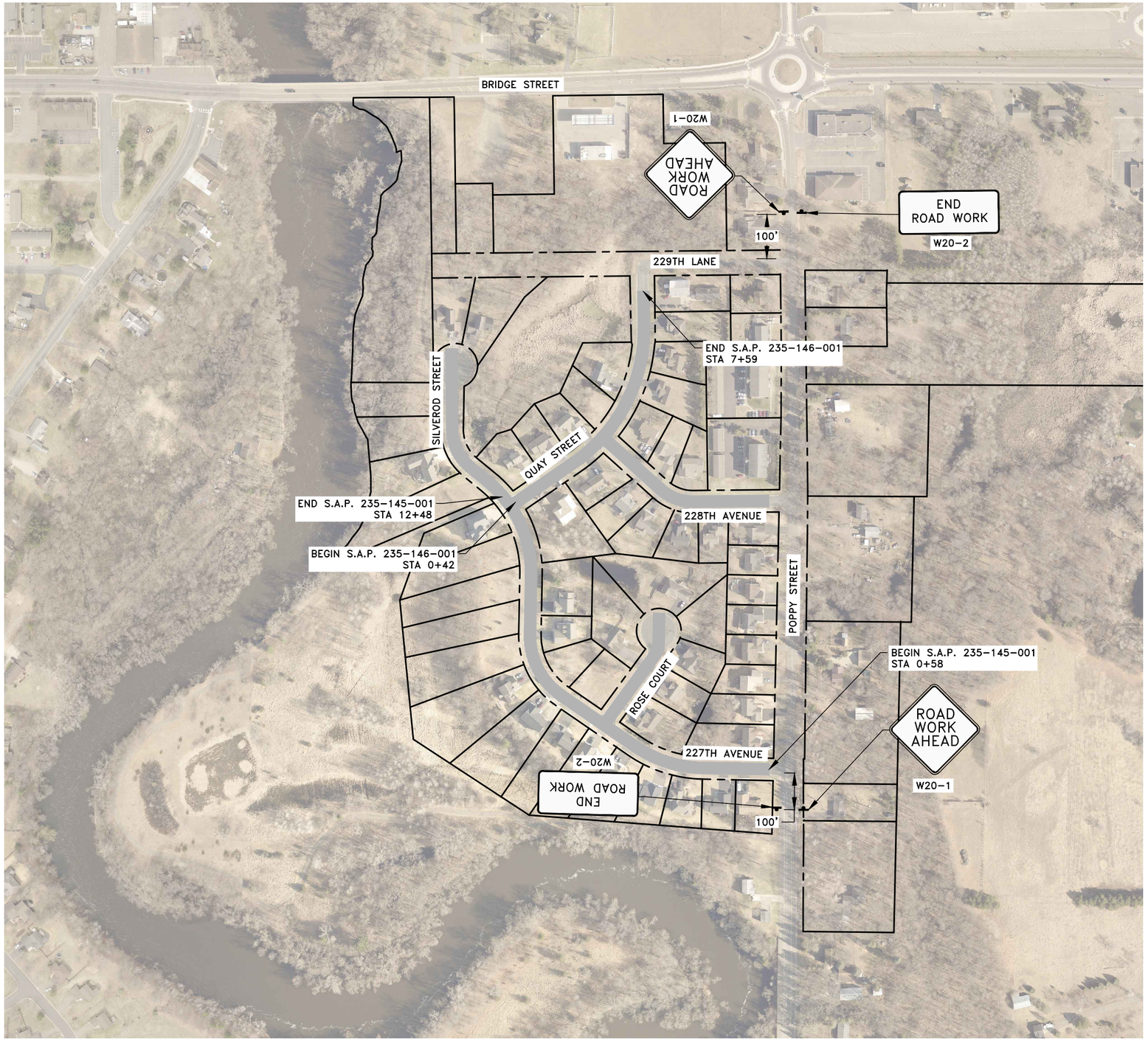

LEGEND

WORK ZONE

GENERAL TRAFFIC CONTROL NOTES:

1. REFER TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
2. CONTRACTOR SHALL TEMPORARILY CLOSE SHOULDER ON POPPY STREET FOR PAVEMENT TIE-INS. THE LAYOUT SHOWN IN FIGURE 6P-6 OF THE MINNESOTA MUTCD 11TH EDITION SHALL BE USED.
3. CONTRACTOR SHALL PROVIDE ACCESS TO RESIDENTS AT ALL TIMES. WHEN TEMPORARY OBSTRUCTION OF THE DRIVEWAYS IS REQUIRED FOR PAVING AND OTHER WORK THE CONTRACTOR SHALL PROVIDE THE AFFECTED RESIDENTS WITH 24 HOURS NOTICE.
4. ALL DROP OFFS GREATER THAN 2" (CURB REMOVAL) SHALL BE MARKED WITH TYPE 2 BARRICADES WITH FLASHERS AT BOTH ENDS AND EVERY 10 L.F.
5. SEE (1/32) FOR TYPICAL TRAFFIC CONTROL AT PEDESTRIAN RAMP AND CURB AND GUTTER CONSTRUCTION.
6. SEE (2/32) FOR BARRICADES REQUIRED AT CURB AND GUTTER REPLACEMENT AREAS.

N

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SCALE IN FEET

S.A.P. 235-145-001
S.A.P. 235-146-001

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2026 STREET REHABILITATION PROJECT

TRAFFIC CONTROL PLAN WEST AREA

CITY OF ST. FRANCIS, MINNESOTA

SHEET 33 OF

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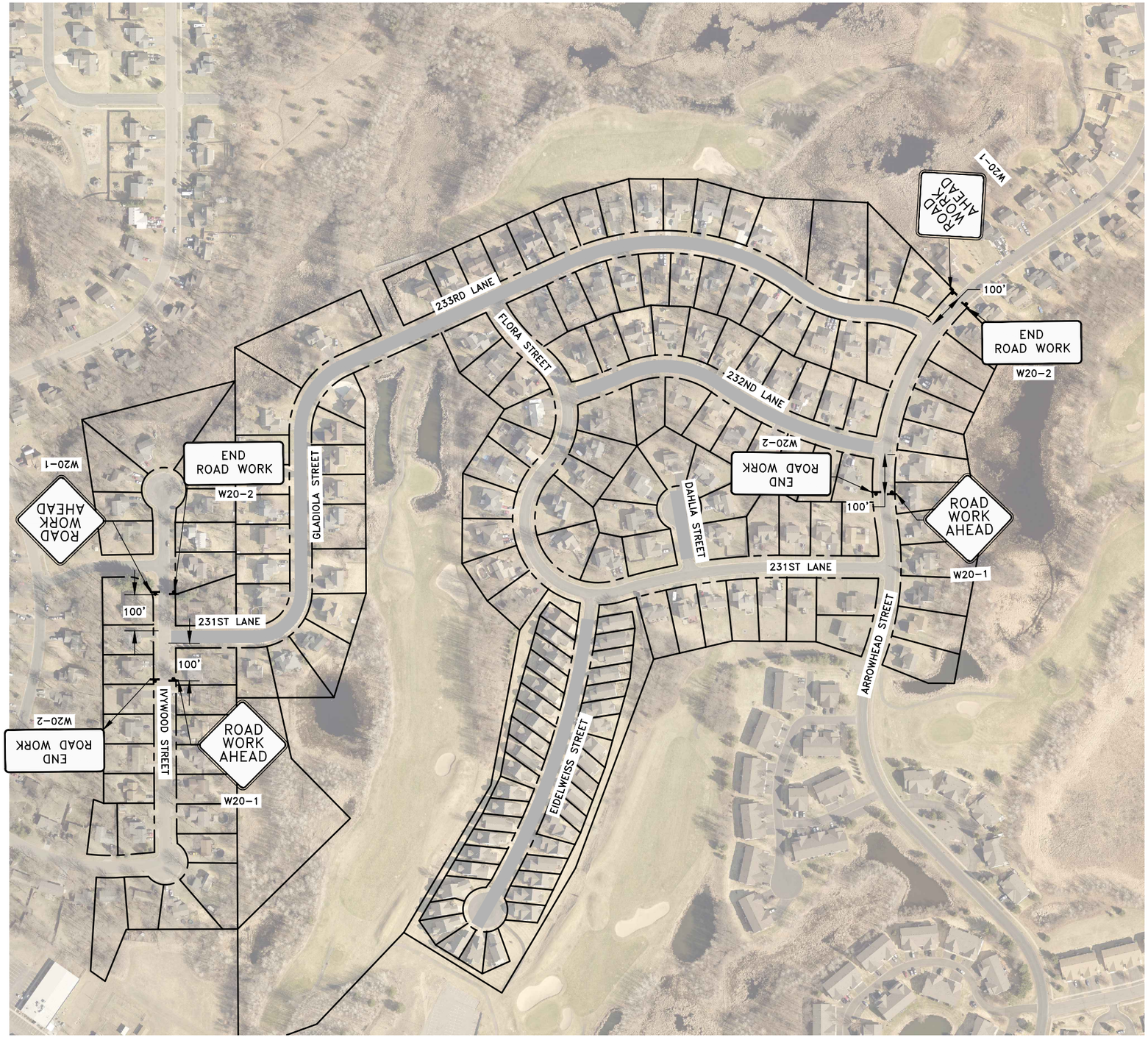

LEGEND

WORK ZONE

GENERAL TRAFFIC CONTROL NOTES:

1. REFER TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) FOR SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES.
2. CONTRACTOR SHALL TEMPORARILY CLOSE SHOULDER ON ARROWHEAD STREET, 231ST LANE, FLORA STREET, AND IVYWOOD STREET FOR PAVEMENT TIE-INS. THE LAYOUT SHOWN IN FIGURE 6P-6 OF THE MINNESOTA MUTCD 11TH EDITION SHALL BE USED.
3. CONTRACTOR SHALL PROVIDE ACCESS TO RESIDENTS AT ALL TIMES. WHEN TEMPORARY OBSTRUCTION OF THE DRIVEWAYS IS REQUIRED FOR PAVING AND OTHER WORK THE CONTRACTOR SHALL PROVIDE THE AFFECTED RESIDENTS WITH 24 HOURS NOTICE.
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5. SEE (1/32) FOR TYPICAL TRAFFIC CONTROL AT PEDESTRIAN RAMP AND CURB AND GUTTER CONSTRUCTION.
6. SEE (2/32) FOR BARRICADES REQUIRED AT CURB AND GUTTER REPLACEMENT AREAS.

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2026 STREET REHABILITATION PROJECT

TRAFFIC CONTROL PLAN EAST AREA

CITY OF ST. FRANCIS, MINNESOTA

SHEET 34 OF

SF328

Mar 05, 2026 – 11:30am
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CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

RESOLUTION 2026-11

A RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND ORDERING ADVERTISEMENT FOR BIDS FOR THE 2026 STREET REHIBILITATION PROJECT AND THE WOODBINE STREET EXTENSION PROJECT

WHEREAS, Hakanson Anderson Associates, Inc. has prepared plans and specifications for the 2026 Street Rehabilitation Project and the Woodbine Street Extension Project; and

WHEREAS, staff has presented such plans and specifications to the council for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF ST. FRANCIS, MINNESOTA:

1. Such plans and specifications, dated March 2, 2026, a copy of which is attached hereto and made a part hereof, are hereby approved.

2. The city clerk shall prepare and cause to be inserted in the official paper and in the Finance and Commerce, an advertisement for bids upon the making of such improvement under such approved plans and specifications. The advertisement shall specify the work to be done and shall state that bids will be opened at 10:00 a.m. on Thursday April 23, 2026, at the St. Francis city hall. No bids will be considered unless submitted electronically in accordance with the advertisement for bids and shall be accompanied by a bid bond payable to the City of St. Francis for 5 percent of the amount of such bid.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 16th DAY OF MARCH, 2026.

APPROVED:

ATTEST:

_____
Mark Vogel, Mayor

_____
Jennifer Wida, City Clerk

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Craig Jochum, City Engineer

SUBJECT: Restricting Parking on Municipal State Aid Routes

DATE: March 16, 2026

OVERVIEW:

Silverod Street and 227th Avenue from Quay Street to Poppy Street and Quay Street from Silverod Street to 229th Lane are on the City's Municipal State Aid system; therefore, these street improvements can be paid for with Municipal State Aid Funds. These streets were originally constructed to City standards not Municipal State Aid standards. Based on Municipal State Aid Standards, these streets are not constructed wide enough to allow parking on both sides.

The attached resolution is required by the State Aid office for the final approval of the construction plans for the 2026 Street Rehabilitation Project that was discussed with the previous agenda item. This resolution will ban parking on one side of these streets. The ban must include signage on the no parking side.

ACTION TO BE CONSIDERED:

Adopt Resolution 2026-12 Restricting Parking on Silverod Street and 227th Avenue from Quay Street to Poppy Street and Quay Street from Silverod Street to 229th Lane

BUDGET IMPLICATION:

None at this time.

Attachments:

- Resolution 2026-12 Restricting Parking on Silverod Street and 227th Avenue from Quay Street to Poppy Street and Quay Street from Silverod Street to 229th Lane

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

RESOLUTION 2026-12

RESOLUTION RELATING TO PARKING RESTRICTION ON S.A.P. 235-145-001 227TH AVENUE NW AND SILVEROD STREET NW AND S.A.P. 235-146-001 QUAY STREET NW

WHEREAS, this resolution passed this 16th day of March 2026, by the City of St. Francis in Anoka County, Minnesota. The Municipal Corporation shall hereinafter be called the City; and

WHEREAS, the City has planned a rehabilitation improvement of Silverod Street and 227th Avenue NW (S.A.P. 235-145-001) from Quay Street NW to Poppy Street NW in the City of St. Francis, Minnesota; and

WHEREAS, the City has planned a rehabilitation improvement of Quay Street NW (S.A.P. 235-146-001) from Silverod Street NW to 229th Lane NW in the City of St. Francis, Minnesota; and

WHEREAS, the City will be expending Municipal State Aid funds on the improvement of these routes; and

WHEREAS, the intended use of these improvements does not provide adequate width for parking on both sides of the street; and approval of the proposed construction as a Municipal State Aid Street Project must be conditioned upon certain parking restrictions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF ST. FRANCIS AS FOLLOWS:

1. The City shall ban the parking of motor vehicles on one side of the above-described municipal state aid routes in accordance with the approved plans.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF ST. FRANCIS THIS 16th DAY OF MARCH, 2026.

APPROVED:

_____
Mark Vogel, Mayor

ATTEST:

_____
Jennifer Wida, City Clerk

City of St. Francis

CITY COUNCIL AGENDA REPORT

TO: Kate Thunstrom, City Administrator

FROM: Darcy Mulvihill, Finance

SUBJECT: Gambling Funds

DATE: March 16, 2026

OVERVIEW:

The city has been collecting a 10% gambling tax on all sites since October 2012. City Code 6-5-3 B provides "Ten percent (10%) of the net profits from lawful gambling within the City by the organization must be paid on a monthly basis to a fund administered and regulated by the City. Net profits are defined in Minn. Stat. Sec. 349.213, Subd. 1(e)."

The city annually must submit a report to the MN Gambling Control Board the LG510 City Annual Report-10% Lawful Gambling Contribution.

The following is a list of the approved uses of the funds received:

A1 - To a 501(c)(3) organization or a 501(c)(4) festival organization.
A2 - To relieve effects of poverty, homelessness, or disability.
A3 - Program for education, prevention, or treatment of problem gambling.
A4 - To a public or private nonprofit school.
A5 - To a scholarship fund.
A6 - For recognition of military service or to support active military personnel and their immediate family members in need.
A7 - Activities and facilities intended primarily for youth.
A10 - Expenditures for police, fire, and other emergency or public safety-related services, equipment, and training. Pension fund contributions are not allowed.
A11 - To a church.
A12 - With Minnesota Pollution Control Agency (PCA) approval, citizen monitoring of surface water quality by individuals.
A13 - With DNR approval, wildlife management projects/activities benfitting the public-at-large; maintaining snowmobile or ATV trails, or other trails open the public; materials for DNR-coordinated safety training programs.
A14 - For nutritional programs, food shelves, and congregate dining programs for persons age 62 or older or disabled.
A15 - For community arts organizations, or sponsorship of community arts programs.
A19 - For humanitarian service, recognizing volunteerism or philanthropy.

To date, the city has used funds only for public safety expenses (A10) supporting tools and equipment to the Fire Department.

Current expenditure and cash balance since 2012:

	Received	Interest	Expenditures	Cash Balance	Purchases
2012	$ 2,373.09	$ 0.05		$ 2,373.14	
2013	$ 11,559.00	$ 55.67		$ 13,987.81	
2014	$ 13,733.23	$ 185.06		$ 27,906.10	
2015	$ 14,716.96	$ 260.69	$ 9,438.97	$ 33,444.78	Fire-MES-Midam
2016	$ 13,712.56	$ 274.09		$ 47,431.43	
2017	$ 15,049.56	$ 561.59	$ 4,000.00	$ 59,042.58	Fire Purchase Squad Car
2018	$ 20,838.18	$ 1,131.24		$ 81,012.00	
2019	$ 16,179.68	$ 1,451.79	$ 20,284.32	$ 78,359.15	Fire Equipment Spreader and Cutter
2020	$ 30,669.31	$ 975.96	$ 20,241.85	$ 89,762.57	Fire-Dodge Journey
2021	$ 43,089.24	$ 1,063.92	$ 5,498.16	$ 128,417.57	Outfit Fire Vehicle
2022	$ 36,699.39	$ 3,350.70	$ -	$ 168,467.66	
2023	$ 24,037.20	$ 4,684.34	$ -	$ 197,189.20	
2024	$ 37,881.63	$ 12,246.01	$ 10,550.00	$ 236,766.84	Washer/extractor for fire station
2025	$ 45,260.08	$ 10,052.65	$ 45,612.80	$ 246,466.77	Compressor for fire Station

The city has received requests for donations from these funds by a couple of organizations. See the attached email for the most recent request.

ACTION TO BE CONSIDERED:

Council to decide how to proceed with requested

- Does Council want to consider and provide donations from these funds?

If Yes, Council needs to consider if they are placing parameters to the donation process.

- What guidelines will be put in place for determining a donation?
  - Maximum and minimum donation levels?
  - Set a maximum donation level per year?

- Staff recommends Council to consider setting a minimum account balance that the fund cannot fall below. The amounts received vary from year to year, so setting a minimum account balance would allow donations flexibility as long as funds are available.

BUDGET IMPLICATION:

Currently, this money is dedicated to Police expenditures so if donations to other organizations are done, it will leave less for the city to spend on Police expenditures.

Attachments:

- Email from St. Francis Basketball Association

Darcy Mulvihill

From: Kate Thunstrom
Sent: Thursday, February 5, 2026 10:42 AM
To: Darcy Mulvihill
Subject: Fw: 10% tax for charitable gambling

Let's chat next week.

From: Josh Fischer <josh@refugegolfclub.com>
Sent: Thursday, February 5, 2026 10:19:32 AM
To: Kate Thunstrom <kthunstrom@stfrancismn.gov>
Subject: 10% tax for charitable gambling

Hi Kate,

I'd like to introduce myself my name is Josh Fischer. I work at The Refuge Golf Club in Oak Grove and the Ponds golf course in Saint Francis.

I recently became the president of the Saint Francis basketball Association, which is a 501(c)(3) that coordinates travel basketball for 3rd through 8th grade boys and girls within the Saint Francis school district.

This year for the first time since it's inception, SFBA conducted a fundraiser. We conducted a cash raffle under St Francis Athletics Booster Clubs gambling license.

We are near the end of our raffle and there are some housekeeping things that have come up and its been brought to our attention that the city of Saint Francis retains 10% of net profits of any charitable gambling operation. Does that include this cash raffle?

I do understand also that Saint Francis has to use those funds in a specific manner. Can you elaborate a little bit more on what the city uses those for?

Are we tied to the municipality because that is where St. Francis athletics booster club is incorporated?

If we did our drawing for the cash raffle at a location outside of the city of Saint Francis would then be subject to those municipalities tax considerations?

I also see under city code that they can be donated back to organizations such as our travel, basketball association for scholarships, etc.

Would the city of Saint Francis consider donating all or some of the tax you will collect from us back to us for this particular raffle in the form of a scholarship donation for families that cannot afford it for their children?

I would love the opportunity to speak on the phone about this. If you are able, please feel free to call me

715-699-3061 and leave a message if I do not answer. I appreciate your time and considera

If this is something that is outside of your scope, please direct me on who might be able to answer my questions!

Thanks

Josh Fischer
President
St. Francis Basketball Association

Josh Fischer
Director of Golf
The Refuge Golf Club
21250 Yellow Pine St NW
Oak Grove MN, 55011
763-753-8383

City of St. Francis
Bottle Shop
2025 Annual Report

City of St. Francis Bottle Shop

Liquor Store Staff

Employee	Position	Date Appointed
Joe Pfeifer	Liquor Store Manager	11/13/2023
Crystal Buskey	Assistant Manager	9/7/2004 (Hired May 22, 2001)
Corrine Lauer	Full-time Cashier	8/3/2021 (Hired February 7, 2014)
Kyler Loud	Full-time Cashier	6/17/2025 (Hired April 19, 2022)
Erik Hughes	Part-time Cashier	4/19/2022
Colin Reed	Part-time Cashier	6/07/2024

City of St. Francis Bottle Shop

5-Year Comparative Income Statement-2024 Unaudited

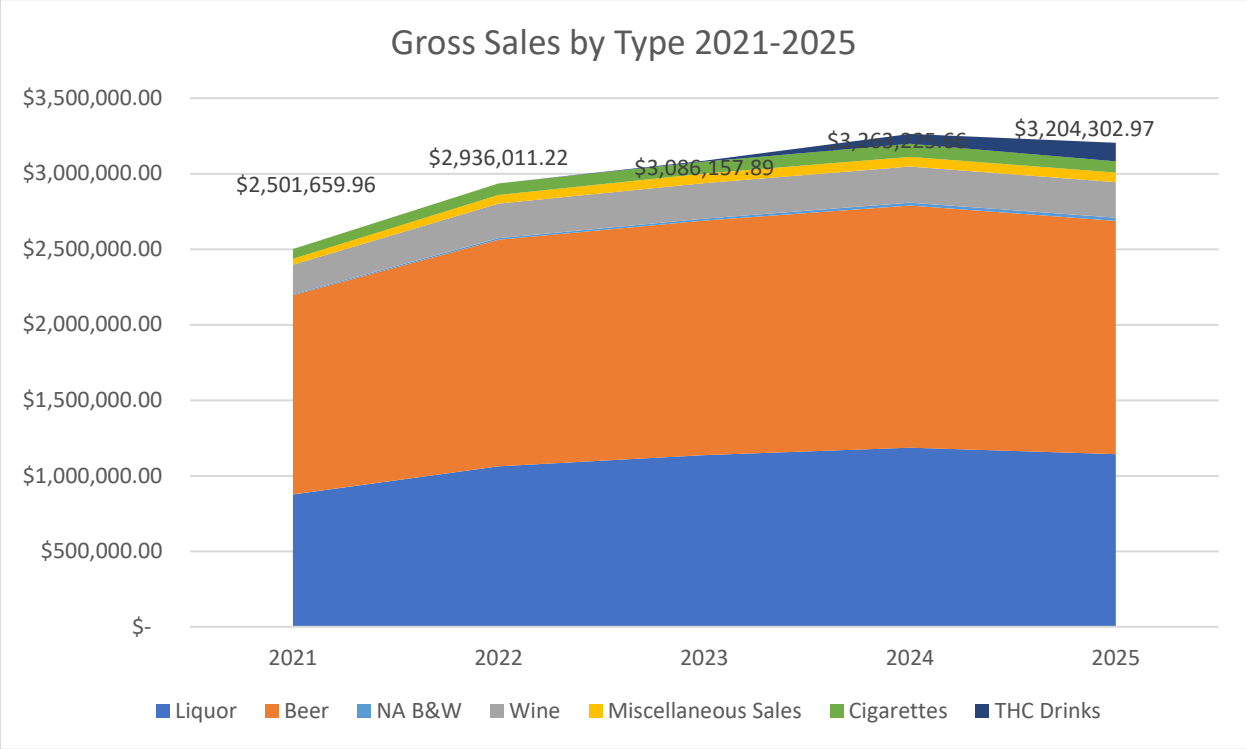
	2021	2022	2023	2024	2025
Liquor	$ 876,981.59	$ 1,061,869.58	$ 1,137,220.31	$ 1,186,261.69	$ 1,143,421.85
Beer	1,319,035.77	1,501,830.05	$ 1,553,322.12	$ 1,602,793.05	$ 1,543,266.40
Wine	195,306.57	229,183.75	$ 234,567.08	$ 239,339.74	$ 234,858.90
Miscellaneous Sales	39,379.35	58,136.64	$ 63,343.30	$ 64,158.56	$ 62,849.77
NA B&W	5,980.57	9,142.63	$ 11,809.14	$ 18,985.44	$ 22,806.08
Cigarettes	64,976.11	75,848.57	$ 80,402.35	$ 87,766.96	$ 74,670.45
THC Drinks	-	-	$ 5,493.59	$ 63,920.22	$ 122,429.52
Total Gross Sales	$ 2,501,659.96	$ 2,936,011.22	$ 3,086,157.89	$ 3,263,225.66	$ 3,204,302.97
COGS	$ 1,899,042.82	$ 2,211,211.51	$ 2,319,001.56	$ 2,387,832.57	$ 2,288,184.35
Gross Profit	$ 602,617.14	$ 724,799.71	$ 767,156.33	$ 875,393.09	$ 916,118.62
Gross Profit Margin	24.1%	24.7%	24.8%	26.8%	28.6%
Personnel	$ 296,862.34	$ 399,628.93	$ 347,591.85	$ 367,806.53	$ 403,256.18
Insurance	26,195.62	22,176.56	$ 35,979.34	$ 33,659.74	$ 25,057.27
Supplies	19,956.06	8,109.57	$ 7,566.15	$ 8,368.66	$ 6,395.90
Professional	60,603.93	99,433.74	$ 86,537.90	$ 84,789.43	$ 85,130.32
Repairs	16,965.45	41,484.04	$ 9,782.42	$ 13,188.11	$ 13,433.56
Communications	2,331.38	1,708.78	$ 1,532.73	$ 1,731.18	$ 1,092.21
Other	86,453.38	96,902.62	$ 107,906.36	$ 109,529.82	$ 123,840.69
Utilities	11,558.73	14,603.79	$ 15,354.81	$ 13,894.41	$ 14,958.11
Depreciation	19,195.42	42,219.04	$ 42,117.83	$ 43,388.50	$ 43,000.00
Total Operating Expenses	$ 540,122.31	$ 726,267.07	$ 654,369.39	$ 676,356.38	$ 716,164.24
Net Operating Income	$ 62,494.83	$ (1,467.36)	$ 112,786.94	$ 199,036.71	$ 199,954.38
Other Income	$ (10,387.94)	$ (23,104.41)	$ 64,043.89	$ 81,227.39	$ 61,900.12
Income (Loss) Before Transfers	$ 52,106.89	$ (24,571.77)	$ 176,830.83	$ 280,264.10	$ 261,854.50
Transfers Out	$ 60,000.00	$ 60,000.00	$ 60,000.00	$ 65,000.00	$ 65,000.00
Net Income/(Loss)	$ (7,893.11)	$ (84,571.77)	$ 116,830.83	$ 215,264.10	$ 196,854.50
Cash Balance	$ 1,204,211	$ 1,048,587	$ 1,149,835	$ 1,230,298	$ 1,325,614

Gross Sales

The liquor store has seen an increase in gross sales over the last 5 years for the most part. 2020 covid shut downs generated $348,900 more in gross sales than 2019 sales. The drop in 2021 was due to the building remodel and being shut down for a few weeks. Unaudited 2025 gross sales were shy of 2024 by close to 2%, but with smarter buying our profitability remains positive and higher than 2024.

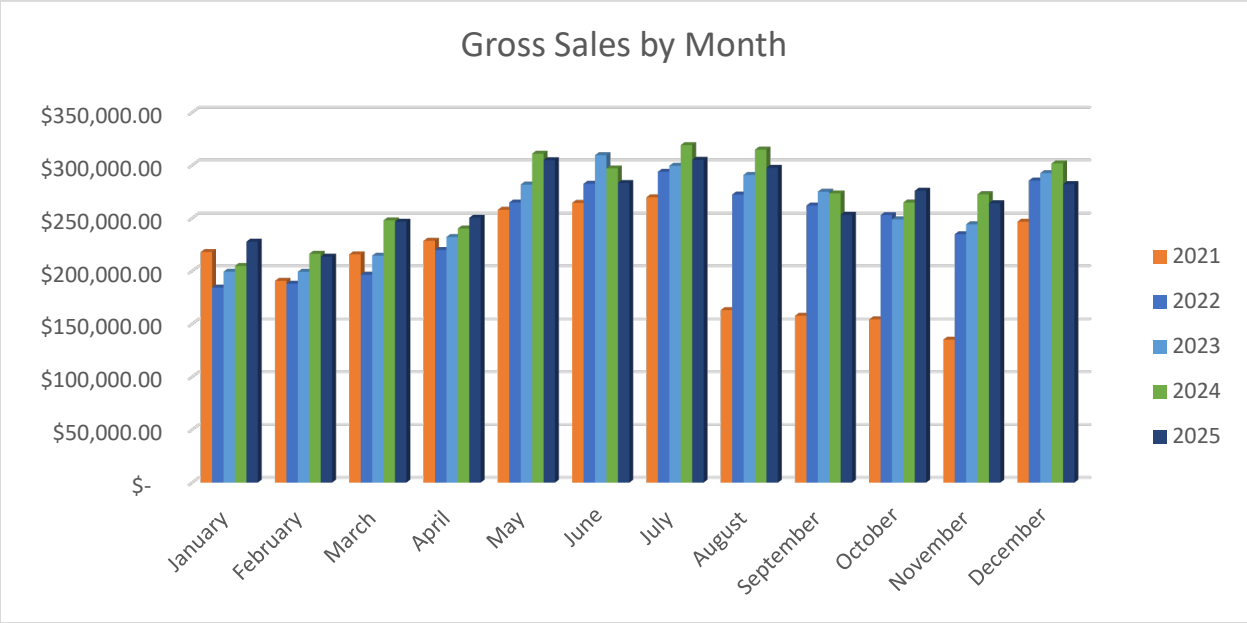
Gross Sales by Type

This graph shows the breakdown of the gross sales by type of purchase: Liquor, Wine, Beer, Miscellaneous, NA B & W, Cigarettes, and THC. As you can easily see from the graph, THC grew very well in 2025.



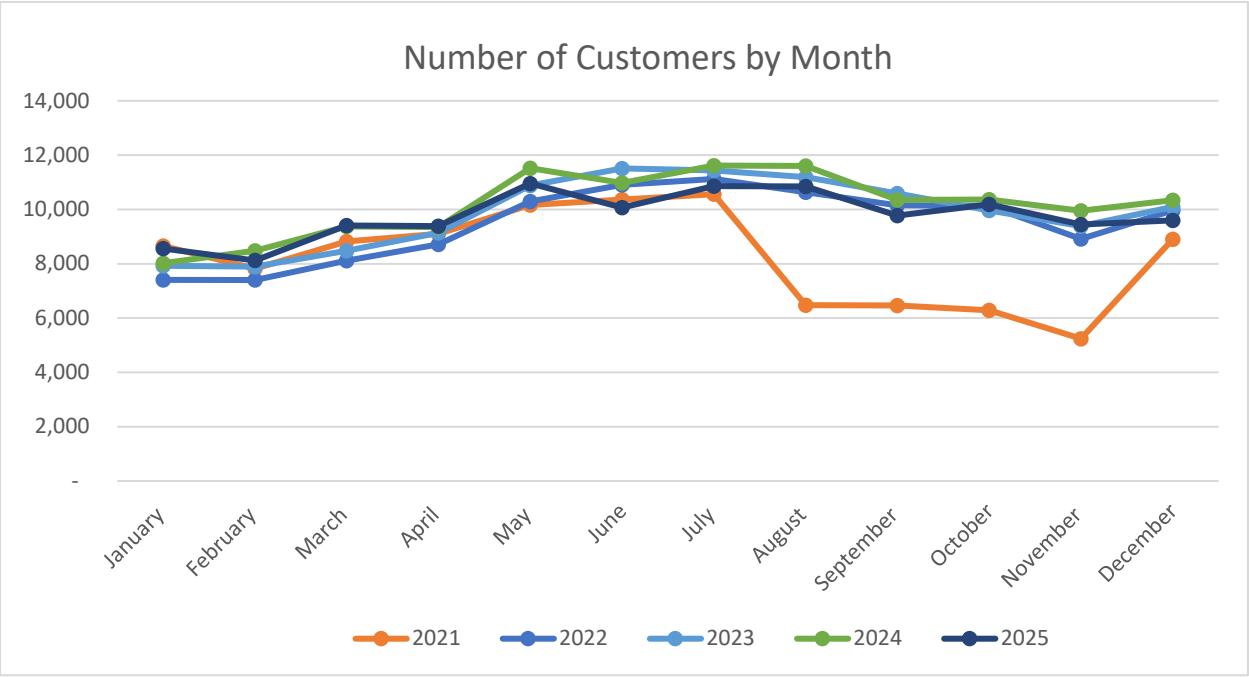
Gross Sales by Month

Traditionally, the store is slower in the early months of the year and picks up during the summer. School slows and then a solid December. 2025 was no exception and most months of the year were slightly behind 2024 as liquor sales are down nationally due to healthier trends.



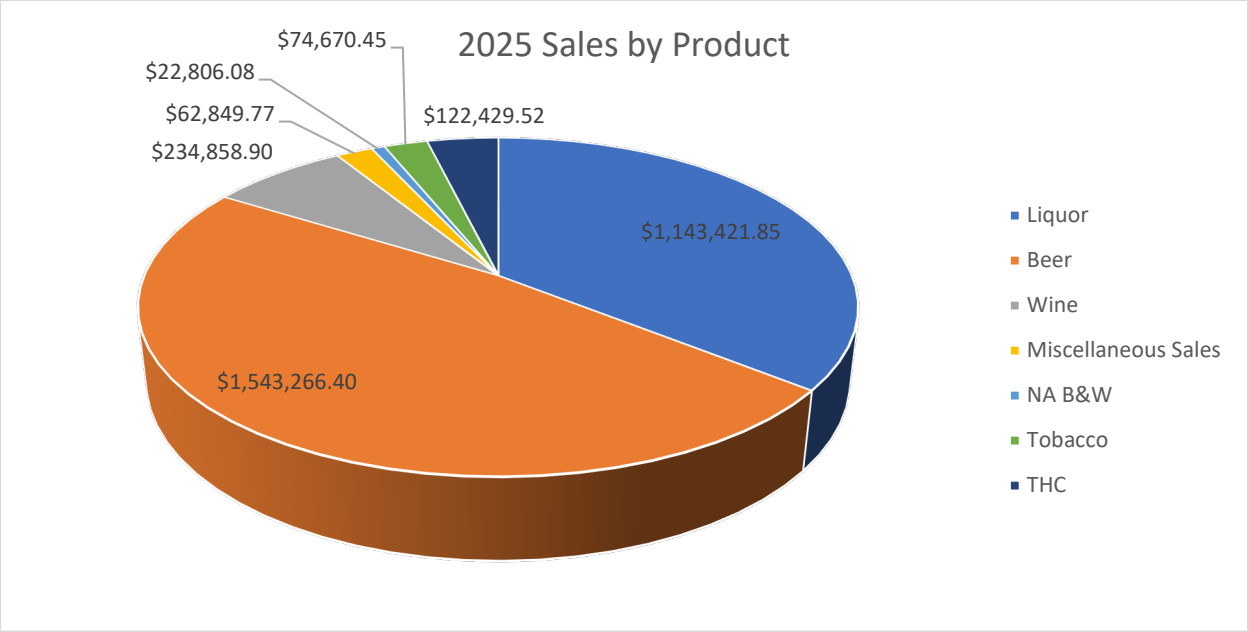
Customers by Month

Here are the number of customers by month for the last 5 years. Again 2021 line shows the decline for the remodeling. 2025 showed decrease in customers since 2024. I will continue to create great sales and attractive displays to help intice better customer growth. Facebook presence may also help with this.



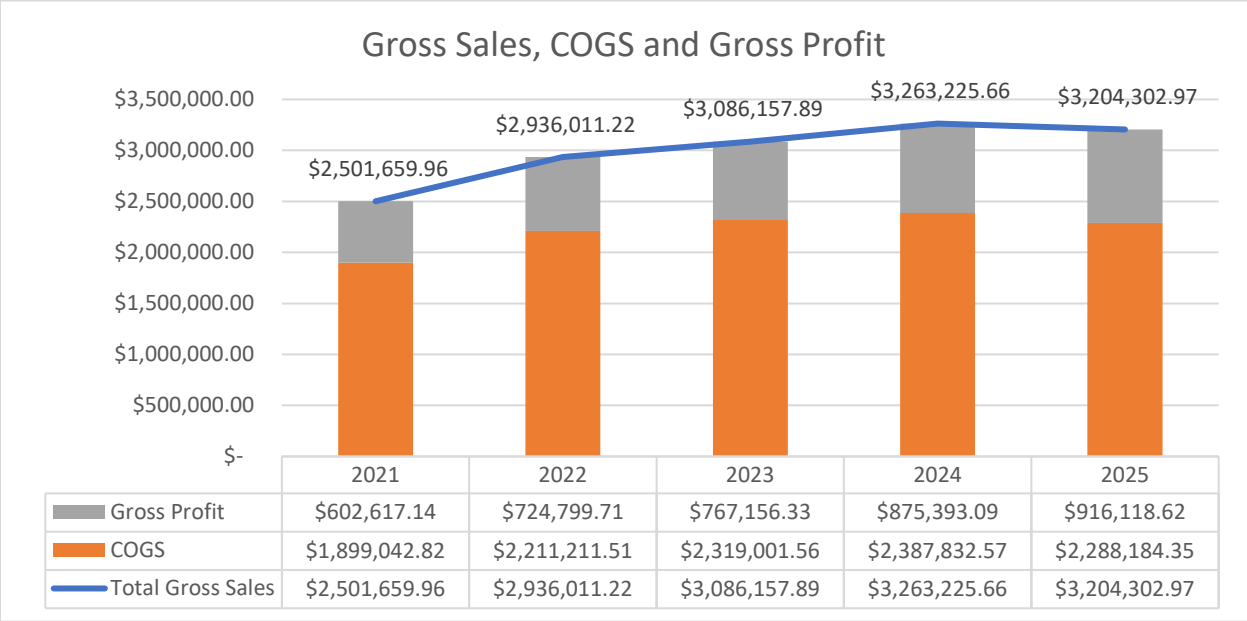
Sales by Product

The next chart shows the 2025 Sales by product. Beer is #1 at 48% with Liquor coming in at 36%. Wine is at 7% and THC is creeping up to be #3 at 4%.



Gross Sales, COGS and Gross Profit

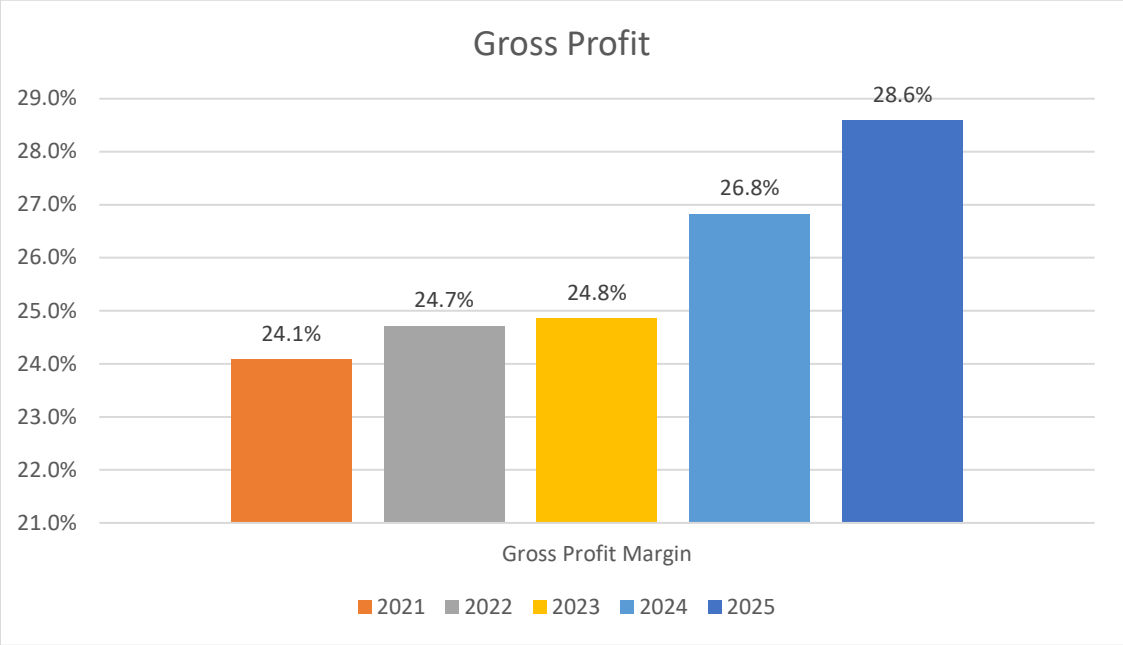
After gross sales, this next graph shows the relationship gross sales to cost of goods sold (COGS) and the gross profit that is created. Cost of goods sold is what the Bottle Shop pays for the liquor, beer, wine and miscellaneous. Once that is deducted from the gross sales you have the gross profit amount.



	2021	2022	2023	2024	2025
Gross Profit	$602,617.14	$724,799.71	$767,156.33	$875,393.09	$916,118.62
COGS	$1,899,042.82	$2,211,211.51	$2,319,001.56	$2,387,832.57	$2,288,184.35
Total Gross Sales	$2,501,659.96	$2,936,011.22	$3,086,157.89	$3,263,225.66	$3,204,302.97

Gross Profit Margin

The Bottle Shop's goal prior to THC was to have a gross profit margin of 25%. Since I've started here, with both correcting prices as well as better buying, we have seen a steady increase year over year. Inching closer to 30% overall GP (goals) we should continue to climb along side increase in sales of THC. This is generated by taking the Gross Profit and dividing it by the Gross Sales.

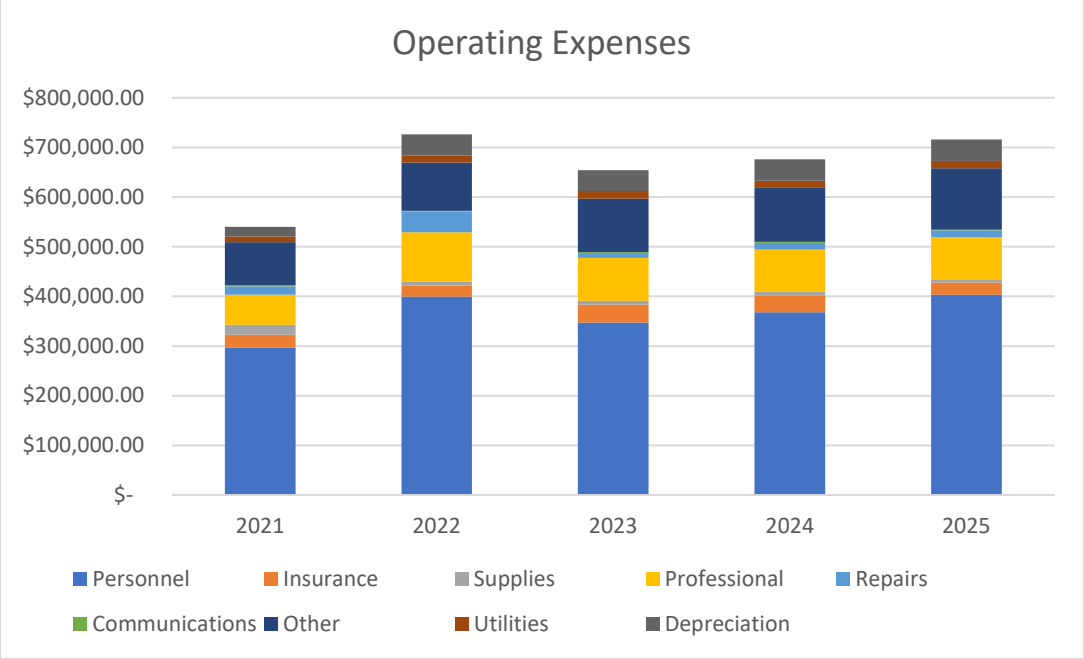


Operating Expenses

The costs for running the liquor store operations is broken down into the following categories: Personnel, insurance, supplies, profesional services, repairs and maintenance, communications, other, utilities and depreciation.

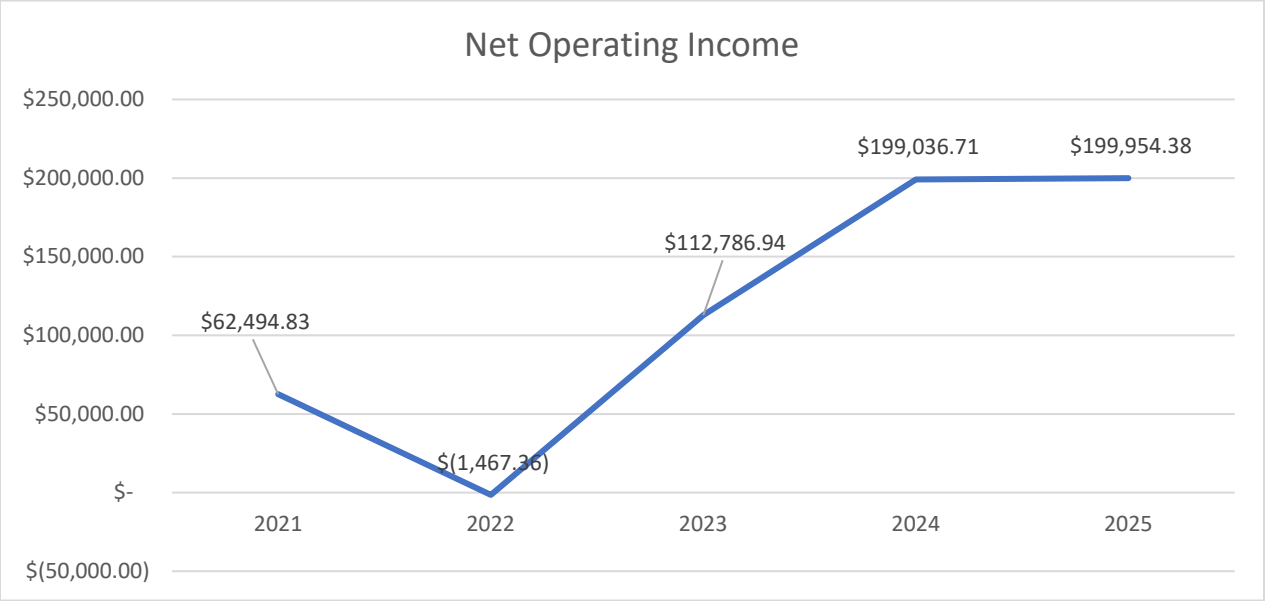
The biggest line item is the personnel line. The shop now employs four full-time staff. The manager, the assistant manager and two full-time clerk. The full-time clerks are Corrine (2021) and Kyler (2025).

The next biggest line item is the professional services line. This line includes auditing costs, computer consulting costs, administration charge (this is transferred to the general fund) and the cost of credit card processing.



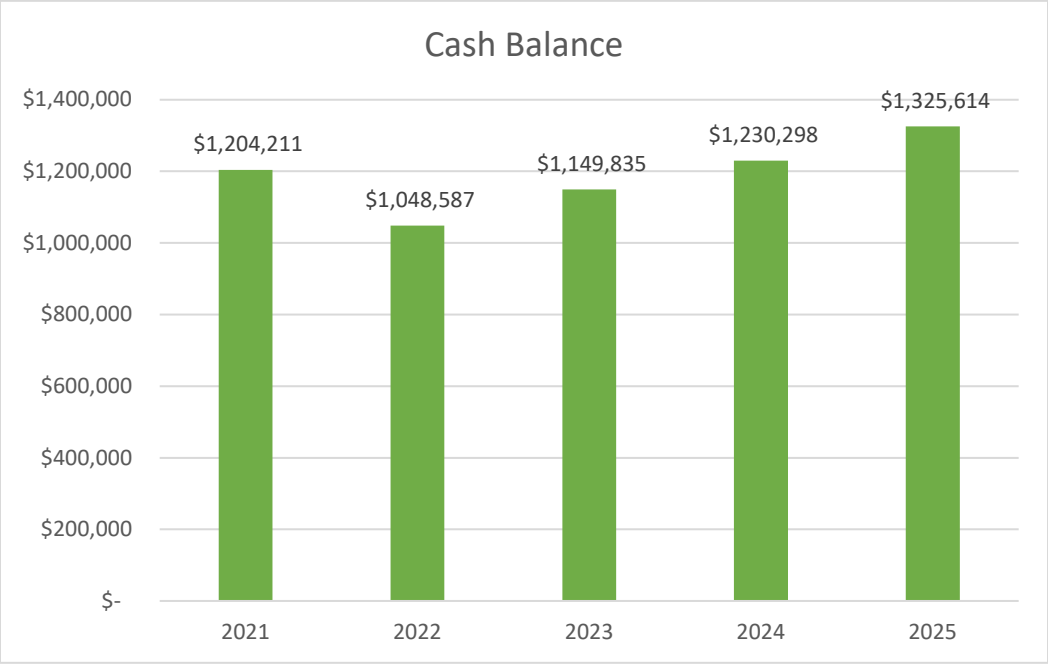
Net Operating Income

Net Operating Income is the amount left over after operating expenses are subtracted from gross profit. The trend was in negative in 2022 with an expensive remodel and has been on the upwards since I was hired in 2023.



Cash

Cash balance continues to climb back up after 2022. 2022 was a large remodel and we have increased our cash balance year over year since then, with the following increases is cash: +$101,248 in 2023, + $80,463 in 2024, and + $95,316 in 2025.

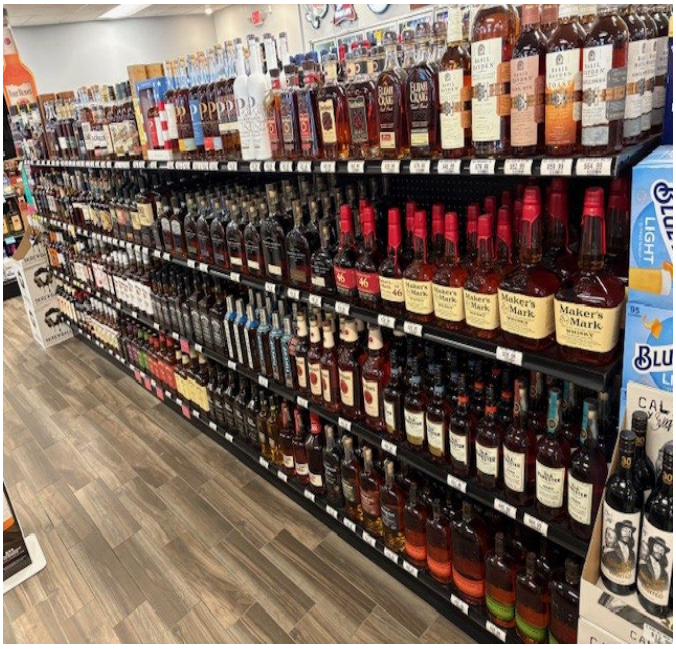


2025 Trends

Low dose hemp derived THC products continue to be a driving force in overall store GP. We've gone from $5,500 in sales in 2023, to $63,900 in 2024, and $122,429 in 2025. It's grown from 0.04% to nearly 4% of our total sales and has a higher GP than any other category in the shop.

Changes for the better

2025 was another solid year for The Bottle Shop. We made some big changes with the store layout by adding an entire 16 foot double sided gondola of 24 inch deep shelving. This allowed us to create full 4ft sections for each of the main varietals of wine, as well as more than double our American whiskey selection. We've continued to add key items in all categories to have a better variety and appeal to our customers.



In February, we made an adjustment to our Military Discount. Previously, we offered a 10% discount on non-sale items to all Military Veterans. We now offer that discount every day of the week, all year long.

In March, we had aisle markers made and put them up in the wine and liquor aisles to help customers locate the items they are shopping for.

In April, Kristi put in her notice and I made the decision to promote Kyler to full time rather than hiring another part time helper. I feel the decision paid off, as Kyler has stepped his game up and is a very helpful part of the full-time crew. I also began researching the possibility and cost of a new walk-in cooler for our shop.

In June, I had conversations with DoorDash to potentially begin using them as a delivery service for the Bottle Shop. We went live with DoorDash in September and made $6,265.06 in sales in the few short months we had them in our store.

We installed new shelving for our THC in October, which tripled the amount of shelf space for the growing category. Gave it a more centralized location, near the warm beer displays covering many of the windows to help block out natural light. Mindy, another tenured part time employee, also gave notice and I chose to leave the position vacant as we were maintaining proper shift coverage and didn't need the added payroll coming into the holiday season.

Had a solid Thanksgiving week, ending with a very good Black Friday Allocated Bourbon sell off. Had almost a dozen cars waiting for the doors to open so they could have the chance at buying highly allocated bourbons.

Hadn't spent too much time really focusing on Facebook presence, other than posting pictures of sale items and cool displays. Decided to run a Facebook Giveaway for a snowsuit, which got us an additional 117 followers in just a few short weeks. Spent most of the last few weeks of 2025 blowing out any dated

THC drinks and ensuring that all THC was properly labeled. We're talking about well over 1,000 tiny stickers placed on all THC packages. Also spent quite a bit of time finalizing all plans for the new walk-in cooler, scheduled to be installed in late January.


Coors LIGHT
$24.99
24-16oz Cans


Vodka
Tequila
Brandy
Gin
Irish Whiskey
Scotch
Canadian Whisky
Flavored Whiskey
American Whiskey
Bourbon
BEATBOX
WORLD'S TASTIEST PARTY PUNCH
GREEN APPLE
PINK LEMONADE
TROPICAL PUNCH
MYSTIC GRAPE
ORANGE BLAST

Bottle Shop

ST. FRANCIS, MN

since 1964