

City of Ramsey
Agenda
Public Works Committee
Tuesday, August 20, 2024
6:00 pm

Lake Itasca Room, 7550 Sunwood Drive NW

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

1. **Call to Order**
2. **Citizen Input**
3. **Approve Agenda**
4. **Approve Minutes**
 1. Approve the following meeting minutes. Public Works Committee meeting dated July 16, 2024.
5. **Committee Business**
 1. Trail Maintenance Policy - Status Update
 2. Review draft Stormwater Management Facilities Maintenance Policy
 3. Approve Quote to Pave Alpine Drive Approaches to BNSF Railway Crossing
6. **Committee/Staff Input**
 1. Receive Updates on Improvement Projects, Studies and Items of Interest
 2. Review Future Topics Calendar
7. **Adjournment**

Public Works Committee

Meeting Date: 08/20/2024

Primary Strategic Plan Initiative: Not Applicable

Title:

Approve the following meeting minutes. Public Works Committee meeting dated July 16, 2024.

Purpose/Background:

To review and approve meeting minutes.

Time Frame/Observations/Alternatives:

Staff anticipates this case weill take less than 5 minutes.

Recommendation:

To review and approve meeting minutes dated July 16, 2024.

Outcome/Action:

Motion to approve meeting minutes dated July 16, 2024.

Attachments

July 2024 PWC Minutes

Form Review

Inbox

Brian Hagen

Form Started By: Marsha Weidner

Final Approval Date: 08/16/2024

Reviewed By

Marsha Weidner

Date

08/16/2024 03:22 PM

Started On: 08/14/2024 07:30 AM

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

The Public Works Committee conducted a regular meeting on Tuesday, July 16, 2024, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Debra Musgrove
 Councilmember Chelsee Howell (arrived at 5:33 p.m.)
 Councilmember Michael Olson

Also Present: City Engineer/Public Works Director Bruce Westby
 Parks and Assistant Public Works Director Mark Riverblood
 Civil Engineer IV Leonard Linton

1. CALL TO ORDER

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

2. CITIZEN INPUT

Anthony Villeneuve, 6230 177th Lane NW, commented that he lives within the Rodeo Hills Estates development which is currently undergoing a road reconstruction project. He commented that there was a neighborhood meeting prior to the project where residents were able to voice concerns but did not feel that those voices were heard or that the concerns were addressed. He stated that he and his neighbors expressed concerns with the drainage as they have ditches rather than curb and gutter. He stated that the ditches have filled with sediment and are no longer draining properly, which is causing issues this year because of all the rain.

Councilmember Howell arrived.

City Engineer/Public Works Director Westby understood the concerns of the resident. He stated that the City is currently focused on repairing the pavement. He stated that in those meetings they do ask if there are drainage concerns or issues in the area that they should be aware of when designing the project. He commented that the road projects do not include wholesale regrading of ditches but do include spot drainage improvements if necessary to address safety concerns or concerns with flooding homes. Outside of that the City is focused on repairing pavement at this time.

Mr. Villeneuve stated that the City is cutting driveways and regrading that area, which would seem to be a good time to work on driveway culverts.

City Engineer/Public Works Director Westby stated driveway culverts are only replaced if necessary and asked if his culvert is plugged and needs to be cleaned.

Mr. Villeneuve commented that he works in public works himself and cleans his culvert, but again commented on the amount of sediment that has accumulated in ditches, which he estimates at 6 to 8-inches.

City Engineer/Public Works Director Westby commented that it may be too late to address this with the road project, but staff could meet him onsite to further discuss his concerns.

Mr. Villeneuve commented that it would be nice if residents could work with the contractor to have additional driveway work completed but the contractor has stated that they do not want to do that work with residents.

3. APPROVE AGENDA

Chairperson Musgrove requested to move Item 6.01 to follow Item 4.01.

Motion by Councilmember Howell, seconded by Councilmember Olson, to approve the agenda, as amended.

Motion carried. Voting Yes: Chairperson Musgrove, Councilmembers Howell and Olson. Voting No: None.

4. APPROVE MINUTES

4.01: Approve June 18, 2024, Meeting Minutes

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

Regular Meeting Minutes dated June 18, 2024

Motion carried. Voting Yes: Chairperson Musgrove, Councilmembers Olson and Howell. Voting No: None.

6. COMMITTEE / STAFF INPUT

6.01: Receive Updates on Wetland 114P

City Engineer/Public Works Director Westby provided an update on wetland 114P and the information included in the packet including property plats and lot surveys, showing drainage easements and wetland delineations on many properties. He stated that staff is working to saw-cut the weir to lower it eight inches to the approved DNR elevation as quickly as possible and will present additional updates at the August Committee meeting, including potential plans to permanently reconstruct or reinstall the outlet control structure based on the additional input of DNR.

Deanna Hopkins, 14249 Junkite Street NW, stated that she is the first resident that the water from the creek flows to. She commented that no one has come to look at her property because she has not expressed concern directly to the City. She stated that her property is the lowest elevation around the pond and requested that staff come to review the elevation of her property compared to the pond. She asked if the ponds that the water would outflow to would be capable of handling the additional waterflow from this pond.

City Engineer/Public Works Director Westby commented that staff has mentioned that they have spoken with Ms. Hopkins when they were out in that area. He asked the purpose of the stakes on the property.

Ms. Hopkins commented that she was using the stakes to measure the depth of the water.

City Engineer/Public Works Director Westby commented that they do not anticipate any issues downstream. He commented that he would be happy to visit with Ms. Hopkins on her property to further discuss her concerns.

Ms. Hopkins suggested delaying action to lower the weir and letting the water level out for one year before making any changes.

Theresa Moulzolf, 14260 Junkite Street, commented that she started working with the DNR in 1996 because a developer lowered the culvert lower than it should be. She was concerned that if the weir is lowered because of complaints of some residents, that could have a negative impact on the pond. She stated that the weir should have been installed many years ago to restore the water level. She expressed concern with the quality of the pond and increased vegetation if the water level is lowered.

City Engineer/Public Works Director Westby reviewed information received today from the DNR on the outlet elevation history going back to 1991. He stated that the objective of the DNR is to restore the elevation to the pre-development level.

Ms. Moulzolf asked why the City would continue to make changes, as this is one of the wettest years that has been experienced. She stated that part of the increased water in people's yards is because of the high rain levels.

Chairperson Musgrove asked how this year compares to other years for rain levels.

City Engineer/Public Works Director Westby replied that this year is about four or five inches more precipitation than an average year.

Chairperson Musgrove commented that the weir was cut by eight inches because it was too high.

Eric McBroom, 5771 145th Court, commented that the water level has reduced in his yard since the weir was opened, although still much wetter than the previous summer. He thanked staff for the update and for correcting the error that was made.

Alison Bollman, 5731 145th Court, appreciated the changes that were made to the structure noting that her yard has almost completely cleared the standing water. She commented on the sunken yard that remains and noted that she is having estimates completed for the repair that would be necessary.

Carissa Hoyt, 5741 145th Court NW, agreed that the standing water has receded. She commented that some properties where the water has receded have wildlife that have come into the yard because of the flooded conditions. She expressed concern with a lack of communication during the project, and prior to that. She believed the City could have done a better job explaining what would be done and the reason for the project, along with updates during the project. She stated that there are other residents that have been impacted that have not been able to, or may not have wanted to, attend the meeting.

Chairperson Musgrove asked if Ms. Hoyt has been receiving responses to her emails.

Ms. Hoyt commented that she did reach out to staff one year ago to find out more information about the project. She commented that most recently she has received responses from the Council, when she has emailed, but stated that there has been a slower response from staff. She stated that perhaps more research could have been done prior to the project.

Ms. Hopkins asked if the other residents have lived on water before.

Mr. McBroom commented that there were multiple feet of standing water. He commented that it was the combination of the project and the increased rainfall that caused the issue and damaged the properties. He did not disagree that there is a happy medium somewhere, but it was not right to have that type of sway. He commented that the presentation stated that an error was made, and the level was raised eight inches too high, and it seems that they are correcting the issue. He stated that he still has puddles, which he expects in the rainy season, but the standing water has receded.

Ms. Hopkins acknowledged that people will not be happy in the high or low levels, but they will have to find something they can agree with.

Councilmember Olson agreed that it makes sense to wait some time to let things settle so they know where they will land before they make additional adjustments. He agreed that staff should continue to work with the DNR to find the happy medium, but did not believe that any further adjustments should be made at this time, and they should let it settle.

Councilmember Howell agreed that it would seem reasonable to let things settle. She agreed that staff should work with the DNR to determine what would be possible if further adjustment is needed.

Chairperson Musgrove acknowledged that there has been a bounce in the water level over the years and appreciated that staff did the work to continue checking and realize that an error was made, and then making that adjustment. She stated that there has been positive movement since the adjustment was made, which has been helpful for the residents. She suggested that staff continue

to monitor the water levels weekly to provide an update at the August meeting. She recognized that the weir was cut down 8-inches and asked if that impacted the integrity of the structure.

City Engineer/Public Works Director Westby replied that it is his understanding that the structure of the weir was not negatively impacted by the cutting. He did not believe additional work would be needed if they want to let things settle in for a while.

Alison Bollman asked if mitigation efforts would be considered in the plans, if the weir does require updating in the future, to prevent this situation from occurring again in high water years, such as adding a pump station. She asked if a grate or guard could be added to prevent someone from falling into the hole that was cut.

Civil Engineer IV Linton provided details on the weir, noting that the part that was cut was underneath the grate and the grate was not impacted.

Chairperson Musgrove commented that if the weir needs replacement in the future, there should be consideration for potential mitigation efforts included for high water occurrences.

City Engineer/Public Works Director Westby stated that staff had a discussion with the DNR as to what would be acceptable and the DNR has stated that they would not want adjustable flaps or gates, which is why this rigid weir structure was selected. He confirmed that staff will provide another update at the August meeting.

5. COMMITTEE BUSINESS

5.01: Trail Maintenance Policy – Status Update

Parks and Assistant Public Works Director Riverblood reviewed the staff report and explained that staff is requesting feedback on the content and scope of the desired Trail Maintenance Policy.

Chairperson Musgrove commented that this policy was drafted in 2004 and was looking for more content in a current policy.

Parks and Assistant Public Works Director Riverblood commented that the 20-year-old plan was not approved and was just a working draft, therefore although referenced, that does not correlate into the proposed policy.

Chairperson Musgrove commented that she would like to see something similar to the Sewer Maintenance Policy, with subheadings and additional detail provided under each subheading. She asked if raingardens are the responsibility of residents and stated that perhaps the only mention is clarifying that is the responsibility of residents. She referenced other items mentioned in the 2004 version that she would not want to see carry forward.

Parks and Assistant Public Works Director Riverblood agreed that the policy should only address trail maintenance and should be specific to that topic.

Chairperson Musgrove stated that she liked the table used by Monticello for recording keeping as that would be something residents could easily follow. She asked for Committee input on the expectation for snow removal and storm clean up. She commented that in her experience the sidewalks fill with snow after plowing occurs and that snow becomes hardpacked in the days following before the City clears the sidewalks. She stated that perhaps if the sidewalks were cleared faster, it would avoid the hard packing of the snow and make it easier on City equipment to remove.

Councilmember Howell referenced similar policy updates that have been made and suggested matching the vernacular of those policies using the Stormwater Pond Policy as an example. She also liked the table mentioned by Chairperson Musgrove.

Councilmember Olson agreed that consistency is important and also liked the idea of the maintenance record/table.

Parks and Assistant Public Works Director Riverblood replied that they will have a map similar to the street reconstruction map.

Councilmember Olson thanked staff for looking for good value and matching fund opportunities for the trails.

Chairperson Musgrove commented that she would like to see this item return to the August meeting to review more detail, with anticipation to have the full policy completed by October.

5.02: Review Draft Stormwater Pond Maintenance Policy Framework

City Engineer/Public Works Director Westby reviewed the staff report and stated that staff recommends preparing a draft policy incorporating Committee input received after reviewing and discussing the draft framework tonight, then presenting the draft policy for approval during the August Public Works Committee meeting.

Councilmember Olson commented that he agrees with the river inland approach. He asked if there are records of maintenance beyond the reactive actions that have been taken.

City Engineer/Public Works Director Westby replied that there are some records over the last five to ten years.

Chairperson Musgrove also liked the idea of working from the rivers in. She stated that some of this would be statements of what the other agencies do and would not need to include much detail.

City Engineer/Public Works Director Westby commented that they would want to include infrastructure owned/managed by other agencies or businesses for tracking purposes in the future. He stated that the City also has stormwater maintenance agreements with other entities, acknowledging that level of detail would be difficult to include, but it would at least be helpful to note that those agreements exist.

Chairperson Musgrove recommended that some of that information be included in an appendix page.

City Engineer/Public Works Director Westby commented that the intent is to have a policy in place, so they can start working from that and include programmed maintenance items in the budgeting process. He commented that they can always add detail to the policy in the future, but he would not want to delay the process. He stated that he will bring back a full draft for the Committee to provide feedback on at the next meeting in order to continue moving forward, noting that it would not include the same level of detail as the previous policy discussed tonight.

Parks and Assistant Public Works Director Riverblood commented that this policy will be helpful to assist residents in understanding the purpose of a stormwater pond, in that it has a function and is not meant for aesthetic purposes.

6. COMMITTEE / STAFF INPUT (Continued)

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

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

Chairperson Musgrove referenced the potential bridge crossing to Dayton and asked if there had been any progress. It was noted that there has not been any movement since the MnDOT study was completed and that the cities on the other side of the river do not seem to be very interested. She suggested that perhaps City Administrator Hagen could provide the Committee/Council with an update on whether the other cities would be interested in meeting to discuss that item again.

City Engineer/Public Works Director Westby confirmed that he could add that item to the list again to ensure there is additional follow up.

6.03: Review Future Topics Calendar

Chairperson Musgrove commented that a resident contacted her related to generator pumps. She asked if it would be helpful to have additional information on that topic. She stated that she would not want another set of homes have a similar incident as to what occurred on Rivlyn Avenue.

City Engineer/Public Works Director Westby commented that lift station #1 is the oldest, and without power that does not have much capacity and fills up quickly. He stated that there is now a permanent generator at lift station #1. He stated that in the event of a loss of power, there is a portable generator that staff would bring from one lift station to another to assist in emptying. He stated that staff does support adding additional permanent generators at the lift stations, noting that they have begun to be included in the budget and will be a part of the continued budget discussions.

Chairperson Musgrove agreed that there should be additional discussion and perhaps it would be helpful to have another portable generator/trailer in the interim while they work to implement

additional permanent generators to assist in the instance of a power outage. She agreed that this topic should be added to the calendar and could be added to the September agenda.

Councilmember Howell asked if they could have a future discussion related to the City making its own hot mix using used roof shingles.

City Engineer/Public Works Director Westby stated that he is unfamiliar with that concept and asked Councilmember Howell to forward him the information that she has on that topic.

7. ADJOURNMENT

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:23 p.m.

Respectfully submitted,

Bruce Westby
City Engineer/Public Works Director

Drafted by Amanda Staple
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

Meeting Date: 08/20/2024

Primary Strategic Plan Initiative: Address infrastructure needs.

Title:

Trail Maintenance Policy - Status Update

Purpose/Background:

The purpose of this case is a continuation of a check-in with the Public Works Committee on the city's forthcoming Trail Maintenance Policy. At the July regular meeting, the Committee reviewed an outline (below) for the policy and discussed some of the practical aspects of the expected policy. By consensus, the Committee indicated that staff should bring back incremental portions or sections of the draft Trail Maintenance Policy as they are developed—recognizing that during this time of the year, to a degree, staff is prioritizing construction and maintenance management over policy development. Staff will bring to the meeting the latest iteration of any draft sections of the Trail Maintenance Policy for discussion.

Draft table of contents below:

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Section 3: General Maintenance Goals and Intent..... 4

Section 4. Bituminous Trail Maintenance Practices 3

Section 5. Boardwalk and Other Trail Maintenance..... 4

Section 6. Sidewalks 3

Section 7. Winter Trail Maintenance..... 3

Section 8. Funding..... 3

Section 9. Appendix 3

Time Frame/Observations/Alternatives:

Staff estimates approximately 10 minutes may be needed to highlight new elements of the policy plan and respond to Committee questions and input.

Funding Source:

No funding is required or implicated at this time.

Recommendation:

Staff requests feedback on the content and scope of the Trail Maintenance Policy.

Outcome/Action:

By consensus, provide staff continuing guidance on the developing draft Trail Maintenance Policy.

Attachments

- Draft Trail Maintenance Policy
- Draft Maint. Table

Park and Trail map

Inbox

Bruce Westby

Brian Hagen

Form Started By: Mark Riverblood

Final Approval Date: 08/16/2024

Reviewed By

Bruce Westby

Marsha Weidner

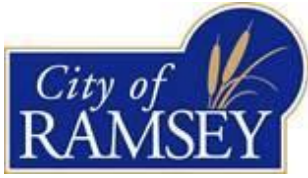
Form Review

Date

08/15/2024 03:16 PM

08/16/2024 03:22 PM

Started On: 08/14/2024 02:54 PM



Trail Maintenance Policy

City of Ramsey, Minnesota

Adopted: x/x/2025

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SECTION 1. INTRODUCTION.

Trails are a valued recreational and transportation feature of Ramsey, and provide myriad benefits for residents, serving a broad demographic of the community. Depending on the type of use, bituminous trails may serve equally well two decades after construction as when initially constructed. However, pavement imperfections may actually negatively impact the experience of users when biking or walking if the surface is rough, or if visual connection to the pavement must be maintained to prepare for bumps, cracks or dodge potholes. In extreme cases, pavement conditions like potholes or obstacles in the clear zone alongside trails may create unsafe conditions. Therefore, this Trail Maintenance Policy sets forth the means and methods to maintain safe trail conditions, produce quality of trail user experiences, and protect the community's investment in the infrastructure over time.

SECTION 2. GENERAL POLICY STATEMENT.

At the time of adoption of this Trail Maintenance Policy the city of Ramsey has over 80 miles of bituminous trails, all of which will require varying degrees of maintenance into the future – and, additional trails are added to the system in most years. As general matter, the goal of this policy is to develop and sustain maintenance practices that keep trail conditions in a good to average pavement rating status or better. Safety shall be the primary focus and the city should continue to budget a consistent amount each year, such that staff can build a trail maintenance program around this amount that can be planned for on an annual basis.

SECTION 3. GENERAL MAINTENANCE GOALS AND INTENT.

For 2024, the trail maintenance allocation is \$120,000. This line item within the General Fund has increased \$5,000 to \$15,000+ each year as part of an informal trail maintenance plan – yielding one to three miles of trail overlaid or the subject of a reconstruct in a few instances. While the annual increases have risen 5-10% in many years, the miles of trail receiving maintenance treatments have not increased due to ordinary annual inflation associated with contracted services. Now that the city is wholly within the second decade of an informal maintenance plan, this new Trail Maintenance Policy should lead the city to evaluating past practices and funding, to align more so to with on-the-ground bituminous maintenance that addresses 5% to 8% of the system each year, versus the historical average of about 1.5% or less – this, because it does not appear existing funding levels are keeping pace with the aging pavement conditions and demand for resurfacing trails.

SECTION 4. BITUMINOUS TRAIL MAINTENANCE PRACTICES

There are several different categories of bituminous trail maintenance techniques, summarized as:

- ~ Crack filling
- ~ Seal-coating or Slurry-sealing
- ~ Chip sealing
- ~ **Patching**
- ~ **Overlay**
- ~ Reconstruction

Each of these pavement maintenance practices have been employed for Ramsey’s trails – with 1.5” overlay’s determined to be the most cost effective and frequent annual maintenance activity, with patching occurring in isolated locations as needed each year. The table below from ACI Asphalt & Concrete of Maple Grove, MN provides a typical life cycle for bituminous trail maintenance (aciasphalt.com).

‘Asphalt trail pavements, like most infrastructure, has a life cycle. They start out new, they age, and eventually they decline to the point where they need to be replaced. How long pavement lasts depends on a variety of factors, including how well they are constructed initially, the weather, shade and standing water, the amount of use and – most importantly – how well they are maintained. A well-constructed trail can last 20 years or more’.

A trail overlay at Ramsey’s Trail Maintenance Policy goal of generally around the 15-20 year interval may extend the useful life of the trail to 40 years or more before needing a complete reconstruct.

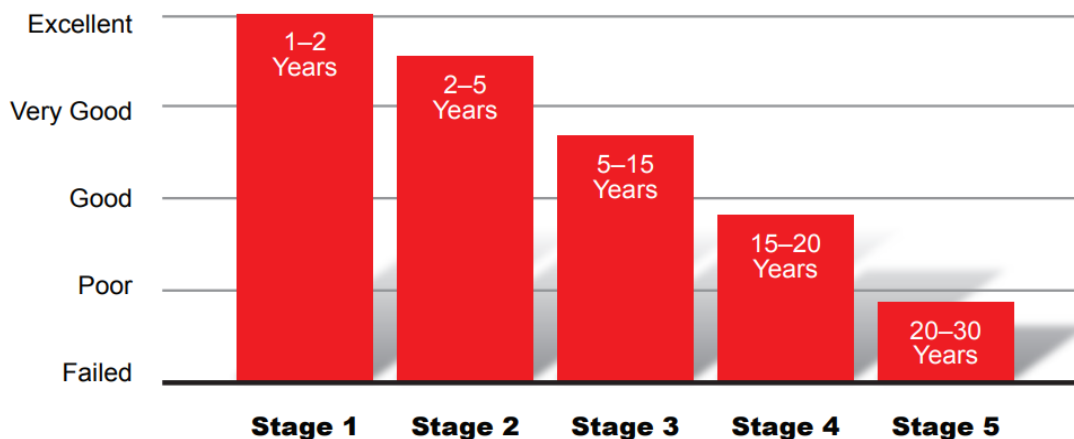
Stage 1: New Pavement (0–1 Years)
 ♦ Little or no maintenance required, sealcoating, crack sealing

Stage 2: Initial Preventive Maintenance Phase (2–5 Years)
 Typical maintenance procedures:
 ♦ Sealcoating, crack sealing, patching

Stage 3: Minor Repairs and Continued Preventive Maintenance (5–15 Years)
 Typical maintenance procedures:
 ♦ Patch repairs, crack sealing, sealcoating

Stage 4: Major Repairs (15–20 Years)
 Typical maintenance procedures:
 ♦ Extensive patching repairs, asphalt overlay

Stage 5: Extensive Repairs or Complete Reconstruction (20–30 Years)
 Typical maintenance procedures:
 ♦ Major repairs throughout the property or complete removal and replacement of the asphalt



The annual asphalt trail surface work described occurs by contractors, with routine patching performed by Public Works staff. As part of the course of travel around the park and trail system and providing work direction and inspections, supervisory staff are in and around trail corridors on a regular basis. This builds an awareness of the need and locations for patching, as well as more intensive annualized maintenance by contractors. This same familiarity with conditions guides other trail maintenance activity—for instance, after windstorms, staff are dispatched to areas known to have high probability for downed limbs or trees in wooded trail corridors. Other reoccurring work includes sweeping, mowing and brush management, as well as litter and refuse control, which are highlighted as follows:

Sweeping

Trails are swept as needed, which is most often associated with aforementioned storm and wind events. Fall sweeping is performed if leaves and acorns accumulate on trail surfaces—however, in some years, and early snowfall can be beneficial in that trails can be plowed, and the wet snow ‘lifts’ leaves from the trail as part of the snow plowing process. In addition to a PTO driven rotary broom, the city can use a turbine debris blower, also operated by PTO as an attachment to a multi-use maintenance machine. The debris blower can also be employed for light, dry snowfalls which would be useful for situations where there are mostly dry leaves on the trail at the same time.

Mowing

Trailside mowing is performed as needed, which is often every few weeks during the Spring and early Summer, for a total of 7 to 10 times per year. Generally, a three-foot or more swath is cut alongside the trail to minimize long grass and brush hanging over the trail. This practice also provides for improved airflow over a bituminous trail, which reduces periods of standing water, which can lead to premature pavement deterioration. Sweeping after mowing is not necessary, as mowers are dispatched to mow one side, then the other—then usually run down the center of the path with mower deck engaged to blow clippings off the trail surface.

Brushing and tree trimming

‘Brushing’ refers to the practice of cutting weeds, woody plants and small trees that encroach into the 2’+ foot clear zone referenced above. Some work is done by hand, but most is performed with specialized brush mowers, mounted to light equipment. Due to the size and velocity of debris thrown from the machine, ‘Trail Closed’ and other signage is deployed to separate trail users from this maintenance activity.

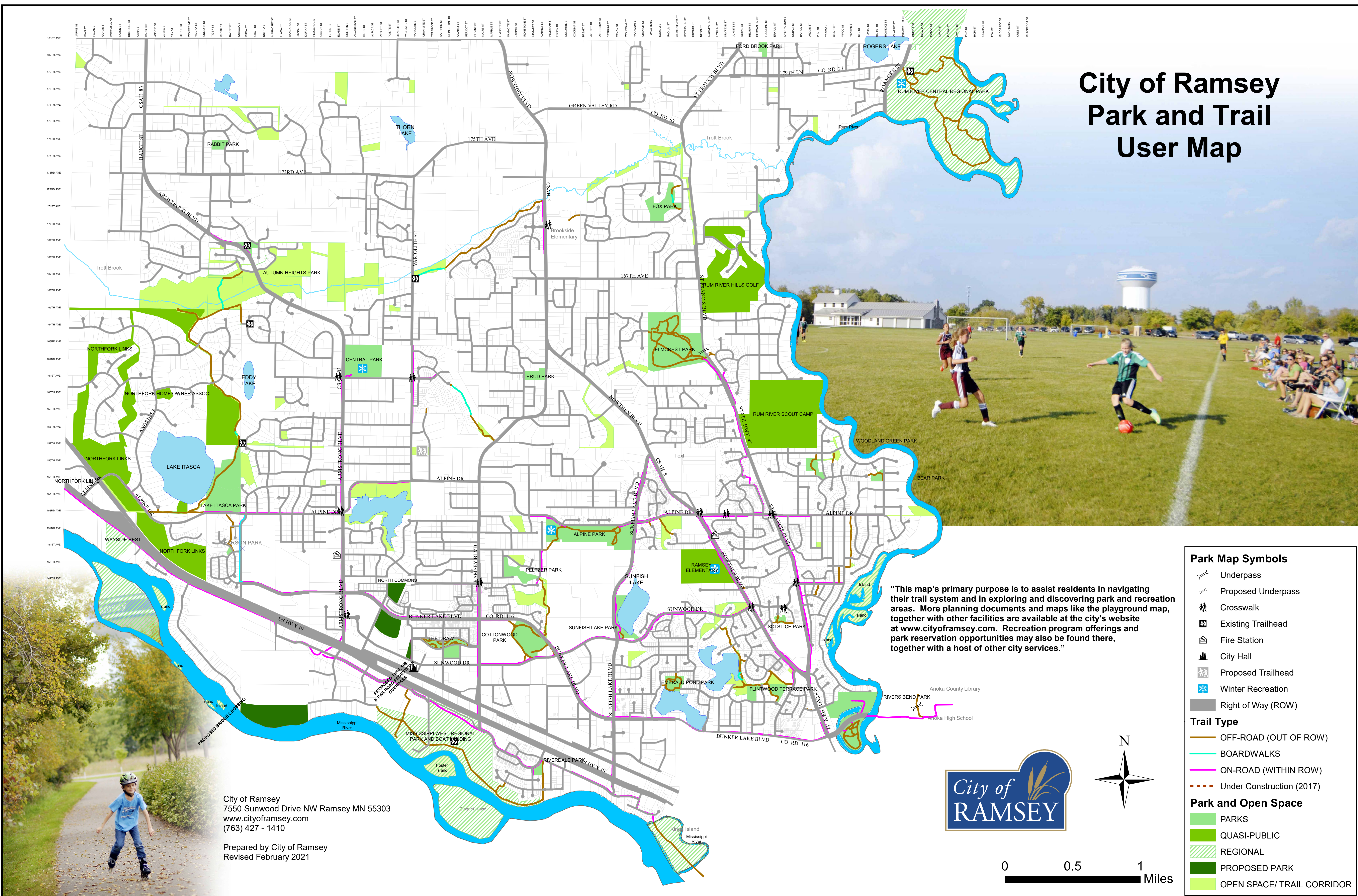
Another related activity that occurs at least twice per year, is pruning and trimming trees along and over trailways. Branches are cleared to a minimum of 9’ feet overhead and limbs projecting out into the trailside ‘clear zone’ are also removed. Trees that are demonstrably in jeopardy of falling onto the trail may be identified and removed at this same time. Dead and downed trees that are away from the trail are considered valuable wildlife habitat and are not removed.

Litter and refuse management

TRAIL MAINTENANCE POLICY

Maintenance Activity	Optimal Frequency							Notes
	Bi-Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
General								
1 Safety Inspection	X							
2 General debris and litter pickup	X							
3 Vandalism inspection	X							
4 Encroachments				X				
Pavements								
1 Pavement survey (Phaser rating)							X	
2 Crack sealing								
3 Patching								
4 Fog seal								
5 Sealcoat								
6 Micro surfacing/slurry seal								
7 Overlay								
8 Reconstruct								
9 Inspect boardwalk interface		X						
10 Inspect utility infrasturcture for snow removal (high iron)				Fall				
Vegetation								
1 Mowing - clear zones, trailhead areas		X						
2 Brush trimming/overhead trimming								
3 Clear zone weed control (Sandbar Willow)								
4 Sight line trimming at intersections								
5 Tree removal						X		
6 Rain garden maintenance								
7 Trail sweeping/blowing					X			
8 Seeding								
9 Root cutting								
Drainage								
1 Erosion repair								
2 Culvert/catch basin clearing								
3 Ditch maintenance (clear debris, trash, branches)								
4 Standing water repair								
5 Rodent damage repair				X				

City of Ramsey Park and Trail User Map



"This map's primary purpose is to assist residents in navigating their trail system and in exploring and discovering park and recreation areas. More planning documents and maps like the playground map, together with other facilities are available at the city's website at www.cityoframsey.com. Recreation program offerings and park reservation opportunities may also be found there, together with a host of other city services."

Park Map Symbols

- Underpass
- Proposed Underpass
- Crosswalk
- Existing Trailhead
- Fire Station
- City Hall
- Proposed Trailhead
- Winter Recreation
- Right of Way (ROW)

Trail Type

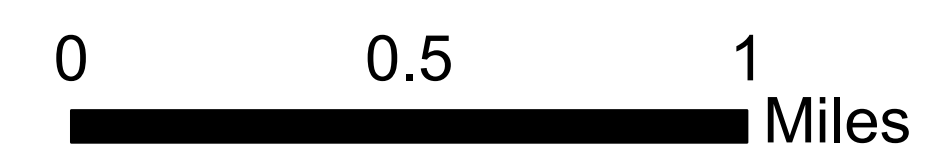
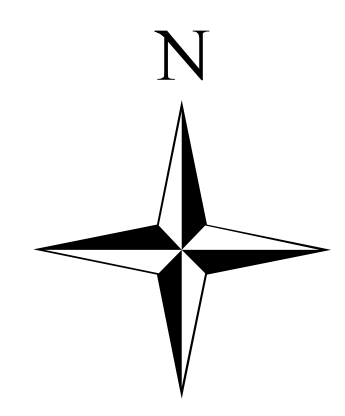
- OFF-ROAD (OUT OF ROW)
- BOARDWALKS
- ON-ROAD (WITHIN ROW)
- Under Construction (2017)

Park and Open Space

- PARKS
- QUASI-PUBLIC
- REGIONAL
- PROPOSED PARK
- OPEN SPACE/ TRAIL CORRIDOR

City of Ramsey
7550 Sunwood Drive NW Ramsey MN 55303
www.cityoframsey.com
(763) 427 - 1410

Prepared by City of Ramsey
Revised February 2021



Public Works Committee

Meeting Date: 08/20/2024

Primary Strategic Plan Initiative: Not Applicable

Title:

Review draft Stormwater Management Facilities Maintenance Policy

Purpose/Background:

The purpose of this case is to review the draft Stormwater Management Facilities Maintenance Policy and provide feedback to staff on proposed additions, deletions and/or revisions.

The attached draft Policy is being reviewed by all Staff that will be impacted by this Policy and additional content will be added before presenting a final draft to the Public Works Committee on September 17, 2024. All feedback received from the Committee this evening will be incorporated into the final draft before the September 17th PWC meeting.

Staff would like feedback on whether a maintenance schedule should be added to this Policy, similar to the schedule requested for the Trail Maintenance Policy.

Time Frame/Observations/Alternatives:

Staff anticipates up to 20 minutes will be required to present this case and respond to questions.

Recommendation:

Staff recommends reviewing the draft Stormwater Management Facilities Maintenance Policy and providing feedback to staff on proposed additions, deletions and/or revisions.

Outcome/Action:

Review draft Stormwater Management Facilities Maintenance Policy and provide feedback to staff on proposed additions, deletions and/or revisions.

Attachments

DRAFT SW Facilities Maint Policy

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Marsha Weidner	08/16/2024 03:22 PM
Form Started By: Bruce Westby		Started On: 08/12/2024 03:32 PM
Final Approval Date: 08/16/2024		



7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

Stormwater Management Facilities Maintenance Policy

Adopted XXXXX XX, 2024



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1) Purpose of Policy

The purpose of this policy is to provide direction and guidance for maintaining the water quality and flood prevention functions of all City of Ramsey (City) stormwater management facilities including drainageways, storm sewer pipes and culverts, drainage structures, ponds (man-made) and wetlands (natural).

This policy supports the City's Municipal Separate Storm Sewer System Permit, Surface Water Management Plan, and Stormwater Pollution Prevention Plan.

All activities undertaken as part of this policy will be performed in compliance with applicable local, state and federal codes, rules, statutes, and other legal requirements.

2) City Responsibilities

The City is responsible for maintaining all City-owned stormwater management facilities including structures, pipes, ponds, wetlands and drainageways that are part of the City's drainage system. If a ditch, pond or wetland is not part of the City's drainage system, that responsibility belongs to the property owner.

The level of maintenance will vary by pond based on the design and function of the pond.

Work on naturally-occurring ponds, wetlands, brooks, rivers, streams, and other surface water conveyances, will be limited to maintaining drainage structures, pipes and culverts, and to removing obstructions to flow such as excess silt or vegetation in connecting conveyances, to maintain the flow of water and to prevent flooding. While some naturally-occurring ponds and wetlands may also provide water quality benefits, maintenance projects will not be undertaken to enhance water quality functions but rather to maintain the quantity and rate of surface water flow to prevent property damage caused by flooding.

Maintenance work will not be completed solely for aesthetic purposes or to control odors, such as removal of trash, debris, or vegetation, or restoration of open water areas. Such work will only be completed if required to maintain the drainage functions of the pond.

Work on man-made stormwater retention ponds will be done to the same standards as the naturally-occurring ponds and wetlands. Maintenance work will focus on maintaining the flood prevention function of the pond as necessary to restore the pond to its original design standard for treatment of surface water, in addition to maintaining connected drainage structures, pipes, culverts and channels to prevent flooding.

Some ponds are subject to maintenance agreements between the City and the landowner. Before the City performs any maintenance work on these ponds, the agreement must be dissolved upon agreement by all parties.

In order to take responsibility for ponds and wetlands that are part of the City's drainage system, the City must have the legal right to enter and perform the necessary work. If easements are not in place, the property owner must grant the necessary easements before the City completes any work on the property. The City will not normally purchase easements, and will only condemn easements if the owner refuses to grant them and there is a significant flooding problem threatening structures on public or private property that must be corrected.

Nothing in this policy shall be interpreted to require that the City be responsible for any costs incurred or work completed in the past on any ponds, or to assume responsibility for any pond covered by an existing maintenance agreement unless it has been dissolved according to the terms of the agreement. Nothing in this policy shall be interpreted to require that the City be responsible for any new pond or drainage feature until and unless the City has accepted its final design and condition as provided by a development agreement.

3) Regulatory Requirements and Design Standards

a) State

All maintenance work undertaken by the City shall conform to applicable requirements of the Minnesota Pollution Control Agency and the Minnesota Department of Natural Resources.

b) Lower Rum River Watershed Management Organization

The City shall obtain required permits from the Lower Rum River Watershed Management Organization before conducting maintenance work, if necessary.

c) City of Ramsey

i) Municipal Separate Storm Sewer System Permit (MS4)

All requirements of the City's Municipal Separate Storm Sewer System permit will be adhered to while inspecting and performing all stormwater facilities maintenance work.

ii) Stormwater Pollution Prevention Program (SWPPP)

All requirements of the City's Stormwater Pollution Prevention Program will be adhered to while inspecting and performing all stormwater facilities maintenance work.

iii) Surface Water Management Plan (SWMP)

The City adopted a Surface Water Management Plan (SWMP) in 2015 to promote, preserve and enhance the natural resources within the City of Ramsey. All

requirements of the City's Surface Water Management Plan will be adhered to while inspecting and performing all stormwater facilities maintenance work.

4) Stormwater Facilities Maintenance Plans

a) Stormwater Ponds

i) State Ponds

State-owned stormwater ponds are managed by the Minnesota Department of Transportation.

ii) County Ponds

County-owned stormwater ponds are managed by the Anoka Highway Department.

iii) City Ponds

City-owned stormwater ponds and wetlands are managed by the City to provide storage for surface water runoff and to allow for free flow of stormwater through the system. These ponds also reduce peak stormwater flows, promote settling of suspended pollutants and removal of Phosphorus, and reduce velocities downstream of the outlet structure. These ponds may also promote biological uptake of pollutants when vegetated.

If problems are identified during inspections, a Work Order will be prepared in accordance with the following guidelines;

- (1) Trees and other vegetation on side slopes will be maintained to provide safe sight distances for traffic and pedestrians
- (2) Sediment and vegetation will be removed around inlets and outlets when flows are obstructed.
- (3) Bank erosion will be corrected when sediment within the pond bottom is greater than one foot deep.

iv) Private Ponds

Private stormwater ponds are managed by the property owner.

b) Ditches

i) State Ditches

The Minnesota Department of Transportation (MnDOT) is responsible for maintaining all ditches along State Highways within the City including;

- (1) Highway 47 (Saint Francis Boulevard)
- (2) Highway 10 / 169

ii) County Ditches

Anoka County owns and maintains several County Ditches within the City of Ramsey as identified within the SWMP. Two County Ditches are maintained by the City of Ramsey, those being Ditch 43 and Ditch 66.

iii) City Ditches

The City of Ramsey is responsible for maintaining all ditches and other drainage conveyances that collect drainage from City streets, that convey stormwater runoff from ditches along streets to ponds and wetlands, as well as County Ditches 43 and 66. Ditches will be inspected and maintained as needed to protect properties and prevent standing water on streets.

It is normal to observe standing water in ditches for up to several days following heavy rain events, and ditches may hold water for weeks during the Spring thaw. Maintenance work will not be performed to address standing water in ditches for such periods of time.

c) Storm Sewer Systems

i) State

The State is responsible for maintaining its storm sewer systems unless a separate maintenance agreement exists between the State and the City or County designating the City/ County as the responsible party for maintaining all or a portion of the State system.

ii) County

The County is responsible for maintaining its storm sewer systems unless a separate maintenance agreement exists between the County and the City designating the City as the responsible party for maintaining all or a portion of the County system.

iii) City

The City is responsible for maintaining its storm sewer systems unless a separate maintenance agreement exists between the City and the County or State designating the County or State as the responsible party for maintaining all or a portion of the City system.

d) Rivers

i) Mississippi

The Mississippi River borders the south edge of the City and receives stormwater runoff from the City through outfalls along the river banks.

All Mississippi River outfalls are inspected annually. Minor repairs are performed as needed. Major repairs are programmed through the Capital Improvement Program.

ii) Rum

The Rum River borders the east edge of the City and receives stormwater runoff from the City through outfalls along the river banks.

All Rum River outfalls are inspected annually. Minor repairs are performed as needed. Major repairs are programmed through the Capital Improvement Program.

e) Lakes

Numerous lakes exist within the City as defined by the City and/or the Minnesota Department of Natural Resources. Some lakes have stormwater inlets, which are not currently inspected on a routine basis. More information on lakes within the City is located within the Surface Water Management Plan.

f) Brooks

i) Ford Brook

The Ford Brook begins at the Trott Brook and flows north into the City of Nowthen near the northeast corner of the City. The Ford Brook receives a very small amount of stormwater runoff from the City.

ii) Trott Brook

The Trott Brook generally traverses across the center of the City and receives a significant amount of stormwater runoff from the City. Numerous stormwater inlets exist along the Trott Brook, which are not currently inspected on a routine basis.

g) Wetlands

Approximately 20-percent of the surface area of the City of Ramsey is covered by wetlands as outlined within the Surface Water Management Plan.

h) Structural Pollution Control Devices

The City maintains over a dozen Structural Pollution Control Devices installed at various locations within the City's storm sewer system. These devices capture pollutants from stormwater runoff near the point of discharge to receiving water bodies to reduce pollutant loading in receiving water bodies. The City removes pollutants from all of these devices annually, or more often if needed, using the City vacuum truck.

5) Goals

The goals of this Policy are as follows;

- a) Prevent flooding of private properties and public lands.
- b) Reduce pollutant loads entering receiving waters.
- c) Ensure compliance with regulatory agency requirements.
- d) Improve water quality in brooks, lakes, ponds, and wetlands.
- e) Cost-effectively maintain stormwater management facilities.

6) Priorities

The priorities of this Policy are as follows;

- a) Start inspections and maintenance of stormwater management facilities along the Mississippi and Rum Rivers. These facilities are anticipated to have the greatest maintenance needs since they are located at the downstream end of the storm sewer system. Maintaining these facilities first will provide the biggest benefit to the receiving waters.
- b) Continue moving inland incrementally with inspections and maintenance of stormwater management facilities for the same reasons noted above.
- c) Continue updating this Policy to refine work schedules and incorporate additional maintenance practices based on what is working well and what could work better.
- d) Coordinate work with MS4, SWPPP and SWMP requirements.
- e) Continue to improve cost-effectiveness of programmed maintenance practices and operations.

7) Inspections

Stormwater management facilities will be routinely inspected to ensure they continue to function as designed. The guidelines set forth below were developed to provide City staff with practical tools to inspect and maintain all stormwater facilities on a routine basis.

- a) **Water Body Inspections** - The inspection program proposes to begin by annually inspecting 5% of known stormwater ponds under City ownership and/or drainage and utility easements, starting at the Mississippi and Rum Rivers and working inland. Initial inspections will consist of enlisting consultants to survey the ponds to determine how much stormwater storage capacity remains and to schedule pond dredging projects to remove sediment and restore storage capacities. Ongoing inspection requirements include observations for blockage of outlets due to trash, debris, vegetation, or downed trees. Blockages shall be cleared from obstructed outlets as soon as practical. Damaged or deteriorated inlets, outlets and pipes, and malfunctioning valves, gates, locks or access hatches, shall be scheduled for repair or replacement as soon as is economically feasible to do so.
- b) **Structure Inspections** – Drainage structures, castings and grates shall be inspected for debris and repair needs during development of pavement management projects, during flood events, or at a minimum once every 5 years. Structure sumps shall be inspected a minimum of every 4 years to determine if the sump needs to be repaired or pumped.

Sumps in new developments are checked within one year after completion of the development to determine if cleaning is required.

- c) **Lift Station Inspections** – The structure and pumping equipment shall be inspected annually.
- d) **Storm Sewer and Culvert Inspections** - Video inspections shall be conducted during development of pavement management projects or when public complaints or concerns are received.
- e) Inspection documentation and maintenance recommendations and requests for routine and emergency maintenance needs shall be submitted to the Public Works Administrative Assistant for scheduling repairs and reporting purposes. Results of the inspection program are used to update the 10-year Capital Improvement Program for budgeting purposes. Emergency repairs include items such as imminent structure failure or suspicious discharges that require the responsible party to be notified to take immediate action to remedy the issue. Routine maintenance shall be performed as needed. Additional maintenance needs, such as pond dredging, will be scheduled and performed as needed.

8) Financial Considerations

All costs for the administration and operation of this Policy shall be funded through the City's Stormwater Funds. The main source of revenues for this fund is the Stormwater Utility Fee. In order to fully fund this program, annual increases in the stormwater utility fee rate will be necessary for the foreseeable future. The City Council will make the decision on whether or not to fund the program, and at what level, each year as part of its budget process.

Decisions on what projects to undertake will also be made as part of the budget process and the concurrent annual review of the City's Capital Improvement Program (CIP). The budget will include funds for specific projects and routine maintenance, as well as contingencies for emergencies.

9) Recommendations

The City plans to integrate all inventoried stormwater management facilities into our GIS system to allow the City to more efficiently manage our stormwater facilities. The data will be updated as more information is made available.

The City also plans to continue updating its as-built record plans and stormwater facilities inventories, and will include applicable inventories within the appendix of this Policy at such time that the inventories are reasonably accurate.

The City will work to evaluate the effectiveness of this Policy over time and will maintain records of observed sediment accumulations over time for future estimating purposes, pond volumes for constructed stormwater ponds including both the water quality volume and

permanent pool volume based on pond geometry and inlet, outlet (invert or outlet control), and emergency overflow/spillway elevations.

The City will attempt to calculate load-based removal efficiencies to analyze the treatment effectiveness of ponds to determine whether opportunities exist to upgrade the functionality of ponds in areas where additional treatment may benefit receiving waters.

This Policy will be evaluated annually to determine if changes to the frequencies or scopes of work are required.

Please contact Bruce Westby, City Engineer / Public Works Director, at 763-433-9863 or bwestby@cityofframsey.com with any questions regarding this Policy.

DRAFT

APPENDIX

Definitions

Drainage structures – Catch basins, control structures, flared ends, manholes, and structural pollution control devices. Sump catch basins and sump manholes are constructed with a sump structure for collection of sediment and debris.

Drainage pipes – Storm sewer and culverts.

Dry retention basins – A shallow, dry basin with an outlet at the invert of the basin. Dry retention basins are constructed to attenuate peak discharges and temporarily detain runoff to promote sedimentation.

Wet detention basins – A shallow basin that maintains a permanent pool of water by using an elevated outlet control structure. Stormwater is treated through sedimentation and biological uptake of pollutants.

Filtration basins – A shallow basin or sand filter with engineered or amended soil and an under-drain system. The basin detains stormwater and allows it to infiltrate through the soil, sand or engineered media. Treated stormwater is directed to the receiving water via the under-drain system.

Infiltration basins – A shallow basin in permeable soils that detain and infiltrate stormwater. There is rarely an under-drain system unless needed to provide maintenance access. Infiltration basins use the natural filtering ability of the soil to remove pollutants from stormwater runoff. If problems are identified during inspections a Work Order is prepared in accordance with the following guidelines. Replace surface soil or vegetation as needed to maintain a layer of permeable soil or a dense cover of non-woody vegetation in the base of the infiltration area. Correct any structural deficiencies that interfere with the function of the basin. Remove undesirable vegetation, such as woody vegetation.

Swales, filter strips or ditches – Swales, filter strips or ditches are constructed to direct or convey stormwater runoff. They should be planted with vegetation that will maintain the structure and resist erosion. If problems are identified during inspections a Work Order shall be prepared in accordance with the following guidelines. Cleanout sediment when it blocks culverts or obstructs the pipe or flow of stormwater. Stabilize and re-seed when erosion gullies are more than one foot deep. Mow to remove vegetation that obstructs flow and to maintain desirable vegetation. These linear channels are vegetated to assist in decreasing runoff velocity and promote infiltration and physical filtration. Some may incorporate rock checks to reduce the slope of the channel.

Depressions – This includes shallow depressions at the end of a stormwater pipe or flared end section that acts as a stormwater infiltration area but was not designed or constructed.

Lakes – Larger bodies of water or deep-water aquatic habitats that have been defined as lakes by the City and/or Minnesota Department of Natural Resources.

Stormwater wetlands – A natural wetland or creek segment that has been modified to receive and treat stormwater discharges. Stormwater is treated primarily through biological uptake.

Mitigation wetlands – A wetland constructed for replacement of wetlands lost due to construction or alteration of the landscape. These wetlands typically have stormwater discharges routed to the basin to maintain hydrology.

DRAFT

Public Works Committee**Meeting Date:** 08/20/2024**Primary Strategic Plan Initiative:** Not Applicable**Title:**

Approve Quote to Pave Alpine Drive Approaches to BNSF Railway Crossing

Purpose/Background:**Purpose:**

Consider consensus approval of quote from North Valley, Inc. in the amount of \$10,473.62 to pave the Alpine Drive approaches to the BNSF Railway Crossing.

Background:

From June 7th through 9th, 2023, Burlington Northern Santa Fe railroad (BNSF) repaired their at-grade railway crossing on Alpine Drive. During this work they closed the Alpine Drive rail crossing to traffic. Attached is the traffic control plan showing the signage that was installed to mark the detour route along Jarvis Street, 164th Lane, and Andrie Street.

On July 10, 2023, staff received a concern regarding the poor paving job completed on the approaches to Alpine Drive. The City Engineer drove the site and confirmed that the work was substandard, particularly on the northbound lane, then called the BNSF Roadmaster and left a voicemail message expressing the City's displeasure with the paving job.

On September 11, 2023, following numerous attempts to contact BNSF, the City was contacted by BNSF to discuss options for repaving the approaches to the railway crossing to provide a smoother crossing for drivers. Based on discussions BNSF said they would check on a few things and get back to City staff.

On November 6, 2023, BNSF responded by email with two options. One was for the City to pay half the costs for repairing the other side of the rail crossing, which BNSF estimated would cost the City \$40,000, primarily because it costs BNSF \$18,000 each time they close tracks to make repairs. The second option was for the City to re-pave the approaches to provide longer transitions. Due to the time of year, neither option could be acted upon in 2023.

In the Spring of 2024, staff reached out to BNSF again to start discussions on how the City should proceed to complete the pavement repairs. After additional dialogue, staff began working with the local BNSF flagger working on the Ransey Gateway project and was informed they could work with staff to provide flagging services but only during a limited window. Staff therefore obtained a quote from North Valley, Inc. and organized a day project to mill and overlay Alpine Drive on August 21st from 8:30 a.m. to 2:30 p.m., which requires North Valley to provide flagmen to direct vehicle traffic, and BNSF to provide a flagger for trains. BNSF is able to provide a flagger without charge on this day because it is within the jurisdiction of the Ramsey Gateway project and they have enough flagmen on site.

Staff is unable to request City Council approval before August 21st so instead Staff is requesting consensus approval from the Public Works Committee. If the Committee does not provide consensus approval, Staff will work to reschedule the project. However, this would likely delay the project for a minimum of several weeks, and it would likely result in increased project costs due to the need to pay BNSF for their flagger.

Notification:

N/A

Time Frame/Observations/Alternatives:

Timeframe:

Staff estimates up to 10 minutes will be needed to present this case and respond to questions.

Observations:

A copy of the 2023 email thread with BNSF is attached. Also attached is a copy of the quote from North Valley, Inc.

Alternatives:

Alternative #1 – Motion approving the quote from North Valley, Inc. in the amount of \$10,473.62 to pave the Alpine Drive approaches to the BNSF Railway Crossing.

Alternative #2 – Motion of other.

Funding Source:

Staff proposes to fund this project using Street Maintenance funds.

Recommendation:

Staff recommends Alternative #1 if the Public Works Committee supports paving the Alpine Drive approaches to the BNSF Railway Crossing.

Outcome/Action:

Motion approving the quote from North Valley, Inc. in the amount of \$10,473.62 to pave the Alpine Drive approaches to the BNSF Railway Crossing.

Attachments

2023 email thread
North Valley quote

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Marsha Weidner	08/16/2024 03:22 PM
Form Started By: Bruce Westby		Started On: 08/12/2024 03:35 PM
Final Approval Date: 08/16/2024		

From: [Fiorini, Alexander James](#)
To: [Bruce Westby](#)
Cc: [Cobb, Kyle J](#); [Fiorini, Alexander James](#)
Subject: RE: Alpine Drive railway crossing in City of Ramsey
Date: Monday, November 6, 2023 7:19:06 PM
Attachments: [image001.png](#)

Bruce,

Thank you for reaching out. I handle BNSF public projects for the state of Minnesota. It is my understanding that one of the crossings is new and the other is still old, resulting in an elevation difference.

To mitigate the issue at this crossing, there's really only two things that can be done:

1. The city can re-asphalt the approaches to account for a longer and more gradual transition
2. The other track crossing can be replaced to match the height of the other crossing

At this point in the year, I don't think either of these are able to be done before the ground starts freezing. If the city would like to partner with BNSF on option 2, this is something we could certainly tackle in the spring. If we are replacing a crossing, we generally ask the road authority to contribute half the cost (\$1,000/LF) and provide asphalt and traffic control for the project. In this case, we have a 40' crossing, so we would look for the city to provide a lump sum contribution of \$40,000. If the city is agreeable, I can get a contract to you for review and signature.

Thanks,

Alex Fiorini, PE*

Manager Public Projects
o 763.782.3476 m 612.391.9572
Alexander.fiorini@bnsf.com

*Licensed in ND

From: Bruce Westby <bwestby@ci.ramsey.mn.us>
Date: November 6, 2023 at 16:04:09 CST
To: "Cobb, Kyle J" <Kyle.Cobb@bnsf.com>
Subject: RE: Alpine Drive railway crossing in City of Ramsey

EXTERNAL EMAIL

Hi, Kyle.

Do you have any updates to share on this matter? Were you able to drive this crossing to better understand the City's concern? Bituminous plants will likely close soon, and it may be difficult for the City to safely clear snow and control ice on this crossing due to the significant hump that exists.

Thanks, Bruce

Bruce Westby



www.cityoframsey.com

Bruce Westby
City Engineer / Public Works Director | City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
763-433-9825 (Direct)
763-647-4485 (Cell)
763-427-1410 (City Hall)
bwestbv@cityoframsey.com

*Our Mission: To work together to responsibly grow our community,
and to provide quality, cost-effective and efficient government services*

From: Bruce Westby

Sent: Monday, September 11, 2023 3:07 PM

To: 'kyle.cobb@bnsf.com' <kyle.cobb@bnsf.com>

Subject: Alpine Drive railway crossing in City of Ramsey

Kyle:

Thanks for taking my call today regarding complaints I have been receiving since the repaving of the BNSF railway crossing on Alpine Drive this June. The crossing now has a significant hump in it, especially on the NB lane, resulting in numerous complaints. As we discussed, I would be willing to assist in correcting the paving before bituminous plants shut down this Fall. Please let me know what can be done to correct this issue, including whether we can assist in this effort.

Thanks, Bruce

<image001.png>



Contact: LES BLOOM
Phone:
Fax:

Quote To: CITY OF RAMSEY

Job Name: ALPINE RR XING-RAMSEY

Date of Plans: 08/09/2024

Phone:

Revision Date:

Fax:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
10	MOB	1.00	LS	1,064.02	1,064.02
20	MILL BIT 1.5"-2"	85.00	SY	25.85	2,197.25
30	1.5" -2" SP 12.,5 WEAR (2,B)	10.00	TN	379.63	3,796.30
40	RR INSURANCE	1.00	LS	2,576.04	2,576.04
50	TRAFFIC CONTROL	1.00	LS	840.01	840.01
GRAND TOTAL					\$10,473.62

NOTES:

BOND IS INCLUDED, CANNOT DEDUCT FOR ONE PRICE INCLUDES TAX
 RETAINAGE HELD PER OWNERS SPECIFICATIONS
 THIS QUOTE IS PER THE AGC STANDARD SUB-CONTRACT AGREEMENT FOR HIGHWAY/HEAVY-INDUSTRIAL DIVISION (1956 EDITION, REVISED 1966, REVISED 1980 AND RIDER 1986 REVISION)
 UPON REQUEST, NORTH VALLEY, INC. SHALL BE PROVIDED WITH THE LEGAL DESCRIPTION OF THE PROPERTY, THE NAME AND ADDRESS OF THE OWNER.
 NORTH VALLEY, INC. SHALL NOT BE OBLIGATED TO COMMENCE OR CONTINUE SUBCONTRACT WORK UNLESS ADEQUATE ASSURANCE OF PAYMENT IS RECEIVED.
 QUOTE MAY NOT BE WITHDRAWN BEFORE AUGUST 29TH, 2024
 RESPONSIBLE CONTRACTOR DOCUMENTATION AVAILABLE UPON REQUEST.
 BID IS FOR ITEMS AND MATERIALS LISTED ABOVE ONLY. NO STRIPING.

Public Works Committee**Meeting Date:** 08/20/2024**Primary Strategic Plan Initiative:** Not Applicable**Title:**

Receive Updates on Improvement Projects, Studies and Items of Interest

Purpose/Background:

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

City Improvement Projects**#25-01 Rivers Bend Regional Stormwater Pond Improvements**

- Advertisements for bids are published
- Bid opening September 6, 2024
- Staff is applying for additional external funding
- Substantial completion scheduled for November 22, 2024

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

- Design and plan preparation in progress
- 2025 construction

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

- Design and plan preparation in progress
- 2025 construction

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

- Construction in progress
- Substantial completion scheduled for August 2, 2024

#24-02 Halls Dover Acres Street Reconstruction

- Construction in progress
- Substantial completion scheduled for August 2, 2024

#24-03 2024 NE Ramsey Street Reconstruction

- Construction in progress
- Substantial completion scheduled for September 30, 2024

#24-04 Ford Brook Estates Drainage Improvements

- Construction anticipated to start mid-September
- Substantial completion anticipated October 25, 2024

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

- Construction in progress.
- Substantial completion scheduled for September 1, 2024

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

- Executing contracts
- Substantial completion scheduled for October 11, 2024
- Final completion scheduled for June 30, 2025

#24-07 2024 Neighborhood Overlay Improvements

- Construction in progress

- Substantial completion scheduled for August 31, 2024

#24-09 2024 Pavement Rejuvenator Improvements

- Construction in progress
- Final completion is anticipated to occur by August 30, 2024

#24-10 2024 MSA Pavement Markings

- Substantially complete

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

- Substantially complete

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

- Substantially complete

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

- Bolton & Menk preparing plans and specs for 10' trail construction
- Request for Quotes anticipated soon

#23-19 COR Infrastructure Improvements

- Construction in progress
- Construction completion anticipated late August 2024

#23-20 COR Mass Grading

- Final completion anticipated late August 2024

#22-17 Highway 47 Sound Wall north of Xkimo Street

- Final construction complete

#21-08 WTP Trunk Watermain Improvements

- Construction in progress
- 143rd Avenue restricted to one-way traffic (Westbound only)
- Substantial completion anticipated September 13, 2024

#21-09 Centralized Water Treatment Plant

- Construction in progress
- Substantial completion scheduled for May 1, 2025
- Final completion scheduled for August 1, 2025

#20-11 Ramsey Gateway Highway 10 Improvements

- Construction in progress
- Final completion anticipated June 2026
- Project webpage <https://www.anokacountymn.gov/3918/Hwy-10Ramsey-Blvd-Interchange>

City of Anoka Improvement Projects

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

- City of Anoka assuming lead role
- \$45M in bonds authorized October 2020

Highway 47 Corridor Improvements – Garfield St to Bunker Lk Blvd

- Combining with above as one City-led project
- 3-lane design
- Received regional solicitation funds for 2027 construction
- Signal system at McKinley Street
- See attached flyer
- Construction proposed for 2027 - 2029

Anoka County Improvement Projects
2024 Pavement Overlay Improvements

- CSAH 83 (173rd to 181st) and CR 27 (Hwy 47 to CSAH 7)
- Work tentatively scheduled from early August through late September
- Project webpage <https://www.anokacountymn.gov/4070/2024-Projects>

MnDOT Improvement Projects
N/A

Studies & Items of Interest
Wetland 114 P staff updates

- Water levels have stabilized
- Staff will provide a verbal update during the meeting.

Commercial/Industrial/Residential Developments

- Staff can respond to questions as needed.

PWC Future Topics Calendar Discussion Items
No updates.

Time Frame/Observations/Alternatives:

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

Recommendation:

Staff will offer recommendations on specific items when requested.

Outcome/Action:

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

Attachments

City of Anoka TH 47 Flyer

Form Review

Inbox	Reviewed By	Date
Brian Hagen	Marsha Weidner	08/16/2024 03:22 PM
Form Started By: Bruce Westby		Started On: 08/12/2024 03:28 PM
Final Approval Date: 08/16/2024		



HIGHWAY 47 CORRIDOR & BNSF RAILROAD GRADE SEPARATION PROJECT

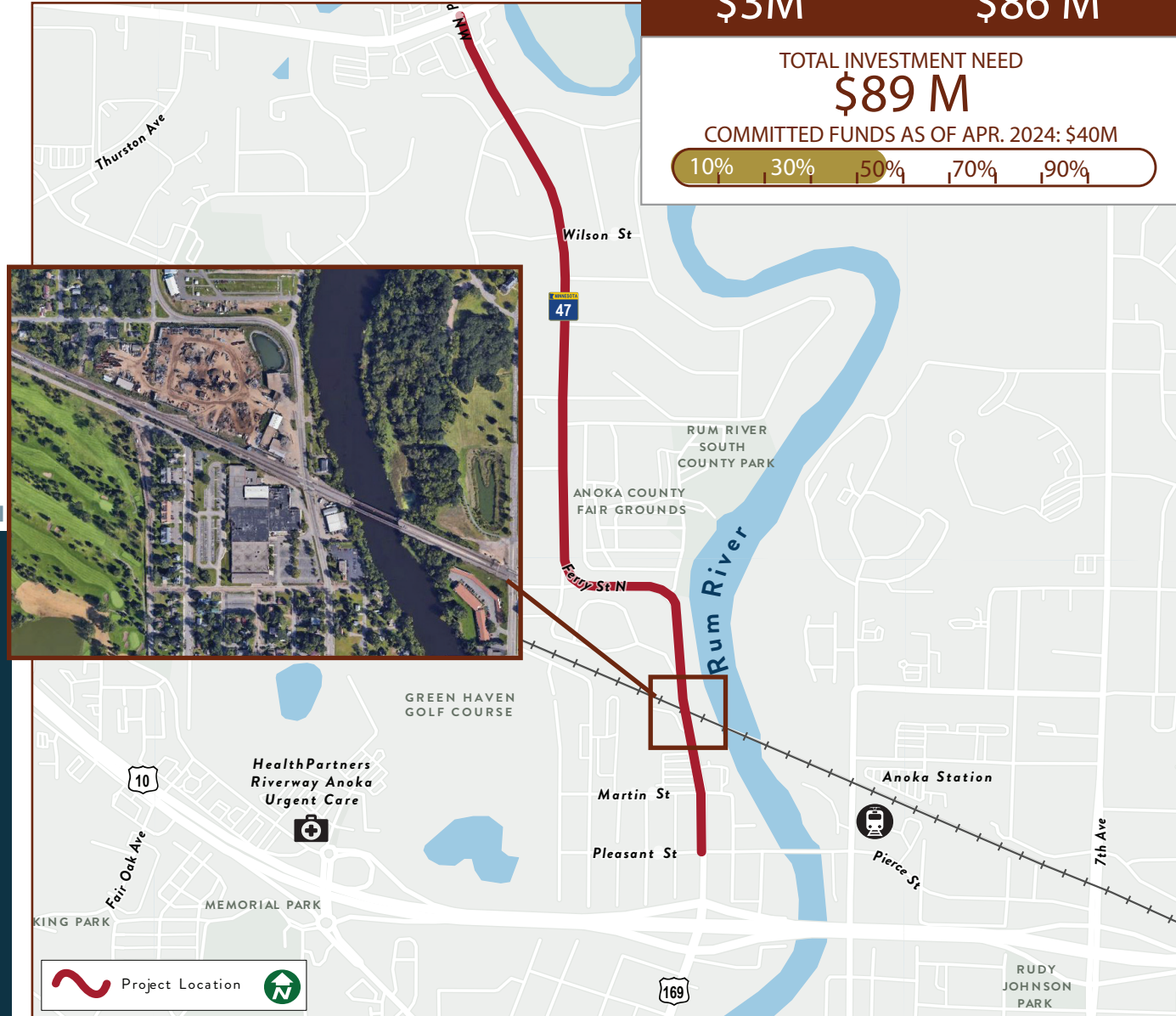
DESCRIPTION

The City of Anoka is requesting \$7 million in Congressionally-Directed Spending to advance the Highway 47 Corridor and BNSF Railroad Grade Separation Project in Anoka.

The Hwy 47 and BNSF Railroad Crossing is the most dangerous at-grade rail crossing in the State of Minnesota. Up to 80 trains travel through at high speeds each day, resulting in 2-3 hours of gate arm down time. Freight cars are often carrying crude oil from North Dakota and Montana.

This project will identify a community-supported vision to improve transportation safety, mobility and efficiency, while balancing the needs of a healthy natural environment and local and regional economy.

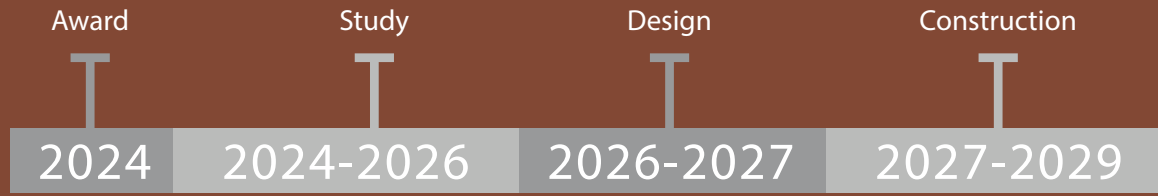
PROJECT AREA



TOTAL STUDY COST	EST. CONSTRUCTION COST
\$3M	\$86 M
TOTAL INVESTMENT NEED	
\$89 M	
COMMITTED FUNDS AS OF APR. 2024: \$40M	
<div style="display: flex; justify-content: space-around; width: 100%;"> 10% 30% 50% 70% 90% </div>	

“At the intersection we visited today, there were 17 car accidents in four years. We’re talking about 17 car accidents in just 150 feet. That’s no coincidence. This is not safe.”
- Minnesota Governor Tim Walz

ANTICIPATED PROJECT TIMELINE



PROJECT GOALS

- Grade separate the railway.
- Eliminate motorist delay due to trains.
- Improve traffic flow, particularly for emergency service response times.
- Reduce impacts of the road along the Wild, Scenic and Recreational Rum River.
- Minimize filling in the floodplain.
- Evaluate and plan for transportation-efficient and neighborhood appropriate land uses.
- Reduce impacts and find clean up opportunities of surrounding contaminated sites.
- Minimize land takings around the Anoka County Fairgrounds and Anoka County Park.
- Minimize public/private access closures.
- Preserve and protect historic properties.

FAST FACTS

DAILY TRAVEL DEMANDS

- Up to 80 trains
- Approximately 5,400 rail freight loads
- 18,300 vehicles travel across
- Approximately 4,000 combined heavy commercial vehicles
- Hwy 47 is a Tier 3 Regional Truck Corridor

CRASH TRENDS

- Crash rate of 4.47 per one million vehicle miles traveled
- Crash rate is 5x the expected of similar intersections
- September 26, 2003 saw one of the most tragic train-vehicle crashes in state history, killing four young adults



CONTACT

Ben Nelson,
Assistant City Engineer



763-576-2785



bnelson@ci.anoka.mn.us

PARTNERS



Public Works Committee

Meeting Date: 08/20/2024

Primary Strategic Plan Initiative: Not Applicable

Title:

Review Future Topics Calendar

Purpose/Background:

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

Notification:

Notification is not required for this case.

Time Frame/Observations/Alternatives:

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

Funding Source:

Dependent on discussion.

Recommendation:

Staff recommends reviewing the attached calendar and to either approve the calendar by consensus or to direct Staff to revise the calendar as follows; _____.

Outcome/Action:

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

Attachments

PWC Calendar Aug2024

Form Review

Inbox

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 08/16/2024

Reviewed By

Marsha Weidner

Date

08/16/2024 03:22 PM

Started On: 08/12/2024 03:29 PM

Public Works Committee Future Topics Calendar *

Date	Topics for Discussion – Committee Action
Future/TBD	Sunwood Drive Roundabout Landscaping (<i>Riverblood</i>)
Date	Topics for Discussion – Regulatory
Ongoing	Wetland 114P Water Elevation (<i>Westby</i>)
Date	Topics for Discussion – Policy
Future/TBD	Landscaped Median Maintenance Policy (<i>Riverblood</i>)
Future/TBD	Draft Gravel Road Elimination Policy (<i>Westby</i>)
Ongoing	Draft Trail Maintenance Policy (<i>Riverblood</i>)
Ongoing	Draft Stormwater Pond Maintenance Policy (<i>Westby</i>)
Date	Topics for Discussion – Planning and Budget
Future/TBD	Asset Management Program Update (<i>Westby</i>)
Ongoing	Targeted Trail Gap Connection Planning (<i>Riverblood</i>)
Date	Topics for Discussion – Staff Updates
Ongoing	Project Review Process Improvements (<i>Westby</i>)
Ongoing	Flashing Yellow Arrow Improvement Opportunities (<i>Westby</i>)
Ongoing	TH 47 Improvements, Bunker Lk Blvd to Hwy 10 (<i>Westby</i>)
Sept. 2024	TH 47 Trail Connection - 142 nd to So. of Xkimo (<i>Riverblood</i>)

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