

**City of Ramsey**  
**Agenda**  
**Public Works Committee**  
**Tuesday, October 15, 2024**

**5:30 pm**

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

Remote Attendance available at [www.cityoframsey.com/meetings](http://www.cityoframsey.com/meetings).

Those joining remotely and requesting to speak are asked to use a webcam when speaking.

1. **Call to Order**
  
2. **Citizen Input**
  
3. **Approve Agenda**
  
4. **Approve Minutes**
  1. Approve the following August Meeting Minutes,  
Public Works Committee meeting Dated August 20, 2024
  
  2. Approve the following meeting minutes.  
Public Works Committee meeting dated September 17, 2024.
  
5. **Committee Business**
  1. Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Fox Ridge Estates 1<sup>st</sup> & 2<sup>nd</sup> Street Reconstructions, Improvement Project #24-13
  
  2. Trail Maintenance Policy
  
  3. Receive Updates on Improvement Projects, Studies and Items of Interest
  
  4. Review Future Topics Calendar
  
6. **Adjournment**

**Public Works Committee**

**Meeting Date:** 10/15/2024

**Primary Strategic Plan Initiative:** Not Applicable

**Title:**

Approve the following August Meeting Minutes,  
Public Works Committee meeting Dated August 20, 2024

**Purpose/Background:**

To review and approve meeting minutes

**Time Frame/Observations/Alternatives:**

The Committee tabled approval of these minutes during their September 17, 2024, meeting pending staff review to verify no information was missing under Item 5.01 related to the intent of the policy to be internal to staff. Staff reviewed the meeting recording and verified that no information is missing from the minutes attached.

**Recommendation:**

To review and approve meeting minutes dated August 20, 2024.

**Outcome/Action:**

Motion to approve meeting minutes dated August 20, 2024.

**Attachments**

August 2024 PWC Minutes

**Form Review**

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	10/10/2024 03:08 PM
Brian Hagen	Brian Hagen	10/10/2024 03:19 PM
Form Started By: Marsha Weidner		Started On: 10/10/2024 02:44 PM
Final Approval Date: 10/10/2024		

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

The Public Works Committee conducted a regular meeting on Tuesday, August 20, 2024, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Debra Musgrove  
                            Councilmember Chelsee Howell  
                            Councilmember Michael Olson

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

**1.     CALL TO ORDER**

Chairperson Musgrove called the regular meeting of the Public Works Committee to order at 6:00 p.m.

**2.     CITIZEN INPUT**

There was none.

**3.     APPROVE AGENDA**

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

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

**4.     APPROVE MINUTES**

**4.01:  Approve July 16, 2024, Meeting Minutes**

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

Regular Meeting Minutes dated July 16, 2024

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

**5.     COMMITTEE BUSINESS**

## **5.01: Trail Maintenance Policy – Status Update**

Parks and Assistant Public Works Director Riverblood reviewed the staff report and stated that staff requests feedback on the content, scope and tone of the Trail Maintenance Policy language.

Councilmember Olson commented that he likes the direction/style of the policy thus far.

Chairperson Musgrove stated that she would have preferred to have the draft policy in the case to review before the meeting. She believed that it is a bit wordy for a policy and suggested that the introduction be reduced with some of that information placed within the policy. She stated that while this would be helpful information for residents, it does not seem similar to other City policies. She asked that the full policy be drafted for the September meeting, noting that there has already been delay in this process.

Parks and Assistant Public Works Director Riverblood stated that he spoke with administration staff to find out if there was a standard format for policies and was told that there was none. He stated that if that is the desire, perhaps that policy format should be developed.

Councilmember Howell commented that she felt that this would be helpful if it was instructional, which lets the public know what is going on but is not something necessarily just for the public. She also agreed that it would have been helpful to have the draft prior to the meeting. She agreed that the full policy should be prepared for the September meeting.

Parks and Assistant Public Works Director Riverblood agreed that if the intent is to be instructional, the policy can then be more concise.

Councilmember Howell asked if there was a table discussed at the last meeting showing the trail maintenance schedule.

Chairperson Musgrove commented that she did make the statement that she likes that element for tracking, but did not think that would need to be part of the policy itself.

Councilmember Olson stated that he is not exactly clear who the audience is intended to be. He stated that if this is meant to be posted on the website for public consumption, then this style seems to be good as it clearly communicates the information. He stated that if it is intended to be procedures, that would be directed at the staff. He stated that for a policy and narrative for the public, he thinks this is good.

Chairperson Musgrove commented that type of communication may be something that is communicated to residents in a newsletter. She stated that a policy should be more concise as it is an internal document.

Councilmember Howell agreed that a policy is intended for internal use and is meant to communicate the process, although the public may be interested in reading it and could still be informed.

## **5.02: Review Draft Stormwater Management Facilities Maintenance Policy**

City Engineer/Public Works Director Westby reviewed the staff report stating that the Committee is asked to review the draft Stormwater Management Facilities Maintenance Policy and provide feedback to staff on proposed additions, deletions, and/or revisions, including whether a maintenance schedule should be added to the appendix.

Chairperson Musgrove commented that the Mississippi River Critical Corridor Area (MRCCA) is not mentioned and asked if that should also be included.

City Engineer/Public Works Director Westby replied that the city has other plans and policies and therefore he attempted to avoid duplication within policies. He referenced some of the other plans that specifically deal with the MRCCA noting that the MRCCA does not impact the maintenance of the stormwater ponds.

Chairperson Musgrove stated that perhaps there could be reference to the additional regulations within the MRCCA.

City Engineer/Public Works Director Westby commented that if work is being done within the MRCCA, appropriate permits would need to be pulled from the DNR.

Councilmember Howell commented that this policy is straightforward and therefore easy to read.

Chairperson Musgrove commented that she liked the listed agencies, bodies of waters, etc. She asked the estimate of time for staff to review the policy.

City Engineer/Public Works Director Westby replied that he gave staff an additional 1.5 weeks to review the policy and provide comments so he could have the full draft policy prepared for the September PWC meeting.

## **5.03: Approve Quote to Pave Alpine Drive Approaches to BNSF Railway Crossing**

City Engineer/Public Works Director Westby reviewed the staff report and recommendation to approve the quote from North Valley, Inc. in the amount of \$10,473.62 to pave the Alpine Drive approaches to the BNSF Railway Crossings.

Councilmember Olson asked and received confirmation that this would be a one-day job, drivable after completed.

Chairperson Musgrove thanked staff for continuing to pursue this issue and make it more drivable.

Motion by Councilmember Howell, seconded by Councilmember Olson, to approve the quote from North Valley, Inc. in the amount of \$10,473.62 to pave the Alpine Drive approaches to the BNSF Railway Crossings.

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

## **6. COMMITTEE / STAFF INPUT**

### **6.01: Receive Updates on Improvement Projects, Studies, and Items of Interest**

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

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

City Engineer/Public Works Director Westby provided an overview of the calendar topics, noting updated dates that he would insert. It was confirmed that Wetland 114P could be removed from the list.

Chairperson Musgrove suggested that the Committee perform an annual review of Capital Improvement Program projects as related to public works items.

City Engineer/Public Works Director Westby replied that staff was planning to present updated Pavement Management Program projects and cash flows proposed for the 2025 – 2034 CIP to the September meeting.

Chairperson Musgrove asked for an update on the dog park fence in The COR, along with trees.

Parks and Assistant Public Works Director Riverblood replied that the proposed off leash area would be along Veterans Drive as an extension of the Residence of the COR dog area. He stated that staff is attempting to coordinate with the Residence of the COR on that element. He stated that he has developed plans but has not yet obtained quotes. He asked for clarification on the trees.

Chairperson Musgrove recalled that staff proposed to obtain quotes for carving two dead trees at Sunfish Lake Park and believed that issue was going to go back before the Council.

Parks and Assistant Public Works Director Riverblood stated that came before the Council one or two years ago and the consensus of the Council was that there was no interest in paying for carving the trees, along with safety concerns from dead limbs falling. He stated that the trees have since been removed from the park.

Chairperson Musgrove asked that the dog park be added to the future topics calendar to receive updates. She stated that in the most recent meeting of the Lower Rum River Water Management Organization, there was discussion of projects ongoing in each of the cities, noting that Ramsey continues to be the busiest city in terms of projects. She thanked staff for their continued hard work ensuring that these projects run smoothly, along with all the local road projects.

City Engineer/Public Works Director Westby asked if there was an anticipated timeline for the dog park.

Parks and Assistant Public Works Director Riverblood commented that he is not certain. He believed the Park and Recreation Commission would be the appropriate body to continue to manage that item. He recognized that item was planned for 2024, but with all other activities this year, that item was not the top priority.

## 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 7:00 p.m.

Respectfully submitted,



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Bruce Westby  
City Engineer/Public Works Director

Drafted by Amanda Staple  
*TimeSaver Off Site Secretarial, Inc.*

**Public Works Committee**

**Meeting Date:** 10/15/2024

**Primary Strategic Plan Initiative:** Not Applicable

**Title:**

Approve the following meeting minutes.  
Public Works Committee meeting dated September 17, 2024.

**Purpose/Background:**

To review and approve meeting minutes.

**Notification:**

N/A

**Time Frame/Observations/Alternatives:**

Staff anticipates this case will take less than 5 minutes.

**Funding Source:**

N/A

**Recommendation:**

To review and approve meeting minutes dated September 17, 2024.

**Outcome/Action:**

Motion to approve meeting minutes dated September 17, 2024.

**Attachments**

September 2024 PWC Minutes

**Form Review**

Inbox	Reviewed By	Date
Brian Hagen	Marsha Weidner	10/10/2024 02:52 PM
Bruce Westby	Bruce Westby	10/10/2024 03:09 PM
Brian Hagen	Brian Hagen	10/10/2024 03:18 PM
Form Started By: Marsha Weidner		Started On: 10/09/2024 12:46 PM
Final Approval Date: 10/10/2024		

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

The Public Works Committee conducted a regular meeting on Tuesday, September 17, 2024, at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present:     Chairperson Debra Musgrove  
                              Councilmember Chelsee Howell  
                              Councilmember Chris Riley

Also Present:         City Engineer/Public Works Director Bruce Westby  
                              Assistant City Engineer Joe Feriancek  
                              Parks and Assistant Public Works Director Mark Riverblood

**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**

There was none.

**3.     APPROVE AGENDA**

Chairperson Musgrove suggested to move Item 6.02 and 6.03 to follow Item 5.03. She also requested to add an Item, Trail Gap Update, to occur prior to Item 5.01 as Item 5.A.

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

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

**4.     APPROVE MINUTES**

**4.01:   Approve August 20, 2024, Meeting Minutes**

Chairperson Musgrove commented that she believes there is information missing from the minutes under Item 5.01 related to the intent of the policy to be internal to staff and the direction for that to move forward. She asked that the minutes be reviewed and brought back to the next meeting.

Motion by Councilmember Howell, seconded by Councilmember Musgrove, to direct staff to review the minutes and bring them back to the next meeting.

Motion carried. Voting Yes: Chairperson Musgrove and Councilmembers Howell. Voting No: None. Abstain: Councilmember Riley.

## **5. COMMITTEE BUSINESS**

### **5.A Trail Gap Update**

Parks and Assistant Public Works Director Riverblood stated that late last winter the committee provided direction to staff to move up the Highway 47 trail gap project. He stated that the plans and specifications have been completed and the City was able to secure the two remaining easements on the undeveloped properties, therefore the City now has trail easements along the entirety of the corridor. He stated that the cost estimates for the project were also completed and the total projected would be \$135,000. He stated that they are ready to go, and the project could move forward as early as spring of 2025. He stated that MnDOT may be amenable to consider the same trail proposed by the City to be combined with their 2028 Highway 47 overlay project. He recognized that would mean delaying the project from 2025 to 2028. He stated that there is a sidewalk along Xkimo Street, which was installed as part of the road reconstruction project this summer.

Chairperson Musgrove asked if the \$135,000 includes the two sections from the businesses that came in.

Parks and Assistant Public Works Director Riverblood replied that would be the total estimated cost. He noted that one of the properties had already paid park dedication fees when the property was established, but there was a trail fee contribution from one property which is low for a commercial property, at about \$1,500.

Chairperson Musgrove asked the budget that had been set for this trail.

Parks and Assistant Public Works Director Riverblood replied that the budget for this trail had been earmarked at \$80,000 in the Capital Improvement Plan (CIP).

Councilmember Riley referenced the comment that MnDOT “may” agree to the trail construction, or contribute funding. He stated that while improving existing pedestrian facilities would seem likely, it would seem less likely that MnDOT would agree to put in a trail that does not yet exist.

Parks and Assistant Public Works Director Riverblood commented that on a previous call with MnDOT representatives, there did seem to be interest in constructing pedestrian improvements as part of the project.

City Engineer/Public Works Director Westby commented that MnDOT is now looking to close gaps in local trail corridors as part of their projects to keep people off the shoulders of highways.

Councilmember Riley commented that it would be absolutely desirable to have MnDOT fund and construct the trail gap. He asked when it would be known if MnDOT were amenable to doing that,

as he would not want to wait additional years to be in the same situation where the City needs to fund and construct the trail.

Chairperson Musgrove asked if MnDOT would be willing to contribute funds if the City were to move forward with constructing the trail earlier.

City Engineer/Public Works Director Westby stated that staff can have those discussions to determine whether they would contribute to the funding for the trail, or include the trail in their project. He did not think it would be likely that MnDOT would contribute to a local City project outside of the scope of their larger project in 2028.

Chairperson Musgrove asked that staff also gather information on potential funding the City could use, in the case that the City moves forward with the trail on its own.

Parks and Assistant Public Works Director Riverblood commented that if there is not funding from MnDOT, the City would propose to use the park trust fund. He stated that if MnDOT were willing to fund the project in 2028, that would allow the park trust fund to be used for another project.

Chairperson Musgrove commented that she would prefer to keep moving forward towards 2025 construction and not wait until 2028.

Councilmember Howell agreed.

Parks and Assistant Public Works Director Riverblood commented that he would anticipate that they would have an answer from MnDOT by the November meeting, which would still leave sufficient time for the City to go out for bids for 2025 construction.

David Strobush, 5409 149<sup>th</sup> Lane NW, commented that when he moved to Ramsey in 2008, he noticed that section of trail was missing, and it is still missing. He stated that he plans to use the new auto repair business and would like to be able to walk from his home to the auto repair business. He noted that the connection would also provide a direct path for residents to reach the retail node. He stated people do not know the trail ends on the Holiday property and end up walking along Highway 47, which is unsafe.

The Committee members thanked Mr. Strobush for his input.

#### **5.01: Trail Maintenance Policy**

Parks and Assistant Public Works Director Riverblood presented the staff report and stated that staff requests direction on the next steps pertaining to the Trail Maintenance Policy.

Chairperson Musgrove commented that this is an improvement from the last review. She recommended removing all pictures with the exception of the cover photo. She stated that staff are already familiar with the parks and removing the photos would reduce the page count and printing costs, should it need to be printed. Next, in Section 1, Introduction, she recommends striking all text starting with “trails” and proceeding through “therefore”, and moving the last

sentence of the first paragraph to the end of the section. She stated that would make it simpler and clearer. She stated that the rest of the information is found within the body of the policy and/or in other communications. In Section 2, General Policy Statement, she would recommend striking, “as a general matter”. In Section 3, General Maintenance Goals and Intent, she would recommend moving the financial information to Section 8, Funding, if it is not duplicative, to keep this section focused on the goals and intent.

Councilmember Riley commented that would not leave anything in Section 3.

Chairperson Musgrove stated that there is information on moving from an informal to a formal policy. She commented that the funding could then be addressed in the funding section.

Chairperson Musgrove stated she likes the information presented on page 5 of Section 4.

Councilmember Riley asked if there is a place within the policy that addresses opportunities that arise to complete trail improvements along with pavement management projects, similar to the trail reconstructed along Ute Street recently.

Parks and Assistant Public Works Director Riverblood believed that is addressed within the policy.

Chairperson Musgrove stated that the GIS system is mentioned, and she was unclear on what that is or whether that could be used for trails. She noted that it was mentioned in the sewer policy.

City Engineer/Public Works Director Westby explained that GIS is used by staff for mapping and administering the pavement management program. He confirmed that staff has sidewalk and trail data that can be used by the GIS system but agreed that data should continue to be developed.

Chairperson Musgrove asked if there would be a way to use that system then to match up opportunities that may arise to match a trail project with a street project.

Parks and Assistant Public Works Director Riverblood replied that there are many ways that those opportunities could be identified and provided some examples.

Assistant City Engineer Feriancek provided details on the review process that staff does when preparing for pavement management projects, which sometimes impact trails.

Councilmember Howell referenced Section 5 and suggested changing “The preponderance of the City’s trail system” to “Most of the City’s trail system”. She referenced the second paragraph under boardwalks and suggested removing “It may be stated here, that some of” and just starting the sentence with “The inherent appeal...”.

Chairperson Musgrove referenced page 6, and asked if there is a header missing at the top of page 6, such as “Asphalt Trail”.

Parks and Assistant Public Works Director Riverblood replied that is an introduction to the categories.

Chairperson Musgrove suggested that be shortened down and condensed to be more informational as a policy. She provided examples of information that should be found under each of the categories to provide direction to staff on when those things should be done. She suggested more of a bulleted format than a descriptive paragraph. She was also unsure that the RFP is necessary to be included in the appendix, other than a statement on when RFPs would be appropriate.

Councilmember Howell commented that it was nice to have all the content to review and agreed with some of the suggestions by Chairperson Musgrove to simplify some language and avoid the use of larger words to make it easier to understand.

Chairperson Musgrove provided direction to staff to make the revisions as discussed and bring it back to the October committee meeting, with the intent to then go forward to Council in November.

Parks and Assistant Public Works Director Riverblood stated that there is an appendix at the end which includes the frequency of different activities.

Chairperson Musgrove suggested that there be a statement on how often the policy is reviewed as well.

City Engineer/Public Works Director Westby commented that the Stormwater Facilities Maintenance Policy, which he is drafting, is a work in progress and is intended to be a starter policy that will be actively worked on, enhanced, and built upon over the next few years. He assumes they will do the same with this policy, as they will find things that can be tweaked as they begin to use it. He stated that once they get through that initial period, less work and review would be necessary. He agreed that staff will be aware of when revisions are needed and will take the lead on that.

#### **5.02: Consider Recommendation to City Council to Adopt Stormwater Management Facilities Maintenance Policy**

City Engineer/Public Works Director Westby presented the staff report and stated that staff recommends providing a recommendation to the City Council to adopt the Stormwater Management Facilities Maintenance Policy.

Councilmember Riley commented that page numbers would help. He referenced the City responsibility portion and asked for clarification on the paragraph beginning on the next page related to agreements and the need to dissolve agreements before working on these ponds.

City Engineer/Public Works Director Westby replied that the City has a number of stormwater maintenance agreements with various properties/businesses. He stated that typically the property owner is responsible for the maintenance of those ponds and if the City were to take on the maintenance, the agreement would need to be dissolved. He agreed that dissolve may not be the best word and that amending these agreements may be preferable.

Councilmember Riley referenced the language related to County ditches and the City's ability to access that. He stated that if the maintenance were the City's responsibility, he would question why the City would not have access to it.

City Engineer/Public Works Director Westby replied that some of the ponds are older, some are fenced in, and some may not have easements in place. He recognized that the City does now require easements for ponds, but many of the ponds have been in place for longer than that practice existed. He commented that this language is very general in nature and would be reviewed by the City Attorney before moving to the City Council.

Councilmember Riley asked why the City would maintain a County ditch.

City Engineer/Public Works Director Westby replied there are some ditches that the City has acquired maintenance obligations on over the years, such as Ditch 66. He confirmed that the City funds the maintenance responsibility for those ditches.

Councilmember Riley referenced section 7, inspections, and noted that inspecting five percent each year would mean it would take 20 years to fully complete inspections.

City Engineer/Public Works Director Westby confirmed that is accurate. He stated staff wanted to begin conservatively because of the scope of work that may be needed and the cost to dredge a pond and dispose of the material as the dredged material is considered to be contaminated. He reiterated that staff would continue to see how the policy operates and whether amendments would be needed in the future, which could include increasing that percentage once staff better understands the scope of the work that may be necessary and the related costs. He explained that inspections are related to surveying and acknowledged that they could increase that percentage if that is found to be feasible.

Assistant City Engineer Feriancek explained that they would not want to survey/inspect too far ahead of the improvement to be completed as the conditions would change.

Chairperson Musgrove stated that some of the ponds are newer and would have data, which would decrease the overall number that would need to be inspected and most likely have work completed. She appreciated the work that has been done, noting that this will benefit the city and that taxpayers have been paying taxes into the stormwater fund for this purpose so we need to start this work. She also appreciates that estimated costs are being developed to help understand future needs and potential funding sources.

Motion by Councilmember Howell, seconded by Councilmember Riley, to recommend that the City Council adopt the Stormwater Management Facilities Maintenance Policy, contingent upon review by the City Attorney and taking into account the comments made the committee tonight.

Further discussion: Councilmember Riley asked if staff is comfortable moving this forward or wanted more time. City Engineer/Public Works Director Westby confirmed that he is ready to move forward and acknowledged that staff will continue to bring revisions forward as they use the policy.

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

**5.03: Consider Recommendation to City Council to Accept Bids and Award Contract for Improvement Project #25-01, Rivers Bend Regional Stormwater Improvements**

City Engineer/Public Works Director Westby reviewed the staff report and stated that staff recommends providing a recommendation to the City Council to accept bids and award a contract for construction of Improvement Project #25-01, Rivers Bend Regional Stormwater Improvements.

Councilmember Riley asked if the municipal well in that area is being abandoned and whether the pond will remain within the drinking water supply management area (DWSMA).

City Engineer/Public Works Director Westby replied there are two municipal wells in this area, noting that well no. 1 will continue to be utilized although it would not be treated by the water treatment plant. He stated the pond will therefore remain within the DWSMA. He confirmed that the second well is only used for irrigation of Rivers Bend park.

Chairperson Musgrove referenced the grant dollars from the watershed, noting that those are legacy fund dollars allocated by the State. She explained that the Lower Rum River Watershed Management Organization (LRRWMO), Upper Rum River Watershed Management Organization (URRWMO) and Anoka Conservation District worked together to develop a plan to allocate those dollars within the boundaries of both WMOs. She stated significant dollars were allocated towards this water quality improvement project and she was happy to see this project moving forward.

City Engineer/Public Works Director Westby commented that Ramsey received an allocation, and Anoka has passed on the \$40,000 they were allocated, which allows Ramsey to request those funds which would increase the total grant contribution to around \$290,000. He stated that the remaining funding would come from stormwater management funds.

Motion by Councilmember Howell, seconded by Councilmember Riley, to recommend that the City Council accept bids and award a contract for construction of Improvement Project #25-01, Rivers Bend Regional Stormwater Improvements.

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

**6. COMMITTEE / STAFF INPUT**

**6.01: Consider Recommending City Council Order Request for Proposals for Sunwood Drive Concrete Pedestrian Crossing Replacement Topographic Survey**

Assistant City Engineer Feriancek reviewed the staff report and stated that staff recommends that the Committee recommend the City Council order request for proposals for Sunwood Drive concrete pedestrian crossing replacement topographic survey.

Councilmember Howell asked if there is a difference in the cost and longevity of plain concrete versus colored concrete.

Assistant City Engineer Feriancek replied that generally colored concrete is slightly more expensive. He stated that while he believes that the issues with the quality of colored concrete have been resolved, the City has had poor experience in the past.

Councilmember Riley commented that years ago this was a great idea, but it did not work as it was supposed to. He stated that while he likes the look of it, he would not want to put that back in without a better feeling that it would last the length of the street lifespan. He stated that if the improvement could be delayed to 2029, he would suggest doing that. Regarding the Center Street parking lane improvements, he would prefer adding a bike rack to deter vehicle access.

Chairperson Musgrove asked when Sunwood is planned to be redone, and it was confirmed that is scheduled for 2029. She asked if the colored concrete were installed would that then be ripped up in 2029.

Assistant City Engineer Feriancek replied that staff proposes to split that project into two years, noting that in 2025 they would focus on the crosswalks as the concrete is deteriorating and poses a tripping hazard. He stated that there are other options that provide the aesthetics of colored concrete without coloring it and provided examples. He stated that the material could also simply be replaced with concrete and thermoplastic.

Councilmember Howell stated that she would be fine with the plain concrete as she did not believe the examples would add visual benefit, especially if they are more expensive with a lesser lifespan. She stated she likes the current black crosswalks.

Councilmember Riley asked if the crosswalks done in 2025 would be replaced again in 2029.

Assistant City Engineer Feriancek replied that the 2029 project would be concrete repairs and would not require replacement of the crosswalks.

Chairperson Musgrove stated that while she likes the look of the black crosswalks, it would be hard to support that option without having the cost and therefore would support plain concrete.

Assistant City Engineer Feriancek stated that the action tonight is just to authorize the topographic survey work, and he could bring back additional information on the costs and anticipated longevity of alternative crosswalk design options.

Motion by Councilmember Riley, seconded by Councilmember Howell, to recommend that the City Council order requests for proposals for Sunwood Drive concrete pedestrian crossing replacement topographic survey.

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

Assistant City Engineer Feriancek stated that this would most likely come back in November or December.

### **6.02: Consider Recommendation to City Council to Submit Application for 2024 MnDOT Metro Standalone Noise Barrier Program**

City Engineer/Public Works Director Westby reviewed the staff report stating that over the years, staff has received requests to construct a sound wall between Highway 10 and the properties abutting Beatty Avenue and Collins Drive. In 2022, MnDOT completed a study through their Metro Standalone Noise Barrier Program that showed this area ranked 135<sup>th</sup> out of 172 project areas and was found not to be cost-effective to construct sound wall improvements. He provided additional details on City costs and the application process.

Chairperson Musgrove asked if a noise study was completed.

City Engineer/Public Works Director Westby replied that MnDOT completes a study, to determine the benefit to residents that would be provided. He noted that when Riverstone South went in a noise study was completed as part of the EAW.

Chairperson Musgrove asked if that formula used by MnDOT has changed from 2022 to 2024.

City Engineer/Public Works Director Westby replied that the formula has not changed although the cost would have changed. He confirmed that this request was made by one resident.

Chairperson Musgrove commented that she would tend not to support this request because of the cost.

Councilmember Howell commented that this would seem to continue to rank low on the list and therefore would not recommend spending the time and resources to apply.

Chairperson Musgrove confirmed the consensus of the committee to not submit an application.

### **6.03: Update on Pavement Management Program**

Assistant City Engineer Feriancek provided an update on the Pavement Management Program.

Councilmember Riley asked the range for the road ratings.

Assistant City Engineer Feriancek replied there are a couple roads rated at 2 and a fair amount of 3's. He stated that many of the streets proposed for overlays or reconstructions over the next four to five years are rated at 3 or less. He noted that the dirt roads would be rated as zero but explained that those are not rated.

Councilmember Howell asked the rating of 167<sup>th</sup> before it was redone.

Assistant City Engineer Feriancek replied that he believed that road was rated as a 5 a few years before it was reconstructed and then deteriorated to a 1 or 2 by the time it was reconstructed. He provided details on some of the road improvements done on better quality roads, such as sealcoating, which do not provide benefit to roads in poor condition. He acknowledged that at a certain point there is nothing that can be done beyond some crack filling/patching before the reconstruction is completed. He reviewed the proposed road CIP, highlighting changes that are proposed.

Councilmember Riley stated that the order proposed makes sense, as the worst streets would need to get done first.

Assistant City Engineer Feriancek explained that it a combination of addressing the worst streets as well as the available funding. He provided a summary of the road improvement projects proposed for the next ten years as well as potential projects that could arise. He provided details on the funding available as well as anticipated funding needs.

Chairperson Musgrove asked if the PIR fund is included in the road financing.

Assistant City Engineer Feriancek replied that the intent is to show the different funds used to fund the pavement management fund, noting that the PIR fund is a separate fund that is sometimes used for road projects.

Councilmember Riley commented that the pavement management fund did not exist prior to the establishment of the franchise fee when there was dedicated funding.

Chairperson Musgrove referenced the proposed growth shown and asked for clarification.

Assistant City Engineer Feriancek replied that in years 2023 and earlier those are actual dollars collected whereas the future years would be projected growth.

Chairperson Musgrove asked if the project 2024 interest earnings are an estimate.

Assistant City Engineer Feriancek confirmed that those future years are estimates as those numbers are not actually known yet.

Chairperson Musgrove appreciated the information and updates and asked if an action is requested tonight.

Assistant City Engineer Feriancek stated that he was asked to provide an update on what has been done and what is proposed for the future and therefore the draft CIP is not requested to be approved. He stated that this was simply meant to be an update, and any direction could be provided.

City Engineer/Public Works Director Westby commented that this was meant to be informative but there could be additional discussion on this information if desired. He commented that the balance would go negative at some point and direction could be provided if the committee would like additional information in a future case.

Councilmember Riley stated that this is important as it shows the funding is sufficient for the next few years and then they will need to make decisions before the funds are gone. He stated that this allows several years to look and plan for what they will need to do in order to continue to repair roads. He recognized the increased cost per year to reconstruct and maintain roads compared to the figure that was previously provided and asked for clarification.

City Engineer/Public Works Director Westby commented that they now have a lot of data and numbers to base their estimates on. He stated that when he began this work in 2013, a lot of the estimates were based on what existed in the industry as the City did not have recent project history as it does now and therefore the numbers provided today are more accurate.

Councilmember Riley referenced sealcoating, which was the standard for decades, recognizing that has been placed on hold for additional study, and asked if something will take the place of that maintenance activity.

City Engineer/Public Works Director Westby commented that the pavement rejuvenation seems to be doing a good job taking the place of sealcoating.

Assistant City Engineer Feriancek agreed that the pavement rejuvenation has been working well and is an established practice in other areas of the country that has been done for over 50 years, explaining that it is a more recent improvement in this area of the country.

Councilmember Howell commented that she is glad to see the work that has been put into planning for the future to address the roads. She stated that it would be helpful to begin to plan for future funding to avoid that deficit.

City Engineer/Public Works Director Westby commented that he would assume that the plan would not be to bond again for millions of dollars.

Councilmember Riley confirmed that he believed that the intent was for the bond to be a one-time fix to get ahead of the bubble and find a better long-term answer.

Chairperson Musgrove stated that perhaps they could look at the more accurate costs and then determine the percentage of increase that would be needed for the levy. She stated that perhaps it would be helpful to have some of those projected needs and how that could be funded through the levy. She stated that if the intent was to have five percent of the levy, but the full levy is not collected and the full five percent is not received, that has an impact.

Councilmember Riley commented that while everyone may not pay their taxes on time, the money is eventually received. He believed that there would be benefit in reviewing this information, in a more brief format, with the full City Council.

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

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

**6.05: Review Future Topics Calendar**

City Engineer/Public Works Director Westby reviewed some of the topics that will soon be removed from the list and other items that are planned to come forward to upcoming committee meetings.

**7. ADJOURNMENT**

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

Motion carried.

The regular meeting of the Public Works Committee adjourned at 8:25 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:** 10/15/2024**Primary Strategic Plan Initiative:** Address infrastructure needs.**Title:**

Consider Recommending City Council Approving Plans and Specifications and Authorizing Advertisement for Bids for Fox Ridge Estates 1st & 2nd Street Reconstructions, Improvement Project #24-13

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

The purpose of this case is to consider recommending City Council approving plans and specifications and authorizing advertisement for bids for Fox Ridge Estates 1st & 2nd Street Reconstructions, Improvement Project #24-13.

**Background:**

The 2024 – 2033 Capital Improvement Program (CIP) identifies the streets within the Fox Ridge Estates 1st & 2nd subdivision for street reconstruction in 2025. A street segment summary for this project is attached to this case.

Existing Conditions

The streets are generally 31 feet wide urban section including bituminous curbing, totaling 2.16 miles in length. Traffic counts have not been taken, but Staff anticipates slightly higher than typical neighborhood traffic due to the location of the subdivision, and the possible thru traffic for subdivisions to the west. Fox Park is located on the west side of Potassium Street. Trott Brook Cemetery is located between the northwest corner of Potassium Street and TH 47. Neither the existing park or cemetery are large of enough facilities to increase traffic above normal.

Municipal sewer and water do not exist in the project area, and utility extensions to the area are not proposed. Storm sewer runoff is handled by storm sewer inlets and piping, which generally carries stormwater to the existing wetlands in the center of the subdivision. A mix of concrete storm sewer piping (RCP), generally found along Potassium Street, and corrugated metal storm sewer piping (CMP) was found. The RCP was found to be in good condition, and is generally proposed to stay in-place. The CMP was found to be in poor condition and is proposed replaced with RCP.

Project History

- 2024 – 2033 Capital Improvement Program – listed as street reconstruction for 2025.
- June 13, 2023, Resolution #23-130, the Ramsey City Council accepted proposals for topographic survey of the project area
- June 27, 2023, Resolution #23-129, the Ramsey City Council accepted proposals for geotechnical report of the project area.
- October 10, 2023, Resolution #23-253, the Ramsey City Council accepted proposals for cleaning and televising of storm sewer pipes within the project area.
- May 8, 2024, Resolution #24-126, the Ramsey City Council ordered plans and specifications for said improvements.
- September 18, 2024, Ramsey Staff held a public open house for said improvements.

Pavement History

The streets within Fox Ridge Estates 1st & 2nd subdivision were built in 1991. The street received crack seal / seal coat improvements in 1996 and 2007. Public Works Staff has performed patching over the last several years. In 2023 several intersections were included in the high priority mill and overlay improvements, in 2024 the streets

were included in the skim patching project.

GPR was performed on the streets in 2020, at that time the street averaged 2.5 to 2.9 inches of bituminous over 3.3 to 4.2 inches of aggregate base. Due to the skim patching, an additional 0.5 to 0.75 of bituminous covers the streets.

### Proposed Improvements

Staff review of the geotechnical report found generally sandy subsoil make up approximately two-thirds of the roadway embankment. The eastern and northern portion of the project will require subsoil corrections due to silt and clay within the roadway embankment. We subsoil corrections are known to be required a 1-foot sand section on top of geotextile fabric is proposed to be placed. This method, which has become the typical soil correction section used on City projects, also requires drain tile to be placed on top of the fabric, to properly drain the pavement section. Staff observes the subgrade material as it is being excavated, and can adjust the subsoil correction areas based on conditions found in the field.

The bituminous curbing is proposed to be replaced with surmountable concrete curb and gutter. At driveways, a curb cut similar to what is typically placed in B-Style curb will be placed, to avoid high transition from the roadway to driveways. A review of the existing storm sewer was performed, and the existing storm sewer inlet locations are not proposed to change, though structures will be replaced as necessary. Where storm sewer outlets to the wetlands are located at the top of slope, the project is proposing to extend the outlets as close to the normal water level as practical, this will reduce erosion issues.

Restoration of the impacted boulevard areas will include a minimum of 4-inches topsoil and hydroseed with a residential turf seed mix. Though the pavement is generally going back to the same location and elevation, driveway aprons will be replaced to match into the new bituminous pavement as minor changes will occur. In general, driveway aprons will be going back 6 feet to tie the driveways into the new curb and gutter.

At the request of the Parks Department, the project includes creating parking stalls at the northeast corner of Potassium Street for future access to the Trott Brook Cemetery. A curb cut will be installed, but a trail or drive to the cemetery is not proposed with this project. The parking stalls and future access are located at City-owned property.

### Preliminary Schedule Remaining

- Council approves plans and specifications / authorizes ad for bids
  - October 22, 2024 or
  - November 12, 2024
- Staff Receives Bids
  - January 13, 2025
- Council Awards Contract to the Lowest Responsible Bidder
  - January 28, 2025
- Contractor Begins Construction
  - Spring 2025
- Contractor Substantially Completes Construction
  - New bituminous pavement in-place, topsoil and seed in-place
  - August 2, 2025
- Contractor Final Completion
  - Verify final restoration; punch list created
  - August 30, 2025

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

information on the proposed pavement section. Plans are available upon request from the City Engineer.

**Notification:**

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

**Time Frame/Observations/Alternatives:**

**Timeframe:**

Staff estimates up to 15 minutes will be needed to present this case and respond to questions.

**Observations:**

The public open house was held on September 18, 2024 at the Elm Crest Park Building. It was attended by ten residents, all from within the Fox Ridge Estates subdivision. No formal comments were received on the comment cards, though Staff will be working with individual residents on localized items such as saving individual trees and adding secondary driveway curb cut locations.

**Alternatives:**

Alternative #1 – Motion recommending City Council approving plans and specifications and authorizing advertisement for bids for Fox Ridge Estates 1st & 2nd Street Reconstructions, Improvement Project #24-13.

Alternative #2 – Motion of other.

**Funding Source:**

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

Staff is currently putting together the estimate based on final plans and anticipated 2025 construction costs. The estimate will be provided during the presentation of this case.

The CIP level estimate had a total estimated project cost of \$3,024,546, which includes street costs of \$2,630,040 and storm sewer costs of \$394,506. The final project costs may change depending upon bid prices and actual construction quantities.

**Recommendation:**

Staff recommends Alternative #1.

**Outcome/Action:**

Motion recommending City Council approve plans and specifications and authorize advertisement for bids for Fox Ridge Estates 1st & 2nd Street Reconstructions, Improvement Project #24-13.

---

**Attachments**

- 24-13 Street Summary
- 24-13 Title Sheet
- 24-13 Typical Section
- 24-13 Layout
- 24-13 CIP Sheet

**Form Review**

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	10/10/2024 02:55 PM
Brian Hagen	Brian Hagen	10/10/2024 03:18 PM
Form Started By: Joe Feriancek		Started On: 10/08/2024 03:24 PM

Final Approval Date: 10/10/2024

**IP 24-13 Fox Ridge Estates 1st & 2nd Street Reconstruction  
Street Segment Summary**

Subdivision	Street	Segment Description	Length (feet)	Section (Urban / Rural)	2023 PASER	Year Built	Maint. 1	Maint. 2	Maint. 3	Avg HMA (inches)	Avg Agg. Base (inches)	Avg Section (inches)		
Fox Ridge Estates 1st & 2nd	170th Avenue	Potassium Street / 172nd Lane	1645	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.6	3.5	6.1		
	172nd Lane	Sodium Street / Tungsten Street	562	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.8	3.3	6.1		
	172nd Lane	TH 47 / Potassium Street	317	Urban	2	1991	SC 1996	SC 2008	Patch 2024	2.6	3.7	6.3		
	172nd Lane	Tungsten Street / Wolfram Street	939	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.8	3.3	6.1		
	172nd Lane	Wolfram Street / West Edge of Plat	263	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.8	3.3	6.1		
	173rd Avenue	Quicksilver Street / Sodium Street	533	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.8	0*	n/a*		
	174th Avenue	Sodium Street / 173rd Avenue	648	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.7	4.2	6.9		
	174th Avenue	Sodium Street / West Edge of Plat	226	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.7	4.2	6.9		
	Potassium Court	Potassium Street / 172nd Lane	377	Urban	2	1991	SC 1996	SC 2008	Patch 2024	2.6	3.7	6.3		
	Potassium Street	170th Avenue / Potassium Court	452	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.6	3.7	6.3		
	Potassium Street	172nd Lane / Potassium Court	1064	Urban	2	1991	SC 1996	SC 2008	Patch 2024	2.6	3.7	6.3		
	Potassium Street	172nd Lane / Quicksilver Street	738	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.6	3.7	6.3		
	Sodium Street	173rd Avenue / Cul-de-sac	1295	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.6	3.7	6.3		
	Quicksilver Street	174th Avenue / 173rd Avenue	407	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.7	4.0	6.7		
	Tungsten Street	172nd Lane / Cul-de-sac	564	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.9	3.5	6.4		
	Wolfram Street	172nd Lane / 170th Avenue	1372	Urban	2	1991	SC 1996	SC 2007	Patch 2024	2.5	0*	n/a*		
Fox Ridge Estates 1st & 2nd Street Reconstruction Total Length			11402	2.16 mi.								<i>*GPR data incomplete, depth unknown</i>		

# CITY OF RAMSEY

## FOX RIDGE ESTATES 1ST & 2ND STREET RECONSTRUCTION

### CITY IMPROVEMENT PROJECT NO. 24-13

## GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

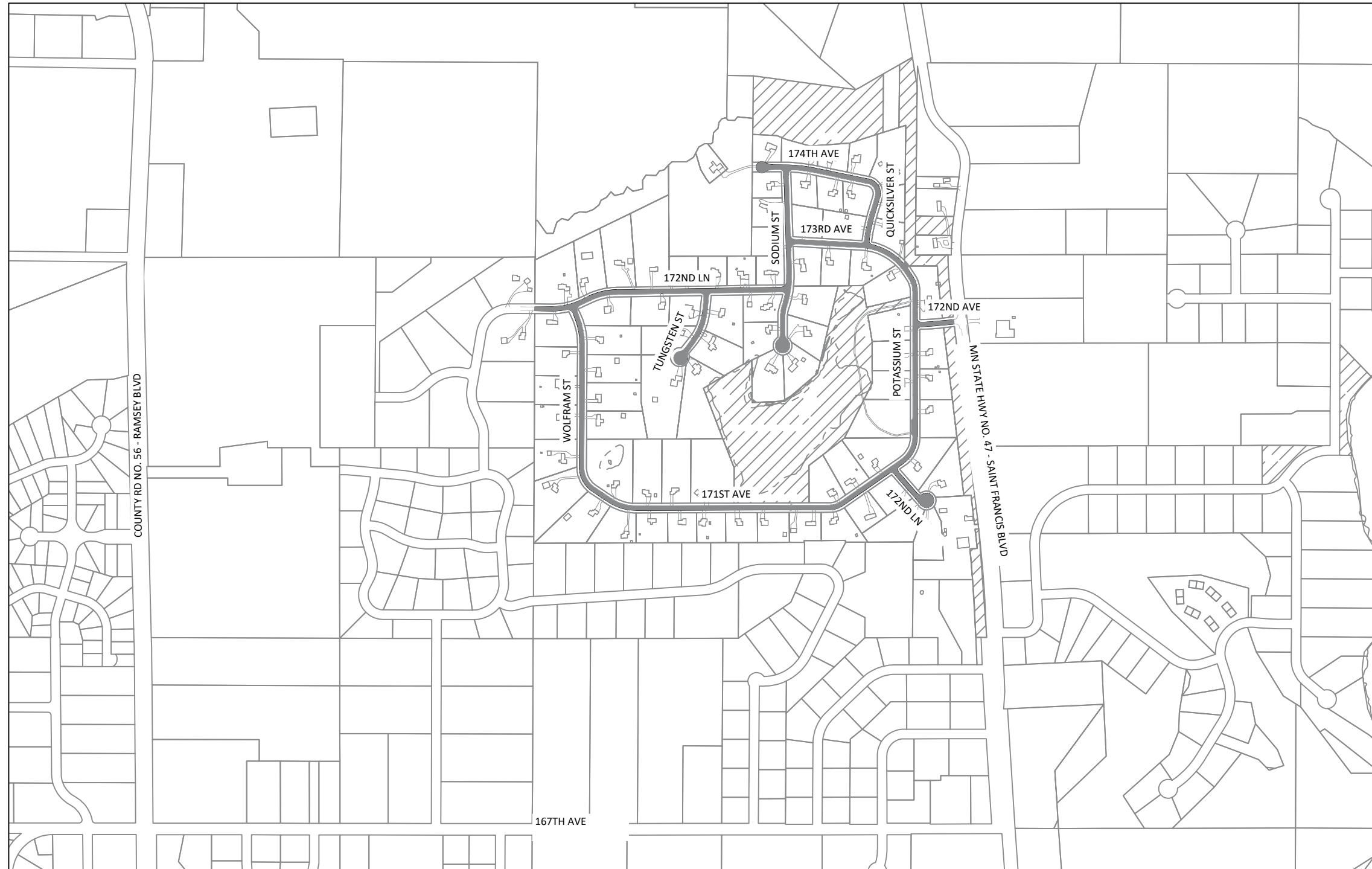
ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

### SHEET INDEX

THIS PLAN CONTAINS 77 SHEETS

SHEET No.	DESCRIPTION
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01	TITLE SHEET
02	STATEMENT OF ESTIMATED QUANTITIES
03	ALIGNMENT LAYOUT
04	TABULATIONS
05	TYPICAL SECTION
06-07	CITY DETAILS
08-13	MNDOT PEDESTRIAN RAMP DETAILS
14-15	SWPPP
16-24	EROSION CONTROL
25-33	REMOVALS
34-50	STREET CONSTRUCTION
51-77	CROSS SECTIONS



### LEGEND

	SANITARY MANHOLE		EASEMENT - DRAINAGE & UTILITY
	STORM SEWER MANHOLE		SECTION LINE
	CATCH BASIN MANHOLE		LOT LINE
	CATCH BASIN		ELECTRIC LINE
	CULVERT END SECTION		ELECTRIC LINE - BURIED
	HYDRANT		ELECTRIC LINE - OVERHEAD
	VALVE		GAS LINE
	TREE - CONIFEROUS		TELECOMMUNICATION LINE
	TREE - DECIDUOUS		TELECOMM - OVERHEAD
	SHRUB		FIBER OPTIC LINE
	LIGHT POLE		TREE LINE
	SIGN		LANDSCAPE
	MAILBOX		RETAINING WALL
	PEDESTAL - TELECOM		TREE SAVE FENCE
	PEDESTAL - ELECTRIC		SILT FENCE
	HAND HOLE		WATERMAIN
	BITUMINOUS PAVEMENT		SANITARY SEWER
	DRIVE - BITUMINOUS		STORM SEWER
	DRIVE - CONCRETE		DRAIN TILE
	DRIVE - GRAVEL		LANDSCAPE - ROCK
	CONCRETE WALK		LANDSCAPE - MULCH
	VALLEY GUTTER		LANDSCAPE - RIP RAP
	SEEDING AREA		
	MILL & OVERLAY BITUMINOUS PAVEMENT		
	CURB & GUTTER		
	SAWCUT FULL DEPTH		
	FULL-DEPTH RECLAMATION		
	REMOVE PAVEMENT BITUMINOUS		
	REMOVE PAVEMENT CONCRETE		
	REMOVE CONCRETE CURB & GUTTER		
	REMOVE BITUMINOUS CURB & GUTTER		
	SOIL CORRECTION		

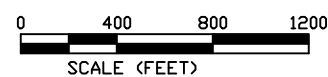
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

57095      DATE 10/08/24  
LIC. NO.

JOE FERIANCEK, P.E.  
ASSISTANT CITY ENGINEER

DATE	REVISION

SHEET 01 OF 77 SHEETS



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

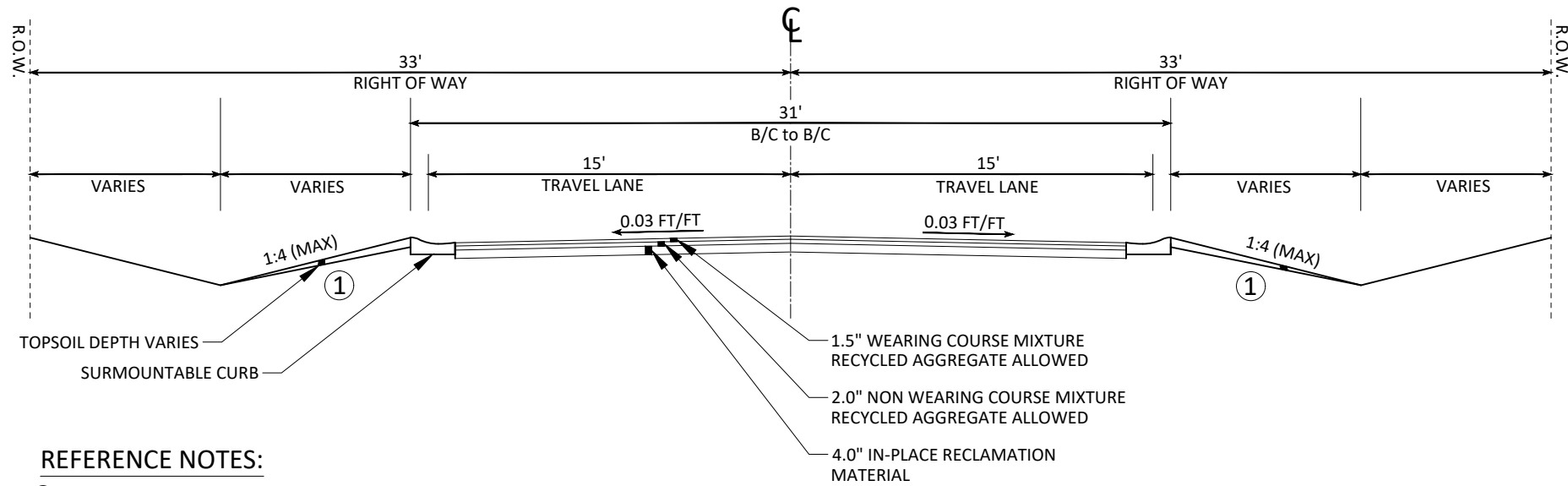
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

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



Call before you dig  
811  
651 454-0002 Metro  
800 252-1166 Outstate  
[www.gopherstateonecall.org](http://www.gopherstateonecall.org)

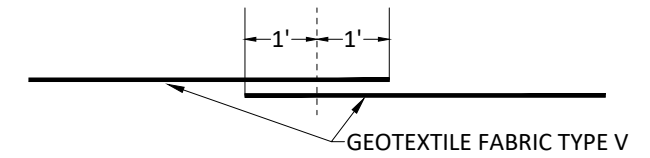
## TYPICAL SECTION



### REFERENCE NOTES:

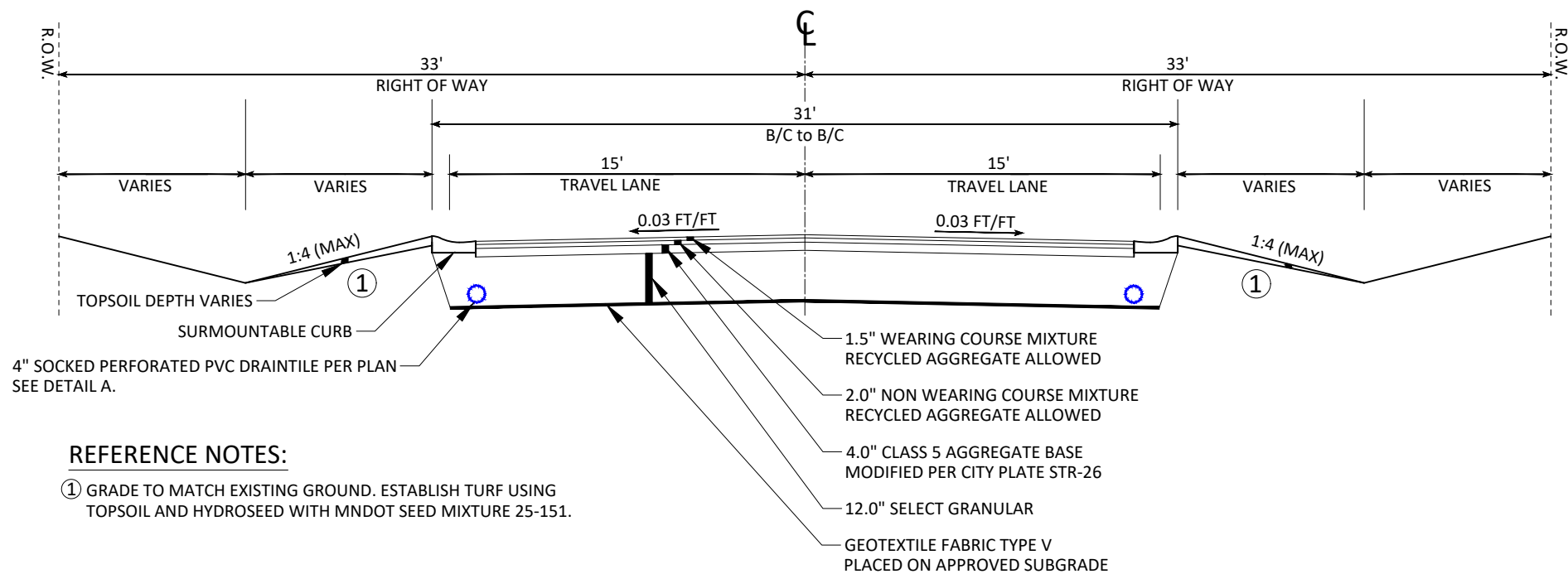
- ① GRADE TO MATCH EXISTING GROUND. ESTABLISH TURF USING TOPSOIL AND HYDROSEED WITH MNDOT SEED MIXTURE 25-151.

### DETAIL B: GEOTEXTILE FABRIC SEAM



1. GEOTEXTILE FABRIC SHALL BE OVERLAPPED 2-FEET AS SHOWN.
2. THE GEOTEXTILE FABRIC MUST BE SECURED SO THAT IT IS NOT DISPLACED DURING SUBSEQUENT CONSTRUCTION. NO TRAFFIC OR CONSTRUCTION EQUIPMENT IS TO OPERATE DIRECTLY ON THE FABRIC, 1-FOOT OF SELECT GRANULAR FILL MUST BE PLACED FIRST.
3. MEASUREMENT FOR PAYMENT DOES NOT INCLUDE ALLOWANCE FOR SEAMS OR OVERLAPS.

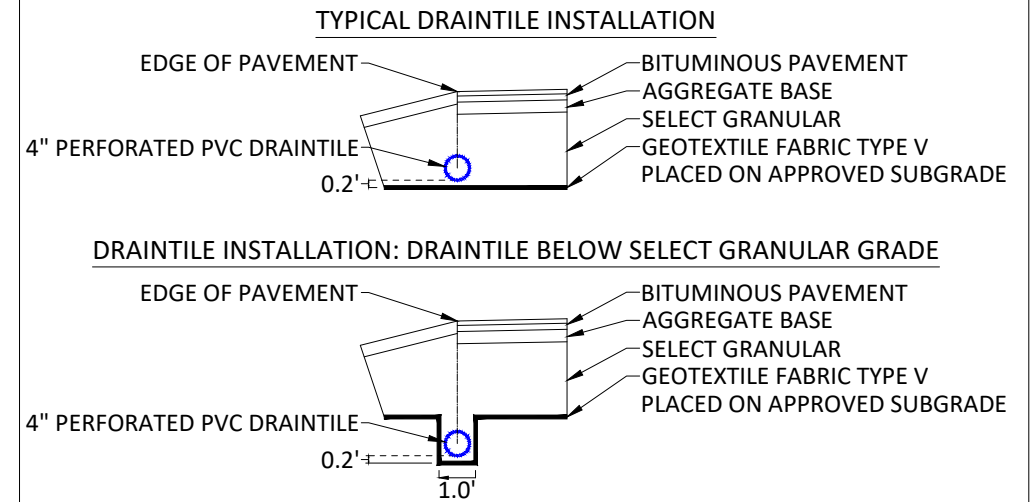
## TYPICAL SECTION: SOIL CORRECTION AREA



### REFERENCE NOTES:

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

### DETAIL A: DRAINTILE INSTALLATION



DATE	REVISION

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

JOE FERIANECK  
Date 10/08/24 Lic. No. 57095

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


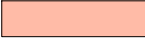
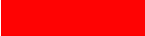






DATE:	10/08/24
FILE:	24-13

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

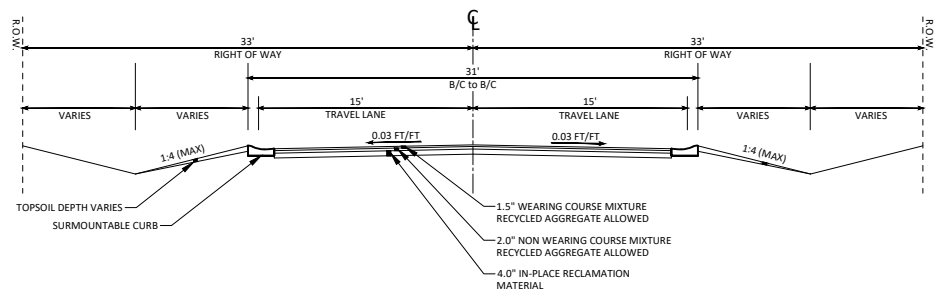
TYPICAL SECTION

FOX RIDGE ESTATES 1ST & 2ND STREET RECONSTRUCTION  
CITY PROJECT NO. 24-13  
CITY OF RAMSEY, MINNESOTA

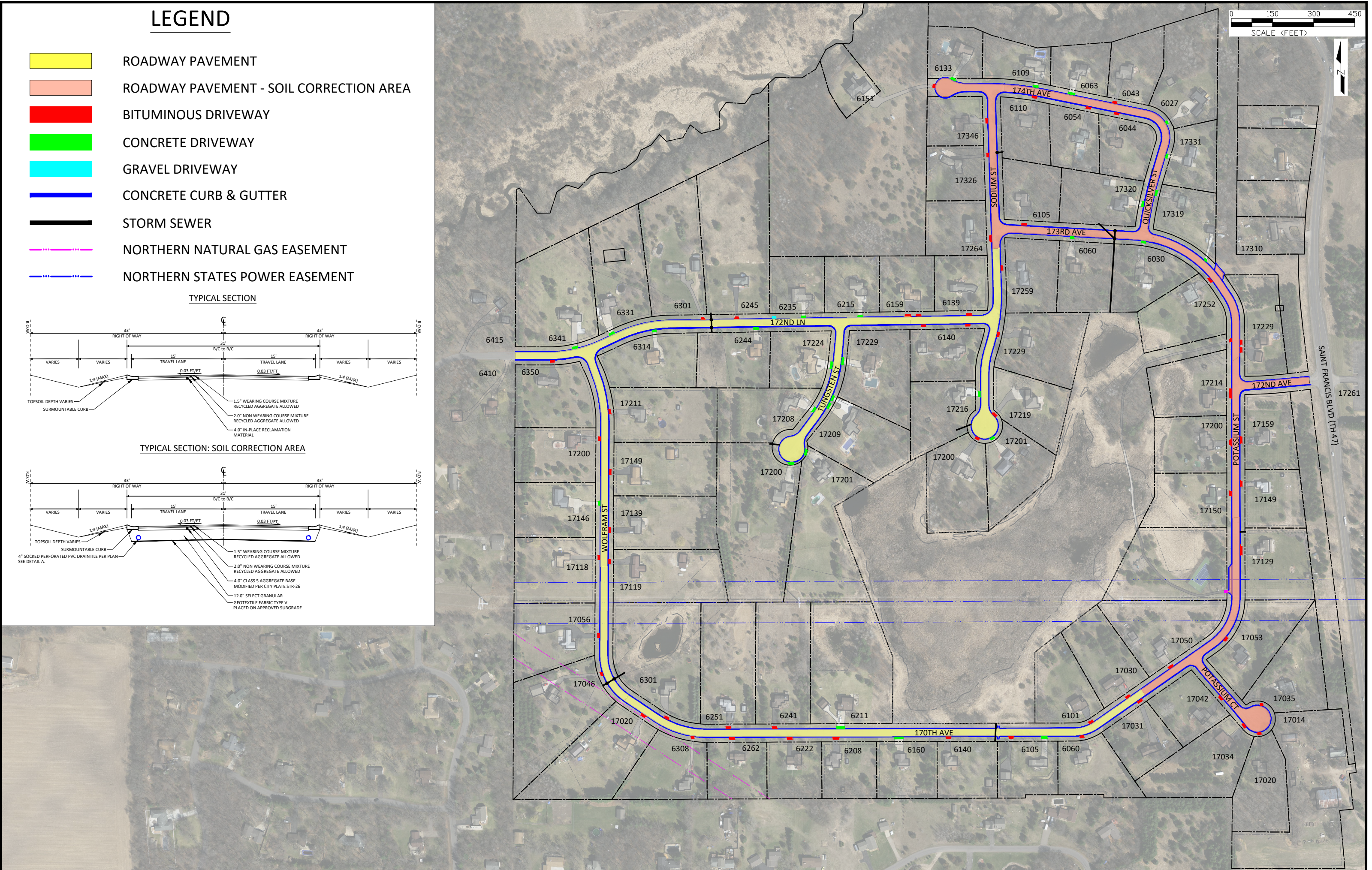
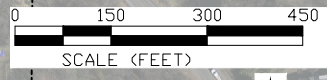
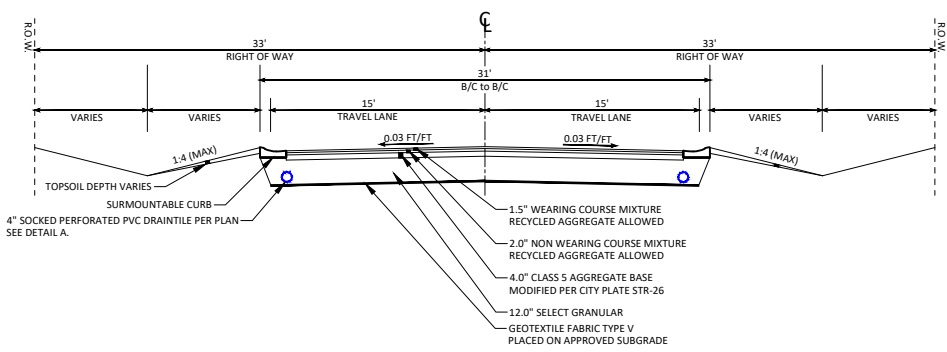
# LEGEND

-  ROADWAY PAVEMENT
-  ROADWAY PAVEMENT - SOIL CORRECTION AREA
-  BITUMINOUS DRIVEWAY
-  CONCRETE DRIVEWAY
-  GRAVEL DRIVEWAY
-  CONCRETE CURB & GUTTER
-  STORM SEWER
-  NORTHERN NATURAL GAS EASEMENT
-  NORTHERN STATES POWER EASEMENT

TYPICAL SECTION



TYPICAL SECTION: SOIL CORRECTION AREA



Capital Improvement Program

2024 *thru* 2033

City of Ramsey, Minnesota

Project #	17-STR-008
Project Name	Reconstruct Streets: Fox Ridge Estates 1st & 2nd

Department	Street Improvements
Contact	
Type	Improvement
Useful Life	60 Years
Category	Street Improvement
Priority	1-Existing Obligation (High)
Status	Active

Total Cost \$3,024,546

<b>Description</b>
Reconstruction Streets: Fox Ridge Estates 1st & 2nd: 170th Ave., 172nd Lane, 173rd Ave., 174th Ave., Potassium Court, Potassium Street, Sodium Street, Tungsten Street & Wolfram Street

<b>Justification</b>
Each paved street within the City is scheduled to receive preventative maintenance on a regularly scheduled basis including reconstruction at the end of its useful life, which is estimate to be 60 years based on the City's predominant sand subgrades.
Look at Possibility of Using MSA or PIR funds for portion of costs instead of bonding.

Expenditures	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Improvements Other than Building Cost		3,024,546									3,024,546
<b>Total</b>		<b>3,024,546</b>									<b>3,024,546</b>

Funding Sources	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
Storm Water Utility Fund		394,506									394,506
Pavement Management Fund		2,630,040									2,630,040
<b>Total</b>		<b>3,024,546</b>									<b>3,024,546</b>

**Public Works Committee**

**Meeting Date:** 10/15/2024

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

**Title:**

Trail Maintenance Policy

**Purpose/Background:**

The purpose of this case is for a final check-in with the Public Works Committee on the Trail Maintenance Policy before it is presented to City Council for adoption. At the September regular meeting, the Committee provided staff detailed direction on the draft policy—and each of those recommendations were incorporated into the attached, final draft Trail Maintenance Policy.

**Time Frame/Observations/Alternatives:**

Staff estimates 5 minutes or less may be needed to respond to any last observations on the final draft Trail Maintenance Policy.

**Funding Source:**

No funding is required at this time.

**Recommendation:**

Staff recommends the Committee forward the final draft Trail Maintenance Policy for City Council consideration.

**Outcome/Action:**

Motion to recommend City Council adoption of the final draft Trail Maintenance Policy.

**Attachments**

Final draft policy

**Form Review**

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	10/10/2024 03:24 PM
Brian Hagen	Brian Hagen	10/10/2024 03:31 PM
Form Started By: Mark Riverblood		Started On: 10/10/2024 08:09 AM
Final Approval Date: 10/10/2024		



# **TRAIL MAINTENANCE POLICY**

**City of Ramsey, Minnesota**

Adopted: x/x/2025

*Final*  
**DRAFT**

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## SECTION 1. INTRODUCTION.

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.

This policy is written and prepared primarily for internal city use, and is not intended to replace plans and specifications, be a technical resource, nor be a primary communication piece for the public.

## SECTION 2. GENERAL POLICY STATEMENT.

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.

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.

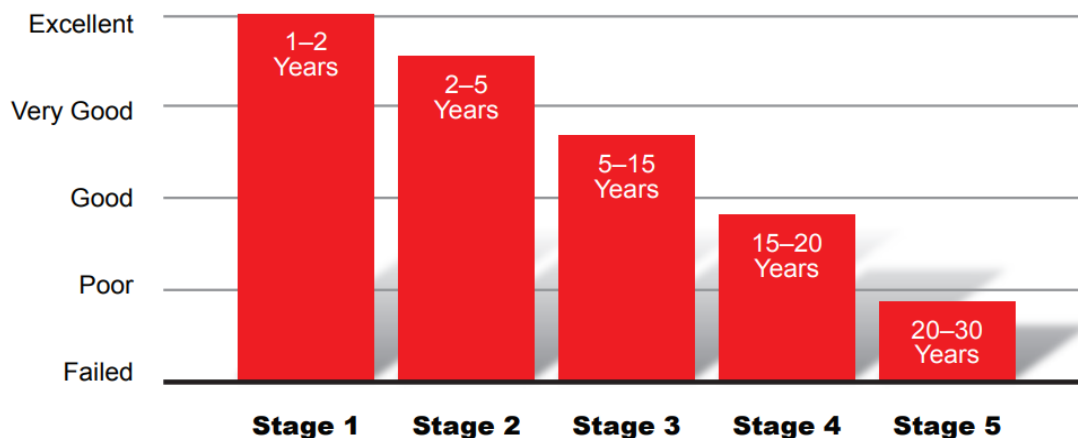
**Stage 1: New Pavement (0–1 Years)**  
 ♦ Little or no maintenance required, sealcoating, crack sealing

**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**

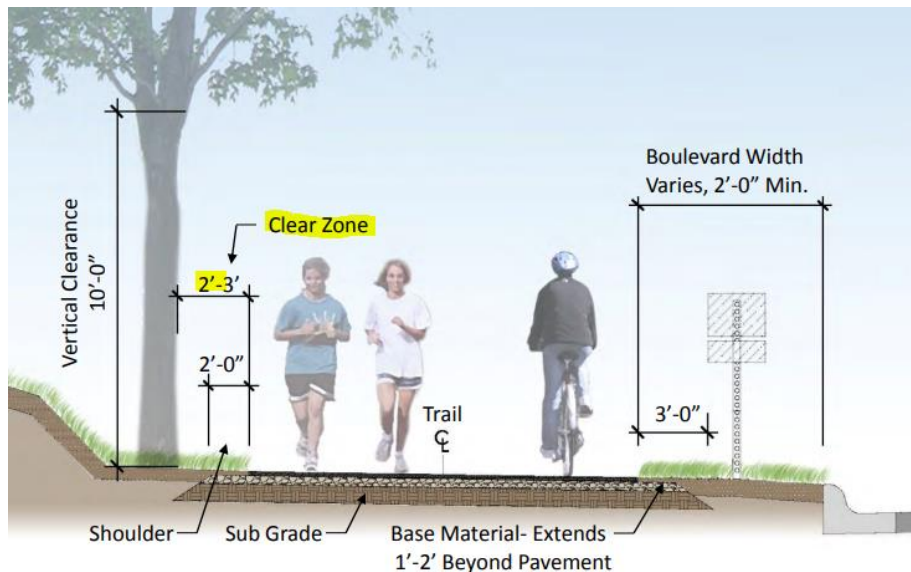
Trails are swept as needed, which is most often associated with aforementioned storm and wind events. Fall sweeping is performed if leaves and acorns accumulate on trail surfaces—however, in some years, and early snowfall can be beneficial in that trails can be plowed, and the wet snow ‘lifts’ leaves 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

Litter and general garbage and debris is picked up as needed and also as part of the reoccurring mowing. After the snowmelt each Winter, staff are sent out onto all trails for a concerted litter recovery – before the Spring 'green-up' begins to conceal trash in wooded trail corridors.

Some longer off-roadway trails have trash receptacles placed periodically along trails near intersections with maintenance accesses or trail heads – these are emptied as part of the weekly park system trash disposal system.

## SECTION 5. BOARDWALK AND OTHER TRAIL MAINTENANCE

### **Trails other than bituminous**

Most of the city's trail system consists of 8' and 10' foot bituminous trails, with only short segments of crushed and compacted aggregate – with the latter not needing formal, planned-for maintenance.

### **Boardwalks**

Wood boardwalks however, require regular inspection for maintenance activity, usually consisting of a single plank needing replacement due to breaking or warping. Often these conditions are reported by trail users, with staff dispatched to address the deck board replacement right away – or to place a traffic cone at the broken board to alert trail users of the condition if the repair cannot be made immediately.

It may be stated here, that some of the inherent appeal of boardwalks is their location in natural environments, and their rustic 'feel' – which means they are not assured to be pristine in all dimensions – as long as they are safe to use.

The city has found that the life cycle of boardwalks to be about 20-30 years before replacing individual boards becomes impracticable. At this time, the most feasible approach has been to 'over-deck' the boardwalk, with new decking fastened to the existing surface after re-leveling.

### **Trail Bridges**

The city presently has three, Cor-10 steel arched bridges withing the bituminous trail system that are load-rated and designed for maintenance vehicles. These bridges have not required any maintenance except for the occasional replacement of a steel band placed on the wooden deck to provide for a surface for the snow plow cutting edge to slide upon.

A fourth bridge spans Trott Brook as part of the 1,200' foot Lake Itasca Boardwalk. The construction consists of deck boards bolted onto galvanized steel trusses, and has not needed any maintenance since its construction by city staff in 2014.

## **Signage**

The city has maintained a policy of not signing trails, except for unique and temporary conditions that require them, such as 'Trail Closed' or 'Work Ahead'. The city does not sign for conditions that a trail user should expect, and ride safely for if on a bicycle, like a curve, slope or driveway ahead.

## **SECTION 6. SIDEWALKS**

Concrete sidewalks function much the same as trails, though primarily are within the ROW of roadways in the areas served by municipal sewer and water. Of the 40 miles of sidewalk, most are 60" in width, though in the city's downtown are wider. Maintenance of sidewalks is infrequent and is generally limited to replacing cracked panels due to construction impacts, or replacement of 'lifted' sections due to tree root expansion. In instances where only one edge of a concrete panel is higher than the adjoining panel, the high side can be beveled with a concrete grinder.

## **SECTION 7. WINTER TRAIL MAINTENANCE**

Snow removal occurs on trails and sidewalks whenever a snowfall triggers a 'full plow' for the city. Generally, sidewalk and trail plowing commences two hours after street plowing begins, and starts in the city's downtown and moves outward with an emphasis on snow removal along arterial streets and trail and sidewalk routes to schools.

Unlike streets, no ice control is performed on any trails or sidewalks—although private retailers may perform ice control on sidewalks adjoining their business, at their discretion and expense.

## SECTION 8. FUNDING

Trail maintenance is performed by Public Works staff and also by contracted work as described in Section 4., with the funding of both accounted for within the annual General Fund parks operations budget. 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 yet active 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. As indicated, the 2024 funding for contracted bituminous maintenance is \$120,000 – this amount should be increased each year by at least \$10,000, until annual bituminous resurfacing reaches about 5% to 8% of the city’s trail system.

Additionally, for some trail maintenance and especially if in the same vicinity of planned street maintenance, consideration should be given to bid the work as an Add Alternate as part of the Street Maintenance program for best value, and to consolidate administration and staff bidding time.

# Section 9 Appendix

## TRAIL MAINTENANCE POLICY

Maintenance Activity	Optimal Frequency							Notes
	Bi-Weekly	Monthly	Quarterly	Annually	Spring/Fall	After Storm	Other	
<b>General</b>								
1 Safety Inspection	X							
2 General debris and litter pickup	X							
3 Vandalism inspection	X							
4 Encroachments				X				
<b>Pavements</b>								
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		X						
9 Inspect boardwalk interface								
10 Inspect utility infrastructure for snow removal (high iron)				Fall				
<b>Vegetation</b>								
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						X		
5 Tree removal								
6 Rain garden maintenance					X			
7 Trail sweeping/blowing								
8 Seeding								
9 Root cutting								
<b>Drainage</b>								
1 Erosion repair								
2 Culvert/catch basin clearing								
3 Ditch maintenance (clear debris, trash, branches)								
4 Standing water repair				X				
5 Rodent damage repair								

**Public Works Committee****Meeting Date:** 10/15/2024**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**

- Construction in progress
- External funding updates
- 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

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

- Design and plan preparation in progress
- 2025 construction

**#25-05 High Point Street Reconstruction**

- Design and plan preparation in progress
- 2025 construction

**#25-06 Sorteberg’s Street Reconstruction**

- Design and plan preparation in progress
- 2025 construction

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

- Substantially complete
- Punch list items are being addressed

**#24-02 Halls Dover Acres Street Reconstruction**

- Substantially complete
- Punch list items are being addressed

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

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

**#24-04 Ford Brook Estates Drainage Improvements**

- Construction in progress
- Substantial completion anticipated October 25, 2024

**#24-05 Xkimo St MSA (TH47 to 142<sup>nd</sup> Avenue) Reconstruction**

- Substantially complete
- Punch list items are being addressed

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

- Construction in progress
- Substantial completion scheduled for October 11, 2024
- Final completion scheduled for June 30, 2025

**#24-07 2024 Neighborhood Overlay Improvements**

- Substantially complete
- Punch list items are being addressed

**#24-09 2024 Pavement Rejuvenator Improvements**

- Substantially complete
- Punch list items are being addressed

**#24-10 2024 MSA Pavement Markings**

- Substantially complete
- Punch list items are being addressed

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

- Substantially complete
- Punch list items are being addressed

**#24-12 Juniper Woods 1<sup>st</sup> – 3<sup>rd</sup> Street Reconstruction**

- Substantially complete
- Punch list items are being addressed

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

- Design and plan preparation in progress
- 2025 construction

**#24-14 Ramsey Gateway Mississippi River Outfall Removal**

- Design and plan preparation in progress
- Construct under Change Order to IP #20-11, Ramsey Gateway Highway 10 Improvements

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

- Bolton & Menk prepared plans and specs for 10' trail construction
- An update on MnDOT's cost contribution will be provided in November

**#24-54 Waterfront Trail Improvements**

- Substantially complete
- Punch list items are being addressed

**#24-56 Lift Station #1 Generator Improvements**

- Construction in progress
- Substantial completion is anticipated by the end of October

**#24-57 2024 Spray Patching Contracted Services**

- Construction in progress

**#23-05 Barthel Rum River Acres 2<sup>nd</sup> Street Reconstruction**

- Substantially complete
- Punch list items are being addressed

**#23-19 COR Infrastructure Improvements**

- Substantially complete
- Punch list items are being addressed

**#23-20 COR Mass Grading**

- Final payment anticipated in October

#### **#21-08 WTP Trunk Watermain Improvements**

- Construction in progress
- 143rd Avenue reconstruction in progress
- Substantial completion anticipated mid-October

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

- Construction in progress
- Substantial completion scheduled for August, 2025
- Final completion scheduled for October, 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 / Trunk 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 under one City-led project
- 3-lane design
- Received regional solicitation funds for 2027 construction
- Signal system at McKinley Street
- 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)
- 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 are stabile
- Staff will continue to monitor and provide updates as needed

##### **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 10 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.

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**Attachments**

*No file(s) attached.*

**Form Review**

**Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 10/10/2024

**Reviewed By**

Brian Hagen

**Date**

10/10/2024 03:19 PM

Started On: 10/09/2024 02:31 PM

**Public Works Committee****Meeting Date:** 10/15/2024**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 Oct2024

**Form Review****Inbox**

Brian Hagen

Form Started By: Bruce Westby

Final Approval Date: 10/10/2024

**Reviewed By**

Brian Hagen

**Date**

10/10/2024 03:19 PM

Started On: 10/09/2024 02:32 PM

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

<b>Date</b>	<b>Topics for Discussion – Committee Action</b>
Future/TBD	Sunwood Drive Roundabout Landscaping ( <i>Riverblood</i> )
Ongoing	Veterans Drive Dog Park Fence
<b>Date</b>	<b>Topics for Discussion – Regulatory</b>
<b>Date</b>	<b>Topics for Discussion – Policy</b>
Future/TBD	Landscaped Median Maintenance Policy ( <i>Riverblood</i> )
Nov. 2024	Gravel Road Elimination Policy ( <i>Westby</i> )
Oct. 2024	Trail Maintenance Policy ( <i>Riverblood</i> )
Ongoing	Stormwater Management Facilities Maintenance Policy ( <i>Westby</i> )
<b>Date</b>	<b>Topics for Discussion – Planning and Budget</b>
Future/TBD	Asset Management Program Update ( <i>Westby</i> )
Ongoing	Targeted Trail Gap Connection Planning ( <i>Riverblood</i> )
Nov. 2024	Recycling Shingles for Pavement ( <i>Westby</i> )
<b>Date</b>	<b>Topics for Discussion – Staff Updates</b>
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> )
Nov. 2024	TH 47 Trail Connection - 142 <sup>nd</sup> 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.