



**CITY OF MARSHALL**  
**Public Improvement & Transportation**  
**Committee**  
**A g e n d a**  
**Monday, October 07, 2024 at 3:00 PM**  
**344 W. Main St., City Hall**

**APPROVAL OF AGENDA**

**APPROVAL OF MINUTES**

1. (PI/T) Consider Approval of the Minutes of the 09/17/2024 Meeting

**NEW BUSINESS**

2. ST-015: College Drive Reconstruction Project - Assessments
3. Alley Reconstruction Methodology and Cost Split
4. Skunk Hollow Road

**INFORMATION ONLY**

5. [Downtown](#) Planter Box Project

**OTHER BUSINESS ITEMS**

**ADJOURN**

**MINUTES  
PUBLIC IMPROVEMENT/TRANSPORTATION COMMITTEE MEETING  
SEPTEMBER 17, 2024  
3:30 PM**

**MEMBERS PRESENT:** Craig Schafer, James Lozinski, John Alcorn

**MEMBERS ABSENT:** None

**STAFF PRESENT:** Jason Anderson, Director of Public Works/City Engineer;  
Eric Hanson, Assistant City Engineer;  
Geoff Stelter, Senior Engineering Specialist;  
E.J. Moberg, Director of Administrative Services

**OTHERS PRESENT:** Pamela Whitmore-City Attorney-Kennedy & Graven, Chartered (via Zoom)

**Call to Order**

Schafer called the meeting to order at 3:34 pm.

**1. Consider Approval of the Minutes**

MOTION MADE BY LOZINSKI to approve the minutes of the May 28, 2024 meeting as presented, SECOND BY ALCORN. ALL VOTED IN FAVOR. THE MOTION PASSED 3:0.

**2. MERIT Center/Industrial Park Drainage Discussion**

On September 11, 2024, City staff met with Fairview Township staff regarding a damaged culvert crossing at a private ditch crossing at 300<sup>th</sup> Street, just north of the MERIT Center. The Township has requested City participation in the replacement of the culvert crossing at this location. Roughly 468 acres of industrial park area drain through the MERIT ponds and into this private ditch. There have been numerous conversations between staff, PI/T Committee, and landowners that receive benefit from this private drainageway. The City has continually expressed a willingness to be a partner in this drainageway. The current culvert crossing consists of a 36" RCP pipe in addition to a 24" CMP pipe. The 24" CMP pipe has been damaged, and no longer will pass water beneath 300<sup>th</sup> Street. The Township would like to replace the crossing with one pipe instead of replacing only the damaged pipe. The options to replace with similar pipe area would be a 42" or 48" culvert size. City staff recommended a 48" pipe crossing to the township, but the landowners were not in support of this due to the increase in pipe size possibly causing downstream flooding of cropland. City staff indicated at the township meeting that we would offer cost estimating for the culvert crossing as a 42" or 48" pipe size and that staff would discuss City participation with the City Council.

City staff would propose to participate in the culvert crossing and can present some different options for our level of participation. Staff believes that our participation should be contingent upon landowner easements being signed for our 30" MERIT pipe outlet into the private ditch and perhaps consideration of a basic waiver of liability regarding the City's involvement with the replacement of the township's culvert crossing.

Anderson met with Township earlier this month. Only one functioning culvert instead of two. Drone spraying of ditch was discussed by other property owners present at the Fairview Township meeting. Other participation items: straightening hook, crossing across TH 59. Schafer inquired about location that puts TH 59 under water. Anderson will check with MnDOT on that item. Lozinski inquired why D&G is not responsible for the damage. Anderson stated that liability for damage was a Township issue to resolve, but there is a hydraulic benefit to the City to have one culvert crossing instead of two smaller pipes. Anderson explained pipe size variables and costs. City is about 22% of the watershed area and in a 2-year rain event might be 39% of peak flow. For larger rain events, such as 10 and 25 year rain events, the City becomes a much smaller contributor to peak flow at the culvert crossing. Anderson indicated City does not have easements on the properties. Schafer commented on participation options regarding maintenance of area. Value of easements were discussed. Lozinski indicated our best interest to become a documented participant and get an easement on the property. Anderson indicated option of petitioning for the private ditch to become a

County ditch with looming bigger impacts and upcoming 2027 legislation. Alcorn inquired on if the City is required to pay for easements. Whitmore commented and discussed prescriptive easements.

LOZINSKI MADE A MOTION, SECOND BY ALCORN to offer to pay up to 50% cost share on the culvert replacement on the Township road, contingent upon signed easements being acquired at the location of the 30" city outlet into the private ditch, offer to continue with an additional \$600 payment to Bossuyt for an easement and to the other affected landowners also, and to agree with the Township to reimburse them for drone spraying of the cattails in the region ditch. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

At end of meeting, Moberg added MERIT property was purchased in 2010. Schafer added the track was purchased later than the original MERIT Center building.

At 4:07 pm, City Attorney Whitmore departed virtually from the meeting.

### **3. Traffic Control Review – ST-012-2024 S Whitney Street Reconstruction**

At the public informational meeting for the S Whitney Reconstruction Project, numerous residents requested review of the intersection of S Whitney and W Marshall Street. City staff recommends 4-way stop control at the intersection of S Whitney and W Marshall Street. In addition, staff recommends replacement of the yield signs at Church/A Street and Church/S Whitney with stop signs. The packet included a memo from Assistant City Engineer regarding concerns for speed and traffic safety in the area.

Anderson discussed the item and existing traffic control in the area and proposed installations in the area and reasonable justification for the installations. Lozinski indicated his support of his neighborhood. Lozinski indicated that

LOZINSKI MADE A MOTION, SECOND BY ALCORN for 4-way stop control at the intersection of S Whitney and W Marshall Street. In addition, staff recommends replacement of the yield signs at Church/A Street and Church/S Whitney with stop signs. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

### **Other Business**

**4<sup>th</sup> Street Fencing** -- Quotes to be received 9/26/2024 for the one location on South 4<sup>th</sup> Street. The other location will be discussed after College Drive. State Aid money to be utilized as we've already advanced State Aid money for the bike trail project that won't get built this year by ALDI because the permitting issues. Design has been approved. It will be black vinyl-coated fence, and not green as previously discussed as it is a higher cost item, and black is becoming the standard. Hanson indicated Stensrud has replacement parts on hand if needed. Project will be on both sides of 4<sup>th</sup> with two 10-ft gates (one on each side). Information only. No voting on this item.

**2025 College Drive Reconstruction** -- Anderson indicated no assessments are anticipated for local costs except for sanitary sewer service lines per current Special Assessment Policy. The only other cost that we could potentially consider would be parking lanes. MnDOT covers 90% of parking lanes, and the City is responsible for 10% of parking lanes. However, federal RAISE grant and the federal road and bridge grant dollars cover 80% of the City's 10%. Lozinski commented he did not believe we assessed for any of the parking lots in downtown. Anderson indicated proposing not assessing for the parking lanes. Schafer inquired on the sanitary sewer connection footages on College Drive and is it from center of the street. Anderson said we could review and do something similar to Whitney St., which is the offset homes that have the longer run and comp them to a normal size. Schafer agreed the need to be equitable and use a similar adjustment. Lozinski commented to check with City Attorney regarding those on the short side couldn't pay for the ones on the long side and it would need to come out of ad valorem. Anderson concurred and that there will be a feasibility report to Council sometime in the future that identifies what we're assessing and you guys will start that. Anderson discussed timeline of project with the bid opening on December 6 and construction beginning Spring 2025. Information only. No voting on this item.

**No Parking on Corner of Minnesota and Charles** – Anderson indicated the current property owner on corner of Minnesota Street and Charles Avenue inquired on removing the no parking restrictions. Anderson notified property owner this was made no parking because narrow right-of way and so plows could get around in the area. Anderson commented he does have parking on the one side of his property and also alley parking. Anderson did indicate the history of complaints of the hospital parking there on breaks. Lozinski indicated that is what will happen again if it is removed, and the problem will resurface. Schafer suggested new property owner contact hospital administration if he needs overflow parking and just use the hospital's parking lot. Schafer also suggested to explain to him that we did that for good reason as streets are a little narrow and snow removal, and if the no parking signage is removed, because of the business schedules in the hospital, all the hospital staff will park there. Anderson also stated that on the weekend, if owner is entertaining, the hospital is quiet and the parking lots are wide open and could most likely park there. Lozinski agreed to have signage remain as existing. Historical parking lot surfacing was discussed, as well as instances during Covid where parking lot was not used as complaints were already occurring in this area. Information only. No voting on this item.

**50/50 Alley Cost Split** -- Anderson indicated the need to more formally discuss with a presentation and motion regarding the 50/50 alley cost split/participation in both PI/T and Ways & Means. Information only. No voting on this item.

**Skunk Hollow Road** -- Anderson gave a brief presentation on Skunk Hollow Road and options including de-annex the land, cut the road off, turn it back over. There are constant complaints about traffic and dust. Options briefly discussed. Anderson indicated openness to send out letters and get feedback from the property owners. Information only. No voting on this item.

**Downtown/Main Street** -- Anderson has heard favorable comments from Main Street business owners regarding the N 3<sup>rd</sup> Street/W Lyon project, specifically the planting zones, and they like how they're all flush/at grade planting zones. Other comments include Main Street planter boxes that are falling apart, and some of the Main Street sidewalk has settled and Anderson is receiving inquiries about when is the next downtown project. Anderson replies with the investment the Council has just recently made and limited potential for a project of that magnitude in the near future. Schafer indicated the City does have a participation formula that we would be willing to talk about if there is interest to have those sidewalks slab-jacked because some of them are very deteriorated. Lozinski indicated that if it's coordinated, you can pump a lot of sidewalk for a reasonable amount of money. Schafer indicated we could do a survey. Anderson indicated complaints are about the planter boxes and their deterioration. Main Street planter box installation boxes was discussed. Schafer commented on entertaining a test project of picking two or three of the worst planters and determine if a City project, what would it take to “deplanter” certain areas of the sidewalk and what would all be involved. Schafer also commented on conversations about N 3rd St. Plaza and then also the Terrace 1872 and the investment and focus on downtown.

### **Adjourn**

Being no further business, MOTION BY LOZINSKI, SECOND BY ALCORN to adjourn. ALL VOTED IN FAVOR. MOTION PASSED 3:0. Meeting adjourned at 4:29 pm.

Respectfully submitted,  
Lona Rae Konold, Administrative Assistant



<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Monday, October 7, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	ST-015: College Drive Reconstruction Project - Assessments
<b>Background Information:</b>	<p>The 2025-2026 College Drive Reconstruction project bid opening date is set for December 6, 2024. With construction expected to begin in Spring 2025, City staff would like to confirm our proposed plan for project special assessments.</p> <p>Local costs on the 2025-2026 project is estimated at roughly \$8.3M. Costs will be shared by Marshall Municipal Utilities, Wastewater Department, Surface Water Management Utility, and the Marshall Municipal State Aid funds. In addition, City staff has secured Local Road and Bridge Program grant funding in the amount of roughly \$1.3M, and MnDOT is sharing over \$1M in RAISE grant funds for this project.</p> <p>Costs that are typically assessed on local projects include sanitary sewer service lines, private sidewalk walk-ups, driveway costs in excess of 12-FT width, and street costs remaining following utility participation in street costs. With this project, MnDOT is paying for all highway costs, driveway costs, and private walk-up costs. Costs that would be eligible for assessment to property owners include sanitary sewer service lines and local costs for parking lanes on the State highway. MnDOT is charging the City of Marshall 10% of parking lane costs, in accordance with their cost participation policy.</p> <p>City staff is proposing to special assess all costs associated with sanitary sewer service lines on this project. City staff is not proposing to assess the local share of parking lane costs because the local share is estimated in our current cooperative agreement at less than \$2,000.</p> <p>With concurrence from the PI/T Committee, City staff will bring a feasibility report forward at a future City Council meeting.</p>
<b>Fiscal Impact:</b>	
<b>Alternative/Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Recommend to special assess sanitary sewer service lines to each benefitting property.

**PI/T - 10/07/2024**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Monday, October 7, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Alley Reconstruction Methodology and Cost Split
<b>Background Information:</b>	<p>The City of Marshall has many alleys that are not paved or have pavement in very poor condition. Aside from downtown areas, most alleys that are paved are a bituminous surface. In areas where alleys exist, they are often used for driveway access and garbage/recycling pick-up.</p> <p>City staff is often approached by property owners who desire an improvement in their alley. The current Special Assessment Policy requires costs of alley improvements to be born entirely by benefitting property owners. The cost of covering this improvement is most often a deterrent to getting an alley project completed.</p> <p>City staff believes that there would be a benefit to the City if alleys are paved and in good condition. Gravel alleyways require more maintenance than a paved alley. Further, alleys paved with concrete have a longer lifespan with less maintenance, and concrete is much easier to install with an inversion to carry stormwater drainage to an acceptable location.</p> <p>City staff would like consideration for city cost participation with an alley improvement project, provided the alley is constructed with a concrete surface and to a minimum standard as developed and approved by the City Engineering Department.</p>
<b>Fiscal Impact:</b>	Dependent upon a petitioned alley improvement project in a given year.
<b>Alternative/Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Concurrence with City staff regarding the need to help incentive alley pavement replacement and a motion to move this item to the L&O Committee.

**PI/T - 10/07/2024**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Monday, October 7, 2024
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Skunk Hollow Road
<b>Background Information:</b>	<p>City Public Works staff frequently receive complaints from the residents that live along North Bruce Street (Skunk Hollow Road) between County Road 35 and the City bike trail crossing north of Emerald Court. The residents complain about the dust, the “wash boarding” of the street surface, and the general lack of maintenance in their view. The residents believe that the road should be paved, and the City has been unwilling to pay the cost necessary to pave this street because the land on both sides of Skunk Hollow Road is located entirely in a designated floodway. Land located in a floodway is undevelopable, beyond temporary land uses with no structures or obstructions to flood flow allowed.</p> <p>For additional background, included in the packet is a memo and minutes from the last time this street was discussed by the City Council, on October 13, 2020. Staff provides quite a bit of background and possible alternatives and options that were considered at this time.</p> <p>At this time, city staff is looking for discussion regarding PI/T Committee thoughts about severing the connection of Skunk Hollow Road to the City, either on the south end near a point just north of the bike trail crossing or on the north end near the connection to County Road 35.</p> <p>By cutting the connection of Skunk Hollow Road to town, the traffic on the route will be drastically reduced as the route becomes a local road for the five homes along the route. A further discussion can be held regarding de-annexation of the land north of the levee. The property is undevelopable, and perhaps the land should be taken out of our city limits. At that point, we could discuss relinquishing the road to the Fairview Township.</p> <p><b>Pros:</b> No longer need to frequently blade. No longer need to spend on dust control. Residents may be pleased with reduced traffic and dust.</p> <p><b>Cons:</b> No longer have connectivity here between CR 33 and MN19/College Drive and US 59/Main Street. No longer receive Municipal State Aid funding for Bruce Street from E Fairview Street to CR 35 because this route was a County State Aid turnback route; loss of roughly \$25,000/year in MSAS funding (current annual funding is roughly \$970,000/year).</p> <p>No final decisions need to be made at this time. Staff is looking for PI/T Committee guidance on this topic. If PI/T Committee and staff agree, staff may reach out to property owners, Lyon County, and/or the Fairview Township to hold further discussions.</p>

<b>Fiscal Impact:</b>	
<b>Alternative/ Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	Recommend staff to continue discussions of detachment of Skunk Hollow Road.





INSTALL SIGN AT  
COUNTY 33 & 35

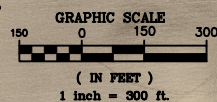


-  ALTERNATE #1= DISCONNECT NORTH BRUCE STREET ON THE NORTH END.
-  POSSIBLE DE-ANNEXATION OF CITY PROPERTY

Item 4.



INSTALL SIGN AT  
4TH & BRUCE



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

ALTERNATE #1

NORTH BRUCE STREET  
AKA SKUNK HALLOW





INSTALL SIGN AT  
COUNTY 33 & 35

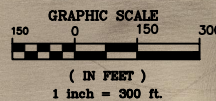


 ALTERNATE #2= DISCONNECT NORTH BRUCE STREET  
ON THE SOUTH END.  
 POSSIBLE DE-ANNEXATION OF CITY PROPERTY

Item 4.



INSTALL SIGN AT  
4TH & BRUCE



ENGINEERING DEPARTMENT  
344 WEST MAIN STREET  
MARSHALL, MINNESOTA  
56258

ALTERNATE #2

NORTH BRUCE STREET  
AKA SKUNK HALLOW

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## CITY OF MARSHALL AGENDA ITEM REPORT

<b>Meeting Date:</b>	Tuesday, October 13, 2020 <i>Council</i>
<b>Category:</b>	NEW BUSINESS
<b>Type:</b>	ACTION
<b>Subject:</b>	Project Y71: North Bruce Street/Skunk Hollow Road Reconstruction Project
<b>Background Information:</b>	<p>City Public Works staff continually receives complaints from the residents that live along North Bruce Street (Skunk Hollow Road) between County Road 35 and the city bike trail crossing north of Emerald Court. The residents complain about the dust, the 'wash boarding' of the street surface, and the general lack of acceptable maintenance from their view in light of the level of traffic.</p> <p>For background, Skunk Hollow Road used to be County Road 67, a route on the County State Aid Highway System. In 1996, the County relinquished control of the street to the City as a "County Road Turnback". Therefore, the city assumed ownership of the right of way and the street and the segment was added to our Municipal State Aid System mileage. As part of the process of relinquishing control of the roadway, Lyon County paid the city for the cost to resurface the roadway at that time. The thought process at the time was that the city would grow in this direction and it made more sense for the route to be operated by the city. As of December 2019, the city had \$125,711.13 in funds that can be spent on improving Skunk Hollow Road.</p> <p>Since construction of the levee to the south, the land north of the levee (which includes Skunk Hollow Road) is almost entirely located in the floodway or floodplain. Therefore, the property south of Skunk Hollow cannot be developed and the roadway is frequently under threat of flooding. The residents on the north side of Skunk Hollow Road are not located in city limits; the city limits terminate on the north side of the Skunk Hollow Road right of way. In 2011-2012, city staff and Council explored the option of relinquishing control of Skunk Hollow Road back to Lyon County. There were meetings involving city and county staff and officials. Eventually, it was decided that Skunk Hollow Road and the land to the south would remain in city limits and the street would remain under city control until a later date when the city would establish a new route that moved the alignment to follow a path straight south to Fairview Street. It was determined at that time that a project should be included in the 5 year CIP.</p> <p>It is now nearly 10 years later, and no movement has occurred with this project. The roadway surfacing of Skunk Hollow was 'reclaimed' in 2016 in lieu of completing an expensive surfacing project. This essentially turned the surface into a gravel road by mixing the bituminous millings into the gravel base. There has been no investment into the surface since this time, beyond regular blading of the surface and a few spot treatments of dust control products. There are roughly 500 vehicles per day that travel this route, and this level of traffic is quite high for a gravel road.</p>

We are at a point with this roadway where staff believes that some level of investment is required, and we are presenting those options along with this memorandum. Below, we've provided a cost summary table that identifies an initial cost and a 50 year cost to improve or realign the road. The numbers below are very preliminary numbers, but they do offer a starting point.

Treatment	Initial Construction Estimate	50-Year Cost
Cut 3" & Pave 5"	\$398,311.20	\$646,573.88
CSFDR & Seal Coat	\$256,825.33	\$632,413.74
Leave As-Is	\$0.00	\$720,812.49
Reconstruction	\$534,372.44	\$882,375.86
* Realignment (Adjacent to Levee)	\$720,450.50	\$1,061,766.91
* Realignment (South of Levee)	\$1,053,210.67	\$1,480,436.64

\* Does not include ROW Acquisition

Brief Description of the table above and some pros/cons to the options:

Cut 3", Pave 5": Create a 10 ton road design by cutting out 3" of existing surface and place 5" of new bituminous mix.

CSFDR & Seal: Blend cementitious material into the base material and seal coat the surface. This may not be the best option for this route due to high traffic volumes.

Leave As-Is: Long term costs include adding gravel, blading, and dust control costs. The surface will need gravel very soon, at an approximate cost of \$30,000 per application.

Reconstruction: Reconstruct the roadway section along its current alignment.

Realignment Options: Costs to realign the roadway, not including utility work and potential right of way acquisition costs.

#### Continue to operate as gravel road

Pros: -Low initial cost  
-Maintain direct north to south connection between CR33 and MN19/College Drive

Cons: -Long term cost approaches cost of paving if considering cost to add gravel every 4 years and yearly blading/dust control

-Doesn't satisfy road condition complaints

-Road doesn't serve developable land

-Property owners on the north side are not in city limits

#### Improve in current alignment

Pros: - Maintain direct north to south connection between CR33 and MN19/College Drive



	<p>-Cost is reasonable, road surfacing only (&lt;\$500k)</p> <p>Cons: -Located in floodplain, no developable property on either side of the road  -Frequently under threat of flooding  -Property owners on the north side are not in city limits. Costs to improve entirely city</p> <p><u>New Road Alignment</u></p> <p>Pros: -Provides link from north to south  -Opens land to development</p> <p>Cons: -Higher cost; establish utility service, acquire ROW, higher cost of pavement section  -Loss of MSAS mileage  -North to south link is less direct than old alignment; more stops and/or turns</p> <p>This project was discussed at the Public Improvement/Transportation Committee meeting on September 23, 2020, with recommendation to bring forward to City Council for discussion as presented. Alternative options included discussions regarding resident access, maintain as a local access road, dead end alternatives, maintaining access to properties and dust control options.</p> <p>The purpose of this memo is to provide Committee and Council with an update on where we stand with this segment of city street, and to obtain feedback from the current Council and give staff guidance moving forward with this roadway. With nearly 10 years having passed and many new Council members, staff would like to get some reinforcement from Council on our direction going forward and our messaging to the public.</p>
<b>Fiscal Impact:</b>	
<b>Alternative/ Variations:</b>	
<b>Recommendations:</b>	Discussion about options and alternatives with a final consensus of the current Council. A new route is the best long-term solution, but it comes at a high cost. Continue to maintain the route as gravel is minimally acceptable.



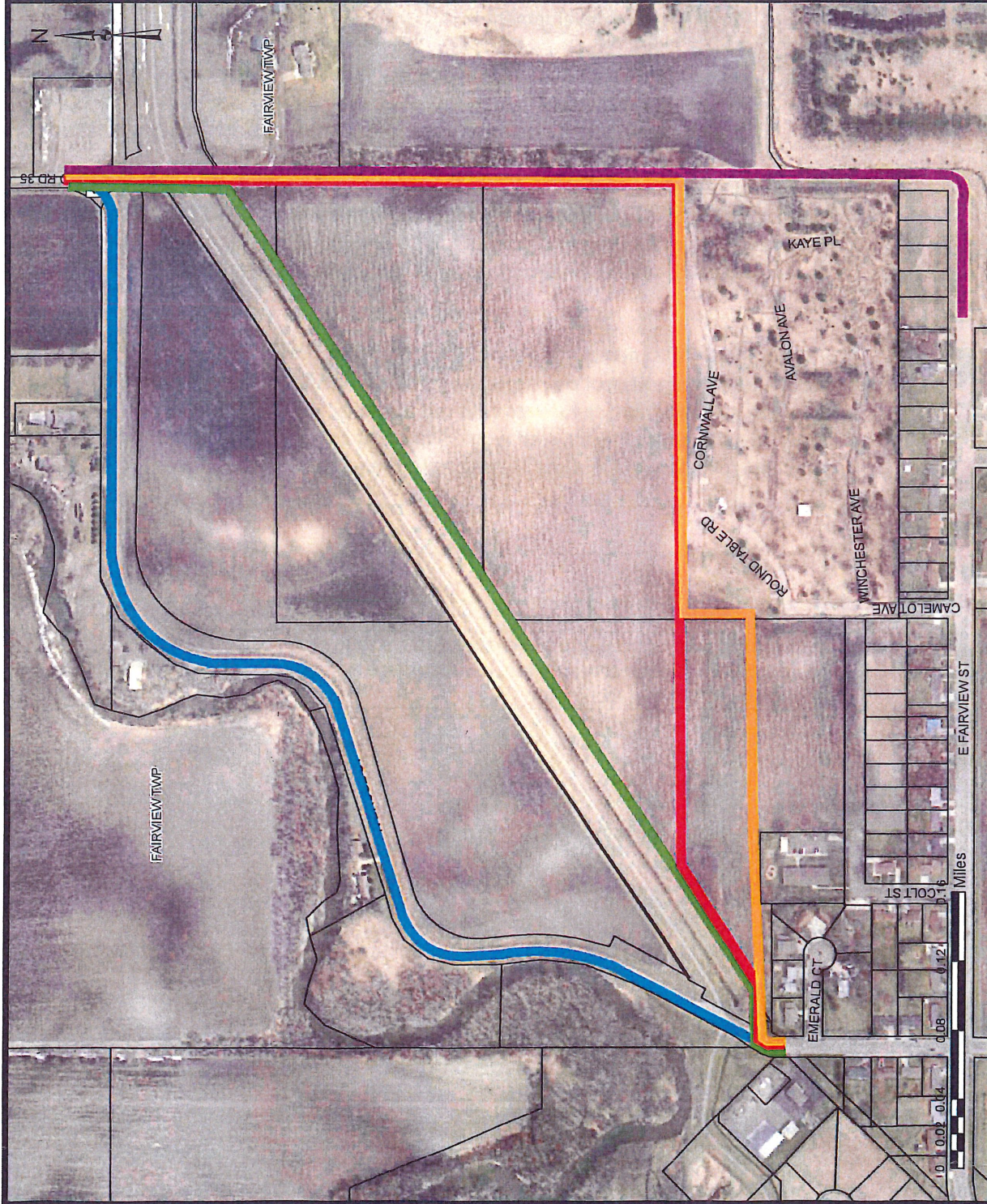
# Skunk Hollow Alignment Options

9/11/2020

- = Existing Alignment
- = Adjacent to Levee
- = South of Levee
- = South of Levee (Alt)
- = Fairview Extension

**\*\* Disclaimer:** The City of Marshall does not guarantee the accuracy of the data included on this map.

This map data is for referencing purposes only.



<b>Treatment</b>	<b>Initial Construction Estimate</b>	<b>50-Year Cost</b>
Cut 3" & Pave 5"	\$398,311.20	\$646,573.88
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**Project Y71: North Bruce Street/Skunk Hollow Road Reconstruction Project.**

City Public Works staff continually receives complaints from the residents that live along North Bruce Street (Skunk Hollow Road) between County Road 35 and the city bike trail crossing north of Emerald Court. The residents complain about the dust, the 'wash boarding' of the street surface, and the general lack of acceptable maintenance from their view in light of the level of traffic.

For background, Skunk Hollow Road used to be County Road 67, a route on the County State Aid Highway System. In 1996, the County relinquished control of the street to the City as a "County Road Turnback". Therefore, the city assumed ownership of the right of way and the street and the segment was added to our Municipal State Aid System mileage. As part of the process of relinquishing control of the roadway, Lyon County paid the city for the cost to resurface the roadway at that time. The thought process at the time was that the city would grow in this direction and it made more sense for the route to be operated by the city. As of December 2019, the city had \$125,711.13 in funds that can be spent on improving Skunk Hollow Road.

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Since construction of the levee to the south, the land north of the levee (which includes Skunk Hollow Road) is almost entirely located in the floodway or floodplain. Therefore, the property south of Skunk Hollow cannot be developed, and the roadway is frequently under threat of flooding. The residents on the north side of Skunk Hollow Road are not located in city limits; the city limits terminate on the north side of the Skunk Hollow Road right of way. In 2011- 2012, city staff and Council explored the option of relinquishing control of Skunk Hollow Road back to Lyon County. There were meetings involving city and county staff and officials. Eventually, it was decided that Skunk Hollow Road and the land to the south would remain in city limits and the street would remain under city control until a later date when the city would establish a new route that moved the alignment to follow a path straight south to Fairview Street. It was determined at that time that a project should be included in the 5-year CIP.

It is now nearly 10 years later, and no movement has occurred with this project. The roadway surfacing of Skunk Hollow was 'reclaimed' in 2016 in lieu of completing an expensive surfacing project. This essentially turned the surface into a gravel road by mixing the bituminous millings into the gravel base. There has been no investment into the surface since this time, beyond regular blading of the surface and a few spot treatments of dust control products. There are roughly 500 vehicles per day that travel this route, and this level of traffic is quite high for a gravel road.

This project was discussed at the Public Improvement/Transportation Committee meeting on September 23, 2020, with recommendation to bring forward to City Council for discussion as presented. Alternative options included discussions regarding resident access, maintain as a local access road, dead end alternatives, maintaining access to properties and dust control options.

The purpose of this memo is to provide Committee and Council with an update on where we stand with this segment of city street, and to obtain feedback from the current Council and give staff guidance moving forward with this roadway. With nearly 10 years having passed and many new Council members, staff would like to get some reinforcement from Council on our direction going forward and our messaging to the public.

Director of Public Works/ City Engineer provided the background information on the agenda item. After  
Item 4. ion the council opted to maintain the road as is for the immediate future.

**PI/T - 10/07/2024**  
**AGENDA ITEM REPORT**

<b>Presenter:</b>	Jason Anderson
<b>Meeting Date:</b>	Monday, October 7, 2024
<b>Category:</b>	INFORMATION ONLY
<b>Type:</b>	ACTION
<b>Subject:</b>	Downtown Planter Box Project
<b>Background Information:</b>	<p>City staff is periodically asked by members of the Downtown Business Association about the possibility of a Main Street sidewalk/planter project that would remove the raised planter boxes and replace them with at-grade planting zones, like 3<sup>rd</sup> Street. In addition, the sidewalk has settled in numerous places on Main Street.</p> <p>We do not currently have a project identified in our Capital Improvement Plan for downtown sidewalk or planter work. Staff is bringing this to Committee for Council feedback on this input and general discussion regarding the necessity of a future project.</p>
<b>Fiscal Impact:</b>	
<b>Alternative/Variations:</b>	No alternative actions recommended.
<b>Recommendations:</b>	No action at this time, information only.