

MARSH LAKE ROAD

Status update: April 22, 2019



Activities since the April 8th Council Meeting:

- A kick off meeting is scheduled with Public Works on Tuesday, April 23rd. Public works will be asked to review the existing roadway and identify areas with maintenance challenges pertaining to the roadway, shoulders, side slopes and drainage, etc.
- Braun Intertec has been contacted to discuss parameters for a typical pavement section for a 7-ton design along the current alignment.
- Discussions have started with the State Aid office about the ability to use state aid funds for Option 2 and Option 3.
- SRF has reviewed the existing alignment to identify any safety concerns with the existing alignment assuming a 30-35 mph design speed. Initial feedback from SRF notes their conclusions assuming an urban section (meaning a section including curb and gutter). They will also be looking at the same question for a rural section (no curb and gutter) but we don't yet have that feedback.
 - Horizontal Alignment – Based on the low-speed urban horizontal curve design guide, the minimum horizontal curve radius (assuming no superelevation) would be 300 feet for 30 mph and 454 feet for 35 mph design speeds. The only existing curve that did not meet 30 or 35 mph design guidelines was at the very west end of the project near the CSAH 43 intersection, which is a stop condition.
 - Vertical Alignment – Using the sag and crest vertical curve tables, and calculating the difference in grades for each vertical curve, three curves that wouldn't work at 35 mph, and one of those three doesn't work at 30 mph. See the roadway graphic for locations. The vertical curve that does not meet 30 mph design standards is at the east end of the project near the CSAH 11 intersection, which is currently a stop condition.
- The engineering consultant for the City of Minnetrista has provided us with a copy of the Halstead Drive Plans. He indicated that the total estimated costs for the improvements is \$2.5 million. He also provided the bid tabulation for the project.
- We have contacted Lyndon Robjent requesting the following from the County:
 - County review of the latest Cost Estimate provided by SRF - \$8.8 million and the cost split between City/County.
 - Provide assistance with preparation of Life Cycle Costs for Marsh Lake Road as a County Road.
 - Confirm that inflation of 3% per year should be used in the analysis if improvement of Marsh Lake Road as a County road is deferred to a future year.

- If the City proceeds with Marsh Lake Road construction as a City street – provide feedback on potential timing for a roundabout at CSAH 11/14 Roundabout.
 - For CSAH 43/MLK Roundabout – our assumption is that under any scenario, construction of this roundabout will not be pursued until warrants are met at some date in the future. We are looking for confirmation that the County agrees.
 - Provide feedback on the County's preferred approach to see the ROW preserved if the City only moves forward with a City option at this time.
- We have started to outline parameters that could be included in a decision matrix. These parameters may expand upon further review.
 - Initial costs
 - Overall life cycle costs
 - City life cycle costs
 - Design speed
 - Property impacts
 - Right-of-way acquisition
 - Traffic safety
 - Pedestrian safety
 - Life expectancy
 - Project schedule