

MARSH LAKE ROAD

Status update: May 9, 2019



Activities from the week of April 29th

- Public works completed a site visit on April 29th to review the existing roadway and identify areas with maintenance challenges pertaining to the roadway, shoulders, side slopes and drainage, etc. A summary of findings will be provided when available.
- A meeting was held with the State Aid Office on Tuesday, April 30th to review the ability to use state aid funds for Option 2 and Option 3. The following summarizes the discussion.
 - **State Aid Route Designation**
 - Currently, only a portion of MLR designated as a municipal state aid road but remaining balance would need to be designated.
 - Cities may designate up to 20% of city miles as state aid routes.
 - We could designate all of Marsh Lake Road as a state aid route with reallocation from some existing routes.
 - **Min State Aid Standards for Option 2 - City Standard Street scope**
 - Reviewed minimums based on Article 8820.9936 from the DOT State Aid for Local Transportation Division State Aid Operations Chapter 8820 reference book assuming ADT < 10,000 and design speed of 30-45 mph for urban sections roads (curb and gutter).
 - Lane width = 10-11 feet (likely 11-feet based on table notes)
 - Curb reaction distance = 1-2 feet (likely 2-feet based on table notes)
 - Parking lane width = 7-8 feet (If no parking, City would need to pass resolution prohibiting parking and install signs)
 - Bike lane width (if included) = 5-6 feet (table 8820.9941)
 - 9-ton design in minimum for a city; minimum is 10 ton if going to be a County Road.
 - Typical trail standard – 8-feet wide with 2-feet of clear space on each side. MnDOT staff noted that it is not uncommon to have driveways cross trails.
 - Mn/DOT staff noted that design standards begin with posted speeds. MLR is posted at 35mph. The road can be designed to accommodate farm equipment with aprons and access points in the curb and gutter.
 - **Min State Aid Standards for Option 3 – Marsh Lake Rd resident’s scope**
 - Reviewed minimums based on Article 8820.9920 from the DOT State Aid for Local Transportation Division State Aid Operations Chapter 8820 reference book assuming ADT > 1,500 for rural section roads (no curb and gutter)

- Lane width = 11-12 feet
 - Shoulder width = 6 feet
 - 30 feet required clear zone outside of the travel lane
 - Minimum design speed = 40 mph
 - 10-ton design
 - To be eligible for state aid funds, option 3 would need to meet the requirements above. The current scope for option 3, as approved by the City Council includes elements that would need to be modified to meet state aid requirements such as the roadway width which would need to be increased from 28-feet to 34-feet and the structural design would need to be increased from 7 ton to 10 ton.
 - The City Council could also choose to fund locally without using state aid funds which would free up state aid funds to be used for another project.
 - Mn/DOT staff noted that roads built to state aid standard or similar structural design will last for 25 years.
 - With or without state aid funding, the road can be built to acceptable standards to last for 25 years.
 - An on-road bike facility could be included instead of a trail. The width would need to be 5-6 feet of additional pavement.
- **Other Roads for comparison purposes**
- Reviewed examples built in the City using state aid money – Smittown Road, 78th Street from Highway 5 to Madelyn Creek – 26-foot wide (face of curb to face of curb) with parking prohibited on both.
 - Noted wider example City collector streets – Red Fox Drive, Lakes Parkway.
 - Halstead Road - Used State Aid Funds
 - Projected ADT: 690 = different standards on Table 8820.9920
 - Lane width = 12 feet
 - Shoulder = 4 feet
 - Design speed = 40 mph
 - Clear zone = 15 feet
 - 9-ton design
 - Obtained variance to narrow the road in area of wetlands.
 - Airport Road – did not use State Aid Funds
 - Funded with Local Road Improvement Funds (state bonding through legislature).
- **Other Topics**
- Mn/DOT’s comments on Road Maintenance/Life Cycle of Roads
 - Structural design helps the road last longer. A road built to state aid standards would be similar to the structural design of a county

road (10 ton road, 18-24 inches of sand, 5 inches of class 5, and 4 inches of bituminous).

- A 2-lane, undivided city roadway is wide enough to meet 20-year traffic projections.
- On Monday, May 6th, City staff met with the broker and developer who has an option on the Meat Cutter's property to provide an update on the project and discuss right-of-way acquisition to re-align the road. The developer is interested in seeing the road improved and is aware of plans for re-alignment. Staff will have SRF provide the line work to the developer's engineer for the right-of-way as the version the developer's engineer has is out dated.