

City Council Special Meeting

Monday, October 29, 2018

Public Hearing for MnDOT Municipal Consent



Project History and Overview

- 2001 - TH 61 Corridor Management Plan
- 2012 - City's Comprehensive Plan
- 2015 - Scoping study completed
- 2016 - City approved a Letter of Intent
- 2017 - MnDOT and the City signed a partnership agreement
- 2017 - City approved a design contract with SEH

Public input guided decision making

Concerns consistently raised by the public include:

- Highway difficult to cross
- Landscaping and greenery along the road
- Bike trail along Lake Pepin
- Sidewalks along both sides of the highway
- Wider sidewalks needed in downtown
- Not enough width to park and safely open car doors downtown
- A desire to be better stewards of the land, especially along a critical and impaired waterway.
- ADA upgrades



EXTENDS TO NORTH OF
STAEHLI PARK RD

YEAR 2019 HIGHWAY 61
MILL & OVERLAY PROJECT

YEAR 2020 HIGHWAY 61
RECONSTRUCTION PROJECT:
CENTRAL POINT RD TO ELM ST

EXTENDS TO HIGHWAY 42
NEAR KELLOGG

What is the difference between the 2019 mill and overlay and the 2020 reconstruction?

- **Mill and Overlay:**

- **The 2019 mill and overlay is a resurfacing project on Highway 61 that extends both north and south out of Lake City.**
 - Central Pt Road to Hanson's Harbor (North Portion)
 - Elm St to Kellogg, MN (South Portion)
- **The City collaborated with MnDOT to improve traffic safety within the mill and overlay project on Highway 61 by adding bypass lanes at 4 locations:**
 - Hok-Si-La boat landing
 - Hok-Si-La Park entrance
 - Wabasha County Road 4
 - Indiana Street

What is the difference between the 2019 mill and overlay and the 2020 reconstruction?

- **Reconstruction:**

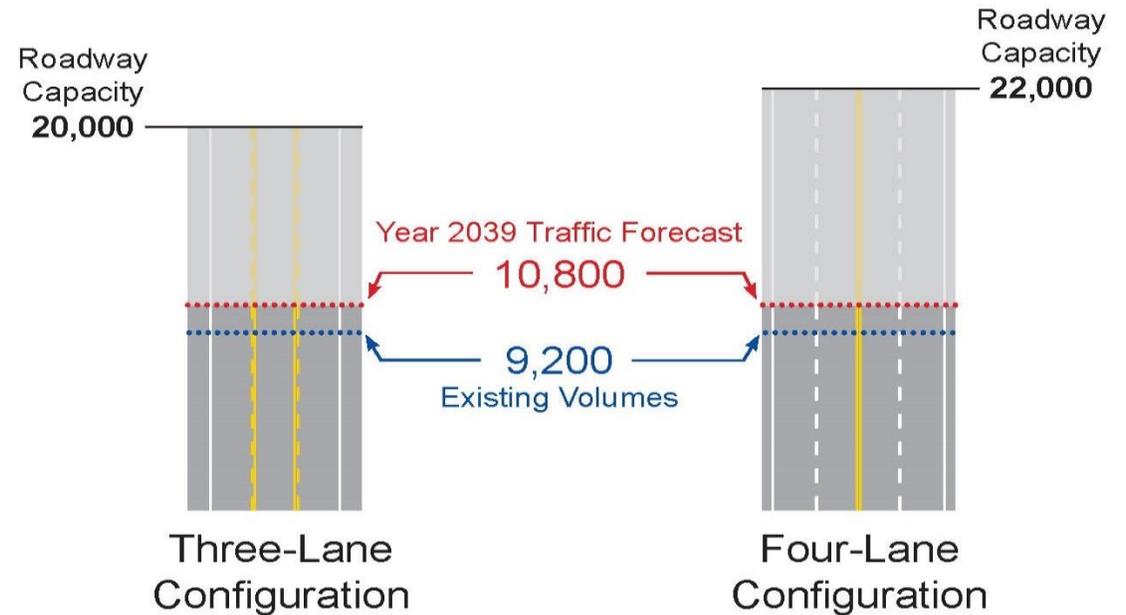
- Reconstructs 1.7 miles from Central Point Road to Elm Street
- Removes and replaces the entire road surface and subbase
- Converts from 4 lanes to 3 lanes
- Provides new water, storm sewer, and sanitary sewer utility lines
- Adds and replaces sidewalk and pedestrian ramps to meet ADA standards
- Adds two pedestrian activated crossing locations
- Provides bike trail along Lake Pepin
- Adds continuous sidewalk on west side of TH61 (Currently 3,300ft missing)

How much will the project cost?

- **Construction: \$9,700,000**
 - City contributes \$1,100,000 and MnDOT contributes \$8,600,000
- **Design: \$750,000 (City Cost)**
- **Construction Administration: \$750,000 (MnDOT Cost)**
- **Amenities: \$1,300,000 (City Cost)**
- **Water and Sanitary Utilities: \$750,000 (City Cost)**

Will going to a 3 lane cause more congestion?

- No. The three lane design easily accommodates both the existing and long range forecast traffic volumes on Highway 61.



Will large trucks be able to complete turning movements?

- Yes. The City and MnDOT have analyzed this issue and have developed a design that will provide for safer truck turning conditions compared to the existing roadway.
- Intersections have been modeled using a computer design software used statewide to ensure accommodation of truck turning movements.

How many parking spaces will be lost?

- Change in Downtown parking spaces (Chestnut to Elm Street)
 - Existing – 84 spaces
 - Proposed – 73 spaces

Will there be any special assessments?

- There will be no assessments to property owners associated with the project.

What is left to do before ground breaking?

- Amenities: final decisions and funding sources
- Project phasing and construction plan
- Downtown business impact assistance