

Houston County Agenda Request Form

Date Submitted: March 12, 2024 **Board Date:** March 19, 2024

Person requesting appointment with County Board: Brian Pogodzinski

Issue:

MNDOT has multiple projects in Houston County in 2027 adjacent to County Highways and they are looking for input from the county possible changes that could be made to the county road in conjunction with their project.

Attachments/Documentation for the Board's Review:

Discussion topics, drawings, and photos

Justification:

Action Requested:

Board discussion on MnDOT projects.

For County Use Only			
<u>Reviewed by:</u>	County Auditor		

 County Attorney Zoning Administrator | | Finance Director County Engineer Environmental Services | | | | | IS Director Other (indicate dept) | | | | **Recommendation:** | | | | | | | | | | **Decision:** | | | | | | | | | | |

All agenda request forms must be submitted to the County Auditor by 4:00 p.m. on Monday in order to be considered for inclusion on the following week's agenda. The Board will review all requests and determine if the request will be heard at a County Board meeting.



HOUSTON COUNTY DEPARTMENT OF TRANSPORTATION

1124 East Washington Street
Caledonia, MN 55921
TEL (507) 725-3925 FAX (507) 725-5417

Brian K. Pogodzinski, Houston County Engineer

MnDOT is starting design on two projects in the northeastern portion of Houston County for 2027 construction.

The La Crescent project involves resurfacing TH 14/16/61 from N 4th St through the intersection of CSAH 6 (S 3rd St). I am seeking input from the County Board on what we want the scope to be within the CSAH 6 portion of the project. Items for discussion include:

- Traffic (4 or 3 lanes), bicycle, and parking lane configuration on S 3rd St
 - Lane width & turning movements
 - Curb & gutter revisions
 - Impacts to signal lights
 - Impacts to drainage
 - Impacts to traffic (About 8,000 vpd)
 - Transition between lane configurations – Oak St area to TH 14/16/61 intersection
- ADA improvements
 - New sidewalk from NW corner of TH 14/16/61 intersection to Walnut St
 - New crosswalk at Walnut St intersection
 - Any concerns with crosswalk at this location?
 - Who will be responsible for future striping and maintenance?
- Lighting Improvements
 - Replace street light luminaires with new LED lighting?
- Project limits
 - Mill & overlay old pavement on CSAH 6 or extend limits farther to west
- Cost Participation

The Hokah project involves resurfacing TH 16 from the west side of Millers Corner through the intersection with TH 44 in Hokah, near the fire station.

- Any update from MnDOT on TH 16 speed limit status heading west out of Hokah from TH 44
- Intersection lighting
 - CSAH 21/TH 16 intersection
 - CSAH 7/TH16 intersection within Hokah
 - County cost participation for lighting

Note: County should be able to use State Aid Construction funds for local participation costs, although account funds are limited at this time and ongoing maintenance/electricity costs will be with local funds.

Note for MnDOT: County will need to get a project number and include it on plan set if State Aid funds are used.

APPENDIX A: PROJECT LOCATION MAP

Project limits indicated by red lines

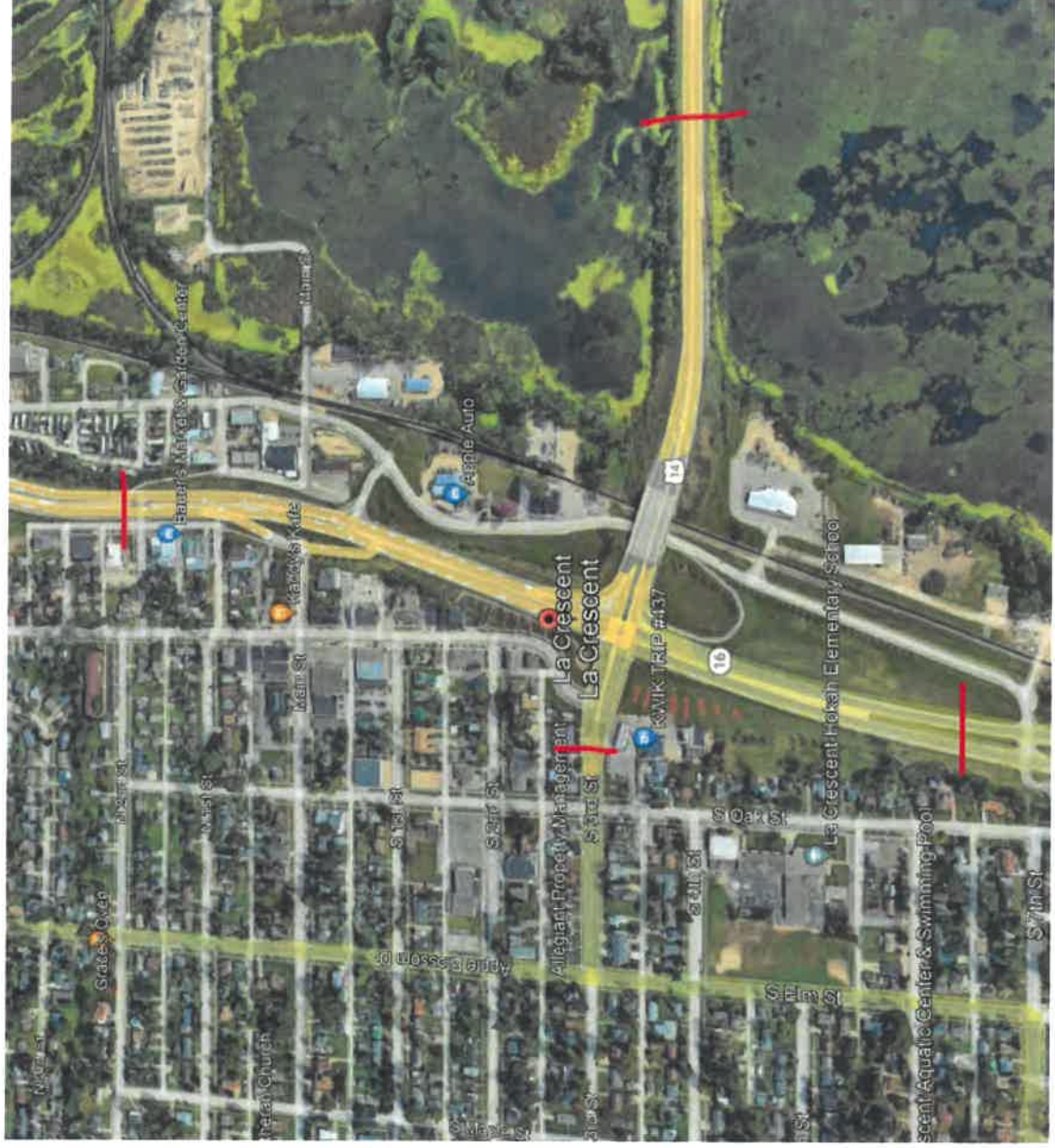
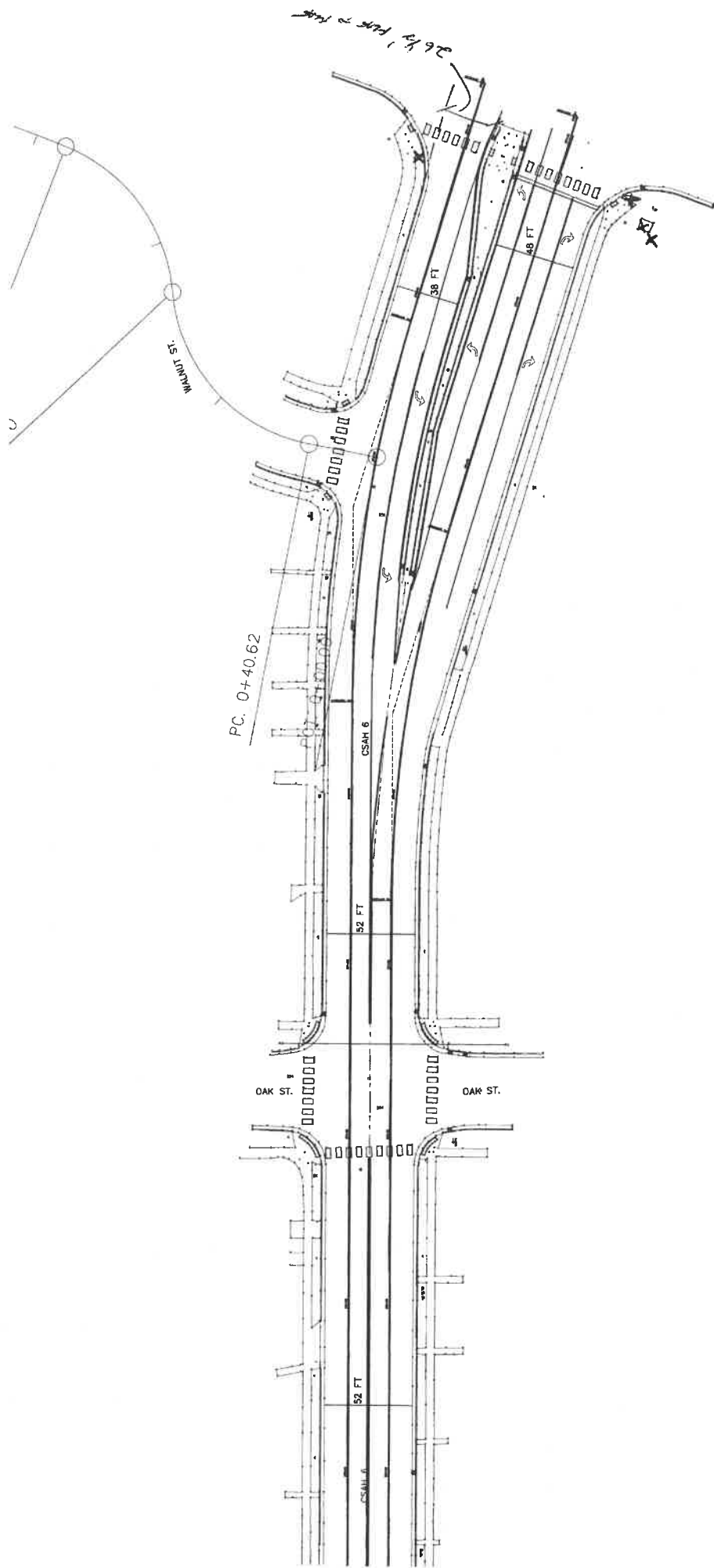
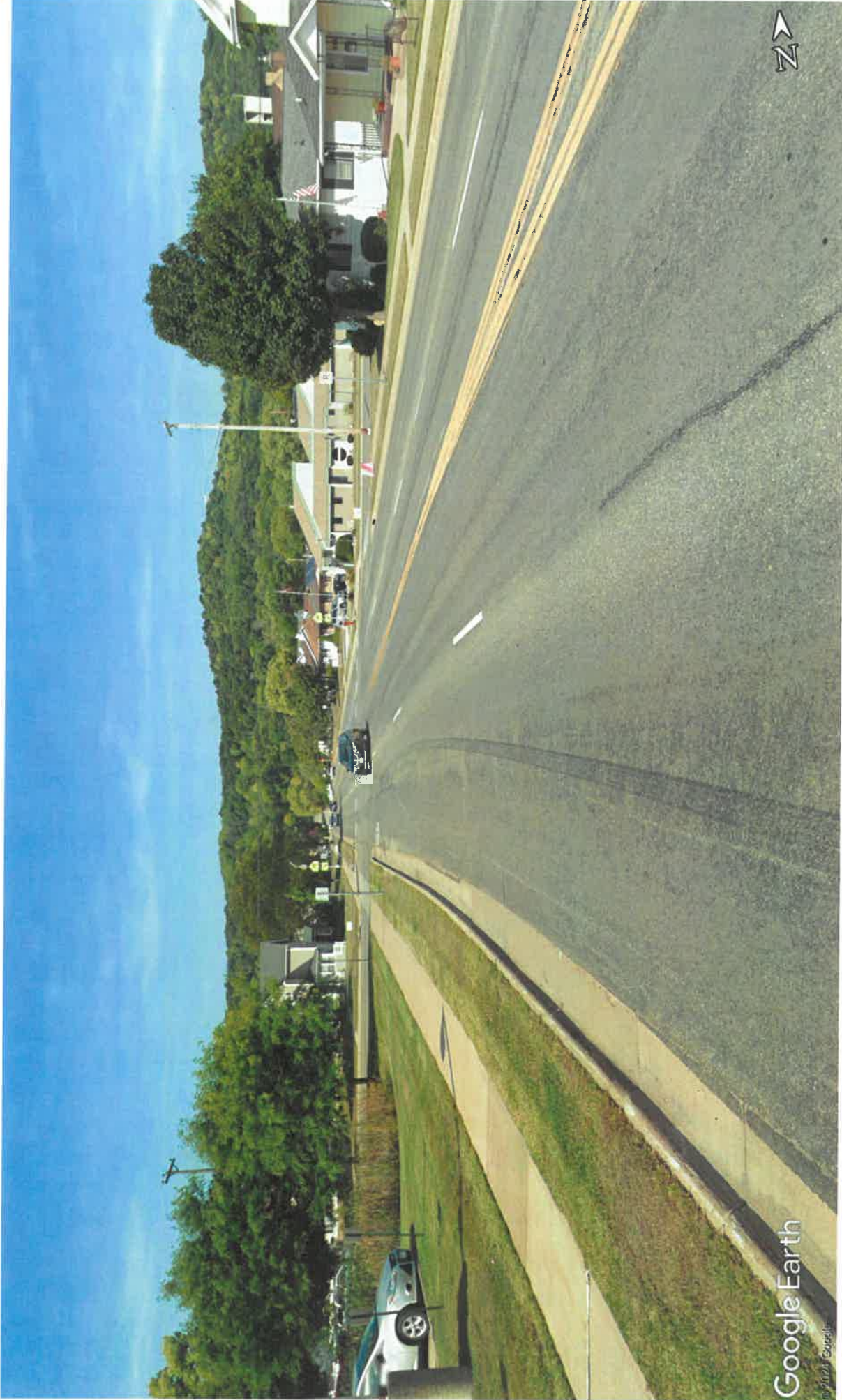


Figure 1: Project Location



Google Earth





Google Earth
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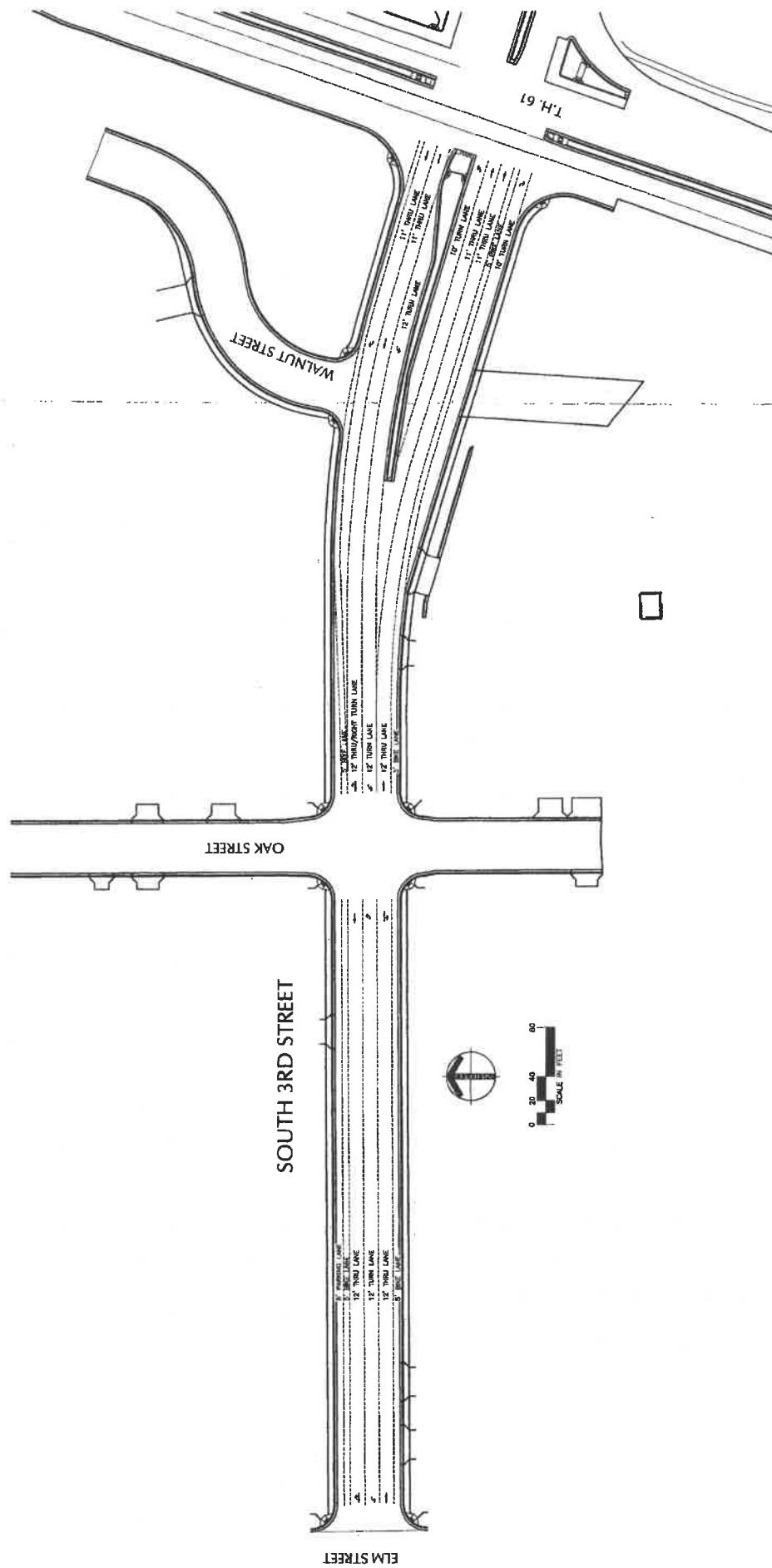
Google Earth

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Google Earth

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Google Maps 2473 Lexington Ave N

Roseville, Minnesota

Google Street View

Jun 2023

See more dates

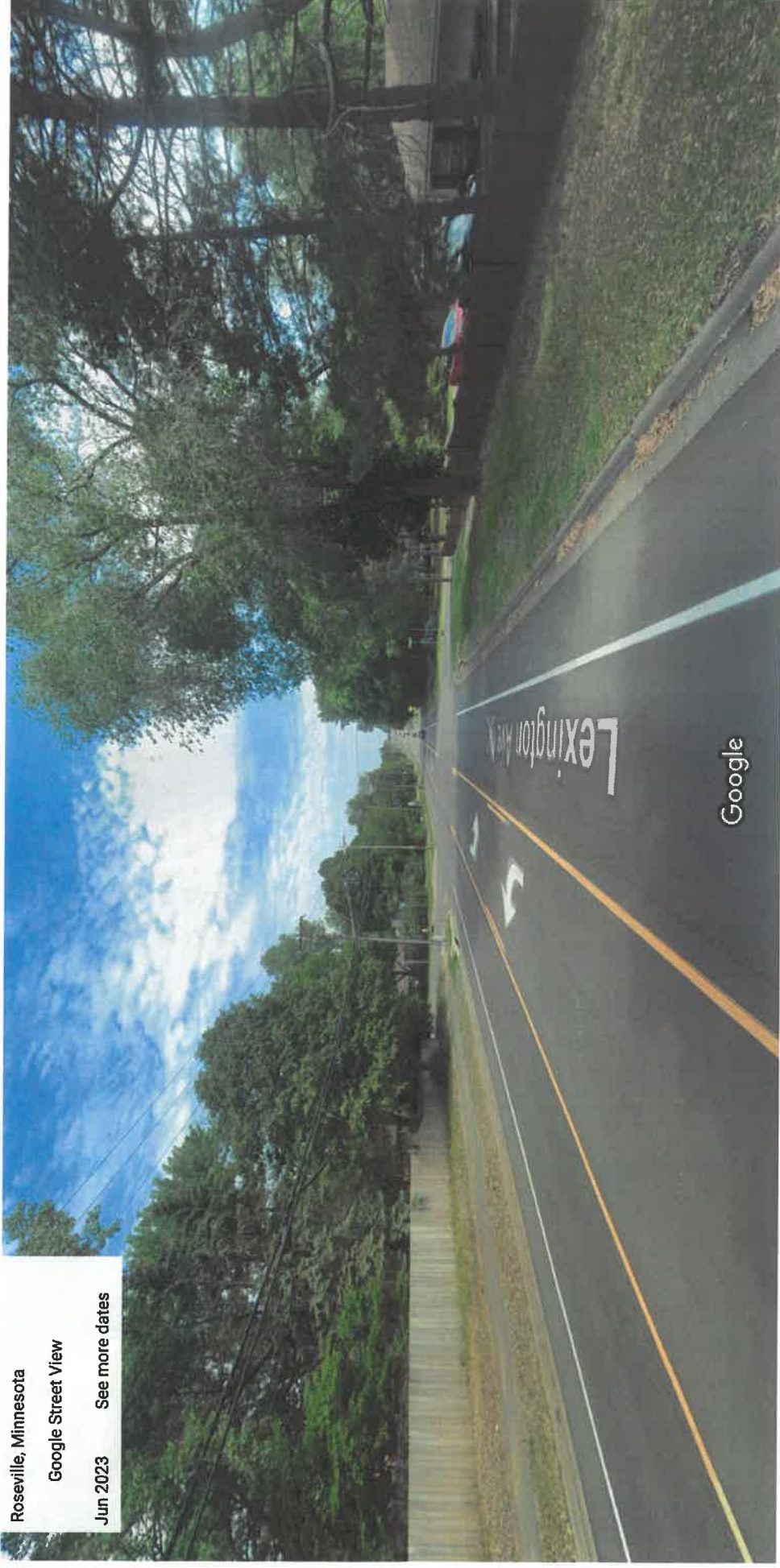


Image capture: Jun 2023 © 2024 Google

From: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>
Sent: Monday, February 26, 2024 2:29 PM
To: Tsang, David (DOT) <david.tsang@state.mn.us>; Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>
Subject: RE: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

Clarifications/info below in **RED**. Also, new APS system will probably be around \$20k.

-----Original Message-----

From: Tsang, David (DOT) <david.tsang@state.mn.us>
Sent: Monday, February 26, 2024 1:36 PM
To: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>; Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>
Subject: FW: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

Gentlemen,

I just wanted to capture what we discussed today:

1. Regarding the lane changes proposed by the City/County: Impacts to the existing Signal will potentially cost in the ballpark of \$20k (which essentially the putting back of detector loops in the right place and re-aligning the signal heads which is minor and may not necessarily require all heads). If we switch from detector loops to video detection, the cost to switch would be around \$25k. Theoretically there is "no-change" in lane assignments in the approaches to the intersection. Replacement loops for 3rd St will be approx \$20k, realignment of the 3 heads would be additional if needed
2. While the new lane configuration change is minor, we have some concerns with the left-turn lane width (10') (West Leg) when normally turn-lanes are 14' and the turn lanes are usually wider than the thru lanes. Design should be involved in the decision to approve. yes, and either 3rd St median nose is going to get driven over by large vehicles or they will go further out before turning left and encroach on opposing dual-lefts
3. Flashing Yellow Arrows recommended on mainline, but also minor street. Approx \$25k to do all 4 FYA, but mainline is priority, shouldn't need a new cabinet since it's a TS2
4. Lighting for Hwy 16 at CSAH 21 south of Pfeffer Valley: If warranted, the County would need to pay for ongoing power and take responsibility for maintenance.

For Follow-Up:

1. David will contact Brian Pogodzinski (County Engineer) (& include Robert Jones) about the impacts (cost) to the signal if these changes are approved.
2. Evan will notify Robert Jones of the need that Design will need to be involved in the approval of these lane changes at 3rd St South / TH 14/61 in LaCrescent.

3. Greg will work with C.O. / ESS on the flashing yellow capability and the estimated costs. **Need to fill out assessment forms and send to ESS to determine amount of work and cost**

If anything needs to be corrected or changed, please reply all.

Thanks,

Best Regards,
David Tsang, P.E.

Traffic Operations Engineer
Mn/DOT District 6
2900 48th Street NW
Rochester, MN 55901
office: (507) 884-8390
david.tsang@state.mn.us

-----Original Message-----

From: Tsang, David (DOT)
Sent: Monday, February 26, 2024 10:57 AM
To: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>
Subject: FW: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

Greg, in anticipation of us (you and me) getting together after the Teams meeting. Please see attached and below.

The City/County wanted to re-configure their leg (West leg) to this intersection - see first attachment - conceptual layout.

This is considered a "reduction" of capacity and initially they wanted "us" (MnDOT) to take a look at whether this was feasible. But Mike did not want to spend any resources analyzing this since this request came from them. He wanted "them" to spend the resources to 'analyze' the impacts and feasibility (operational analysis), but I have not had time to tell them that.

We can chat right after this meeting.

Best Regards,
David Tsang, P.E.

Traffic Operations Engineer
Mn/DOT District 6
2900 48th Street NW
Rochester, MN 55901
office: (507) 884-8390

CSAH 6 (S 3rd St)

Truck in 12' turn lane



Google Earth

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SIGNAL INDICATIONS

ALL INDICATIONS SHALL BE 12" LED.

FACE	R	Y	G	RLTA	Y/LTA	GLTA
D1-1	●	●	●	●	●	●
D1-2	●	●	●	●	●	●
D2-1	●	●	●	●	●	●
D2-2	●	●	●	●	●	●
D3-1	●	●	●	●	●	●
D3-2	●	●	●	●	●	●
D4-1	●	●	●	●	●	●
D4-2	●	●	●	●	●	●
D4-3	●	●	●	●	●	●
D4-4	●	●	●	●	●	●
D4-5	●	●	●	●	●	●
D5-1	●	●	●	●	●	●
D5-2	●	●	●	●	●	●
D6-1	●	●	●	●	●	●
D6-2	●	●	●	●	●	●
D7-1	●	●	●	●	●	●
D7-2	●	●	●	●	●	●
D8-1	●	●	●	●	●	●
D8-2	●	●	●	●	●	●
D8-3	●	●	●	●	●	●
D8-4	●	●	●	●	●	●

SIGNAL SYSTEM OPERATION

- FLASH MODE SHALL BE ALL RED
- NORMAL OPERATION IS EIGHT PHASE
- ALL LEFT TURN PHASING SHALL BE PROTECTED ONLY

NUMBER	SIZE (FEET)	FUNCTION	LOCATION
D1-1	2'-6" X 6"	1	40
D1-2	2'-6" X 6"	1	10
D2-1	6'-X 6"	1	250
D2-2	6'-X 6"	1	250
D3-1	2'-6" X 6"	1	5 & 20
D3-2	2'-6" X 6"	1	5 & 20
D4-1	6'-X 6"	2	120
D4-2	6'-X 6"	2	120
D4-3	6'-X 6"	3	5
D4-4	2'-6" X 6"	1	5 & 20
D4-5	2'-6" X 6"	1	5 & 20
D5-1	6'-X 6"	1	40
D5-2	6'-X 6"	1	10
D6-1	6'-X 6"	1	250
D6-2	6'-X 6"	1	250
D7-1	2'-6" X 6"	2	5 & 20
D7-2	2'-6" X 6"	2	5 & 20
D8-1	2'-6" X 6"	1	5 & 20
D8-2	2'-6" X 6"	1	5 & 20
D8-3	2'-6" X 6"	1	5 & 20
D8-4	2'-6" X 6"	1	5 & 20

DETECTOR FUNCTION

- 1. CALL AND EXTEND
 - 2. EXTEND ONLY
 - 3. DELAYED CALL-IMMEDIATE EXTEND
- ALL LOOP DETECTORS SHALL BE N.A.C. UNLESS SPECIFIED OTHERWISE.

C.S.A.H. 6 W.B. 30 M.P.H.

NOTES: 1) SEE SPECIAL PROVISIONS FOR STATE FURNISHED MATERIALS.

- 2) THE SIGNAL SYSTEM FLASH MODE SHALL BE ALL RED.
- 4) ALL HANDHOLES SHALL HAVE A BACKGROUND SHIELD.
- 5) INTERNATIONAL SYMBOLS SHALL BE USED FOR ALL PERSONS, VEHICLES, AND WALKING.
- 6) ALL VEHICLE AND PEDESTRIAN INDICATIONS SHALL BE LED, TYPE (SEE SPECIAL PROVISIONS).
- 7) EXACT LOCATION OF SIGNAL POLES AND DETECTOR LOOPS SHALL BE STATED BY MAP/NOT TRAFFIC PERSONNEL.
- 8) A 3/4" HALF COUPLING, 3/4" PIPE NIPPLE, AND PRE-EMPTION LEAD WIRE SHALL BE INSTALLED FOR EACH DETECTOR LOOP. THE LEAD WIRE SHALL BE APPROXIMATELY 1" FROM THE ENDS OF THE DETECTOR LOOPS.
- 9) ALL CONDUIT SHALL BE N.A.C. SCHEDULE 80, CONDUIT SHALL BE INSTALLED IN A MANNER THAT IT DOES NOT BLOCK IN THE SIGNAL BASE FOR E.V.P. LIGHT.
- 10) WHEN PULLING WIRES, CONTRACTOR SHALL USE CARE SO AS NOT TO DAMAGE ENDS OF N.A.C. CONDUIT.
- 11) REMOVE AND DISPOSE IN PLACE SIGNAL SYSTEM. (SEE SPECIAL PROVISIONS)

COUNTY MAINTAINED LUMINAIRES

- 1) 1-1/2" N.A.C. 4-1/2" CH2
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50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

46 T.H. 16 S.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

46 T.H. 16 S.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

46 T.H. 16 S.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 40 M.P.H.

50 T.H. 61,14 N.B. 4

From: [Jones, Robert \(DOT\)](#)
To: [Brian Pogodzinski](#)
Subject: Fwd: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection
Date: Tuesday, March 5, 2024 9:56:46 AM
Attachments: [image001.png](#)
[TH 61 TH 14-16 \(LaCrescent\).pdf](#)

***** HOUSTON COUNTY SECURITY NOTICE *****
This email originated from an external sender. Exercise caution before clicking on any links or attachments and consider whether you know the sender. For more information please contact HelpDesk.

FYI

From: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>
Sent: Tuesday, March 5, 2024 9:34:20 AM
To: Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>; Jones, Robert (DOT) <robert.jones@state.mn.us>
Cc: Pagel, Richard L (DOT) <richard.pagel@state.mn.us>
Subject: RE: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

MnDOT does major maintenance on the 8 lights that are part of the signal system (circled in the attachment from Brian) and the county does minor maintenance/relamping. MnDOT does not own or maintain in any way, ANY of the other lights in La Crescent. If the city and county would like to update to LED luminaires, they can do so at any time, at their cost. MnDOT is not responsible for those costs.

I would suggest they check with the local power provider regarding rebates that can help offset the cost of the upgrades.

Greg

From: Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>
Sent: Tuesday, March 5, 2024 8:16 AM
To: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>
Cc: Pagel, Richard L (DOT) <richard.pagel@state.mn.us>
Subject: FW: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

Greg,

Looping you in now. I'll need to give you a call to discuss this later once I've done more homework on it.

Evan

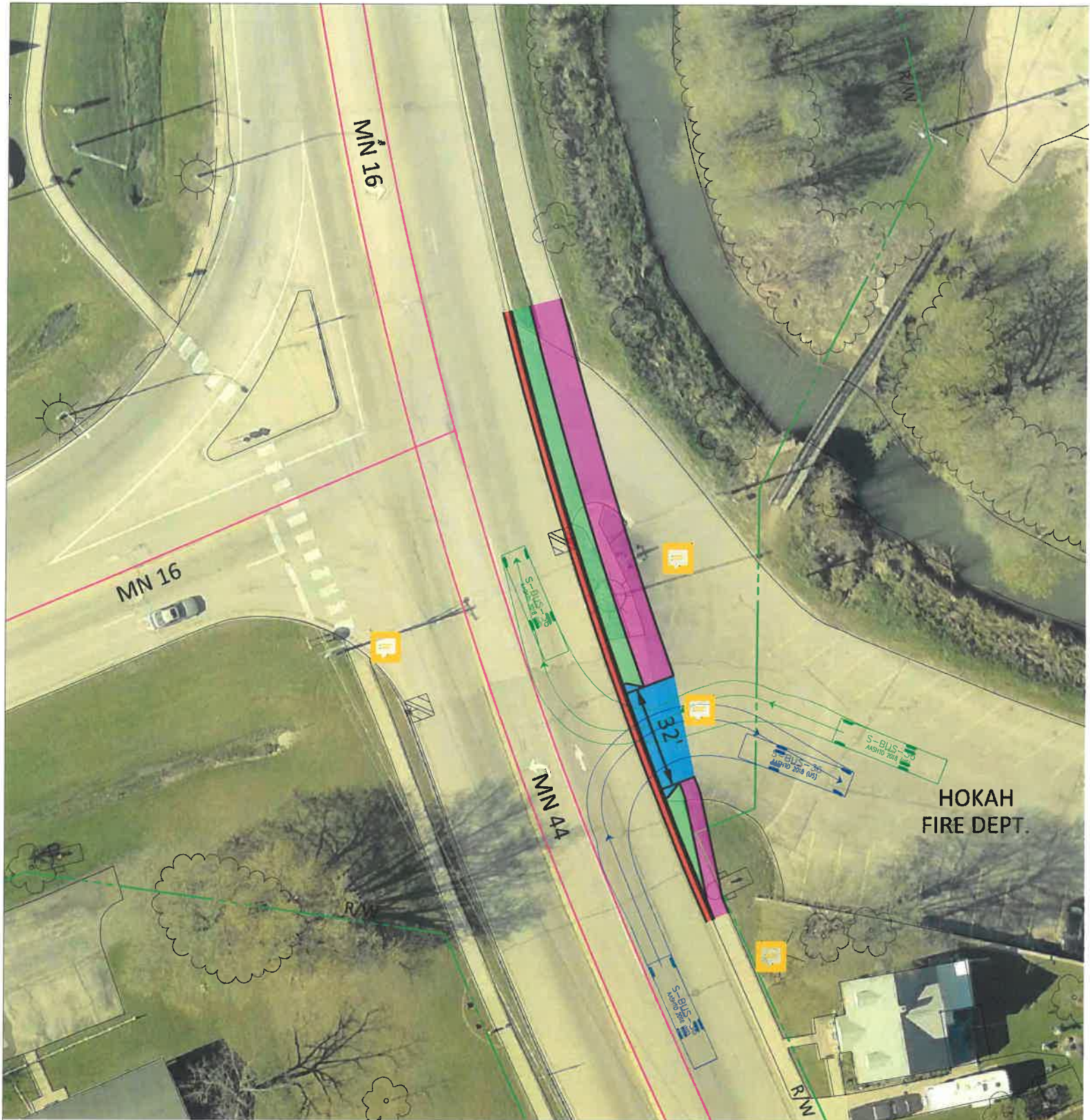
From: Jones, Robert (DOT) <robert.jones@state.mn.us>
Sent: Tuesday, March 5, 2024 8:09 AM
To: Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>

APPENDIX A: PROJECT LOCATION MAP

****Project limits indicated by red lines****

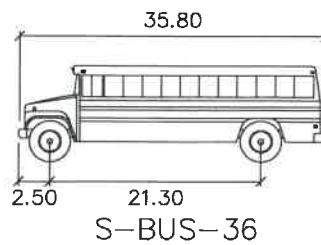
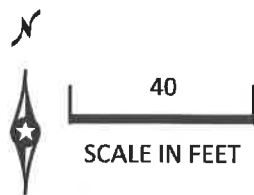


Figure 1: Project Location

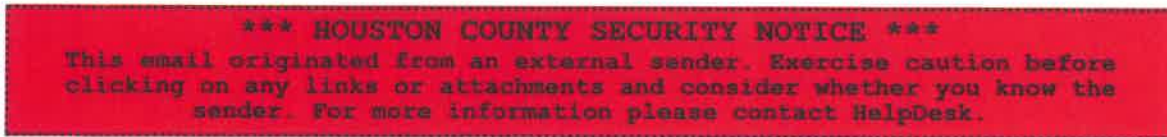


HOKAH FIRE DEPT. DRIVEWAY OPTION 2

- DRIVEWAY
- SIDEWALK
- CURB AND GUTTER
- GRASS



From: [Jones, Robert \(DOT\)](#)
To: [Brian Pogodzinski](#)
Cc: [Christianson, Evan \(DOT\)](#)
Subject: Fwd: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection
Date: Thursday, February 29, 2024 10:04:32 AM
Attachments: [Image001.png](#)



Brian - see below and attached and let me know if you have any questions.

Thanks, Robert

From: Jones, Robert (DOT) <robert.jones@state.mn.us>
Sent: Thursday, February 29, 2024 10:03:01 AM
To: Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>
Cc: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>; Tsang, David (DOT) <david.tsang@state.mn.us>; Schweyen, Michael (DOT) <michael.schweyen@state.mn.us>
Subject: Re: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

Sounds good - I'll let Brian with the county know.

Thanks, Robert

From: Christianson, Evan (DOT) <Evan.Christianson@state.mn.us>
Sent: Thursday, February 29, 2024 9:58:40 AM
To: Jones, Robert (DOT) <robert.jones@state.mn.us>
Cc: Wagner, Gregory (DOT) <gregory.wagner@state.mn.us>; Tsang, David (DOT) <david.tsang@state.mn.us>; Schweyen, Michael (DOT) <michael.schweyen@state.mn.us>
Subject: RE: La Crescent - TH 16/61 & S 3rd St (CSAH 3) intersection

Robert,

Lighting is not warranted at TH 16 & CR 21 because it does not meet any criteria. I've included the draft report for more detail, but summarizing: there is not enough traffic and there is no crash history.

Thanks,

Evan Christianson, EIT

MnDOT District 6 – Traffic Design Engineer

E-mail: evan.christianson@state.mn.us

Phone: 507-286-7546

Pronouns: He/Him/His



Detailed Intersection Information

Houston County Rural Intersection Prioritization

Rank	Int #	Sys	#	Intersection Description	Skew	On/Near Curve	Development	RR Xing STOP (>5mi)	Previous Crashes (Min/Maj)	Ratio	Priority	Crash Cost
1	9.01	CSAH	9	MNTH-76 X-ING	★	★	★	★	★	★	★	\$ 287,000
2	21.01	CSAH	21	CSAH 25 LT (west)	★	★	★	★	★	★	★	\$ 12,000
3	7.02	CSAH	7	MNTH-26 X-ING	★	★	★	★	★	★	★	\$ 275,000
4	22.01	CSAH	22	MNTH-76 LT & BHD	★	★	★	★	★	★	★	\$ 127,000
5	20.02	CSAH	20	MNTH-44 X-ING (south)	★	★	★	★	★	★	★	\$ 115,000
6	26.01	CSAH	26	MNTH-76 X-ING	★	★	★	★	★	★	★	\$ 103,000
7	6.01	CSAH	6	CSAH-30 LT, T-405 RT	★	★	★	★	★	★	★	\$ -
8	9.02	CSAH	9	T-276 LT CSAH-21 RT	★	★	★	★	★	★	★	\$ -
9	25.01	CSAH	25	MNTH-16 X-ING	★	★	★	★	★	★	★	\$ 239,000
10	10.01	CSAH	10	S JCT MNTH-76 X-ING (south)	★	★	★	★	★	★	★	\$ 148,000
11	8.01	CSAH	8	MNTH-44 X-ING East	★	★	★	★	★	★	★	\$ 103,000
12	17.01	CSAH	17	MNTH-44 X-ING	★	★	★	★	★	★	★	\$ 36,000
13	20.01	CSAH	20	MNTH-76 X-ING	★	★	★	★	★	★	★	\$ 12,000
14	3.03	CSAH	3	CSAH-24 RT	★	★	★	★	★	★	★	\$ -
15	4.02	CSAH	4	CSAH-11 RT	★	★	★	★	★	★	★	\$ -
16	4.03	CSAH	4	CSAH 15 LT	★	★	★	★	★	★	★	\$ -
17	4.04	CSAH	4	MNTH-76 X-ING	★	★	★	★	★	★	★	\$ -
18	10.02	CSAH	10	N JCT MNTH-76 X-ING (north)	★	★	★	★	★	★	★	\$ -
19	14.01	CSAH	14	MNTH-26 X-ING	★	★	★	★	★	★	★	\$ -
20	17.02	CSAH	17	MNTH-76 X-ING	★	★	★	★	★	★	★	\$ -
21	21.03	CSAH	21	MNTH-16 X-ING	★	★	★	★	★	★	★	\$ -
22	27.02	CSAH	27	CARSTEN CORNER DR AHD T-4	★	★	★	★	★	★	★	\$ -
23	33.01	CSAH	33	MNTH-76 X-ING	★	★	★	★	★	★	★	\$ -
24	21.02	CSAH	21	MNTH-44 X-ING	★	★	★	★	★	★	★	\$ -
25	5.01	CSAH	5	CSAH 25 RT (east)	★	★	★	★	★	★	★	\$ -
				CSAH-14 RT	★	★	★	★	★	★	★	\$ -

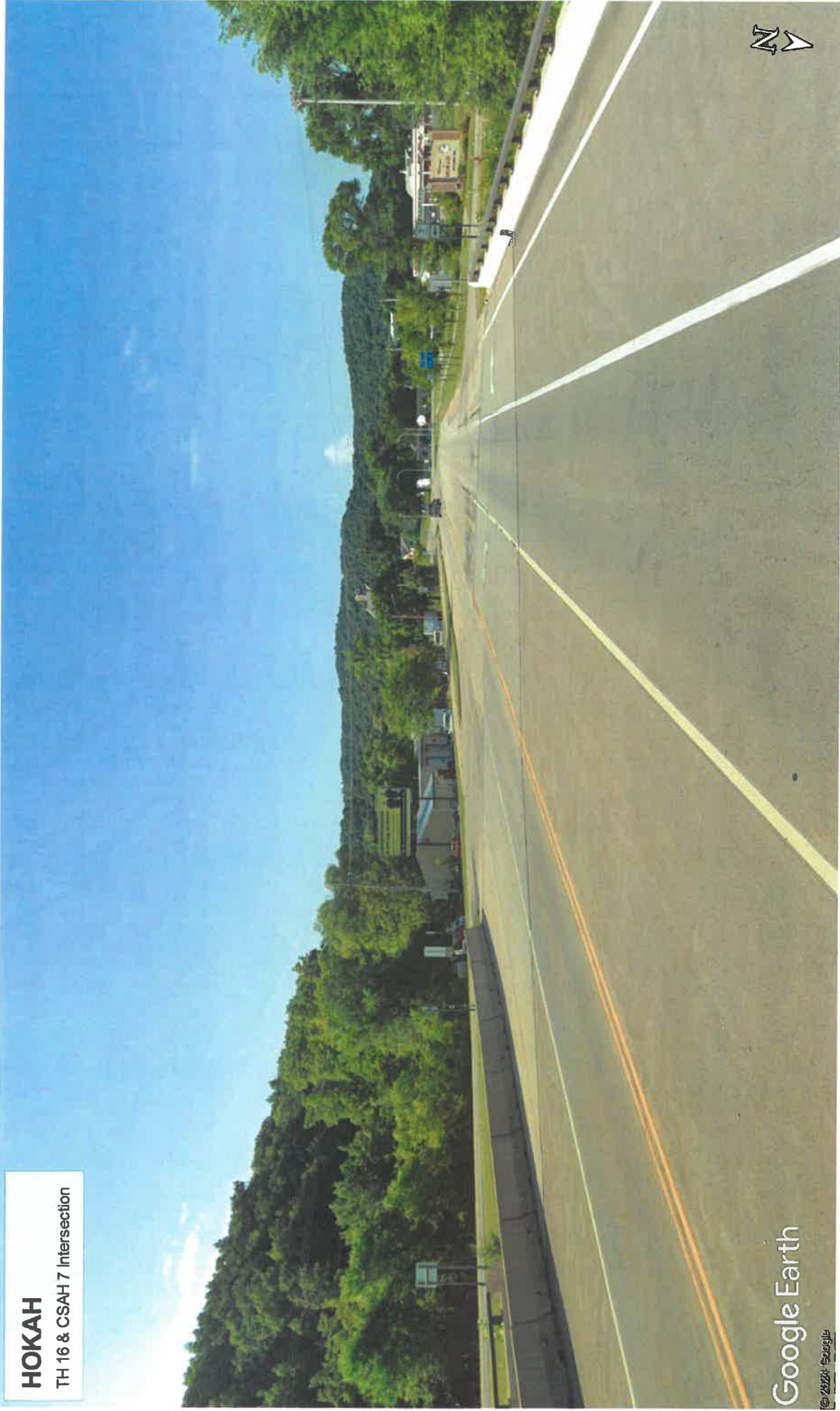
Totals	#	%
★ ★ ★ ★ ★	0	0%
★ ★ ★ ★ ★	0	0%
★ ★ ★ ★ ★	0	0%
★ ★ ★ ★ ★	2	8%
★ ★ ★ ★ ★	6	24%
★ ★ ★ ★ ★	16	64%
★ ★ ★ ★ ★	1	4%
★ ★ ★ ★ ★	0	0%
★ ★ ★ ★ ★	25	100%

Total Stars -- 9 19 0 0 18 11 2
 % That Gets Star -- 36% 76% 0% 0% 72% 44% 8%

Stars
 Skew - If intersection is skewed at an angle of 15 degrees or greater.
 On/Near Curve - If intersection is on or within 1,000 feet of curve.
 Development - If intersection aerial shows a commercial development with access near intersection.
 RR Xing - If intersection has a railroad crossing on any approach within 500 feet.
 Previous STOP (>5 mi) - If minor leg of intersection's previous STOP sign is greater than 5 miles away.
 Total Crashes - If intersection has at least 1 crash.
 Ratio (Min/Maj) - If intersection has an ADT ratio in the range of 0.4 to 0.8.

HOKAH

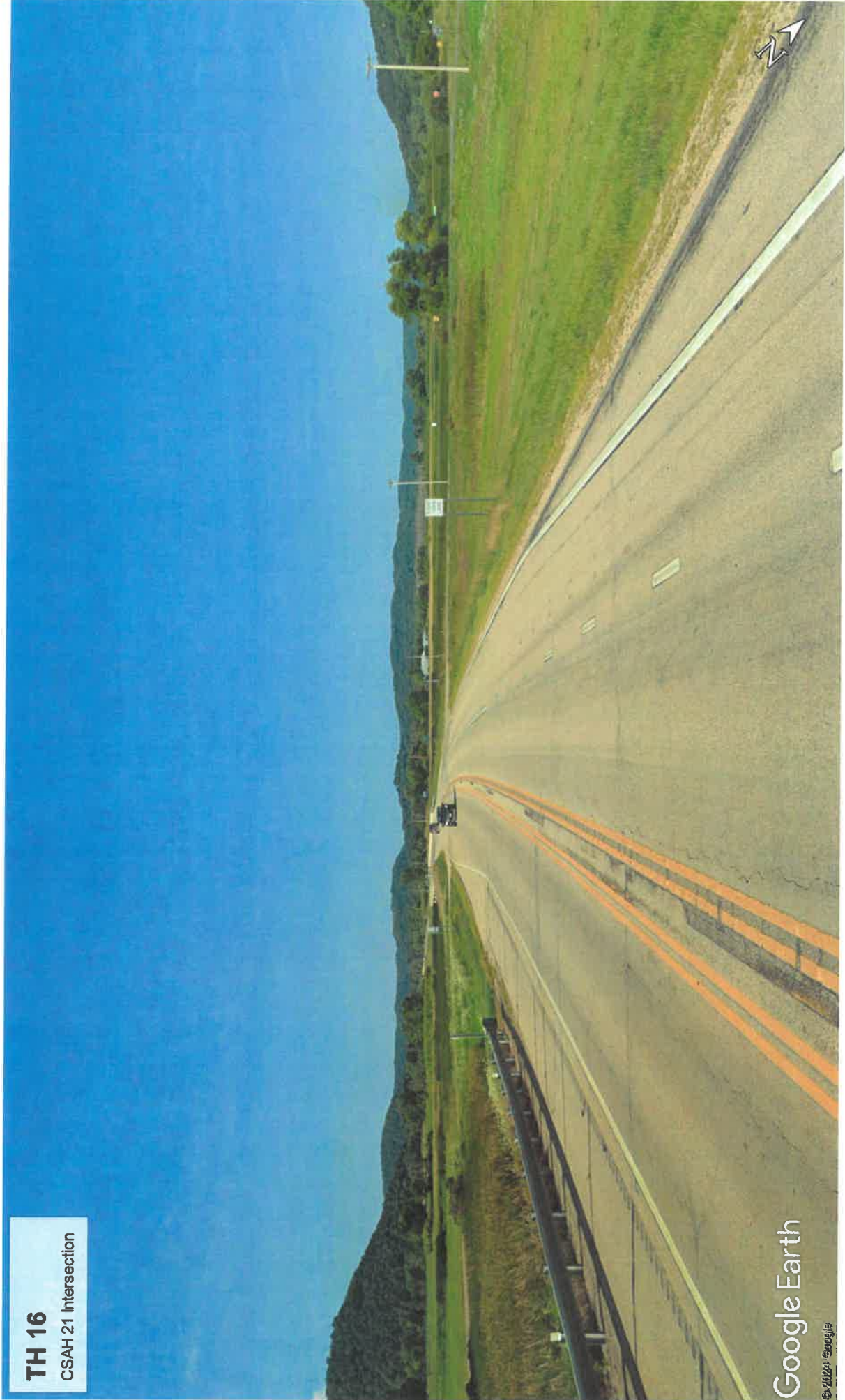
TH 16 & CSAH 7 Intersection



Google Earth

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TH 16
CSAH 21 Intersection



Google Earth

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