Le Sueur County, MN

Tuesday, June 27, 2017

Board Meeting

Item 12

WORKSHOP - Turnbacks

Staff Contact:

Le Sueur County Transportation Plan

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Le Sueur County – Transportation Plan

TABLE OF CONTENTS **Page**

LIST OF FIGURES & APPENDICIES

1.0 PURPOSE OF THE TRANSPORTATION PLAN

Le Sueur County operates and maintains a highway system, which in conjunction with local, regional, and state systems, helps to serve the transportation needs of its residents and businesses. As a result, the County contributes to or makes decisions, which affect all other transportation modes and systems. Within this context, the Le Sueur County Transportation Plan provides the framework for development of the Le Sueur County Transportation System. The Plan describes system principals and standards, evaluates the existing County transportation system, and identifies alternatives to address existing transportation system deficiencies.

Understanding the relationship between land use and transportation, this Plan is a guide to land owners, townships, cities, and Le Sueur County in preparing for future growth and development. As such, whether an existing road is proposed for upgrading or a land use change is proposed on a property, this Plan provides the framework for decisions regarding the nature of roadway infrastructure improvements necessary to develop and maintain a safe and efficient roadway system.

2.0 TRANSPORTATION SYSTEM PRINCIPLES AND STANDARDS

The transportation system principles and standards included in this Plan create the foundation for developing the transportation system, evaluating its effectiveness, determining future system needs, and implementing strategies to fulfill the goals and objectives identified.

2.1 Functional Classification

Recognizing that individual roads and streets do not serve independently in any major way, most travel involves movement through a network of roadways. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a roadway network. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification involves determining what functions each roadway should perform prior to determining its design features, such as street widths, design speed, and intersection control.

There are two sets of functional classification definitions for the Le Sueur County Transportation Plan, Urban and Rural. The urban roadway system includes Principal Arterials, Minor Arterials, Collectors, and Local Roadways. The rural roadway system includes Principal Arterials, Minor Arterials, Major and Minor Collectors, and Local Roadways. Both classifications have fundamentally different characteristics relative to density and types of land use and travel patterns. Le Sueur County's current classifications are illustrated in Figure 2.1 – Existing Roadway Functional Classification. It is also recognized that the roadway network in Le Sueur County is part of a greater regional roadway system. In particular, the function of Principal and Minor Arterial roadways extend beyond the Le Sueur County borders.

Urban System

The urban functional classification definitions shall apply to all incorporated cities of Le Sueur County including Cleveland, Elysian, Heidelberg, Kasota, Kilkenny, Le Center, Le Sueur, Montgomery, New Prague, and Waterville. Typically, as a roadway enters an urban area the functional classification of the roadway elevates one level to the next higher classification.

<u>Urban Principal Arterials (Portion of the Principal Arterial within a City)</u>

- *Primary Purpose:* Connect Le Sueur County with large urban areas and major cities
- *Character of Service:*
  - Accommodate the longest trips in the roadway network, typically greater than 8 miles.
  - Emphasis is focused on mobility rather than access.
  - Travel speeds of 55 mph or greater
  - Freeway/Expressway Design
- *System Role:* 2-4% of roadway miles
  30-55% of vehicle miles traveled
- *Spacing:* 6-12 miles

Urban Minor Arterials

- *Primary Purpose:* Link large urban areas, principal arterials, and regional business concentrations
- *Character of Service:*
  - Accommodates trips greater than 2 miles.
  - Emphasis is more on mobility than access.
  - Travel speeds of 30–55 mph
  - Urban highways
- *System Role:* 10-20% of roadway miles
  25-45% of vehicle miles traveled
- *Spacing:* 1-2 miles

Urban Collectors

- *Primary Purpose:* Establish local connectivity within Cities by interconnecting neighborhoods, business concentrations, and arterial roadways. Provide secondary connectivity between smaller towns.
- *Character of Service:*
  - Accommodates trips less than 5 miles.
  - Emphasis is balanced between mobility and access.
  - Travel speeds of 30–45 mph
  - 2-lane streets, parkways, multi-lane urban roadways
- *System Role:* 15-25% of roadway miles
  10-35% of vehicle miles traveled
- *Spacing:* ½-1 mile

Urban Local Streets

- *Primary Purpose:* Facilitate the collection of local traffic and convey it to Collectors and Minor Arterials.
- *Character of Service:*
  - Accommodates the trips less than 2 miles.
  - Emphasis is on access rather than mobility.
  - Travel speeds of 30 mph or less
  - 2-lane local streets
- *System Role:* 65-80% of roadway miles
  10-30% of vehicle miles traveled
- *Spacing:* As needed for access

Rural System

The rural functional classification definitions shall apply to all permanently rural and/or unincorporated areas in Le Sueur County.

Rural Principal Arterials (Portion of the Principal Arterial Outside of a City)

- *Primary Purpose:* Connect Le Sueur County with large urban areas and major cities
- *Character of Service:*
  - Accommodate the longest trips in the roadway network, typically greater than 8 miles.
  - Emphasis is focused on mobility rather than access.
  - Travel speeds of 55 mph or greater
  - Freeway/Expressway Design
- *System Role:* 2-4% of roadway miles
  30-55% of vehicle miles traveled
- *Spacing:* 6-12 miles

Rural Minor Arterials

- *Primary Purpose:* Link large urban areas and rural principal arterials to larger towns and regional business concentrations. Facilitate inter-county travel and connectivity.
- *Character of Service:*
  - Accommodates trips greater than 5 miles.
  - Emphasis is more on mobility than access.
  - Travel speeds of 55 mph
  - 2-lane and multi-lane rural highways
- *System Role:* 5-15% of roadway miles
  25-45% of vehicle miles traveled
- *Spacing:* 3-5 miles

Rural Major Collectors

- *Primary Purpose:* Provide secondary connectivity between cities and towns, county seat, regional parks, business concentrations, and regional educational facilities.
- *Character of Service:*
  - Accommodates the trips less than 8 miles.
  - Emphasis is balanced between mobility and access.
  - Travel speeds of 30–55 mph
  - 2-lane rural roadways
- *System Role:* 15-25% of roadway miles
  10-35% of vehicle miles traveled
- *Spacing:* As needed for connectivity

Rural Minor Collectors

- *Primary Purpose:* Facilitate the collection of traffic and convey it to Major Collectors and Minor Arterials. Provide connectivity between rural residential areas.
- *Character of Service:*
  - Accommodates the trips less than 5 miles.
  - Emphasis is on access rather than mobility.
  - Travel speeds of 30-55 mph
  - 2-lane rural roadways, local streets
- *System Role:* 15-25% of roadway miles
  10-25% of vehicle miles traveled
- *Spacing:* As needed for access and connectivity

Rural Local Roadways

- *Primary Purpose:* Land Access
- *Character of Service:*
  - Accommodates the trips less than 2 miles.
  - Emphasis is on access
  - Travel speeds of 30 mph
  - 2-lane local roadways
- *System Role:* 65-75% of roadway miles
  5-20% of vehicle miles traveled
- *Spacing:* As needed for access

2.2 Roadway Capacity

Capacities of roadways vary greatly and are directly related to many roadway characteristics including access spacing, traffic control, adjacent land uses as well as traffic flow characteristics such as percentage of trucks and number of turning vehicles.

Since roadway capacities vary greatly, each of the state and county roadways in Le Sueur County were assigned a designation to represent the general characteristic of the corridor. These designations, as well as the corresponding daily roadways capacities, are presented in the table below.

Table 2-1 – Roadway Capacity

Roadway Type & Description	Daily Capacity (vpd)
Gravel	300
Rural 2-lane 55 mph (State & county roadways in rural areas with speeds at 55 mph without the limitations of Rural 2-Lane Limited Roadway)	12,000
Rural 2-lane Limited (State & county roadways in rural areas with tight horizontal curves, steep vertical grades, sight distance restrictions, &/or reduced speed zones)	7,500
Urban 2-lane Arterial (State & county roadways in urban areas with the ability to maintain a 30 mph or greater speed; limited access from adjacent properties; have traffic control priority at intersections)	9,000
Urban 3-lane Arterial (Similar characteristics as the Urban 2-Lane Arterial but include a center left turn lane)	17,500
Urban 2-lane Local (County roadways with developed properties fronting & direct access; typical speeds at or below 30 mph)	7,500
Urban 4-lane, Undivided (State & county roadways with 2 continuous lanes of traffic in each direction; typically lack turn lanes and medians for traffic channelization; have developed properties fronting with direct access; speeds at or below 35 mph)	20,000
Urban 4-lane, Divided (State & county roadways with 2 continuous lanes of traffic in each direction separated by a median; typically median openings only at major cross streets with turn lanes for traffic sorting; speeds at or above 30 mph.	40,000
4-lane Freeway (State routes with access restricted to grade-separated interchanges; speeds at or above 60 mph)	70,000

A capacity deficiency exists when traffic volumes approach or exceed the capacity of the roadway. Roadway Level of Service (LOS) is used to assign a value to the level of congestion and efficiency of the roadway. The LOS is determined by the ratio of the actual roadway volume to the established capacity. In general, the higher the volume, the lower the LOS. There are six LOS, depending on the extent of congestion and service on the roadway. Le Sueur County should consider capacity improvements on roadways with a LOS D or worse. The LOS are defined in Table 2-2 Roadway Level of Service as follows:

Table 2-2 Roadway Level of Service

Level of Service	Volume to Capacity Ratio (V/C)
A	0.00 to 0.35
B	0.35 to 0.50
C	0.50 to 0.75
D	0.75 to 0.90
E	0.90 to 1.00
F	> 1.00

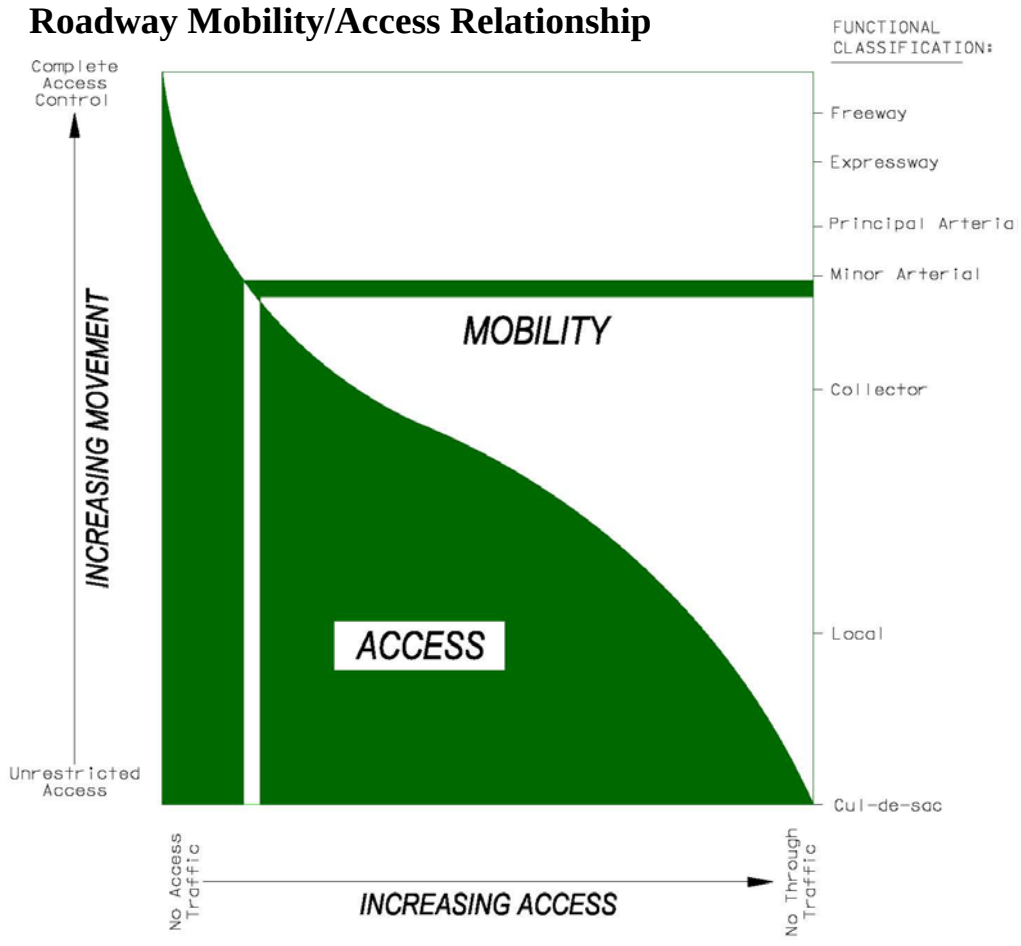
Source: Based on Highway Capacity Manual

2.3 Access Management Guidelines

Access management guidelines are developed to maintain traffic flow on the network so each roadway can provide its functional duties, while providing adequate access for private properties to the transportation network. This harmonization of access and mobility is the keystone to effective access management.

Mobility, as defined for this Transportation Plan, is the ability to move people, goods, and services via a transportation system component from one place to another. The degree of mobility depends on a number of factors, including the ability of the roadway system to perform its functional duty, the capacity of the roadway, and the operational level of service on the roadway system.

Access, as applied to the roadway system in Le Sueur County, is the relationship between local land use and the transportation system. There is an inverse relationship between the amount of access provided and the ability to move through-traffic on a roadway. As higher levels of access are provided, the ability to move traffic is reduced. The graphic below illustrates the relationship between access and mobility.



Each access location (i.e. driveway and/or intersection) creates a potential point of conflict between vehicles moving through an area and vehicles entering and exiting the roadway. These conflicts can result from the slowing effects of merging and weaving that takes place as vehicles

accelerate from a stop turning onto the roadway, or deceleration to make a turn to leave the roadway. At signalized intersections, the potential for conflicts between vehicles is increased, because through-vehicles are often required to stop at the signals. If the amount of traffic moving through an area on the roadway is high and/or the speed of traffic on the roadway is high, the number and nature of vehicle conflicts are also increased.

Accordingly, the safe speed of a road, the ability to move traffic on that road, and safe access to cross streets and properties adjacent to the roadway all diminish as the number of access points increase along a specific segment of roadway. Because of these effects, there must be a balance between the level of access provided and the desired function of the roadway.

In Le Sueur County, access standards and spacing guidelines are recommended as a strategy to effectively manage existing ingress/egress onto County roadways and to provide access controls for new development and redevelopment. The proposed access standards (driveway dimensions) are based on Minnesota Department of Transportation (Mn/DOT) State-Aid design standards. The access spacing guidelines for Le Sueur County are consistent with current practices of other counties and Mn/DOT. The hierarchy of the functional classification system should be maintained when applying the access spacing guidelines to the roadway network (i.e. at a Minor Arterial roadway, a Collector Street should have priority access over a Local Street or adjacent property). When there is opportunity for site/property access on more than one public roadway, access shall be taken on the lower-function or lower-volume roadway. Table 2-3 – Access Spacing Guidelines below presents the proposed access spacing guidelines for the Le Sueur County roadway network.

Table 2-3 – Access Spacing Guidelines

Type of Access	Minor Arterials			Minor & Major Collectors		
	Urban Core	**Urbanizing**	**Rural**	**Urban Core**	**Urbanizing**	**Rural**
Primary, Full Movement, Public Street	1/8-mile	1/4-mile	1/2-mile	1/8-mile	1/8-mile	1/2-mile
Conditional Secondary, Public Street	1/8-mile	1/8-mile	1/4-mile	1/16-mile	1/8-mile	1/4-mile
Traffic Signal Spacing	1/4-mile	1/4-mile	1/2-mile	1/8-mile	1/4-mile	1/2-mile
Site/Property Access	Permitted, Subject to Conditions	Not Permitted	Permitted, Subject to Conditions	Permitted, Subject to Conditions	Permitted, Subject to Conditions	Permitted, Subject to Conditions

Primary, Full Movement Public Street Access – These access types include other collector or arterial roadways that provide continuity in the roadway network and access to large geographic areas.

Conditional Secondary Public Street – These access types include other collector and other public (local) roadways. These accesses are subject to restricted movements, if needed, including right-in/right-out, left-in.

Traffic Signal Spacing – Traffic signal installation requires a Signal Justification Report (SJR) and is subject to the warrants provided in the Minnesota Manual of Uniform Traffic Control Devices. Signal placement typically coincides with a Primary, Full Movement Public Street Access.

Site/Property Access – These access types include any public or private access to a specific adjacent property. Examples of these types of accesses include private residences, townhome association roadways, retail malls, industrial sites, public and private schools, government offices. Site/Property access that is permitted but subject to restrictions shall be at the discretion of the County engineer.

Note: These guidelines apply to County roadways only. Mn/DOT has access authority on all roadways under their jurisdiction.

2.4 Geometric Design Standards

Geometric design standards are directly related to a roadway's functional classification and the amount of traffic that the roadway is designed to carry. For Le Sueur County, geometric design standards were developed based on Mn/DOT State-Aid requirements. The proposed geometric design standards for Major and Minor Collector roadways are illustrated in Table 2-4. Table 2-5 identifies the standards for Local Roadways in both a rural and urban environment. These standards were developed to achieve adequate capacity within the roadway network, as well as a level of acceptance by adjacent land uses. Each component identified is essential to a particular roadway's ability to perform its function in the roadway network.

Table 2-4 – Major and Minor Collector Roadway Design Standards

	2-Lane Undivided Rural AADT up to 1500	**2-Lane Undivided Rural * AADT 1500 - 12,000**	**2-Lane Undivided Urbanizing AADT up to 9000**	**3-Lane Undivided Urbanizing AADT up to 12,000**
Design Speed	55 mph	55 mph	30 – 40 mph	35 – 45 mph
Right-of-Way	80 – 100 ft	100 – 120 ft	66 – 100 ft	80 – 100 ft
Design Vehicle	WB-62	WB-62	WB-62	WB-62
Lane Width	12 ft	12 ft	12 ft	12 ft
Shoulder Width	4 ft	8-10 ft	10 ft	8 ft
Boulevard Width	N/A	N/A	6 – 10 ft	10 ft
Curb & Gutter	N/A	N/A	B624	B624/B424**
Grade	Up to 4.0%	Up to 4.0%	0.5% - 4.0% (desired)	0.5% - 4.0% (desired)
	Up to 6.0%	Up to 6.0%	0.5% - 6.0% (accepted)	0.5% - 6.0% (accepted)
Approach Grade	0.5% - 50ft Landing (desired)	0.5% - 50ft Landing (desired)	0.5% - 50ft Landing (desired)	0.5% - 50ft Landing (desired)
	2% - 25ft Landing (accepted)	2% - 25ft Landing (accepted)	2% - 25ft Landing (accepted)	2% - 25ft Landing (accepted)

* Also applies to Rural Minor Arterial Roadways
** B424 required when design speeds are 45 mph or greater

Table 2-5 – Local Roadway Design Standards			
	Local Rural	**Local Urban**	**Local Urban With On-Street Parking***
Design Speed	40 – 55 mph	30 – 40 mph	30 – 40 mph
Right-of-Way (minimum)	66 ft	66 ft	66 ft
Design Vehicle	S-BUS 40	S-BUS 40	S-BUS 40
Lane Width	12 ft	12 ft	12 ft
Shoulder Width	4 ft	4 ft	8 ft
Boulevard Width	N/A	6 ft	8 ft
Curb & Gutter	N/A	B618	B618
Grade	Up to 4% (desired)	Up to 4% (desired)	Up to 4% (desired)
	Up to 8% (accepted)	Up to 8% (accepted)	Up to 8% (accepted)
Approach Grade	0.5% - 50ft Landing (desired)	0.5% - 50ft Landing (desired)	0.5% - 50ft Landing (desired)
	2% - 25ft Landing (accepted)	2% - 25ft Landing (accepted)	2% - 25ft Landing (accepted)
* If on-street parking is needed or desired costs shall be born by the city.			

UURoadway Width – Roadway and travel lane widths are directly associated with a roadway's ability to carry vehicular traffic. On Major Collector and Minor Collector roadways, a 12' lane is required for each direction of travel. The 24' total travel width is needed to accommodate anticipated two-way traffic volumes without delay. In addition to the travel width, minimum shoulder widths are also required to accommodate stalled vehicles. Roadway widths not meeting the design standards will result in decreased performance of the particular roadway and additional travel demand on the adjacent roadway network components. For example, a sub-standard Major Collector roadway may result in additional travel demand on an adjacent Local street resulting in an overburden for adjacent landowners. Similarly, additional local circulation may result on an adjacent Minor Arterial resulting in reduced mobility for regional trips.

Sidewalk/Trail – Sidewalks and/or trails are encouraged in urban area adjacent to all Minor Collector, Major Collector, and Minor Arterial roadways to accommodate pedestrian, bicycle, and other non-motorized travel in a safe and comfortable manner and would be developed as a result of local initiative and funding. If bituminous trails are desired, an 8'-10' section meeting Mn/DOT bikeway standards is recommended. Concrete sidewalks of 5'-6' wide should be designed to comply with American's with Disabilities Act (ADA) requirements.

Design Speed – The design speed of a roadway is directly related to the roadway's function in the roadway system. The focus of Minor Arterial roadways is mobility, therefore these roadways should be designed to accommodate higher travel speeds. Likewise, Minor Collector roadways are more focused on accessibility and could be designed to accommodate lower travel speeds. The function of Major Collectors is balanced between mobility and accessibility, therefore these roadways should be designed accordingly.

Right-of-Way Width – Right-of-way width is directly related to the roadway's width and its ability to carry vehicular and pedestrian traffic in a safe and efficient manner. The roadway right-of-way widths identified in Table 2-4 are the minimum widths required. For Minor Collector streets in urban residential areas, a minimum right-of-way width of 66' is necessary for the added roadway width, as well as to provide added setback distance between the roadway and homes along the roadway. Right-of-way widths ranging from 80 – 100' are required on Major Collector roadways to accommodate the potential for higher traffic volumes and the need for additional lanes. All right-of-way requirements may be increased at the discretion of the County Engineer. Additional right-of-way width may be necessary to accommodate pedestrian facilities. Landscaping and/or berms should be placed outside of the County right-of-way.

Driveway Design Standards – Similar to roadway intersections, driveways create conflict points along county roadways. Improperly designed driveways may result in operational and safety deficiencies for both the roadway and driveway users. Design details for driveways on county roadways shall be consistent with Mn/DOT Standard Plates 7035 and 9000. The recommended driveway design standards for entrances on county roadways are presented below.

Table 2-7 – Driveway Design Standards

	Commercial Industrial Farm/Field	**Urban Residential**	**Rural Residential**
Width	32'	16'	24'
Maximum Grade	8%	10-15%	10-15%
Approach Grade	0.5% - 25' Landing	0.5% - 25' Landing	0.5% - 25' Landing
Entrance Radii	25'	NA	25'
Side Slope	1:6	NA	1:6

2.5 Roadway Jurisdiction

The jurisdictional designation of a roadway identifies which level of government owns and maintains it. This is an important element of a Transportation Plan, because it defines responsibilities for a roadway and affects many areas including regulatory, maintenance, construction, and financial. The current jurisdictional designation of roads within Le Sueur County is identified on Figure 2.2 – Existing Roadway Jurisdictional Designation.

Guidelines for Jurisdictional Designation

Jurisdictional designation is based on a variety of issues and factors including functional classification, system continuity, access control, type of trips served (purpose and length), traffic volumes, legal requirements, historical practices, and funding and maintenance issues. The primary goal in reviewing jurisdiction is to match the roadway's function with the unit of government best suited for its responsibility.

The following guidelines provide a framework to evaluate the jurisdiction of roadways in Le Sueur County. These guidelines will not determine if the jurisdictional transfers are feasible or politically acceptable, nor do they establish a timeframe under which transfers may occur. Instead, the guidelines define a common-sense approach for arriving at logical jurisdictional designations. It is not anticipated that all guidelines must be met in order for a jurisdictional designation to be recommended. However, a route meeting more criteria will have a stronger case for recommending a new route designation.

State Jurisdiction – Normally, state jurisdiction is focused on routes that can be characterized as follows:

- Functional classification of either a Principal Arterial or Minor Arterial;
- Typically longer routes serving statewide and interstate trips that connect larger population and business centers;
- Spaced at intervals that are consistent with population density, such that all developed areas of the state are within reasonable distance of an arterial (as a guide, rural arterial routes are considered to "serve" a community if it is within 10 miles or 20 minutes travel time on a minor arterial);
- Typically have design features (such as properly spaced access points), which are intended to promote higher travel speeds. They also accommodate more truck movements; and
- Typically carrying a major portion of trips entering and leaving urban areas as well as the majority of trips bypassing central cities.

County Jurisdiction – Typically, county jurisdiction is focused on routes that can be characterized as follows:

Rural Areas:

- Functional classification of Minor Arterial, Major Collector, or Minor Collector
- Provide essential connections and links not served by the Principal and other Minor Arterial routes. They serve adjacent larger towns that are not directly served by Principal and Minor Arterial routes, and they provide service to major traffic generators that have intra-county importance;
- Spaced at intervals that are consistent with population density so as to provide reasonable access to arterial or collector routes in developed areas;
- May provide links between local traffic generators and outlying rural areas.

Within Urban/Urbanizing Areas:

- Functional classification of either Principal Arterial or Minor Arterial;
- Carry higher traffic volumes or they provide access to major regional traffic generators (shopping centers, education centers, major industrial complexes);
- Provide connections and continuity to major rural collector routes accessing the urban/urbanizing area and they provide continuity within the urban/urbanizing area, but do not divide homogeneous neighborhoods;
- Emphasize higher mobility features than other Minor Arterial routes (i.e., some form of access management or access control).

City Jurisdiction – Typically, city jurisdiction is focused on routes that can be characterized as follows:

Collectors and Local streets that provide property access and local traffic circulation are normally under city jurisdiction. These streets typically constitute 65 to 80 percent of the entire urban system mileage and can be characterized as follows:

- Shorter in length (less than 1.5 miles) and carry low to medium volumes of traffic (500 to 3,000 ADT);
- Provide land access and traffic circulation to residential neighborhoods and to commercial and industrial areas (high access low mobility functions);
- May divide homogeneous residential neighborhoods to distribute trips to Arterial street system or their final trip destination.

Township Jurisdiction – Customarily, township jurisdiction is focused on rural routes that can be characterized as follows:

- Dead end routes;
- Low traffic volumes (less than 200 ADT);
- Functional classification of Local roadways;
- Minimal design features and most often are gravel surfaced;
- Primary purpose is to provide access to adjacent property;
- Link outlying rural areas to County Roads (CR) or County State Aid Highways (CSAH) and the route length is usually less than five miles between CR or CSAHs;
- Primarily serve farmsteads, small rural subdivisions, rural churches/cemeteries, and agricultural facilities;
- Have irregular access spacing, but most often provide access to farms, field entrances, and they sometimes “T” with other roadways or dead-end.

3.0 EXISTING TRANSPORTATION SYSTEM

An evaluation of the existing transportation system in Le Sueur County was completed and included evaluating crash records for accident trends, community growth trends to anticipate where roadways or intersections may approach capacity, and roadway continuity deficiencies.

3.1 Safety & Crashes

This planning-level analysis outlines the types of accidents most commonly occurring and where accident trends may exist. In the three-year time period from January 1, 2000 through December 31, 2002 there were 567 crashes on the county highway system in Le Sueur County. Crash data has been summarized and compared to statewide crash statistics for 2002. The results of this comparison indicates:

1. 183 crashes (32%) involved vehicles leaving their lane as either running off the roadway (right and left side) or sideswiping traffic in the opposing direction. In Le Sueur County, this number of vehicles leaving their lane is over twice the state average. These types of accidents may be the result of narrow shoulder and/or sharp curves.
2. 83 crashes (15%) occurred on ice-packed roadways. This number is 1.8 times the state average.
3. 249 crashes (44%) occurred during darkness at locations with no streetlights. While this rate is over 2.5 times the state average, it is recognized that most of this county highway system is rural.
4. 83 crashes (15%) involved vehicles overturning or rolling over. This is nearly 3 times the statewide average. These types of accidents may be the result of narrow shoulder widths, steep side slopes down to ditches, and/or sharp curves.
5. Young drivers in Le Sueur County were over-involved in county roadway crashes compared to statewide averages. 198 (26%) of the drivers involved in crashes were under the age of 19. This is 1.7 times the state average.

Crashes involving fixed objects along the roadside (23%) and involving deer (20%) were also over the statewide averages; however, the nature of the county roadway system and the characteristics of Le Sueur County would indicate that the exposure to these roadside hazards are higher. Given the higher exposure, the involvement does not seem higher than what would be expected.

The involvement of young drivers in crashes is also reflected in the statewide averages. Of particular note here is that Le Sueur County is over represented in this category. The 2000 Census was reviewed to see if the demographics of Le Sueur County would account for the higher than average involvement of young drivers in vehicle crashes. Le Sueur County had 27.4% of its total population under the age of 18 compared to the statewide average of 26.2%. The slight difference in age groups does not account for the 11% difference in involvement in crashes.

Specific locations were identified that experienced 5 or more crashes at the same location within the 3-year time period between January 1, 2000 and December 31, 2002. These include:

1. CSAH 11 at CSAH 13 north of Elysian. 2 crashes were recorded at the intersection and 4 additional crashes were recorded within 600' of the intersection.
2. CSAH 23 approximately 600' north of TH 99. 5 crashes were recorded at the same location.
3. CSAH 23 approximately 1 mile north of TH 99. 6 crashes were recorded at the same location.
4. CSAH 28 at CSAH 30 in Heidelberg. 6 crashes including one fatal were reported at this intersection.
5. CSAH 29 at CR 164 southeast of New Prague. 6 crashes occurred at the intersection or very close to the intersection.
6. CR 102 approximately ¼ mile south of TH 99. 5 crashes were recorded at the same spot at a point approximately 700' north of the railroad tracks.

It is noted that of the 11 crashes reported on CSAH 23 (items 2 and 3 above), 7 were deer crashes and the other 4 involved vehicles that ran off the roadway. The other locations involved other factors that need additional review to determine if improvements would help reduce crash occurrences, identify the appropriate safety improvement strategies and to evaluate the cost effectiveness of the strategies.

3.2 Volume & Capacity

According to the 2000 Census, each city in Le Sueur County had a population less than 5,000. According to the Minnesota Department of Administration, the estimated population in April of 2004 for the City of New Prague, which is located in both Le Sueur and Scott Counties, was 6,046, up nearly 33% from 2000. . The City of Le Sueur's population within the County grew in the same time period from 3,922 to 4,227, or by nearly 8%. While Le Sueur's corporate limits extend into Sibley County, only 3 households are located outside of Le Sueur County. The City of Montgomery experienced a similar growth rate to that of the City of Le Sueur, nearly 8%, from 2,794 in 2000 to 3,008 in 2004. These three cities located in the northern one-third of the County have accounted for approximately 57% of the County's growth since 2000. Cleveland, Washington, and Lanesburgh Townships grew by approximately 10% each between 2000 and 2004. Overall, cities' populations increased by over 10% from 2000 to 2004, compared to an average of approximately 5% for townships.

The County population in 2000 was 25,426, up 2,187 from 1990. In 2004, the estimated County population was 27,454, up approximately 8% from 2000. The overall character of the County is shifting from primarily rural, as current estimates indicate approximately one-half of the population lives in a city. However, the southern part of the County, around Lake Washington, Lake Jefferson, and German Lake are also experiencing development pressure and population growth.

While traffic forecasting was not completed as part of this Transportation Plan, based on the City of New Prague's existing (Map 7-3) and 2030 traffic volume projections (Map 7-5) located in Appendix A and the growth anticipated in the City of Montgomery and City of Le Sueur, it is anticipated that traffic volumes in the northern one-third of the County will increase at a greater rate than other portions of the County.

The traffic volumes on the county roads in Le Sueur County indicate that the traffic levels are well within road capacity thresholds. All road segment volumes recorded for 2003 indicated Average Daily Traffic (ADT) at levels below 5,000. The heaviest traveled road segments include:

- CSAH 26 in Le Sueur at 4,800 ADT (east of TH 112)
- CSAH 36 in Le Sueur at 4,350 ADT (west of TH 112)
- CSAH 26 in Montgomery at 4,350 ADT (east of TH 13/21)
- CR 164 in Lanesburgh Township at 3,100 (north of CSAH 29)

These traffic volumes indicate moderate congestion is likely at the intersections with state highways during the peak hours.

3.3 Roadway Continuity

The roadway network in Le Sueur County includes many segmented county roadways that are somewhat non-continuous. For purposes of longer, countywide trips, heavy reliance on the trunk highways in Le Sueur County is necessary. While this type of road network is adequate for a mostly rural county, it will become inadequate for developed and developing areas in the northern one-third of the County. As the population growth in these areas continue, the Major Collector network of county roads will need to be developed to make roadway connections to provide for the increasing mobility needs of the County.

4.0 FUTURE TRANSPORTATION SYSTEM

The future transportation system developed for Le Sueur County is based on principles and standards, strengths and limitations of the existing system, and anticipated future needs, including the urbanization of communities in the northern one-third of the County. The result is a transportation vision that supports the movement of people, goods, and services safely and efficiently.

4.1 Roadway Functional Classification

The existing functional classification system was last updated in 2003. The recommended future roadway functional classification for Le Sueur County is illustrated in Figure 4.1 and described in Table 4-1 below. This system was developed utilizing the functional classification criteria identified in Section 2.1 and the desired, long-term continuity vision described in Section 3.3.

It is noted that several of the future classification changes are in the northern one-third of Le Sueur County. This is due to the urbanization occurring and anticipated in this area. As identified in Section 2.1, in Urbanizing Areas, the spacing between roadways of the same classification becomes reduced (e.g. Urban Minor Arterial spacing is 1-2 miles, while Rural Minor Arterial spacing is 3-5 miles).

In municipal areas, roadway classifications increase one level upon entering the corporate city limits to reflect the differing roadway classifications in Rural and Urban areas, as described in Section 2.1. For simplicity and consistency in the regional roadway system, classifications of roadways within these urban areas are proposed to be consistent with the classification in rural areas. Roadway design standards and access management guidelines have been established for these roadways in both rural and urban areas to ensure their intended function and mobility needs can be achieved and maintained.

Table 4-1 Recommended Future Functional Classification Changes

Roadway	From (N or W)	To (E or S)	Existing Functional Classification	Future Functional Classification	Prerequisite for Change	Change Made
CSAH 30	TH 19	CSAH 26	Minor Collector	Major Collector	Upon reclassification of Scott County CSAH 11	Yes (2007 Update)
290th St. & 15th St.	CSAH 30	TH 13	Local	Minor Collector	Upon completion of upgrade to paved roadway and jurisdictional transfer is completed	No
CR 144	TH 19	CSAH 26	Local	Major Collector	Upon completion of continuous corridor from TH 19 to CSAH 29	Yes (2007 Update)
CR 144 Extension	CSAH 26	TH 21	None	Major Collector	Upon completion of new alignment	No
CSAH 29	TH 13	CSAH 28	Minor Collector	Major Collector	Upon completion of continuous corridor from TH 19	Yes (2007 Update)
CR 137	CSAH 28	CSAH 2	Local	Major Collector	Upon completion of upgrade to a paved roadway	No
CSAH 28	TH 13	CR 137	Major Collector	Minor Arterial	Completion of upgrade to 10-ton route in 2006, coordinate change with Rice County to include the Le Sueur County CSAH 28/Rice County CSAH 2 between TH 13 and TH 19	Yes (2007 Update)
New corridor	CSAH 26	TH 13	None & Local	Major Collector	Upon completion of continuous corridor	No
CSAH 11/ New Alignment	CSAH 9	CSAH 12	None	Major Collector	Upon completion of continuous corridor	No
CSAH 9 & CSAH 11 (east & north of Sanders Lake)	CSAH 11 (221st Ave.)	CSAH 12 (German Lake Rd.)	Major Collector	Minor Collector	Upon completion of CSAH 11realignment	No
CSAH 11/ Existing Alignment	CSAH 12	CSAH 9	Major Collector	Local	Upon completion of new alignment	No
CR 104/ New Alignment	CSAH 15	CR 103	Local	Minor Collector	Upon completion of continuous corridor	No

4.2 Safety Needs

To attempt to improve safety and reduce crash incidents, the County delineates county roadway edges and centerlines with striping. Re-striping the roadway edges and centerlines are completed on an annual basis. Additional efforts that may provide some benefit for the County include signing and providing street lighting at selected intersections. These are generally considered low-cost measures with high safety benefit.

As indicated in Section 3.2 – Safety and Crashes, young drivers in Le Sueur County are involved in vehicle crashes to a higher degree than the state average. Strategies to improve safety involving young drivers relate to education, enforcement, and licensing, rather than enhancements to roadway physical features.

It is recommended that the County conduct further analysis at the following crash locations to determine if improvements would help reduce crash occurrences:

- CSAH 11 at CSAH 13 north of Elysian
- CSAH 28 at CSAH 30 in Heidelberg
- CSAH 29 at CR 164 southeast of New Prague
- CR 102 approximately ¼ mile south of TH 99

It is also recommended that the intersection of TH 22 and CR 101 be monitored to review the effects that increased development in the Lake Washington area may have on intersection operations.

4.3 Capacity Needs

Due to the fairly low total population and the moderate growth experienced in the 1990's, traffic congestion on the overall County highway system is not anticipated in the foreseeable future. The highest traffic growth is anticipated in the northeast corner of the County near New Prague. Improvements to County Roads 29, 144, and 164 may be needed to support anticipated growth in this part of the County and to provide connectivity to the regional roadway system and to Scott County. The northerly extension of CR 144 to Scott County CSAH 15 is an example of the effort necessary to provide additional capacity to support the area's growth.

4.4 Continuity Needs

A vision of roadway continuity was developed to guide decisions relative to the spacing of roadways for functional classification purposes, as well as to understand priority corridors and traffic flow within the overall roadway network. Removing jogs in the corridors and improving overall roadway design will assist in the continuity of the overall system.

UNorth/South Corridors

- *TH 169* – located in the northwest corner of the County, this Principal Arterial roadway provides continuity north from the Twin Cities Metropolitan Area south to the City of Mankato and beyond to I-90, a Principal Arterial in the City of Blue Earth.

- *West County Border* – this series of roadways provide connectivity within Le Sueur County between the City of Mankato and the City of Le SueurC
  - TH 22 – provides connectivity between the City of Mankato to Kasota and the City of St. Peter. South of Mankato TH 22 connects to I-90, and to the north TH 22 connects to the Principal Arterials of TH 212 in Glencoe, TH 7 in Hutchinson, and TH 23 in Richmond.
  - CSAH 21 – connects the Minor Arterial roadways of TH 22 and TH 99.
  - CSAH 23 and CSAH 36 – connects TH 99 to the City of Le Sueur.

- *West Central* – the series of roadways including CSAH 15 and CSAH 26 connect the Lake Jefferson area to the City of Le Sueur and to TH 169. If CSAH 15 were extended approximately 3.5 miles north to CSAH 28 a more direct means to access to TH 169 would be provided.

- *Central* – County Road 11 provides connectivity between the Minor Arterial roadways of TH 60 near the south County border in the City of Elysian to TH 19 at the north County border. In Scott County, this roadway becomes CSAH 3 and connects to the City of Belle Plaine and TH 169.

- *East Central* – TH 13 extends through Le Sueur County. To the south this roadway connects to Waseca and I-90 in Albert Lea. To the north, TH 13 extends to TH 169 in the City of Jordan.

- *Northeastern* – CR 144 provides an alternate route for local traffic to travel between Montgomery and New Prague. Upon completion of the link between CSAH 29 and TH 19 this roadway will connect with Scott County CSAH 15, which provides connectivity to TH 169 in Shakopee. Upon completion of the link between CSAH 26 and TH 21, the CR 3/CR 144 corridor will provide a continuous route between Waterville and Scott County that bypasses the Cities of Montgomery and New Prague.

- *East County Border* – This Le Sueur/Rice County line road provides connectivity between CSAH 2 to CSAH 29/15th Street West. This will provide connectivity to TH 169 via Scott County CSAH 17 with the completion of the only missing segment located in the northern most 1 – 1½ miles, which would connect to TH 19 at TH 13 in Rice County.

<u>East/West Corridors</u>

- *TH 19* - The corridor provides connectivity between TH 169 and the Minnesota River on the west and TH 52 on the east. TH 19 at TH 169 is the only interchange located in the County.

- *Southern New Prague* – CSAH 29 from the east County line to TH 13, along with 2 miles of unpaved 15th Street SW and 290th Street west to CSAH 30, provide opportunity for a route that would serve as an alternative to the TH 19 through downtown New Prague.

- *Northern* – CSAH 28 provides connectivity between TH 169 in the City of Le Sueur on the west, and to the east the route connects to the City of Lonsdale and access to I-35 by means of TH 19.

- *North Central* – CSAH 26 provides connectivity to TH 169 in the City of Le Sueur on the west via TH 112 and TH 93. To the east the route extends through the City of Montgomery into Rice County where it becomes CSAH 1. An alternative route on the east side would utilize TH 21 rather than CSAH 26. To the east, this route provides connectivity to an existing interchange at I-35 in Rice County.

- *Central* – This route consists primarily of TH 99, connecting the Cities of Le Center and Cleveland to TH 169 in St. Peter and beyond to TH 14 at the City of Nicollet. To the east, the route in Rice County connects to I-35 in the City of Faribault.

- *South Central* – This corridor extends east from TH 99 in the City of Cleveland and connects to the east to CSAH 10 in Rice County, which provide indirect connectivity to the City of Faribault.

- *Southeastern* – This corridor extends from the City of Cleveland to Waterville utilizing CSAH 13, CSAH 12, CSAH 11, and TH 13 to access the City of Waseca. This route would also provide connectivity to other Waseca County and Steele County roadways to access I-35 in the City of Medford.

- *TH 60* – TH 60 connects southern Le Sueur County and the Cities of Elysian and Waterville to the west to TH 169 and TH 14 in Mankato, I-35 in Faribault.

4.5 Jurisdictional Transfer

The guidelines identified in Section 2.5 – Roadway Jurisdiction, were utilized as a basis for determining which roadways have been identified as candidates for jurisdictional transfer in the short term. It is anticipated that additional roadways will be identified as candidates for jurisdictional transfer as part of the next update to this Plan. While this Plan recommends a number of potential transfers, it is understood that not every candidate will actually be transferred as proposed in this Plan and that some revisions in the Plan may be made in the future based on changing needs and situations.

To better understand how all of the roadway mileage in Le Sueur County is distributed between the state, county, and local cities and townships compared with other counties in Mn/DOT District 7, a review was completed of the most current (1996) jurisdictional centerline data available. Le Sueur County has nearly twice the number of miles of state roadways classified as Major Collectors than any other county in District 7. It is the state's desire to have a highway system that is made of Principal Arterials and some Minor Arterials. Le Sueur County also has the highest amount of County roadways functionally classified as Local roadways at 28%. Blue Earth is similar at 23%, however other counties range between 4-18%. Conversely, township road mileage represents 29% of the mileage in the County, compared to 36-56% in other Counties.

Section 2.5 and findings from the Mn/DOT District 7 evaluation provide the rational for those roadways that have been targeted as transfer candidates. Further rationale is summarized as follows:

UUState to County – Roadways that are regionally significant, but are not significant statewide.

- TH 21 between TH 13 and the east County line – this 3-mile segment of roadway primarily connects the Cities of Montgomery and Faribault and has relatively low volume.
- TH 93 from the west County line to TH 112 – TH 93 as a whole provides connectivity between the Cities of Le Sueur and Henderson. Within Le Sueur County, the roadway segment is less than 0.25 miles and provides connectivity to TH 169. TH 93 primarily serves local and countywide traffic, and TH 13 and TH 99 primarily service regional traffic.
- TH 112 – this approximate 15-mile roadway provides connectivity from TH 169 in the City of Le Sueur to TH 99 in the City of Le Center. TH 112 primarily serves local and countywide traffic, and TH 13 and TH 99 primarily service regional traffic.

Table 4-2 – Potential Roadway Jurisdictional Transfer Candidates from Mn/DOT to County or City

Roadway	Segment	Approx. Miles	Prerequisite for Change
TH 21	TH 13 to Rice County border	3	Coordination with Rice County; State funding contribution
TH 93	TH 169 to TH 112	3 blocks	Coordination with Sibley County; State funding contribution
TH 112 (to County)	TH 169 to TH 99	15	State funding contribution
TH 112 (to City of Le Sueur)	North of CSAH 26	1	Upon city's population reaching 5,000 & obtaining Municipal State Aid status; State funding contribution

County to City or Township – Tables 4–3, 4–4, and 4–5 and Figures 4.2 and 4.3 identify the roadway corridors identified by Le Sueur County as potential transfer candidates from the County to a township or city. Generally, potential transfer candidates include *most* county roadways with annual average daily traffic (AADT) volumes less than 100 vehicles per day (based on 2002 data) and functionally classified as Local roadways. Rationale for not including some roadways with less than 100 AADT as candidates for transfer include: continuity provided, natural/rustic preservation route potential (e.g. CR 116 north of CR 134), connectivity to Le Sueur County buildings, previous investment, and/or further review of traffic movement needed.

Roadways identified as potential transfer have been categorized into three (3) different levels to emphasize those corridors that the County wishes to focus discussions on in the near term versus those that would be discussed at some point in the future. Candidates in Level 1 generally have a lack of connectivity with other roads, serve to provide local circulation or property access, and have minimal conditions to be met before a change in jurisdiction could occur (e.g. reconstruction not necessary). Level 3 candidates have a low potential for through traffic, however other considerations may need to be evaluated or actions taken before a transfer in jurisdiction would be appropriate.

Table 4-3 – Level 1 Potential Roadway Jurisdictional Transfer Candidates from Le Sueur County

Roadway	Segment	Approx. Miles	Transfer To	Prerequisite for Change
CR 103	CR 104 to E end of 480th St.	2.5	Washington Twp.	None, could be implemented immediately
CR 104	CSAH 18 to S end of Twp.	.5	Cleveland Twp.	Upon completion of realignment of 281st Ave. southerly extension
	N end of Twp. 464th St.	.25	Washington Twp.	
CR 111	CR 110 to CSAH 15	2	Cleveland Twp.	None, could be implemented immediately
CR 123	CSAH 32 to 191st Ave.	2	Derrynaine & Lexington Twps.	None, could be implemented immediately
	340th St. to CSAH 26	.5	Lexington & Montgomery Twp.	
CR 127	CSAH 11 to CSAH 2	2.5	Cordova Twp.	None, could be implemented immediately
CR 140	TH 13 to TH 13 (E side)	2.5	Montgomery Twp.	None, could be implemented immediately
CR 148	TH 99 to City of Cleveland	3	Cleveland Twp. City of Cleveland	None, could be implemented immediately
	W end of City to TH 99	.25		None, could be implemented immediately
CR 149	CR 113 to CR 114	1.5	Lexington Twp.	None, could be implemented immediately
CR 150	CR 110 to CR 114	.75	Cordova Twp.	None, could be implemented immediately
CR 151	S. Maple Ave. to CSAH 2	1.5	Cordova Twp.	None, could be implemented immediately
CR 152	CR 115 to Fairway Ln.	.75	Ottawa & Sharon Twp.	None, could be implemented immediately
CR 153	CR 115 to 368th St.	.75	Sharon Twp.	None, could be implemented immediately
CR 160	CSAH 3 to TH 21	1.5	Montgomery Twp.	None, could be implemented immediately
CR 162	171st Ave. to Montgomery Ave.	1	Montgomery Twp.	None, could be implemented immediately
CSAH 28	TH 169 to CSAH 28 (Cambria Ave.)	.25	City of Le Sueur	None, could be implemented immediately
CSAH 37	CSAH 35 to TH 112	.75	City of Le Sueur	None, could be implemented immediately
CSAH 40	E Washington St. to CSAH 39	2 blocks	City of Le Center	None, could be implemented immediately
CSAH 42	CSAH 21 to S. Mill St.	.25	City of Kasota	None, could be implemented immediately
CSAH 43	Hill St. to Main St.	2 blocks	City of Kasota	None, could be implemented immediately
CSAH 44	Hill St. to Main St.	2 blocks	City of Kasota	None, could be implemented immediately
CSAH 47	CSAH 46 (Broadway St.) to CSAH 15	.25	City of Cleveland	None, could be implemented immediately
CSAH 48	TH 99 to Broadway St.	.05	City of Cleveland	None, could be implemented immediately
CSAH 52	CSAH 14 S to W Hoosac St. N to CSAH 14	.5	City of Waterville	None, could be implemented immediately
CSAH 55	CSAH 3 to Laurel Ave. back to CSAH 3	.3	Kilkenny Twp.	None, could be implemented immediately
CSAH 60	TH 19 to CSAH 29	1	City of New Prague	Upon annexation
CSAH 63	CSAH 3 to S 1st St.	.1	City of Waterville	None, could be implemented immediately

Table 4-4 – Level 2 Potential Roadway Jurisdictional Transfer Candidates from Le Sueur County

Roadway	Segment	Approx. Miles	Transfer To	Prerequisite for Change
CR 102	Portion of roadway between City Limits and TH 22	.25	City of Kasota	Upon complete annexation of the land adjacent to the roadway
	TH 22 to CSAH 19	2.5	Kasota Twp.	None, could be implemented immediately
CR 105	CSAH 18 to E end of Twp.	1	Kasota Twp.	None, could be implemented immediately
	W end of Twp. to 470th Ln.	1.5	Washington Twp.	
CR 106	CSAH 18 to S. end of Twp.	1	Cleveland Twp.	None, could be implemented immediately
	N. end of Twp. to 464th St.	.25	Washington Twp.	
CR 108	CR 110 to CSAH 20 & 285th Ave. to CSAH 15	1.5	Cleveland Twp.	None, could be implemented immediately
CR 113	CSAH 26 to CR 110	5	Sharon & Lexington Twp.	None, could be implemented immediately
CR 118	CSAH 11 to CSAH 28	3.5	Derrynaine Twp.	None, could be implemented immediately
CR 120	CR 118 to CSAH 32	2	Derrynaine Twp.	None, could be implemented immediately
CR 122	CSAH 32 to E. Twp. border	3.5	Derrynaine Twp.	None, could be implemented immediately
	W. Twp. border to CSAH 30	1	Lanesburgh Twp.	
CR 125	CSAH 32 to CR 136	3	Lexington Twp.	None, could be implemented immediately
CR 128	CSAH 11 to 201st St.	2.5	Cordova Twp.	None, could be implemented immediately
CR 129	N of TH 60 on E Twp. border	.25	Elysian Twp.	Need to coordinate with Blue Earth County to maintain connectivity to Blue Earth County CR 189
CR 131	TH 60 to E Twp. border	.25	Elysian Twp.	None, could be implemented immediately
	W Twp. border to CSAH 6	1.5	Waterville Twp.	
CR 132	CSAH 3 to Le Sueur Ave.	2	Waterville Twp.	None, could be implemented immediately
CR 133	CSAH 10 to CR 137	2.5	Waterville Twp.	None, could be implemented immediately
CR 135	TH 13 to CR 137	3.5	Kilkenny Twp.	None, could be implemented immediately
CR 136	400th St. (CR 138) to TH 13	4.5	Kilkenny Twp.	None, could be implemented immediately
CR 138	CR 136 to CR 137	5.5	Montgomery & Kilkenny Twps.	None, could be implemented immediately
CR 139	CSAH 3 to CR 137	2	Montgomery Twp.	None, could be implemented immediately
CR 141	CR 136 to CR 161	2	Montgomery Twp.	None, could be implemented immediately
CR 157	CR 118 to CR 121	2.75	Derrynaine Twp.	None, could be implemented immediately
CR 158	CR 125 to TH 99	3	Lexington Twp.	None, could be implemented immediately
CR 159	CR 135 to 430th St. (CR 134)	2	Kilkenny Twp.	None, could be implemented immediately
CSAH 3	CSAH 26 to TH 21	1	City of Montgomery	Upon completion of southerly extension of CR 144
CSAH 9	CSAH 11 (221st Ave.) to CSAH 7 (201st Ave.)	2.5	Elysian & Cordova Twps.	County to take over portions of 193rd Ave., 490th St., and 201st Ave. between CSAH 12 and CSAH 14
CSAH 40	CSAH 39 to TH 99	4 blocks	City of Le Center	None, could be implemented immediately
CSAH 41	CSAH 21 to east city limits	.5	City of Kasota	None, could be implemented immediately
CSAH 53	CSAH 3 to TH 13	.5	City of Waterville	None, could be implemented immediately
CSAH 56	CSAH 57 to CSAH 3	.25	City of Montgomery	Upon completion of realignment of CSAH 3

Table 4-5 – Level 3 Potential Roadway Jurisdictional Transfer Candidates from Le Sueur County

Roadway	Segment	Approx. Miles	Transfer To	Prerequisite for Change
CR 110	CSAH 23 to TH 99	8.5	Ottawa, Sharon, Kasota & Cleveland Twps.	Upon transfer of TH 112 from State to County
CR 112	CSAH 26 to 400th St.	5	Sharon Twp.	None, could be implemented immediately
	400th St. to CSAH 2	2.5	Cleveland Twp.	
CR 114	CSAH 11 to CSAH 26	1	Lexington Twp.	None, could be implemented immediately
CR 118	TH 169 to CSAH 11	4.5	Tyrone Twp.	Upon closure of access to TH 169
CR 121	TH 19 to 340th St.	6	Derrynaine Twp.	None, could be implemented immediately
	340th St. to CSAH 26	1	Lexington Twp.	
CR 164	CR 145 to CR 137	3.5	Lanesburgh Twp.	None, could be implemented immediately

UUCity or Township to County – Table 4–6 identifies the potential roadway jurisdiction transfer candidates from a township to the County. Rational for transferring specific roadways include the corridor provides regional connectivity, or in the case of 290th Street, it relieves local traffic from using TH 19.

Table 4-6 – Potential Roadway Jurisdictional Transfer Candidates from Township to County

Roadway	Segment	Approx. Miles	Transfer From	Prerequisite for Change
Sassel Lake Ln.	CSAH 11 and N	1	Elysian Twp.	Upon completion of southerly extension of CSAH 9 to CSAH 11 and upgrade to a paved route
193rd Ave.	CSAH 14 to 490th St.	1	Elysian Twp.	Upon completion of upgrade to paved route
201st Ave.	CSAH 12 to 490th St.	.75	Elysian Twp.	Upon completion of upgrade to paved route
290th St.	CSAH 30 to TH 13	2	Lanesburgh Twp.	Upon completion of upgrade to paved route
311th Ave.	416th St. to 418th St.	.25	Cleveland & Kasota Twps.	None
370th Ave.	CSAH 20 to 416th St.	.5	Cleveland Twp.	None
416th St.	370th Ave. to Cherry Creek Ln.	.5	Cleveland Twp.	None
490th St.	201st Ave. to 193rd Ave.	.75	Elysian Twp.	Upon completion of upgrade to paved route

Based on the recommended jurisdictional transfers, a summary of mileage impacts to each roadway system in presented in Table 4-7 – Jurisdictional Transfer Mileage Summary.

Table 4-7 Jurisdictional Transfer Mileage Summary

Jurisdiction	Existing Mileage (miles)	Potential Future Mileage (miles)	Potential Net Change (miles)
State	110.5	90.5	–20
County	504.6	398.5	–106
City	84.0	93.25	+9.25
Township	305.1	422.75	+117.75

UUUUUUFunding Transfer Candidates – Figures 4.2 and 4.3 also identify the roadway corridors targeted by Le Sueur County as candidates for a transfer in funding source from a county state aid highway to county road funding designation. The following is the criteria necessary for county state aid highway designation based on current state rules (October 2006):

- Projected to carry relatively heavier traffic volume or is functionally classified as collector or arterial as identified on the county's functional classification plans as approved by the county board;
- Connects towns, communities, shipping points, markets within a county or in adjacent counties; provides access to rural churches, schools, community meeting halls, industrial areas, state institutions, and recreational areas; or serves as principal rural mail route and school bus route; and
- Provides an integrated and coordinated highway system affording, within practical limits, a state aid highway network consistent with projected traffic demands.

Jurisdictional Transfer Implementation

Before addressing specific transfers, it is recommended that Le Sueur County develop a Memorandum of Understanding (MOU) that outlines the process for negotiating potential jurisdictional changes. The MOU would address issues such as:

1. Schedule or Timeframe of Proposed Transfers
   - A non-binding schedule (goal) for the jurisdictional transfer of identified routes within the 2025 timeframe.

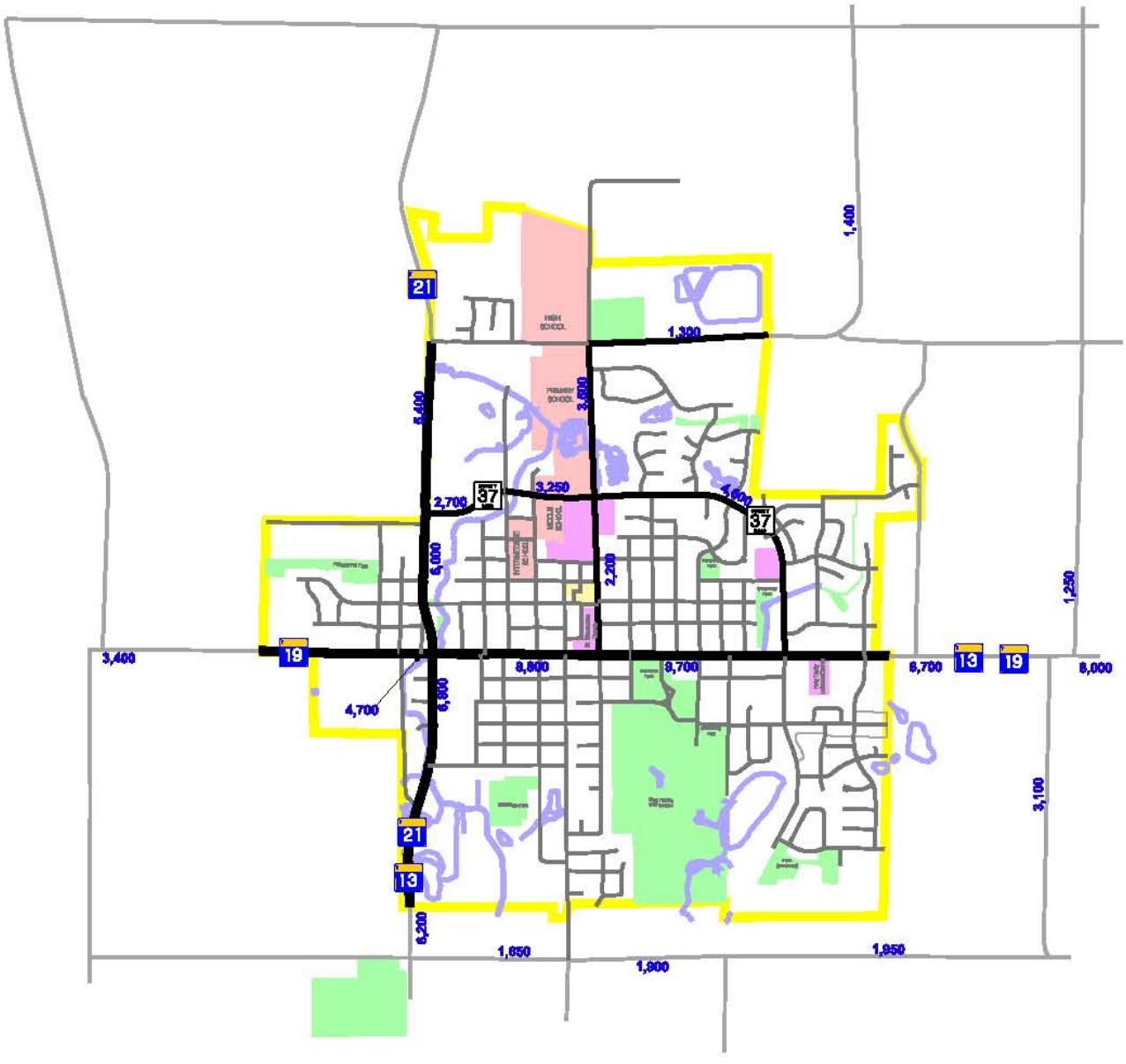
2. System Issues and Legal Requirements
   - The ability to transfer mileage between the state, state-aid and local road system
   - The receiving agency's ability to use funding from turnback accounts for maintenance and improvements.
   - The requirements if a route is reverted to a township (i.e., the county must meet the requirements set forth in Minnesota Statutes, which require a public hearing, completion of repairs or improvements to meet standards for comparable roadways in the town and continued maintenance for a two-year period before date of revocation).
   - Further limitations on establishment, alteration, vacation or revocation of county highways as described in Minnesota Statutes Section 163.11.

3. Planning and Programming Issues
   - Any allocation of funds that will be made available from the transferring agency to the receiving agency.

4. Project Development, Design and Construction Issues
   - The process for development of projects, studies, right-of-way acquisition, design and construction of transferred routes.
   - The design and construction standards to be used for projects.
   - The process and framework for cost-sharing agreements.

5. Operational and Maintenance Issues
   - The responsibilities for utility permits, driveway access permits, changes to traffic controls and signing, and level of routine regular maintenance.

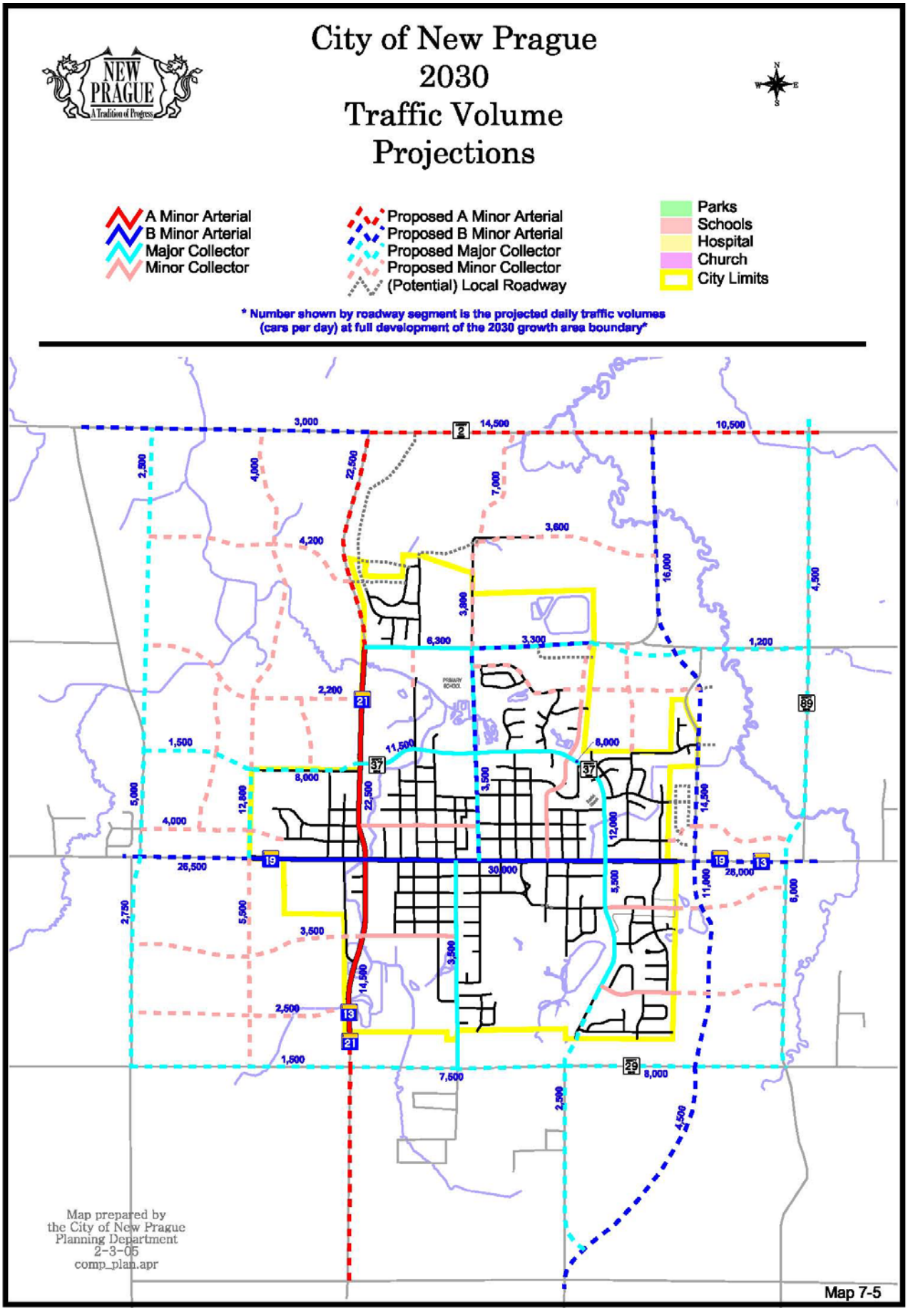
City of New Prague Traffic Count Map



Map prepared by
the City of New Prague
Planning Department
7/22/04
comp_plan.apr

Sources: Traffic count information received from MnDOT, Scott and LeSueur County 2002 and 2003 traffic flow maps.

Map 7-3



Prepared by: Bolton & Menk, Inc.
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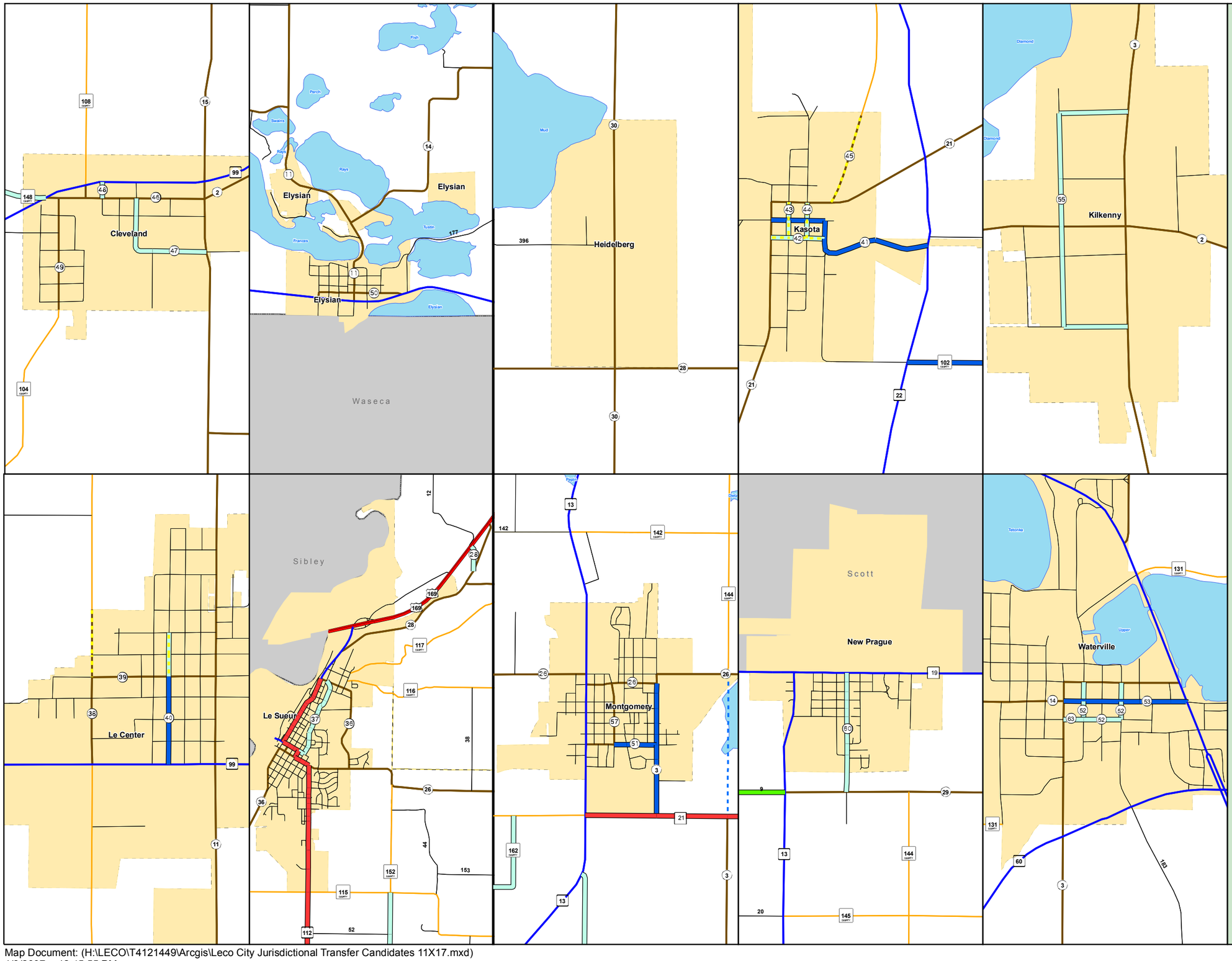
LE SUEUR COUNTY TRANSPORTATION PLAN RECOMMENDED ROADWAY JURISDICTIONAL TRANSFER CANDIDATES WITHIN CITIES

FIGURE NO. 4.3



Legend

Jurisdiction Transfer Candidates

- State to County
- County to Local Level 1
- County to Local Level 2
- County to Local Level 3
- Local to County

Funding Transfers

- CSAH to CR

Le Sueur County Roads

- U.S. Trunk Highway
- Minnesota Trunk Highway
- County State Aid Highway
- County Road
- Township Road
- Municipal Street
- Other
- Ramp
- City/Village Boundary
- Township Boundaries
- Protected Waters Inventory

NOTE: CSAH=COUNTY STATE AID HIGHWAY
CR=COUNTY ROAD

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Consulting Engineers & Surveyors

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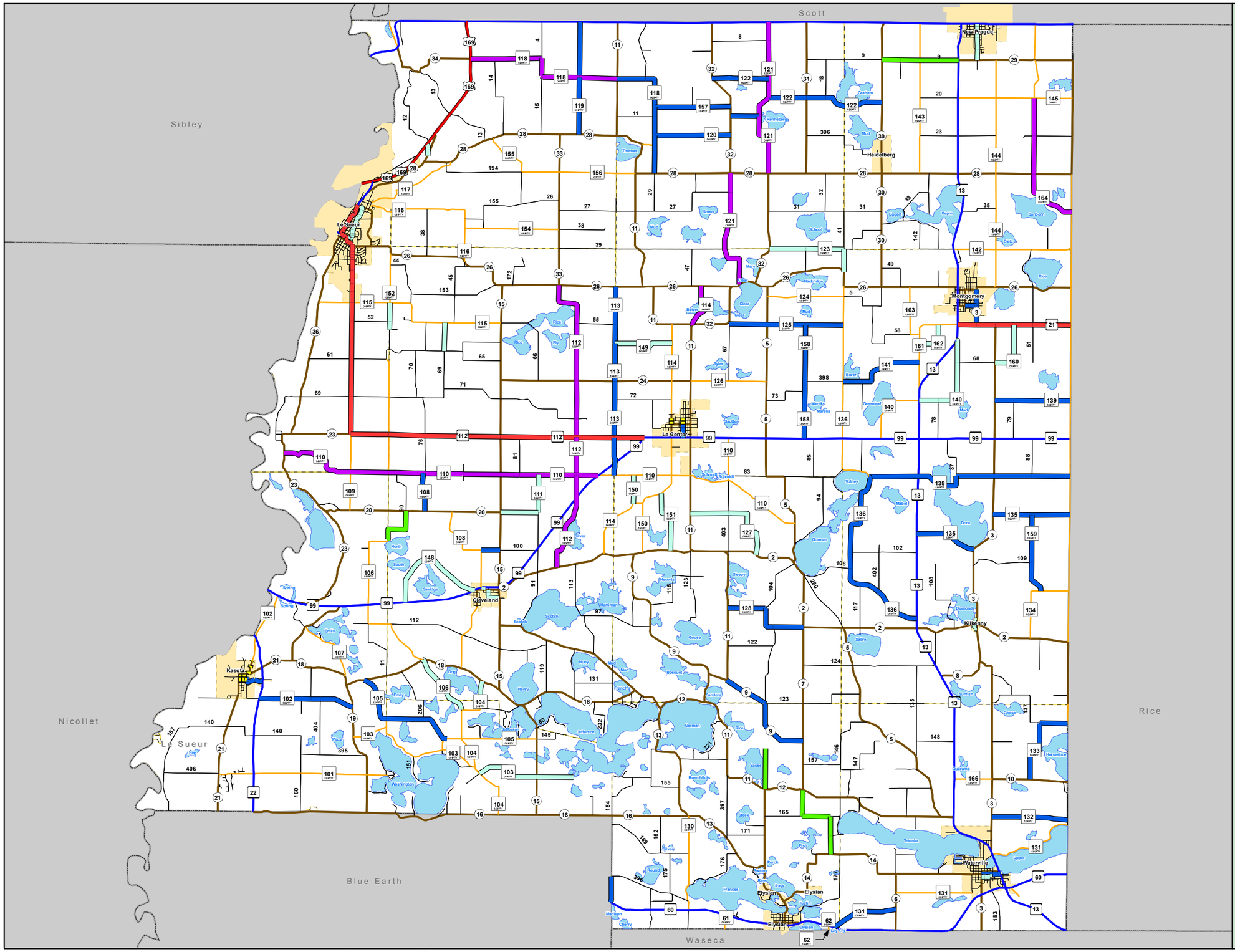
LE SUEUR COUNTY TRANSPORTATION PLAN RECOMMENDED ROADWAY JURISDICTIONAL TRANSFER CANDIDATES

FIGURE NO. 4.2



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Jurisdiction Transfer Candidates

- State to County
- County to Local Level 1
- County to Local Level 2
- County to Local Level 3
- Local to County

Funding Transfers

- CSAH to CR

Le Sueur County Roads

- U.S. Trunk Highway
- Minnesota Trunk Highway
- County State Aid Highway
- County Road
- Township Road
- Municipal Street
- Other
- Ramp
- City/Village Boundary
- Township Boundaries
- Protected Waters Inventory

NOTE: CSAH=COUNTY STATE AID HIGHWAY
CR=COUNTY ROAD

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2.5 0 2.5 Miles

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163.11 MS 1957 [Renumbered 441.265]

163.11 POWERS RELATING TO HIGHWAYS.

Subdivision 1. **Resolution.** County highways may be established, altered, vacated, or revoked by resolution of the county board. Any public highway within the county, other than a trunk highway, municipal state-aid street, or county state-aid highway, may be taken over as a county highway by resolution of the county board.

Subd. 2. **Contents of resolution.** The resolution shall contain a description of the highway. In the case of a newly established highway or the alteration of a highway, the resolution shall also contain a description of the several tracts of land through which the highway passes, the names of all persons known by the board to be the owners and occupants of each tract, and a description of the right-of-way, if any, needed therefor from each tract and the interest or estate therein to be acquired.

Subd. 3. **Acquiring necessary property.** All lands or properties needed for the establishment, location, relocation, construction, reconstruction, improvement, and maintenance of a county highway may be acquired by purchase, gift, or eminent domain proceedings as provided in chapter 117 and acts supplemental thereto, or as in section 163.12, subdivisions 1 to 10.

Subd. 4. **Vacation.** When a newly established, relocated, or altered county highway is opened for travel which takes the place of and serves the same purpose as any portion of another county highway, the county board may vacate any such portion of the other highway by resolution. The board shall cause personal service of the resolution to be made upon each occupant of land through which the vacated portions passed and shall also post notice of the resolution for at least ten days. A copy of the resolution together with proof of service and affidavit of posting shall be filed in the county auditor's office. Within 30 days after the service, any person claiming to be damaged by the vacation may appeal to the district court of the county for a determination of damages by serving notice of the appeal upon the county board and filing same with proof of service in the office of the court administrator of the district court. The appeal shall state the nature and the amount of damages claimed. It shall be tried in the same manner as an appeal from an award in eminent domain proceedings.

Subd. 4a. **Designation as county cartway.** A county board that has vacated a county highway under subdivision 4 may designate, as part of the vacating resolution, the former county highway as a county cartway. A highway designated as a county cartway is a county highway for purposes of this chapter, but the county board may not expend money from its road and bridge fund on the maintenance or improvement of a county cartway unless the county board determines that the expenditure is in the public interest. With the exception of the process provided in subdivision 5a, a county highway right-of-way that has been vacated, extinguished, or otherwise removed from the county highway system may not revert to a town.

Subd. 5. **Revocation and reversion; vacation by city or town.** The county board, by resolution, may revoke any county highway. The highway shall thereupon revert to the town in which it is located; provided that any such revoked highway or portion thereof lying within the corporate limits of any city shall become a street of such city. Roads or streets or any portion thereof so revoked and turned over to the town or city may be vacated by the town or city in the same manner as other town roads or city streets are vacated. If the vacation occurs within one year after the revocation by the county, damages occasioned by the vacation shall be paid by the county out of its road and bridge fund. No award of damages shall be made by the town or city for such vacation without the concurrence of the county board, and no action brought to recover damages for the vacation shall be settled or otherwise disposed of without the consent of the county board.

The county board may defend any action brought to recover damages for the vacation in the same manner and to the same extent as in a proceeding to vacate a county highway.

Subd. 5a. **Hearing on reversion to town.** Before adopting a resolution revoking a county highway that would revert in whole or in part to a town, the county board shall fix a date, time and place of hearing in the town where the highway is located to consider the revocation. Not less than 30 days before the hearing, the county board shall serve notice of the hearing by certified mail on each member of the town board of supervisors. At the hearing the town board and all interested persons shall be entitled to be heard and express their views on the proposed reversion of the highway to the town. After the hearing the county board may adopt a resolution revoking the highway. The resolution revoking the highway shall not be effective until the following conditions are met:

(1) the county has completed repairs or improvements on the highway that are necessary to meet the county standards for a comparable road in the county in which the town is located; and

(2) the county has properly recorded with the county recorder all county interest in real estate used for the highway.

Subd. 5b. **Revoked highway; maintenance.** A county highway that is revoked by a county board to a town under this section shall be maintained by the county for a period of two years from the date of revocation.

Subd. 6. **Prior acts confirmed.** Any prior action taken by any county board revoking any county highway and turning over such highway to any township as a town road is hereby recognized and confirmed.

Subd. 7. **Extinguishing interest in abandoned highway.** (a) The county board may by resolution and without other action pursuant to this section or other law disclaim and extinguish a county interest in a county highway if:

(1) the interest is not a fee interest;

(2) the interest was established more than 40 years earlier;

(3) the interest is not recorded with the county recorder;

(4) no highway improvement has been constructed on a right-of-way affected by the interest; and

(5) no highway maintenance on a right-of-way affected by the interest has occurred within the last 40 years.

(b) The resolution shall be filed and recorded with the county auditor and recorder, and with the local governing body of any organized township or municipality.

Subd. 8. **Extinguishing interest in highway abutting public water; notice.** Not less than 30 days before the hearing on any resolution to vacate, disclaim, or extinguish a county highway or an interest in a county highway that terminates at or abuts upon any public water, the county board shall serve notice of the hearing by certified mail on the commissioner of natural resources. The notice under this subdivision is for notification purposes only and does not create a right of intervention by the commissioner of natural resources.

Subd. 9. **Transfer of jurisdiction over county highway.** Notwithstanding subdivision 5, the county board may transfer jurisdiction and ownership of a county highway to another road authority, an agency of the United States, an agency of the state, or to an Indian tribe upon agreement between the county and the

authority, agency, or tribe to which the transfer is being made. Subdivision 5a provides the exclusive method of county highway reversion to towns.

History: *1959 c 500 art 4 s 11; 1973 c 123 art 5 s 7; 1978 c 460 s 1; 1978 c 674 s 60; 1980 c 402 s 1; 1983 c 125 s 1; 1985 c 169 s 3,4; 1986 c 444; 1Sp1986 c 3 art 1 s 82; 1989 c 183 s 2; 1994 c 436 s 1; 1Sp2003 c 19 art 2 s 16,17*

162.02 MS 1957 [Repealed, 1959 c 500 art 6 s 13]

162.02 COUNTY STATE-AID HIGHWAY SYSTEM.

Subdivision 1. **Creation.** There is created a county state-aid highway system which must be established, located, constructed, reconstructed, improved, and maintained as public highways by the counties under rules not inconsistent with this section made and promulgated by the commissioner as provided in this chapter. The counties are vested with the rights, title, easements, and their appurtenances, held by or vested in any of the towns or municipal subdivisions or dedicated to the public use prior to the time a road or portion of a road is taken over by the county as a county state-aid highway.

Subd. 2. [Repealed, 2014 c 227 art 1 s 23; 2014 c 286 art 4 s 2]

Subd. 3. [Repealed, 2014 c 286 art 4 s 2]

Subd. 3a. **Variances from rules and engineering standards.** (a) The commissioner may grant variances from the rules and from the engineering standards developed pursuant to section 162.021 or 162.07, subdivision 2. A political subdivision in which a county state-aid highway is located or is proposed to be located may submit a written request to the commissioner for a variance for that highway. The commissioner shall comply with section 174.75, subdivision 5, in evaluating a variance request related to a complete streets project.

(b) The commissioner may grant or deny the variance within 30 days of receiving the variance request. If the variance is denied, the political subdivision may request, within 30 days of receiving notice of denial, and shall be granted a contested case hearing.

(c) For purposes of this subdivision, "political subdivision" includes (1) an agency of a political subdivision which has jurisdiction over parks, and (2) a regional park authority.

Subd. 3b. **Insurance standards.** When reviewing data and information for the development of safety improvements for trunk highways and state-aid projects, the commissioner of transportation may consider, among other things, the Insurance Institute for Highway Safety's findings in addition to standards contained in Department of Transportation manuals, American Association of State Highway and Transportation Officials manual on design of highways and streets, and other applicable federal publications.

Subd. 4. **Location and establishment; commissioner's review.** The county boards of the several counties shall by resolution and subject to the concurrence of the commissioner locate and establish a system of county state-aid highways in accordance with the rules made and promulgated by the commissioner. It shall be the duty of the commissioner to review each system considering the availability of funds and the desirability of each system in relation to an integrated and coordinated system of highways. After review the commissioner shall by written order approve each system or any part thereof which in the commissioner's judgment is feasible and desirable. A certified copy of the order shall be filed with the county engineer.

Subd. 5. **Acquisition of necessary property.** The several county boards shall have power to acquire by purchase, gift, or condemnation in accordance with the provisions of chapter 117, and acts supplemental thereto, lands and properties necessary for the establishment, location, relocation, construction, reconstruction, improvement, and maintenance of the county state-aid highway system or as in section 163.12, subdivisions 1 to 10 inclusive.

Subd. 6. **System includes certain roads.** The system shall include all roads and extensions thereof which were designated on June 30, 1957, as state-aid roads, and which were on June 30, 1957, under the jurisdiction of the counties, and shall include all roads which were designated on June 30, 1957, as state-aid

parkways; provided, that with the consent and approval of the commissioner, any roads made a part of the county state-aid highway system by the provision of this subdivision may be abandoned, changed, or revoked by the county board having jurisdiction over such roads.

Subd. 7. **Establishment in new location or over established roads.** The county board of any county may establish and locate any county state-aid highway on new location where there is no existing road, or it may establish and locate the highway upon or over any established road or street or a specified portion thereof within its limits. Except as provided in subdivision 8a, no county state-aid highway shall be established or located within the corporate limits of any city without the approval of the governing body of the city, except that when a county state-aid highway is relocated the approval of the plans by the governing body shall be deemed to be a transfer of the previous location of the highway to the jurisdiction of the city. The approval shall be in the manner and form required by the commissioner.

Subd. 7a. **Prohibition against certain designations.** Notwithstanding Laws 1997, chapter 238, section 3, a county must follow the procedures established in this chapter for the establishment and designation of a county state-aid highway.

Subd. 8. **Approval by city.** Except as provided in subdivision 8a, no portion of the county state-aid highway system lying within the corporate limits of any city shall be constructed, reconstructed, or improved nor the grade thereof changed without the prior approval of the plans by the governing body of such city and the approval shall be in the manner and form required by the commissioner.

Subd. 8a. **Dispute resolution board.** If a city has failed to approve establishment, construction, reconstruction, or improvement of a county state-aid highway within its corporate limits under subdivision 7 or 8, the county board may, by resolution, request the commissioner to appoint a dispute resolution board consisting of one county commissioner, one county engineer, one city council member or city mayor, one city engineer, and one representative of the Department of Transportation. The board shall review the proposed change and make a recommendation to the commissioner. Notwithstanding any other law, the commissioner may approve the establishment, construction, reconstruction, or improvement of a county state-aid highway recommended by the board.

Subd. 9. **Commissioner's power.** When it shall be made to appear to the commissioner that the county board of any county has refused to locate and establish a county state-aid highway which in the opinion of the commissioner is necessary to provide an integrated and coordinated highway system, the commissioner may, until the county state-aid highway is located and established, withhold from the county so much of the county's share of the county state-aid highway fund as the commissioner deems advisable.

Subd. 10. **Abandonment or revocation.** County state-aid highways may be abandoned, changed, or revoked by joint action of the county board and the commissioner. If a county state-aid highway is established or located within the limits of a city, it shall not be abandoned, changed, or revoked without the concurrence of the governing body of such city; provided, that any county state-aid highway established or located within a city may be abandoned, or revoked without concurrence if the city refuses or neglects for a period of one year after submittal to approve plans for the construction of such highway which plans conform to the construction standards provided in the commissioner's rules.

Subd. 11. **Reverted trunk highways.** The county state-aid highway system is hereby increased in extent by the addition thereto of the mileage of all trunk highways reverted or turned back to the jurisdiction of the counties pursuant to law on and after July 1, 1965.

Subd. 12. **Former municipal state-aid streets.** Former municipal state-aid streets located in a city that previously received money from the municipal state-aid street fund but whose population fell below 5,000

under the 1980 or 1990 federal census must be included in the county state-aid highway system, subject to the approval of the governing bodies of the city and the county. An action taken by a county board approving the inclusion of a former municipal state-aid street in the county state-aid highway system must also include a resolution taking over the street as a county highway under section 163.11. The county state-aid highway system is increased in extent by the addition of the mileage of municipal state-aid streets reverting or turned over to the jurisdiction of the counties under this subdivision.

History: *1959 c 500 art 3 s 2; 1967 c 320 s 1; 1969 c 63 s 1; 1973 c 123 art 5 s 7; 1976 c 2 s 172; 1979 c 167 s 2; 1980 c 509 s 53; 1982 c 424 s 130; 1984 c 465 s 1,2; 1985 c 248 s 70; 1986 c 444; 1988 c 629 s 38; 1991 c 233 s 58; 1991 c 298 art 4 s 5; 1995 c 233 art 2 s 56; 1996 c 455 art 7 s 1-3; 1997 c 238 s 1; 1Sp2003 c 19 art 2 s 11-13; 2004 c 295 art 1 s 3; 1Sp2005 c 6 art 3 s 9,10; 2008 c 350 art 1 s 3; 2010 c 351 s 11; 2012 c 287 art 3 s 6,7; 2013 c 127 s 10*