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# **Le Sueur County, MN**

**Tuesday, May 26, 2015**

**Board Meeting**

## **Item 2**

**9:05 a.m. MnDOT Presentation - Rhonda Allis and Bobbi Retzlaff (30 Min)**

**Staff Contact:**



# District 7 Public Outreach SFY 2020–2022

Le Sueur County  
May 26, 2015

We all have a stake in **A  B**



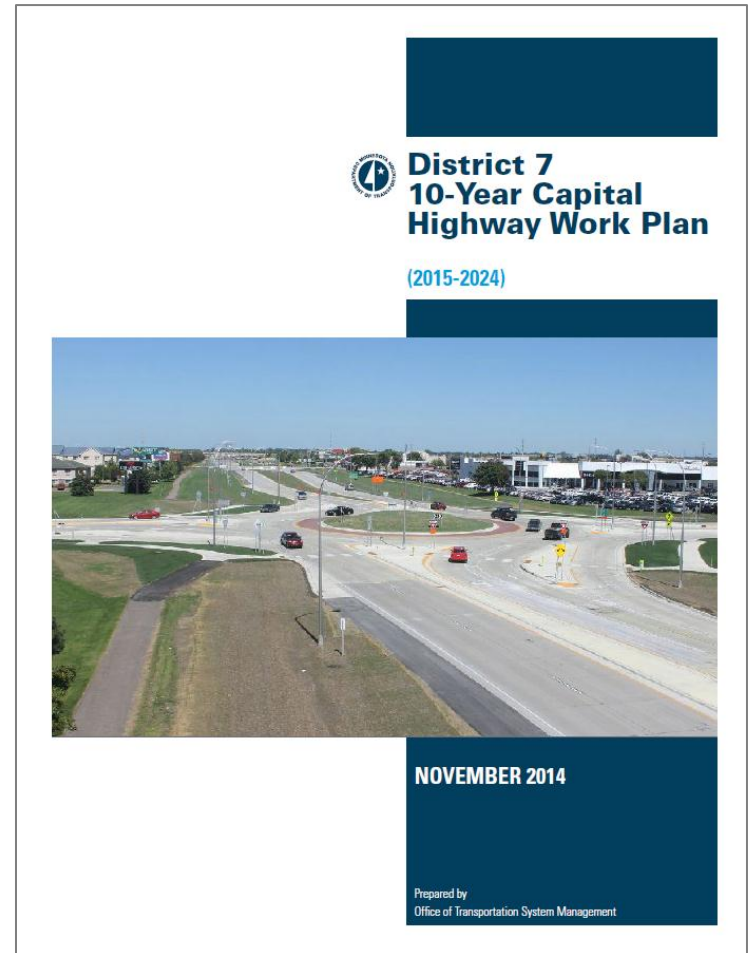
# Today's meeting

- ▶ 10-year district work proposal
- ▶ Topics
  - Cost participation
  - Right of way
  - Access management
  - Complete Streets
  - Accessibility
  - Bicycle & pedestrian accommodations
  - Lighting
- ▶ Parking
- Traffic control signals
- Speed limits
- Spring load restrictions
- Shoulders & rumble strips
- Utilities



# 10-year District work proposal

- ▶ Identifies planned projects within the district
- ▶ Reflects priorities identified in MnSHIP
- ▶ Updated annually



# Cost participation

- ▶ Pieces of MnDOT projects typically require local participation
- ▶ MnDOT participation limited to trunk highway purposes
- ▶ Maintenance is also a key consideration



For more information,  
see *Cost Participation  
and Maintenance  
Responsibilities with  
Local Units of  
Government Manual  
(January 2014)*



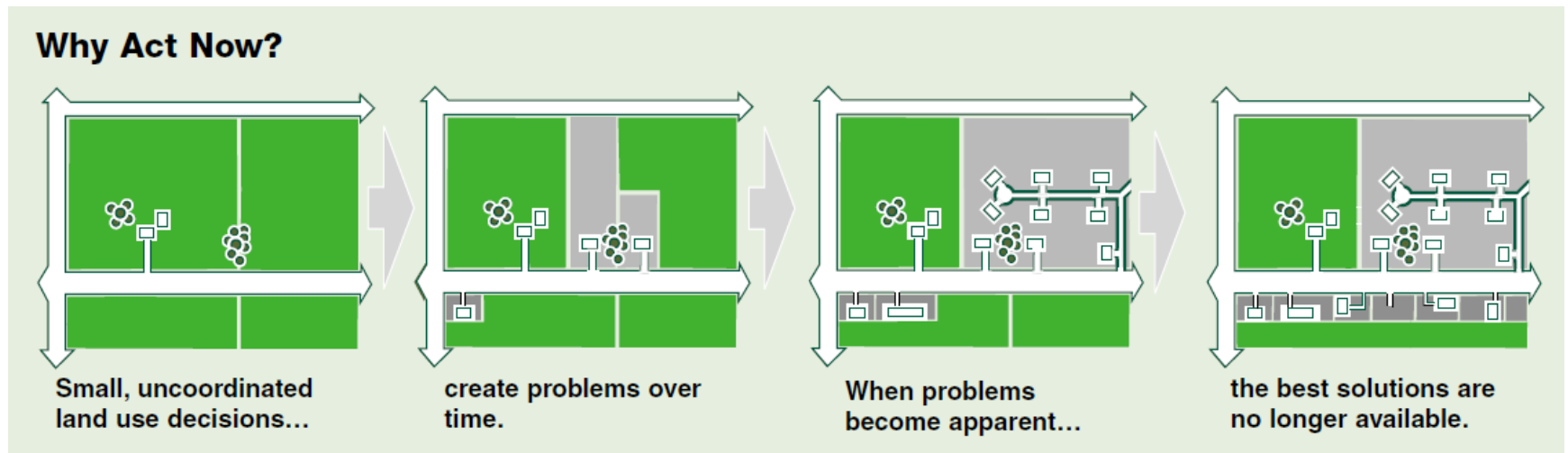
# Right of way

- ▶ All work and/or use within MnDOT right of way requires a permit
- ▶ Encroachment is a serious offense
- ▶ It is expected local governments will support MnDOT right of way enforcement activities



# Access management

- ▶ Trunk highways move traffic safely and efficiently
- ▶ Local land use decisions affect how the trunk highway functions



# Complete Streets

- ▶ Considers and balances the needs of all transportation users
- ▶ Helps maximize the use of public roadways and right of way to provide a comprehensive and connected multimodal transportation system





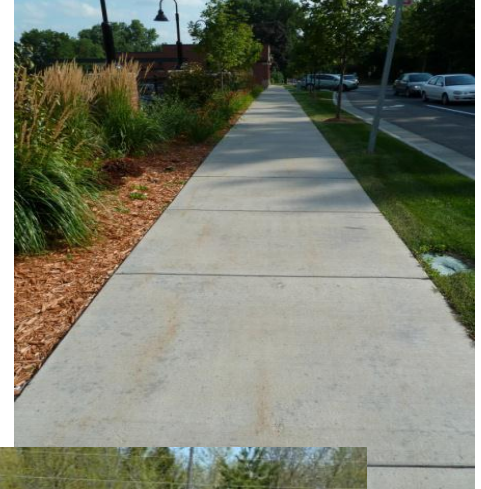
# Accessibility

- ▶ Must meet Americans with Disabilities Act (ADA) accessibility guidelines
- ▶ Common areas of concern include:
  - Accessible Pedestrian Signals
  - Curb ramps
  - Sidewalks
- ▶ Cost participation required



# Bicycle and pedestrian accommodations

- ▶ Sidewalks, bikeways and shared use paths are important elements of the transportation system
- ▶ MnDOT developing statewide bicycle and pedestrian plans
- ▶ Coordination is the key to success
- ▶ Cost participation usually required



# Lighting

- ▶ Lighting must be justified for MnDOT to participate
- ▶ MnDOT participation based on standard MnDOT lighting equipment
- ▶ MnDOT project not necessary to address lighting concerns



# Parking

- ▶ Existing or new parking requires local participation
- ▶ MnDOT will not participate in creating new parking on the trunk highway
- ▶ MnDOT will consider funding to relocate parking off the trunk highway on a case-by-case basis





# Traffic control signals

- ▶ Proposed traffic control (4-way stop or signal) installations or changes require an intersection control evaluation (ICE) report and concurrence by the district traffic engineer



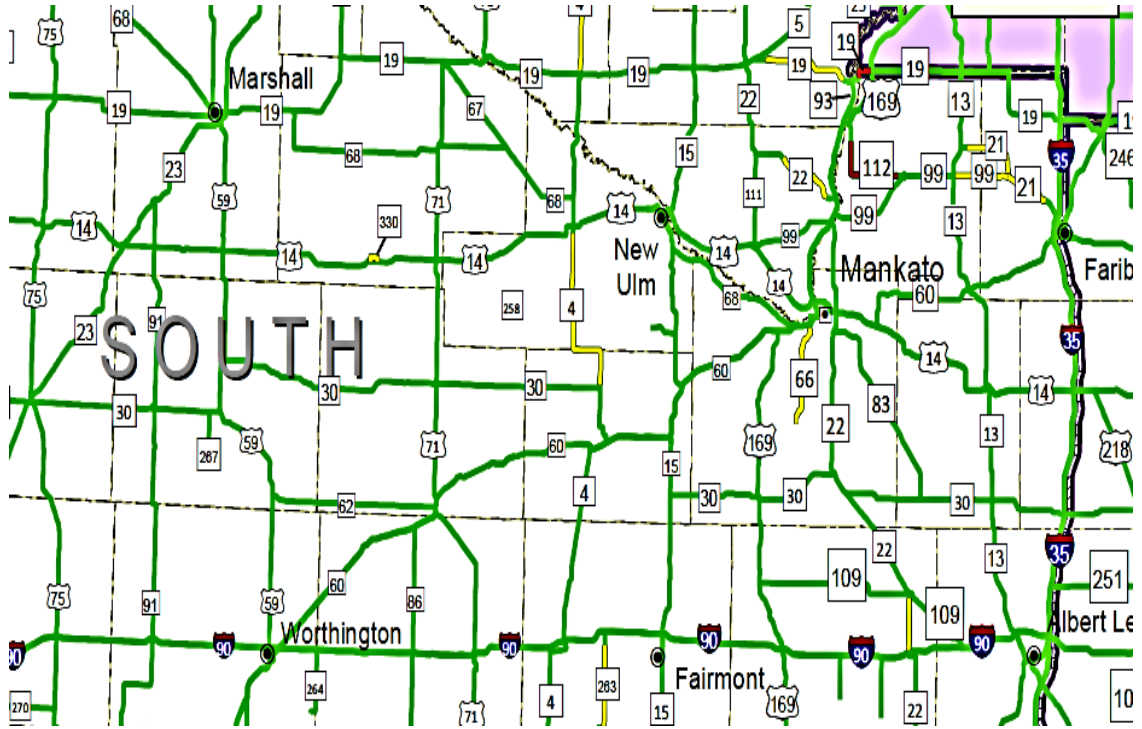
# Speed limits

- ▶ Improve traffic flow and reduce crashes
- ▶ Defined under MN Statute 169.14
- ▶ Based on ideal travel conditions
- ▶ If questions about whether the posted speed limit is correct, MnDOT will complete a speed study



# Spring load restrictions

- ▶ Roads are at their weakest during spring thaw
- ▶ Seasonal load restrictions are used as a preservation strategy
- ▶ 6% of state highways have spring load restrictions



[http://www.mrr.dot.state.mn.us/research/seasonal\\_load\\_limits/sllindex.asp](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)



# Shoulders & rumble strips/stripes

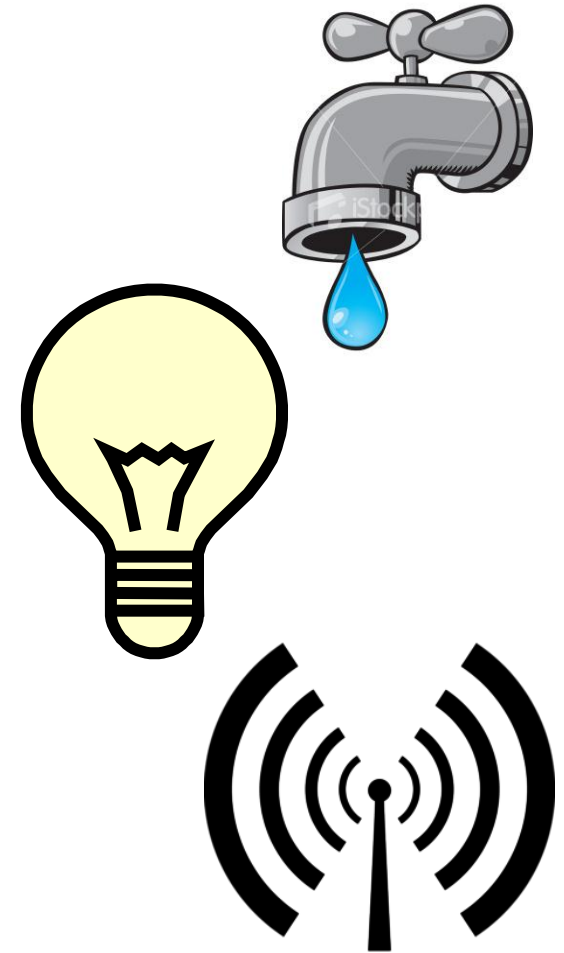
- ▶ Shoulder width based on traffic levels and roadway type
- ▶ Rumble strips/stripes required on all rural highways
- ▶ Wherever practicable and feasible, MnDOT will provide a minimum 6' paved shoulder where rumble strips will be placed on highways with existing or potentially significant bicycle traffic





# Utilities

- ▶ When a MnDOT project affects utilities, a general rule of thumb regarding costs:
  - If the utility is by permit, the utility owner typically pays any associated costs
  - If the utility is by easement, MnDOT typically pays associated costs
- ▶ The majority of utilities are by permit



# Next steps

- ▶ Select projects for scoping (Summer 2015)
- ▶ Hold pre-scoping meeting with LUG (Summer 2015)
- ▶ Identify Project Manager (Summer 2015)
- ▶ Include in draft 2017–2020 ATIP (April 2016)



# Feedback

- ▶ Questions?
  
- ▶ For the potential project in your community, what should we know?
  - Utilities?
  - Streetscape ideas?
  - Local plans?
  - Safety concerns?
  - Other?



# Contact information

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A to Z topics

