



AGENDA ITEM #3

REPORT TO CITY COUNCIL

Report Prepared by: Nancy Malecha

Date: August 6, 2019

Subject: 2020 Road Improvement Project Designs

Report: Attached is a memo from Tim Houle regarding the designs for Rasmussen Road and South Washington Avenue. **Please review this memo and the following information prior to this meeting as immediate feedback will be needed from the Council at this meeting.**

- Rasmussen Road Open House comments received – You will find these comments on the City’s website (www.pequotlakes-mn.gov) under the following path: Government / City Council / City Council Meeting Agenda Packets and Minutes / 01-08-2019 City Council Meeting Agenda Packet and Minutes / 09.05 Rasmussen Road Project.
- Rasmussen Road Project Preliminary Map – You will find this map on the home page of the City’s website (www.pequotlakes-mn.gov).

Also, if time is available, Jason Gorr will begin discussions with the Council on First Street improvements.

Council Action Requested: Council feedback on the Rasmussen Road and South Washington Avenue Improvement Projects.

MEMO



Pequot Lakes
Rasmussen Road and South Washington Avenue
Typical Sections for Final Design
City Council Meeting, August 6, 2019

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Rasmussen Road - East Sibley Street to South Rae

1. Study previously prepared
 - a. Open House conducted as last task – a lot of input received
 - b. Layout not updated
2. Beginning of the final design phase was approved last month
3. After reviewing Open House and other comments at that time, and discussing with Staff, we are proposing the following typical sections be used for final design:
4. First, improvements to underground utilities.
5. Sanitary sewer replacement from Main Street to Sibley Street as well as a crossing at Gravidahl
6. Water main replacement from North Rae to Sibley Street
7. “North” potential stormwater infiltration basin east of Water Treatment Plant
8. “South” potential stormwater infiltration basin on south side of Gravidahl adjacent to existing lift station (but will need to review overflow route . . . and possibly more land)
9. Now, onto roadway / surface improvements. NOTE that these will most likely require formalizing R/W.
10. FYI - South of South Rae: 36 feet wide face-to-face curb and gutter (C&G)
11. South Rae to Gravidahl
 - a. 2 – 11 feet wide bituminous (black) travel lanes
 - b. Either B618 or B624 C&G - 18” or 24” wide concrete (white) gutter (dependent on runoff spread)
 - c. Total width face-to-face C&G = 25 feet or 26 feet
 - d. On west side, 6 feet wide grassed boulevard behind C&G and then a 10 feet or 12 feet wide bituminous path
12. Gravidahl to Woodman
 - a. 2 – 11 feet wide bituminous (black) travel lanes
 - b. Either B618 or B624 C&G - 18” or 24” wide concrete (white) gutter (dependent on runoff spread)
 - c. Total width face-to-face C&G = 25 feet or 26 feet
 - d. On west side, 6 feet wide grassed boulevard behind C&G and then a 10 feet or 12 feet wide bituminous path



13. Woodman to Butler

- a. 2 – 12 feet wide bituminous (black) travel lanes
- b. 2 – 10 feet wide (to face of curb, so, includes gutter width) multi-use lanes (shoulder, parallel parking)
- c. Either B618 or B624 C&G - 18" or 24" wide concrete (white) gutter (dependent on runoff spread)
- d. Total width face-to-face C&G = 44 feet
- e. Depending on grades, we may have to forego the west side multi-use lane
- f. On east side, 6 feet wide paver boulevard behind C&G and then an 8 feet wide concrete sidewalk
- g. Decorative street lights
- h. No trees / landscaping

14. Butler to Main

- a. 2 – 12 feet wide bituminous (black) travel lanes
- b. East side 10 feet wide (to face of curb, so, includes gutter width) multi-use lane (shoulder, parallel parking)
- c. West side 22 feet deep 45° diagonal parking – extend to the south further than Study
- d. Either B618 or B624 C&G - 18" or 24" wide concrete (white) gutter (dependent on runoff spread)
- e. Total width face-to-face C&G = 56 feet
- f. On east side, 6 feet wide paver boulevard behind C&G and then an 8 feet wide concrete sidewalk
- g. On west side, 8 feet wide concrete sidewalk behind C&G
- h. Decorative street lights
- i. No trees / landscaping
- j. No permanent bump outs at Main; may use striping; may use temporary delineators or planters in summer

15. Main to Oriole

- a. 2 – 12 feet wide bituminous (black) travel lanes
- b. East side 22 feet deep 45° diagonal parking except for residential parcel on north end
- c. East side no multi-use lane adjacent to residential parcel on north end
- d. West side no multi-use lane – but, will look at possible diagonal parking (22 feet deep 45°) in front of Library
- e. Either B618 or B624 C&G - 18" or 24" wide concrete (white) gutter (dependent on runoff spread)
- f. Total width varies
- g. On east side, 8 feet wide concrete sidewalk behind C&G except for residential parcel on north end
- h. On east side, 6 feet wide paver boulevard behind C&G and then an 8 feet wide concrete sidewalk to south side of Oriole adjacent to residential parcel on north end
- i. On west side, 6 feet wide paver boulevard behind C&G and then an 8 feet concrete sidewalk
- j. Decorative street lights
- k. No trees / landscaping
- l. No permanent bump outs at Main; may use striping; may use temporary delineators or planters in summer

16. Oriole to Sibley

- a. 2 – 12 feet wide bituminous (black) travel lanes
- b. West side 10 feet wide (to face of curb, so, includes gutter width) multi-use lane (shoulder, parallel parking)
- c. Either B618 or B624 C&G - 18" or 24" wide concrete (white) gutter (dependent on runoff spread)
- d. Total width face-to-face C&G = 35.5 feet or 36 feet
- e. No sidewalks
- f. No Decorative street lights
- g. No trees / landscaping

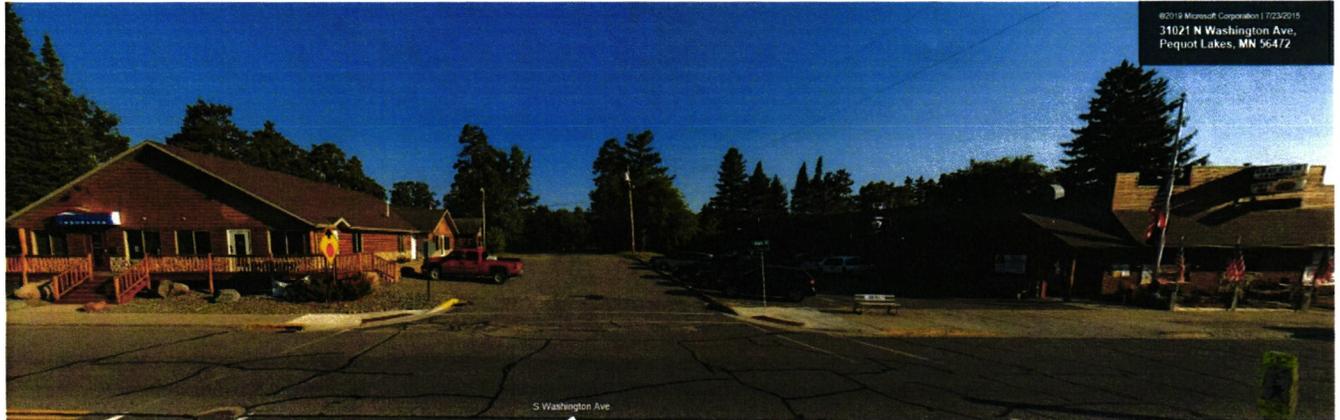


South Washington Avenue - Main Street to East Woodman Street

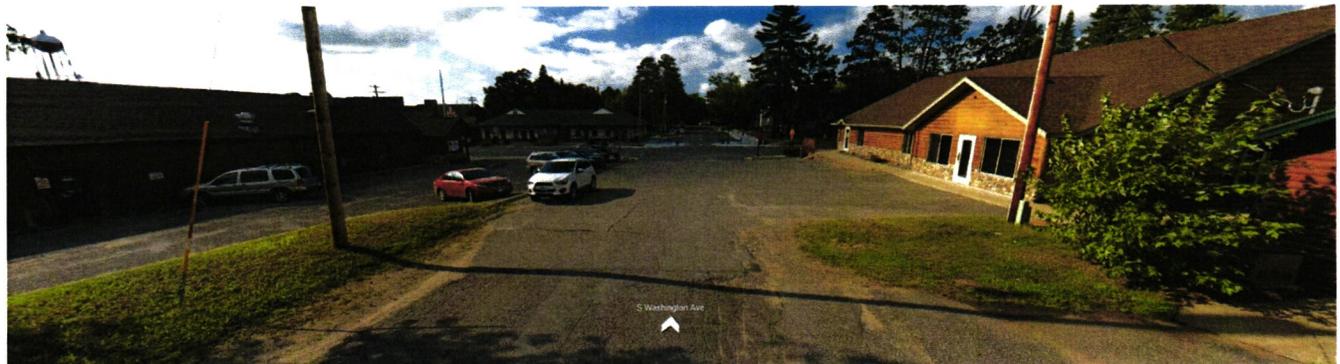
17. No previous Study
18. No layout (but an estimated level of improvements were used to determine a project budget)
 - a. Replace sanitary sewer and watermain under the two blocks
 - b. Replace 'as is' in the Woodman to Butler block
 - c. New curb and gutter street and storm drainage in the Butler to Main block
19. Beginning of the final design phase was approved last month
20. But, because there was no Study, before proceeding with final design, we **NEED immediate feedback from the City Council** on the typical sections
21. First, improvements to underground utilities.
22. Sanitary sewer replacement from Woodman Street to Main Street
23. Water main replacement from Woodman Street to Main Street
24. Storm drainage from Woodman Street to Butler Street "as is"
25. Storm drainage from Butler Street to Main Street via storm sewer to Main Street system (most goes there already)
26. Now, onto roadway / surface improvements. Intend to stay within R/W from Butler to Main, and within existing "prescriptive easement" from Woodman to Butler.
27. After a cursory review of existing conditions and discussing with Staff, we are proposing the following typical sections be used for final design:
28. Woodman to Butler - Existing
 - a. Existing is an approximate 22 - 24 feet wide bituminous roadway
29. Woodman to Butler - Proposed
 - a. Proposing to basically replace "as is" with 24 feet wide bituminous roadway

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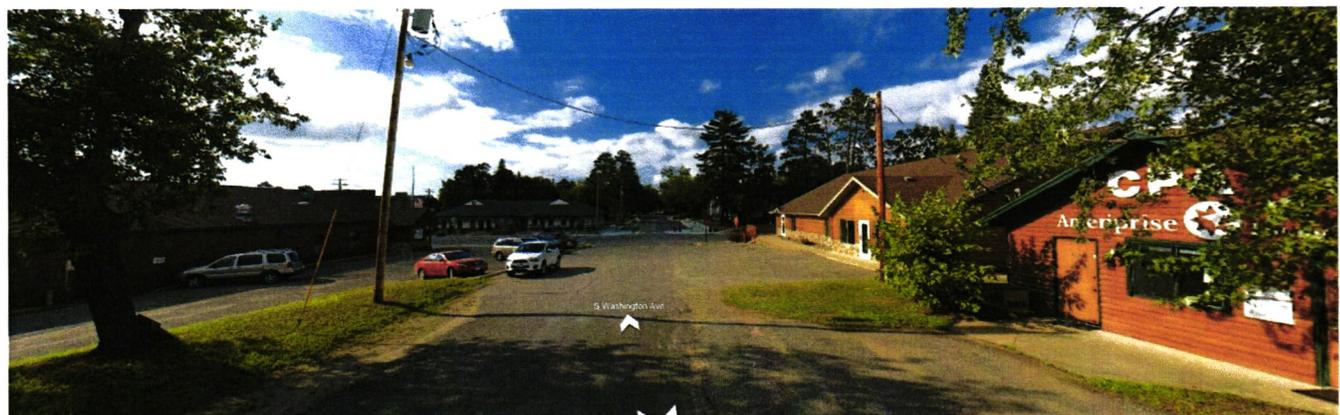
30. Butler to Main – Existing varies in width and in parking arrangements. See following 5 photos:



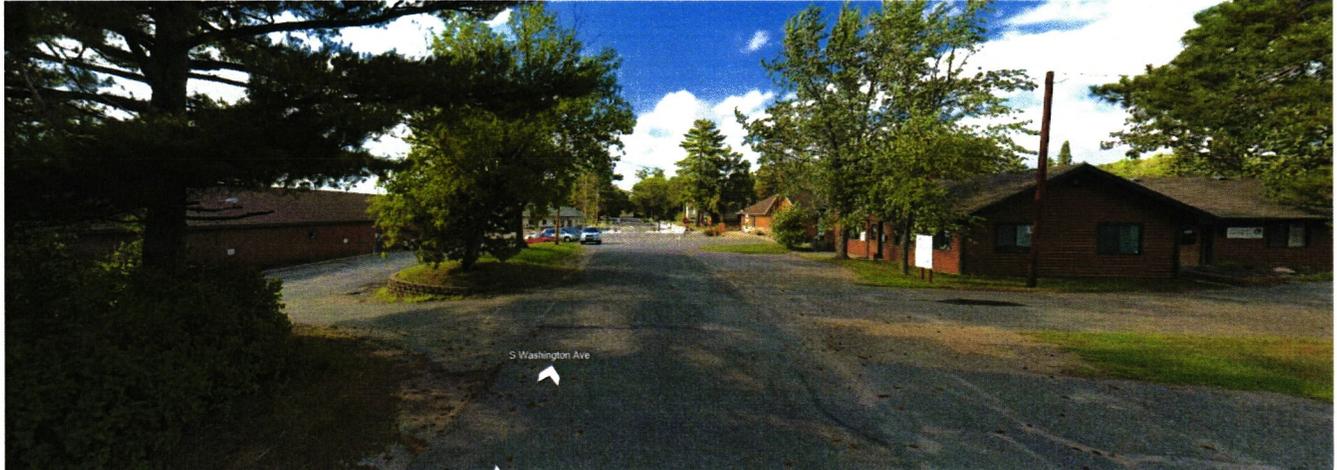
A - Looking south - Main Street left and right – One way north on Washington behind us
90-degree parking on left and parallel parking on right
Legion has their own parking lot on right (not sure yet where R/W line is)



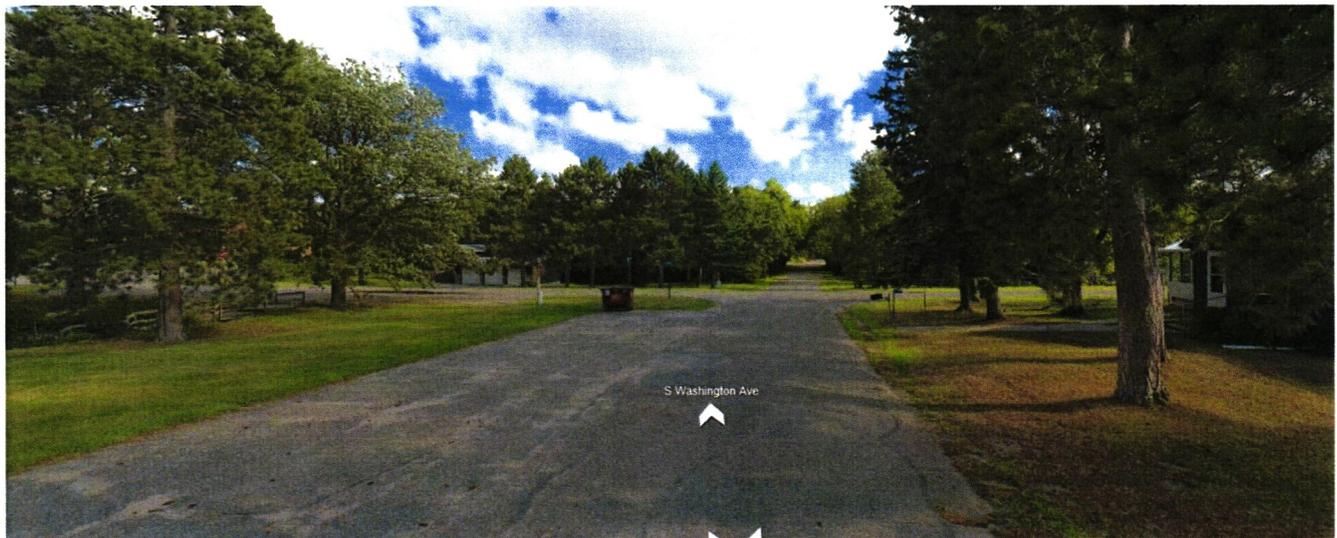
B - Roughly 1/3 block south on Washington looking north (towards Main)
90-degree parking on right (east) and parallel parking on left (west) is ending



C - Roughly 1/2 block south on Washington looking north (towards Main)
No parking on the left (west); starting some 90-degree parking back up on the right (east)



D - Roughly 2/3 block south on Washington looking north (towards Main)
No parking on the left (west); 90-degree parking on the right (east)
Legion parking lot exit on left



E - Roughly 2/3 block south on Washington looking south (towards Butler)
No parking on the right (west)(residential); 90-degree parking on the left (east)(business)
Legion parking lot exit is behind our right shoulder

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31. Butler to Main – Proposed

- a. 2 – 12 feet wide bituminous (black) travel lanes
- b. East side 20 feet deep 90° parking – as much of the full length as possible
- c. West side, north “half” (adjacent to the Legion), 10 feet wide (to face of curb, so, includes gutter width) multi-use lane (shoulder, parallel parking)
- d. West side, south “half” (adjacent to residential), no multi-use lane
- e. Either B618 or B624 C&G - 18” or 24” wide concrete (white) gutter (dependent on runoff spread)
- f. NOTE: May not use C&G on south “half” dependent on ability to collect stormwater and pipe it back to Main Street
- g. Total width face-to-face C&G = 45.5 feet to 54 feet
- h. On east side – if possible - 8 feet wide concrete sidewalk behind C&G
- i. On west side – if possible - 8 feet wide concrete sidewalk behind C&G (but, for south “half” adjacent to residential, possibly no sidewalk, or 6 feet wide grassed boulevard behind C&G and then an 8 feet wide concrete sidewalk behind C&G (but there is a line of trees)
- j. On the west side, north “half” (adjacent to the Legion), will need to coordinate with Legion parking lot curb and retaining wall
- k. Decorative street lights
- l. No trees / landscaping
- m. No permanent bump outs at Main; may use striping; may use temporary delineators or planters in summer

- End of listing of Typical Sections -