CITY OF SAINT PETER, MINNESOTA
AGENDAS AND NOTICES OF MEETING

Regular Workshop Session of Monday, April 15, 2019
Community Center – Senior Center – 5:30 p.m.
600 South Fifth Street

I. CALL TO ORDER

II. DISCUSSION
   A. Minnesota River Bike Trail Presentation by DNR
   B. Street Maintenance Program 2019

III. ADJOURNMENT

***PLEASE NOTE THE MEETING ROOM ***

Office of the City Administrator
Todd Prafke

TP/bal
Memorandum

TO: Todd Prafke  
City Administrator

FROM: Russ Wille  
Community Development Director

RE: Minnesota River Bike Trail – Proposed Alignment

ACTION/RECOMMENDATION

None needed. For Council review and discussion only.

BACKGROUND

Craig Beckman of the Minnesota Department of Natural Resources (DNR) will provide an update on the Minnesota River Trail and the preferred Highway 22 alignment recommended by the Committee.

The City of Saint Peter has participated on the committee established to plan the Minnesota River Trail for the last two years. Other entities represented on the Committee include the Minnesota Department of Transportation (MnDOT), City of Mankato, Blue Earth County, Le Sueur County, Lime Valley Township, Mankato Walk/Bike Advocates, area snowmobile clubs and others.

We have been working with the Minnesota Department of Natural Resources (DNR) on the project. The trail would be developed as a DNR trail under their development rules and standards. It is important to note that a DNR trail cannot utilize eminent domain to acquire private lands and all land acquisitions must be negotiated to the satisfaction of the seller. This acquisition process severely limits the ability to site a trail given that numerous private interests have indicated their property is not for sale under any circumstances for construction of a State trail.

As such, the working Committee voted to support a trail that would largely be restricted to the existing Highway 22 right-of-way. It is hoped the DNR and MnDOT would work cooperatively so the trail could be considered as part of the Highway 22 improvements planned for 2024.

The DNR has requested that the City of Saint Peter and other Committee members pass a resolution supporting the Highway 22 alignment and asking the DNR and MnDOT to work cooperatively to provide for construction of the trail.

Included in the packet are Powerpoint slides that the Committee reviewed at their last gathering. Mr. Beckman will be able to answer questions from the City Council when we assemble Monday evening.

Please feel free to contact me should you have any questions or concerns on this agenda item.

RJW
Corridor Alternatives A, B, C

- Alternative A included both the private land option and the Cty Rd 5 option previously discussed

- Alternative B included Lime Valley Road to Cty Rd 5 and LeSueur County Road 21 North to Kasota with optional routes West into Unimin property

- Alternative C originated at the Sakatah State Trail parking lot on the East side of Hwy 22 and continued North to St. Peter with optional routes West into Unimin property
Corridor Alternative C: Hwy 22

Pros
• Majority of the trail would be within existing or new road ROW
• Grades are generally acceptable
• Trail would connect to existing Hwy 22 trailhead parking area
• Route accommodates all uses the MN River Trail is expected to accommodate
• Options to move West onto Unimin property either via state trail initiative or regional trail initiative
• Direct corridor for those who expressing desire to use the trail for commuting purposes.
• Trail could be built in conjunction with 2024 Hwy 22 expansion project

Cons
• Less scenic than other routes explored
• Higher traffic levels than other routes explored
• Narrow bridge/ravine crossings could call for multiple bridges
• Requirement to cross Hwy 22 at some point
• Potential conflicts at Riverfront Drive intersection
Summary

• 5 “viable” routes have been explored between Mankato and St. Peter, cost has not been considered in this exploration.

• MNDNR, Division of Parks and Trails must consider all uses, not just pedestrian and bicycle.

• Public input meetings have been conducted (city of Kasota, multiple in Lime township, Hwy 22 corridor study, Nicollet, Courtland).

• Naturally, many favor a scenic trail route, but in all cases, the scenic route will also be the most difficult route to see come to fruition. MNDNR cannot exercise eminent domain for trail purposes.

• Working with a public agency on a road project is the most viable option to see a trail come to fruition.
<table>
<thead>
<tr>
<th>Length (miles)</th>
<th>Segment A West</th>
<th>Segment A East</th>
<th>Segment B</th>
<th>Segment C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11.5</td>
<td>10.3</td>
<td>6.8</td>
<td>7.8</td>
</tr>
<tr>
<td>Trail User</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Ped/Bike Multi-use Trail per MnDNR guidelines</td>
<td>No</td>
<td>No</td>
<td>Potential</td>
<td>Potential</td>
</tr>
<tr>
<td>Snowmobile</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No*</td>
</tr>
<tr>
<td>Equestrian</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Potential</td>
</tr>
<tr>
<td>Right-of-Way Ownership</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Publicly owned land requires no right-of-way acquisition</td>
<td>- Private</td>
<td>- Public &amp; Private</td>
<td>- Public &amp; Private</td>
<td>- Public</td>
</tr>
<tr>
<td>Wetland Conflicts (acres)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridor alignment crosses between 1 and 5 acres</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Railroad Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridor alignment does not cross railroad</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Road Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridor alignment minimizes amount of crossings</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Scenic Value</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridor has high scenic value</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Traffic Volume</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alignment minimizes exposure to traffic</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Comfort Value</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridor has high comfort value (traffic volume, traffic speed &amp; distance from travel lane)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Key Destinations</td>
<td>Sakatah Singing Hills State Trail, MN Rivers, Kasota Prairie SNA &amp; Downtown Kasota</td>
<td>Sakatah Singing Hills State Trail, MN Rivers, Kasota Prairie SNA &amp; Downtown Kasota</td>
<td>Sakatah Singing Hills State Trail, Downtown Kasota &amp; Kasota Prairie Conservation Area</td>
<td>Sakatah State Trail &amp; Riverside Park</td>
</tr>
</tbody>
</table>

- Good: meets criteria well
- Acceptable: but relatively less desirable than Good
- Less Desirable: considering criteria
- "Horses may use a separate unpaved trail where available"
Memorandum

TO: Todd Prafke  
City Administrator  

FROM: Pete Moulton  
Director of Public Works  
Tim Mayo  
Maintenance Superintendent  

DATE: 4/11/2019  

RE: 2019 Streets Maintenance Program  

ACTION/RECOMMENDATION  

None needed. For Council review and discussion.  

BACKGROUND  

The street maintenance program regularly consists of crack sealing, full depth asphalt patching, seal coating, curb, gutter and sidewalk repairs, and replacement of handicapped ramps with truncated domes in the downtown area and where street improvements are planned. Higher amounts of funding are allocated for winter roadway salt, paint for pavement markings, gravel for patching, and asphalt mix for patching potholes. The budget remains flexible year-to-year to allow staff to address the immediate maintenance needs identified in the spring of the year. This past winter included increased amounts of snow with stretches of extremely cold temperatures.  

Staff is proposing the following work plan for the street maintenance program for 2019. The maintenance program continues to be a work in progress.  

<table>
<thead>
<tr>
<th>GL CODE</th>
<th>Item</th>
<th>Unit Cost</th>
<th>Unit</th>
<th>Quantity</th>
<th>2019 Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>224 1</td>
<td>Winter Salt</td>
<td>$82.00</td>
<td>tons</td>
<td>183</td>
<td>$15,006</td>
</tr>
<tr>
<td>224 1s</td>
<td>Winter Sand</td>
<td>$4.00</td>
<td>tons</td>
<td>1140</td>
<td>$4,560</td>
</tr>
<tr>
<td>224 2</td>
<td>Cold Mix</td>
<td>$145.00</td>
<td>tons</td>
<td>9</td>
<td>$1,305</td>
</tr>
<tr>
<td>224 3</td>
<td>Gravel</td>
<td>$9.00</td>
<td>tons</td>
<td>135</td>
<td>$1,215</td>
</tr>
<tr>
<td>224 4</td>
<td>Quartzite Stone Only</td>
<td>$28.00</td>
<td>tons</td>
<td>631</td>
<td>$17,668</td>
</tr>
<tr>
<td>224 5</td>
<td>Stone Delivery</td>
<td>In-House</td>
<td>tons</td>
<td>631</td>
<td>$</td>
</tr>
<tr>
<td>300 6</td>
<td>Seal Coat (100 Blocks)</td>
<td>$3.10</td>
<td>gallons</td>
<td>50,000</td>
<td>$155,000</td>
</tr>
<tr>
<td>300 6a</td>
<td>Fog Seal</td>
<td>$4.25</td>
<td>gallons</td>
<td>6,400</td>
<td>$27,200</td>
</tr>
<tr>
<td>224 7</td>
<td>Paint</td>
<td>$23.15</td>
<td>gallons</td>
<td>890</td>
<td>$20,604</td>
</tr>
<tr>
<td>300 8</td>
<td>Asphalt Full Depth Patch</td>
<td>$53.00</td>
<td>tons</td>
<td>1,433</td>
<td>$75,949</td>
</tr>
</tbody>
</table>
The 2019 Street Maintenance Budget Program Details:
1. Winter Salt: Winter snowfall amounts have been above average. Staff continues to order salt at a cost of $82.00 per ton. Salt is purchased in bulk quantities through MnDOT. Sand is purchased through Johnson Aggregates.
2. Cold Mix: Approximately 9 tons is used primarily for potholes throughout the city.
3. Gravel: Class 5 gravel is used to complete repairs to base materials.
4. Quartzite Stone: The reddish colored quartzite is purchased directly from the New Ulm quarry. Quartzite is very hard and has a high density, high compression strength, which is also resistant to abrasion from activities like snow plowing. New stone is mixed with our existing reclaimed quartzite stone inventory.
5. Stone Delivery: Will be completed in-house by Public Works staff.
6. Seal Coating: The 2019 proposed route is shown on the attached map that includes approximately 100 blocks, which equates to 50,000 gallons of oil.
6a. The City will also install fog seal on trails, which is completed every five plus years and is budgeted in the amount of $27,200.
7. Paint: Staff continues to maintain crosswalks, street markings and parking lot striping.
8. Asphalt Full-Depth Patching: Used citywide where there are major deficiencies that are identified on a street, yet the entire street doesn't need to be replaced. Sections are removed by milling or excavation.
9. Asphalt Full Block Replacement: Since 2016 staff selected certain blocks based on maintenance criteria for complete replacement of the roadway surface. The scope of work includes milling and reclaiming the street surface, base preparation and reinstallation of asphalt.
i. North Third Street - Chatham to Skaro Street
ii. Old Minnesota Avenue in conjunction with Best Western Plus

10. Crack Sealing: Trail sealing will be completed in 2019, which is usually done every five years. No street crack sealing is planned for 2019.

11. Alley Entrance Replacement: Projects include: North Third Street; Old Minnesota Avenue (Best Western Plus); North Fifth Street – Broadway to Chestnut; Skaro Street – North Fifth to Washington.

12. Sidewalk and Handicapped Access: Projects include: North Third Street; Old Minnesota Avenue (Best Western Plus); North Fifth Street – Broadway to Chestnut; Skaro Street – North Fifth to Washington.

13. Curb, Gutter and Mudjacking (pressurized injection of cement): In areas where full blocks are being replaced it is proposed to correct curb, and assess the costs to the abutting property owner.

14. Stormwater Permits: Street projects completed require about $1,500 in permit fees on an annual basis.

15. Weed Spray: This is used in the streets where the asphalt street meets the concrete curb. The City sprays to keep cracks from expanding.

16. Equipment Rental: Staff rents equipment to help with maintenance operations such as loader (winter) and screener (summer).

17. Sign Replacement Program: Staff has replaced all regulatory, warning, and information signs within the City with new DG3 reflective signs. 2017 was the final year of the street nameplate replacement program. Minor replacements are expected.

18. Contingency Funds: Used for over-run and areas not previously identified.

19. Income from Outside Sources: In 2019 there have been no outside sources of income identified.

Staff continues to monitor and evaluate new products that may preserve asphalt streets to a higher degree while extending the period between maintenance functions. The maintenance program was previously based on sealing asphalt streets on a five-year plan. As newer products are developed staff hopes to stretch the current five-year plan upwards towards eight years before a street requires sealing.

Please be advised that application rates, conditional changes, pricing changes, and/or even physical changes in the road surface can all change as the work progresses. This can result in small changes to quantities, the number of blocks covered, and the number of cracks sealed.

This is a revised program based on bids and written quotes received plus further evaluation of our street conditions after the snow melt.

Looking ahead to 2020, 2021 and beyond:

Staff continues to review opportunities and timing for activities that have been discussed by the Council previously. Some of those discussion points have been:

- The City has taken over of maintenance of TWNP 361 west of the High School, which also serves Community Spirit Park and runs from Broadway Avenue to Traverse Road. Staff has made an application for grant funds to add an asphalt surface.

- Milling and overlay of North Third from Skaro Street to Livermore Street (2020)
Funding of $540,000 has been allocated in the General Fund budget.

Please feel free to contact us should you have any questions or concerns about this agenda item.

PM/amg