



CITY OF MARSHALL
Public Improvement & Transportation
Committee
Agenda
Tuesday, September 17, 2024 at 3:00 PM
344 W. Main St., City Hall

APPROVAL OF AGENDA

APPROVAL OF MINUTES

- [1.](#) Consider Approval of the Minutes of the May 28, 2024 Meeting

NEW BUSINESS

- [2.](#) MERIT Center/Industrial Park Drainage Discussion
- [3.](#) Traffic Control Review – ST-012-2024 S Whitney Street Reconstruction

OTHER BUSINESS ITEMS

ADJOURN

Disclaimer: These agendas have been prepared to provide information regarding an upcoming meeting of the Common Council of the City of Marshall. This document does not claim to be complete and is subject to change.

- UNAPPROVED -

MINUTES
PUBLIC IMPROVEMENT/TRANSPORTATION COMMITTEE MEETING
May 28, 2024
9:00 AM

MEMBERS PRESENT: Craig Schafer and John Alcorn

MEMBERS ABSENT: James Lozinski

STAFF PRESENT: Jason Anderson, Director of Public Works/City Engineer;
Eric Hanson, Assistant City Engineer;
Sharon Hanson, City Administrator;
E.J. Moberg, Director of Administrative Services; and
Stephen Zimmer, City Administrator Intern

OTHERS PRESENT: Troy Gilchrist (via Zoom), Kennedy & Graven Attorney;
John Biren, Lyon County Planning and Zoning Administrator
Eugene Bossuyt, Resident and Landowner

Call to Order

Schafer called the meeting to order at 9:00 am.

1. Consider Approval of the Minutes

MOTION MADE BY ALCORN to approve the minutes as presented, SECOND BY SCHAFFER. The motion passed 2-0.

2. MERIT Center/Industrial Park Drainage Discussion

Schafer opened the discussion and asked Bossuyt to explain the situation as he interpreted it. Bossuyt explained he had been farming the area for 23 years and showed the committee various maps of the land and his private ditch. Bossuyt continued that Noyes had drainage issues and had paid Bossuyt in 1982 \$6,000 to outlet into his private ditch. Bossuyt also mentioned that DeVos to the south drained into his ditch but payment was never received for the connection as Bossuyt wanted to be neighborly. Mosch had initially approached Bossuyt to install a 6" outlet but after the work was completed a 10" outlet was in place and Bossuyt didn't want to make a fuss and let it be. That 10" outlet was then inherited by the City of Marshall when the MERIT Center was expanded. Schafer explained the perspective of the city on the situation. Members talked about the installation of the retention ponds and the need to increase the size of the 10" outlet because the ponds were holding water for extended periods of time, so adjustments were made to speed up the removal of the standing water. Schafer apologized to Bossuyt that the city should have been better with communication on the upgrades and broached the topic of a maintenance agreement to ensure that future generations won't run into these miscommunications. Director Anderson did a review of the drainage north of the city and would like to have Bolten & Menk do some modeling at the 300th Street crossing. A larger box culvert would improve the flow of the private ditch and might help with the ditch breaching its banks and overflowing. Bossuyt pointed out that a hook on the southeast corner of DeBaere's property significantly inhibits the flow of the ditch. Bossuyt asked about installing an additional pond at the MERIT Center, and Anderson clarified additional storage wouldn't help at this point because the water will need to go to the ditch and storing the water for an extra hour or two wouldn't fix the flow/drainage issue on the ditch. Anderson was concerned that an improved culvert at 300th would impact the portion of the ditch north of Wambeke at the Highway 59 crossing because that portion of the ditch was wide and shallow.

Biren introduced a suggestion about re-aligning the ditch at the first dog leg to the ditch hook on DeBaere's property. The group discussed the various pros and cons of re-alignment. Schafer reiterated that the city would like to have some legacy or permanence on the ditch in the form of an agreement of some sort. The group moved the conversation to possibly pattern tiling the NWN of section 22 on the Louwagie property with assistance from the city. Biren mentioned that Bolten & Menk was widely used throughout the State for drainage projects and had assisted Lyon County with

several ditch projects. Alcorn inquired about the cost of pattern tiling, which the group was unsure of how many would be needed. Biren estimated that \$800-\$1000 per acre to pattern tile sounded reasonable. Bossuyt added that the area to be tiled was roughly 20-30 acres. Anderson said that modeling indicated that the ditch had high flow near 300th Street and tiling wouldn't alleviate enough pressure off the ditch. Schafer said the three best options would be to improve the culver at 300th Street, pattern tile or to realign a portion of the ditch. Biren suggested the possibility of a water retention project in the low area on the Louwagie property and that there was grant money available to assist. Bossuyt also suggested trading some of the Mosch property for the Louwagie property that could be taken out of production by a project.

MOTION MADE BY ALCORN, SECOND BY SCHAFFER to direct staff to work with Bolten & Menk to investigate and model the three options of improving the 300th Street crossing, pattern tiling and realignment of the ditch. Staff are to report the results of the evaluation back to the Public Improvement & Transportation Committee for further discussion on which option would be the most viable. The motion passed 2-0.

Adjourn

At 10:13 am MOTION BY ALCORN, SECOND BY SCHAFFER to adjourn. The motion passed 2-0.

Respectfully submitted,
Steven Anderson, City Clerk

MERIT Center Outlet



DeBaere "Hook"



300th Street Crossing

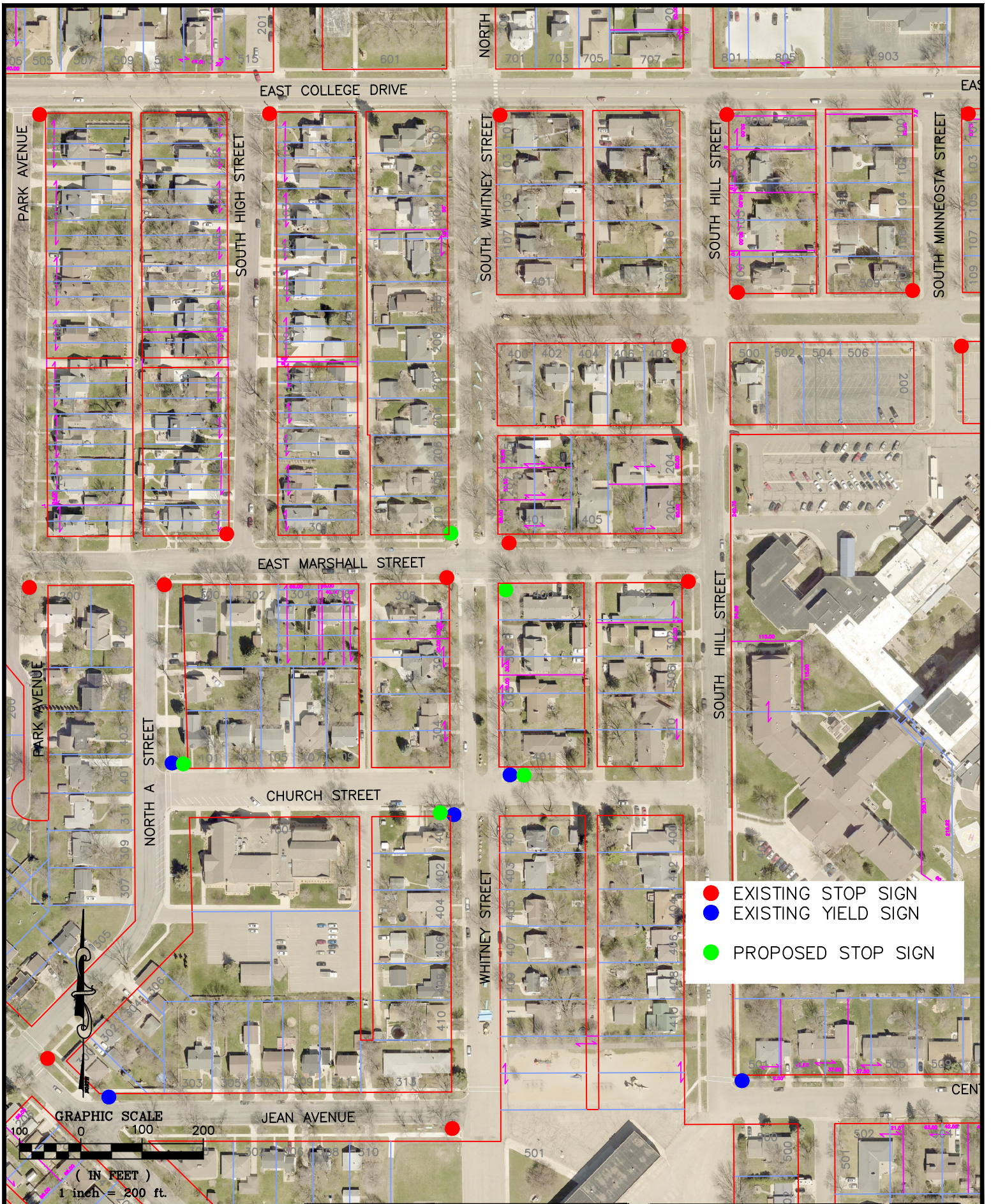


Ditch Realignment at Dogleg (estimated proposal)



Presenter:	Jason Anderson
Meeting Date:	Tuesday, September 17, 2024
Category:	NEW BUSINESS
Type:	ACTION
Subject:	MERIT Center/Industrial Park Drainage Discussion
Background Information:	<p>On September 11, 2024, City staff met with Fairview Township staff regarding a damaged culvert crossing at a private ditch crossing at 300th Street, just north of the MERIT Center. The Township has requested City participation in the replacement of the culvert crossing at this location.</p> <p>As you are aware, roughly 468 acres of industrial park area drain through the MERIT ponds and into this private ditch. There has been numerous conversations between staff, PI/T Committee, and landowners that receive benefit from this private drainageway. The City has continually expressed a willingness to be a partner in this drainageway.</p> <p>The current culvert crossing consists of a 36” RCP pipe in addition to a 24” CMP pipe. The 24” CMP pipe has been damaged, and no longer will pass water beneath 300th Street. The Township would like to replace the crossing with one pipe instead of replacing only the damaged pipe. The options to replace with similar pipe area would be a 42” or 48” culvert size. City staff recommended a 48” pipe crossing to the township, but the landowners were not in support of this due to the increase in pipe size possibly causing downstream flooding of cropland. City staff indicated at the township meeting that we would offer cost estimating for the culvert crossing as a 42” or 48” pipe size and that staff would discuss city participation with the City Council.</p> <p>City staff would propose to participate in the culvert crossing and can present some different options for our level of participation. Staff believes that our participation should be contingent upon landowner easements being signed for our 30” MERIT pipe outlet into the private ditch and perhaps consideration of a basic waiver of liability regarding the city’s involvement with the replacement of the township’s culvert crossing.</p>
Fiscal Impact:	
Alternative/ Variations:	
Recommendations:	Participate in culvert crossing improvements at 300 th Street.

Presenter:	Jason Anderson
Meeting Date:	Tuesday, September 17, 2024
Category:	NEW BUSINESS
Type:	ACTION
Subject:	Traffic Control Review – ST-012-2024 S Whitney Street Reconstruction
Background Information:	<p>At the public informational meeting for the S Whitney Reconstruction Project, numerous residents requested review of the intersection of S Whitney and W Marshall Street. Included in the packet is a traffic control review memo, prepared by Eric Hanson, Assistant City Engineer. The memo addresses the review that was completed at this intersection.</p> <p>In addition, staff recommends stop signs along Church Street at intersections with A Street and S Whitney Street.</p>
Fiscal Impact:	None.
Alternative/ Variations:	No alternative actions recommended.
Recommendations:	City staff recommends 4-way stop control at the intersection of S Whitney and W Marshall Street. In addition, staff recommends replacement of the yield signs at Church/A Street and Church/S Whitney with stop signs.



MEMO

From: Eric R Hanson, PE

Cc: File

Date: February 2, 2024

Re: Traffic Control Review – ST-012-2024 S Whitney Street Reconstruction

This memo is written in response to public input that was received at a public information meeting to discuss the reconstruction of South Whitney Street from East College Drive to Jean Avenue. The neighborhood raised concerns regarding traffic speed through the Whitney neighborhood and near misses with pedestrians, students, and pets. City staff responded by indicating that we would review the South Whitney Street corridor for safety improvements.

Existing Condition:

South Whitney Street has no intersection control between East College Drive and the Holy Redeemer School, just south of Jean Avenue. Intersecting with South Whitney Street is Charles Avenue at a T intersection (no control), East Marshall Street at a four-way intersection (stop control), Church Street at a four-way intersection (yield control), and Jean Avenue at a T intersection (stop control).

One block to the east of South Whitney Street is the Avera medical campus, one-half block west on Church Street is the First Lutheran Church, and on the south end of South Whitney Street is Holy Redeemer School.

Corridor Review:

Speed control is typically most effectively achieved by reducing lane width of the street. For South Whitney Street, it was determined that a lane width reduction was not feasible. The existing and proposed lane width is 20-FT on each side of the center median. The 20-FT width supports a 12-FT driving lane and an 8-FT parking lane. During public input sessions, the neighborhood advised that the road width could not be decreased due to the "tight" feeling that currently exists. City staff did consider a reduction of 1-FT to a 19-FT lane width but determined that the width is already less than ideal for winter snow removal activities.

Also analyzed was the geometry and sight obstructions at every side street intersection of South Whitney Street between East College Drive and Jean Avenue. Except for its intersection with East Marshall Street, South Whitney Street is the clear “through” street in this neighborhood. Both Charles Avenue and Jean Avenue are T-intersections and Church Street occupies a significantly smaller footprint, especially on the east side of South Whitney Street.

The intersection of South Whitney Street and East Marshall Street is more confusing to motorists due to the size of the intersection and the way it is paved. East Marshall Street is a 45-FT road that intersects South Whitney Street, which occupies 60-FT as measured from outside curb to outside curb. Further, East Marshall Street is “paved through” the intersection with the crown of East Marshall Street carrying through the intersection. This gives the appearance that East Marshall Street is the priority street. It also gives the feel that East Marshall Street is the priority street because the vehicles on South Whitney must drive up and over the crown of East Marshall Street.

There are also some sight obstructions at the intersection of East Marshall Street and South Whitney Street that should be noted. When stopped on the western leg of E. Marshall Street and looking north, there is a significant hedge line that obstructs vision. The same holds true when stopped on the eastern leg of E. Marshall Street and looking to the south. The vegetation is not a city ordinance violation, yet it does pose some obstruction to long range view down the street.

It is the conclusion of City Engineering Department staff that due to the geometry of the intersection; we do support the addition of stop signs on South Whitney Street, at its intersection with East Marshall Street. To summarize the Engineering Department support for the addition of signage, resulting in the four-way stop condition at the intersection of S. Whitney Street and E. Marshall Street:

- When East Marshall Street was reconstructed, it was paved through the intersection and this can cause confusion when South Whitney Street is the through movement.
- During some parts of the year there could be sight issues due to bushes and or shrubs in the sight lines that could block drivers’ view of cross traffic on South Whitney Street. Stopping vehicles on South Whitney Street will allow drivers and all users on East Marshall Street to safely cross the intersection.
- This area has the potential for a large amount of pedestrian traffic with its proximity to Avera Medical Center and Holy Redeemer School.

From Section 2B.7 of the MnMUTCD - *Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*

From Section 2.B7 of the MnMUTCD, criteria that can be considered for a multi-way stop includes locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop. Also, an intersection of two residential collector (through streets) of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Based on the items listed above and the excerpt from the MnMUTCD, the Public Works Division feels that multi-way stop control is warranted at the intersection of South Whitney Street and East Marshall Street.