BOLTON & MENK

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# Neighborhood Meeting
## TH 250 Reconstruction

October 19, 2026

DEPARTMENT OF TRANSPORTATION

CITY OF Lanesboro

# Agenda Topics

- Project Introduction
- Brief Review of Proposed Improvements
- Anticipated Project Staging & Schedule

# Project Location Map



# Project Introduction

- Reconstruction of TH 250 from TH 16 to Root River Bridge
- Proposed Project Includes:
  - Full reconstruction of TH 250 (Parkway Ave N and S, Ashburn St E)
    - Replaces street pavement, storm sewer, sanitary sewer, and watermain
    - Includes upgrades to pedestrian and bicycle infrastructure
  - Install new watermain and sewer infrastructure to serve the Little Norway area

# Project Introduction

- Partnership project with MnDOT
  - MnDOT is replacing pavement
  - City of Lanesboro is replacing utilities under TH 250

# Existing Conditions– Streets




**Exhibit 1 – Parkway Avenue South Street Condition**

Note: Pavement deterioration

# Existing Conditions– Streets



**Exhibit 2 – Parkway Avenue North and Elmwood St E Intersection Along State Trail Crossing**

Note: Long pedestrian crossing

# Existing Conditions– Streets




**Exhibit 3 – Ashburn St E Road Conditions**

Note: No sidewalks

# Existing Conditions– Streets




**Exhibit 4 – Norway Dr Street Condition**

Note: Pavement deterioration

# Existing Conditions

Sidewalks and Shared-Use Paths

- Majority of sidewalks are not compliant with Americans with Disabilities Act (ADA) requirements
- Pedestrian infrastructure network gaps:
  - No pedestrian facilities along Ashburn St
  - No pedestrian facilities on west side of Parkway Ave between Elmwood St (CSAH 8) and Kirkwood St, and between Beacon St and Ashburn St
  - Gaps in pedestrian facilities on west side of Parkway Ave between Kirkwood St and Sheridan St (TH 16)

# Existing Conditions

Sidewalks and Shared-Use Paths

- Elmwood St (CSAH 8) Intersection
  - Root River Trail crossing is long and skewed at this intersection
  - Poor sight distance for drivers
  - Limited space for bikes and pedestrians

# Existing Conditions

Storm Sewer

- Current storm sewer is in moderate to poor condition and needs to be replaced
- Undersized in many areas, which can cause flooding
- Lack of storm sewer facilities along Ashburn St

# Existing Conditions

Sanitary sewer pipe

- Current sanitary sewer pipe is the original system
- Pipe is between 80 and 100 years old
- Most of the system is vitrified clay pipe, which is susceptible to cracking and leaking (8-12” diameter)
- Connections to homes are clay or cast iron, and are also deteriorating and leaking (4-6” diameter)
- The pipe is a source of infill & infiltration, which is when clean water enters the sewer system and reduces efficiency
- Existing pipe also has a flat grade in some locations, which creates potential for backups

# Existing Conditions

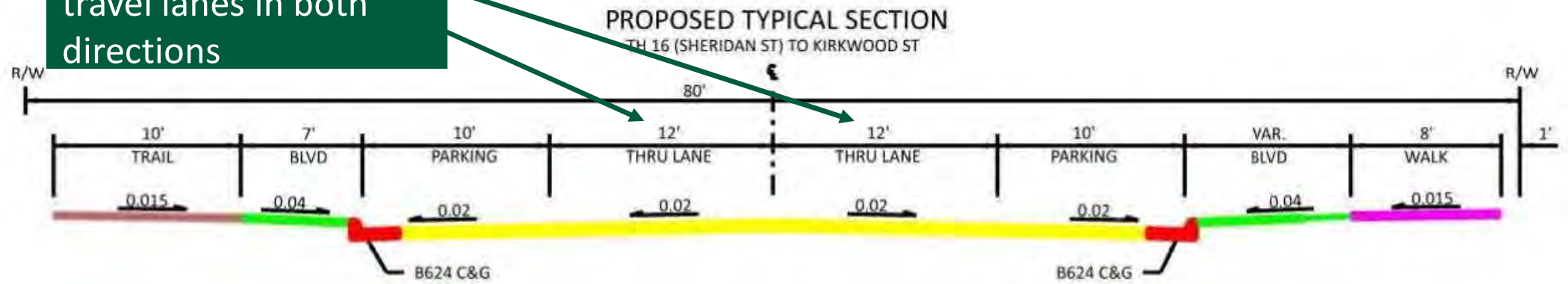
Water main

- Existing water main system is made of cast iron, ductile iron, and PVC pipe
- Pipe diameter ranges between 4 and 8 inches
  - 4-inch pipe can freeze and interrupt service to Little Norway
  - Pipes are undersized for fire protection
- Service pipes to homes are galvanized steel, copper or lead
- Most of the system was constructed in the 1950's or earlier, and has outlived its useful life

# Proposed Project

The project design will include 12-foot-wide driving lanes. This is the same lane width as a highway and will be able to accommodate truck and agricultural traffic.

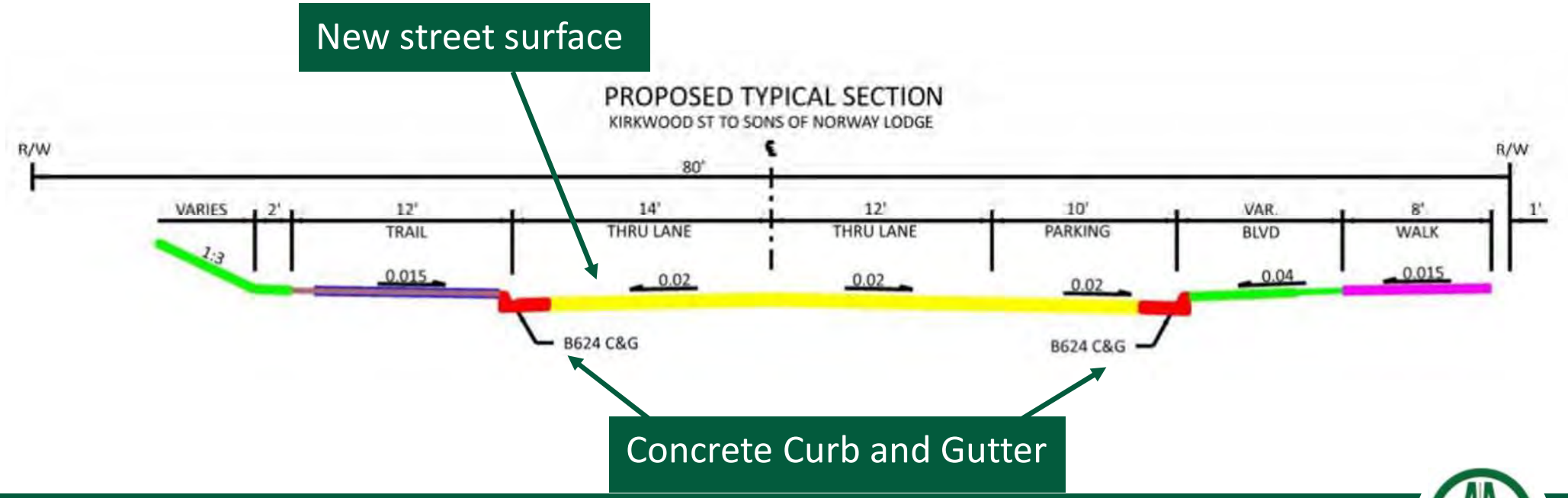
Note: 12-foot-wide travel lanes in both directions



# Proposed Project

Design will include:

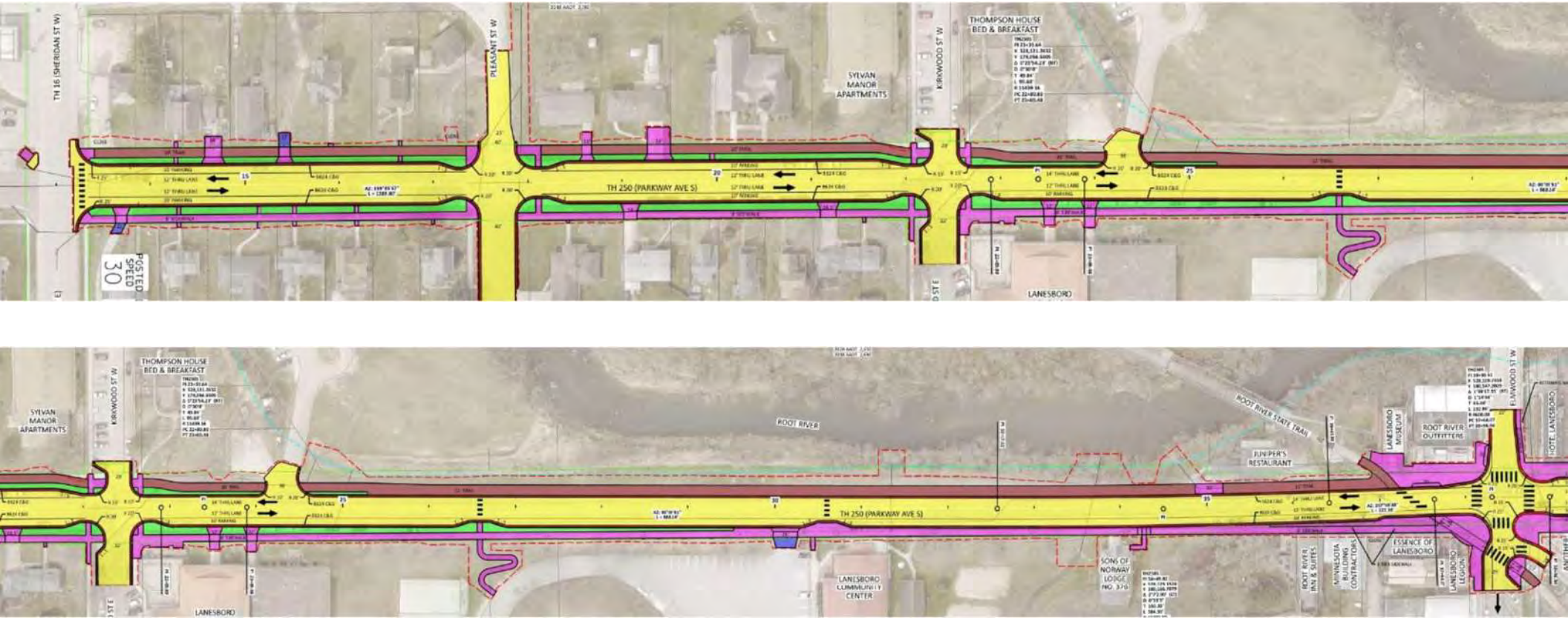
- Full street reconstruction
- Asphalt surface
- Concrete curb and gutter
- Concrete driveway aprons



# Proposed Project

10-ft wide shared-use path will be added on the west side of Parkway Ave between TH 16 and Elmwood St (CSAH 8)

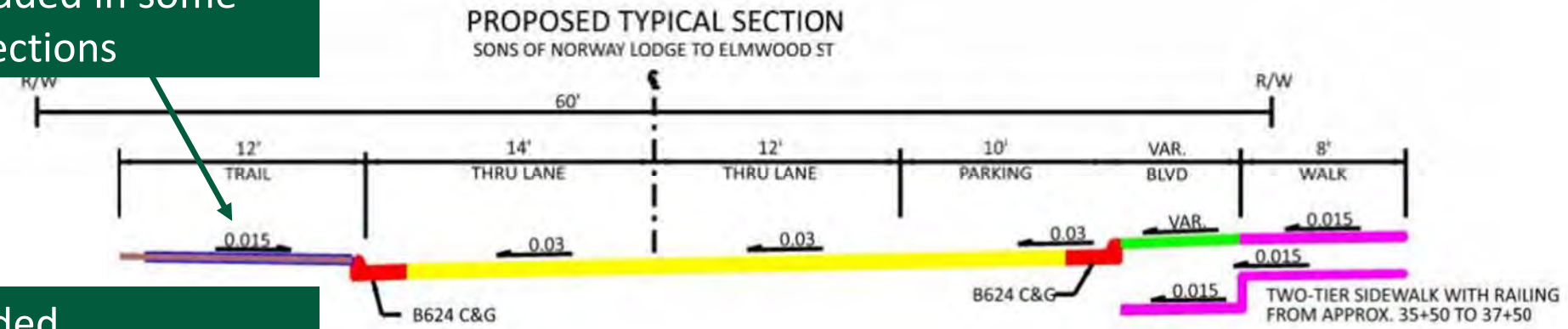
<u>Parkway Ave Layout</u>



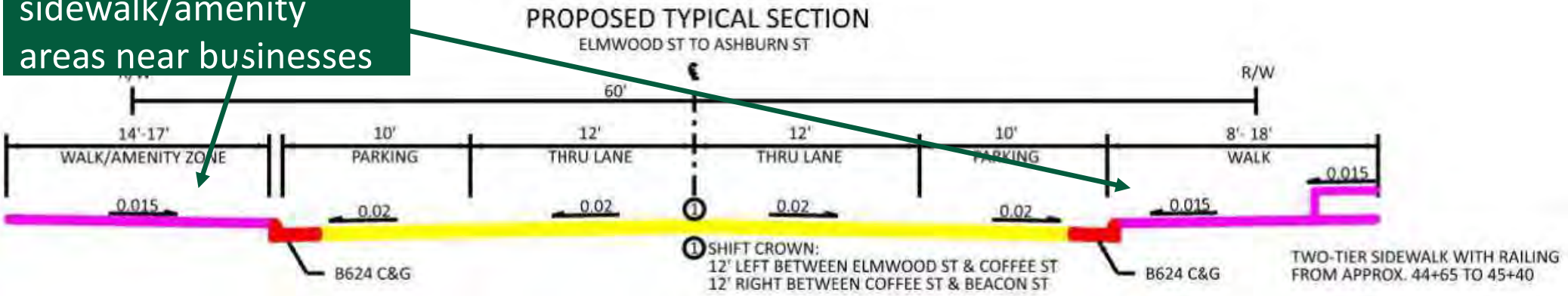
# Proposed Project

The goal of the proposed project is to create a balanced design that meets the needs of vehicles, pedestrians, and bicyclists.

Mixed-use trail added in some sections




Expanded sidewalk/amenity areas near businesses



# Proposed Project

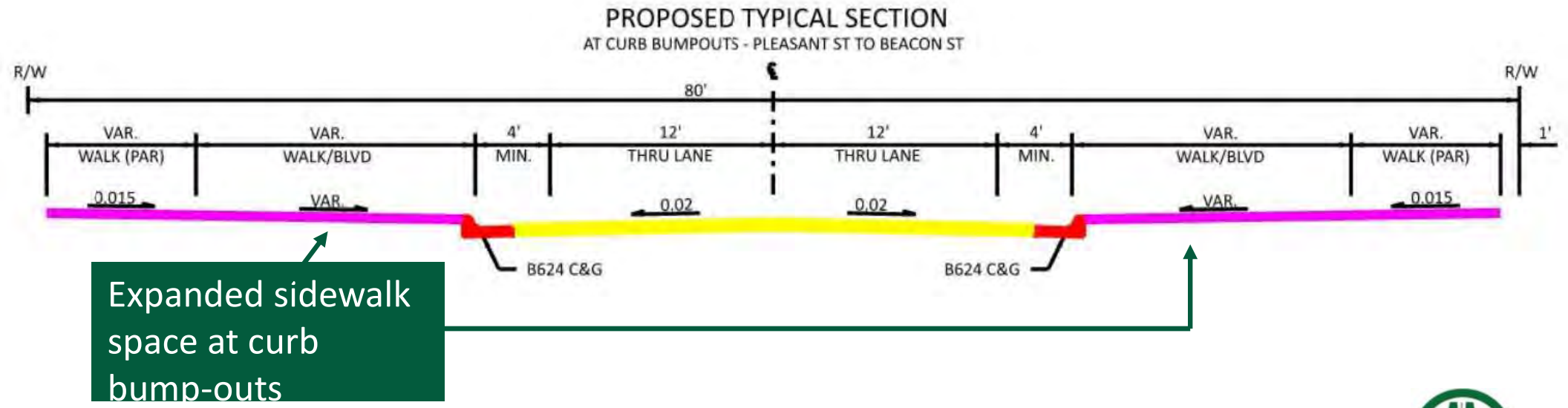
Sidewalks and Shared-Use Paths

- Sidewalks will be 6 feet wide at a minimum, and 17-18 feet wide downtown.
- Sidewalks and trails will be ADA compliant
- Building entrances to be evaluated to meet ADA standards

# Proposed Project

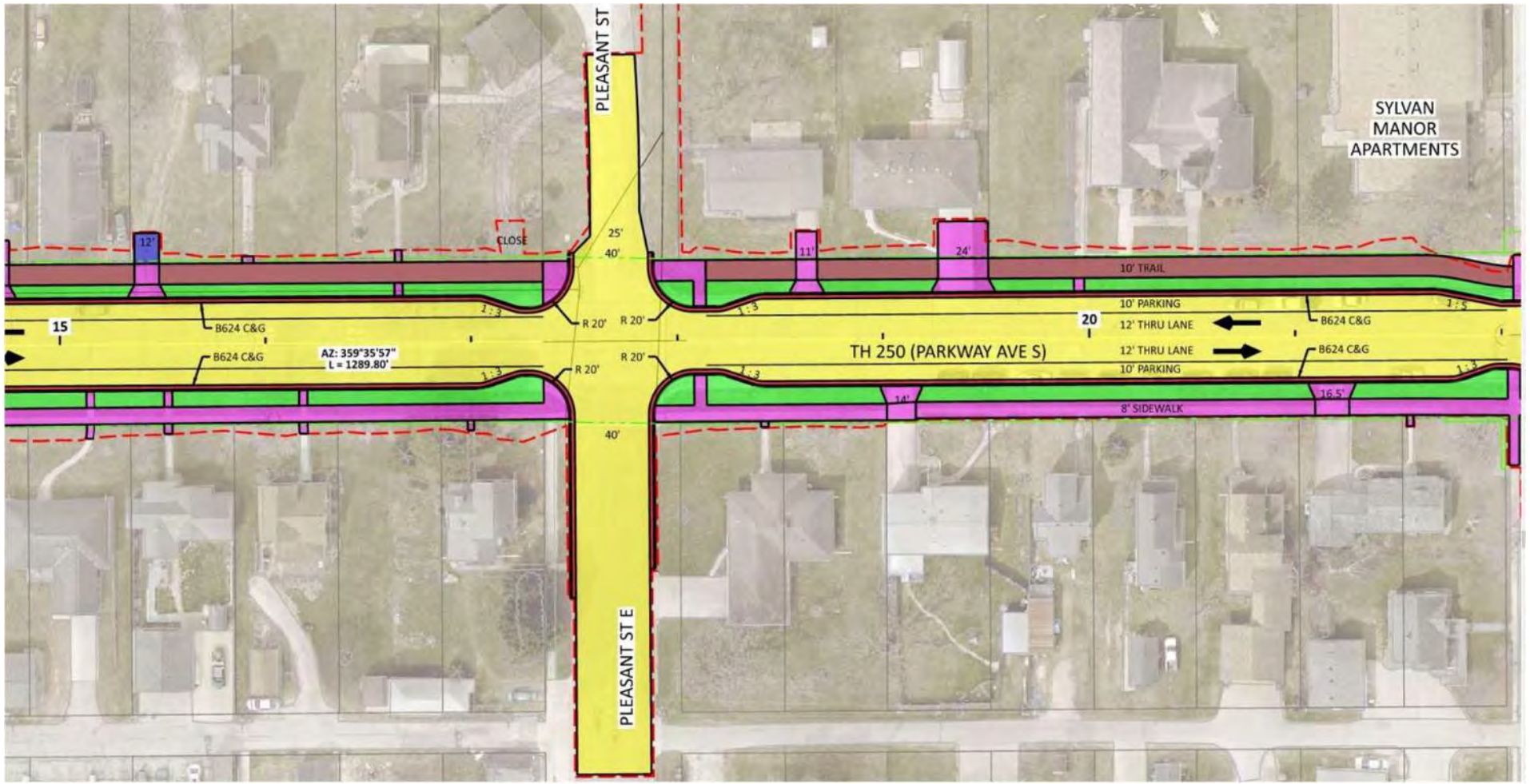
Curb bump-outs will be added to several intersections

- Bump-outs extend the curb into the street, giving vehicles improved visibility around parked cars when using intersections
- Bump-outs will also shorten pedestrian crossing distance
- This will improve the intersection geometry at the Elmwood St (CSAH 8) and Root River Trail crossing



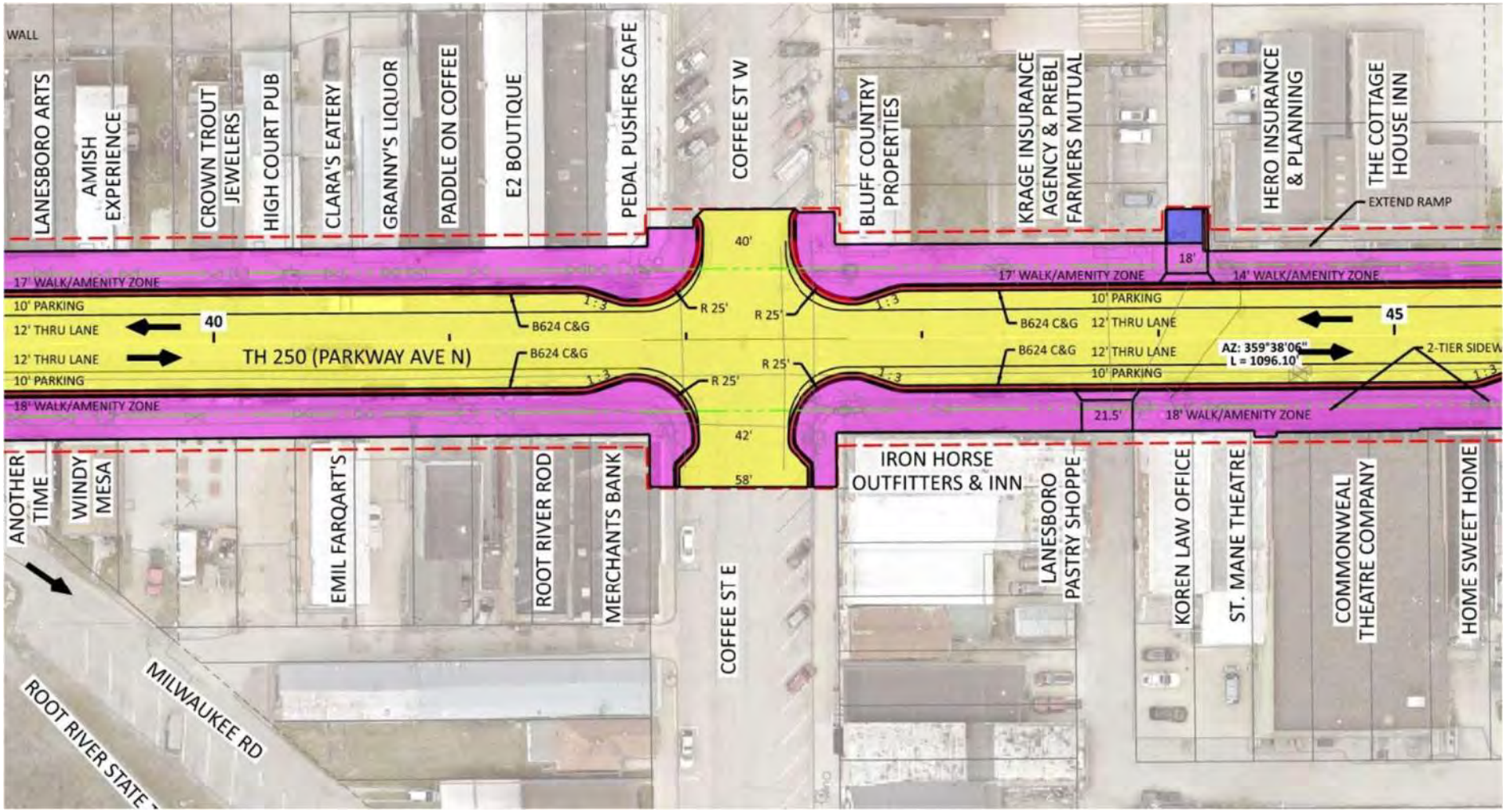
# Proposed Project

Curb Bump-Outs Example: Pleasant St E



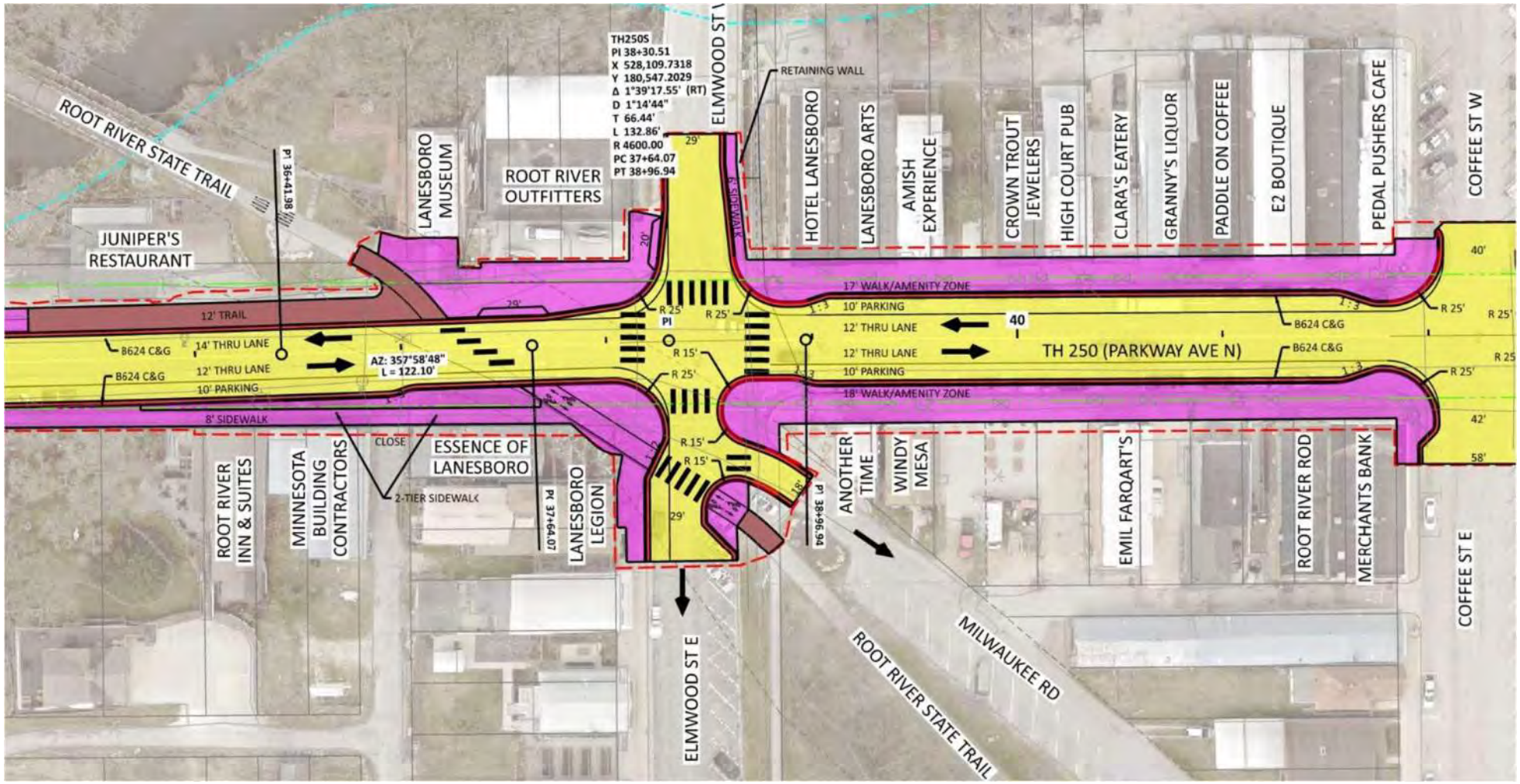
# Proposed Project

Curb Bump-Outs Example: Coffee St E



# Proposed Project

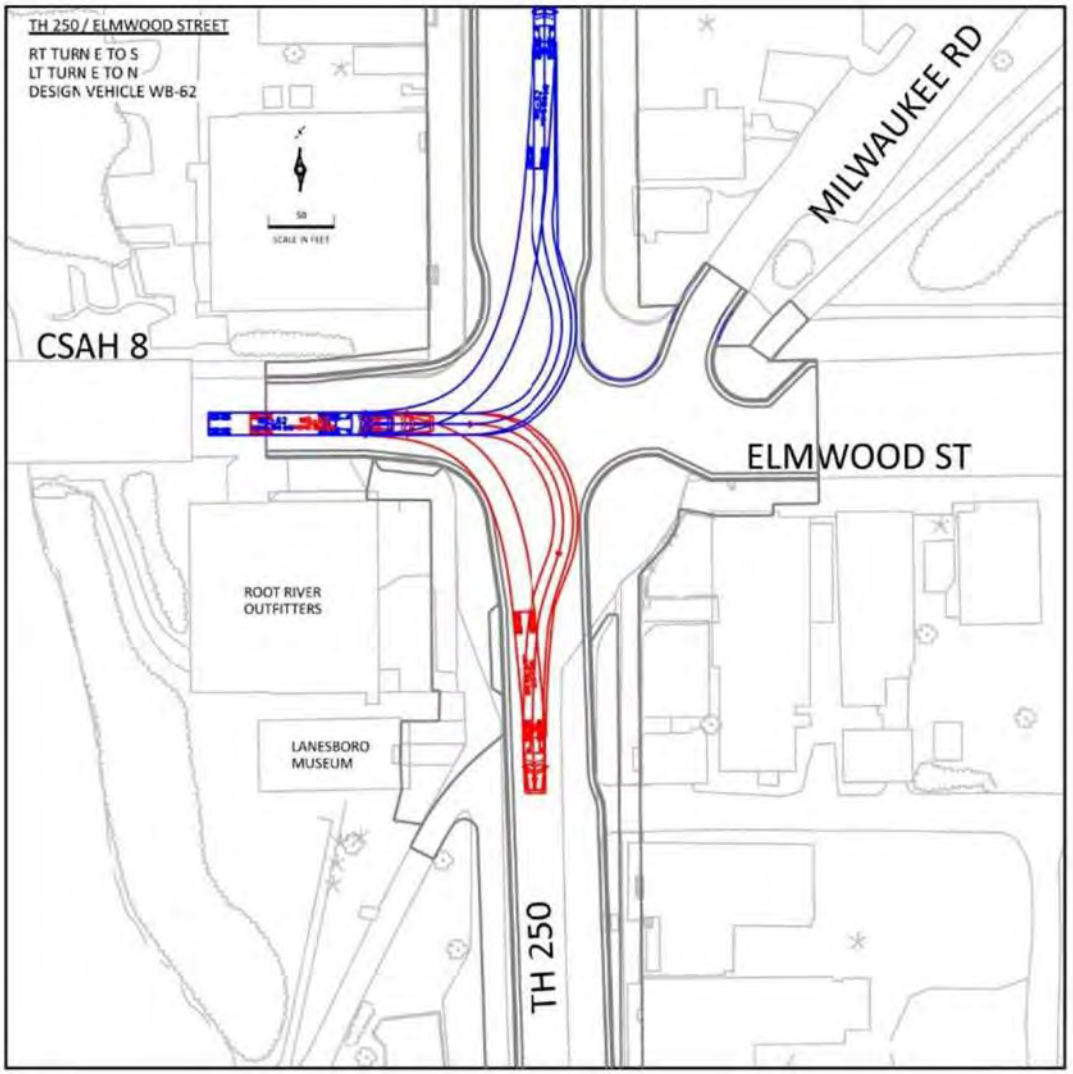
## County Road 8 Intersection Layout



# Proposed Project

Truck Turning Movements

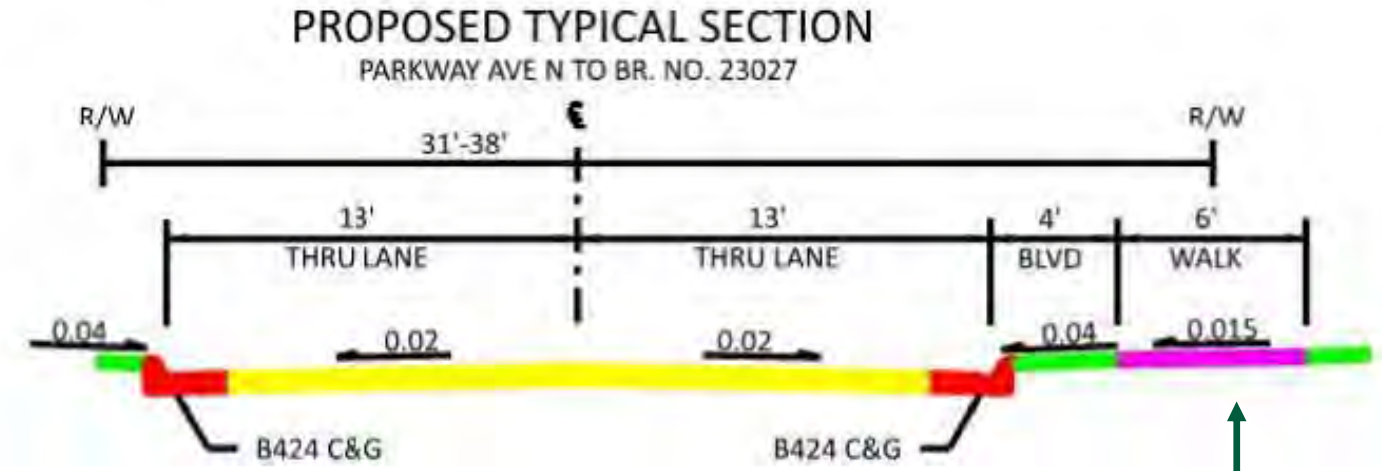
- Example shows semi-truck turning movement at CSAH 8 and Elmwood St intersection
- New design will function similarly to the current design



# Proposed Project

Ashburn Street Sidewalk and Trail Connection

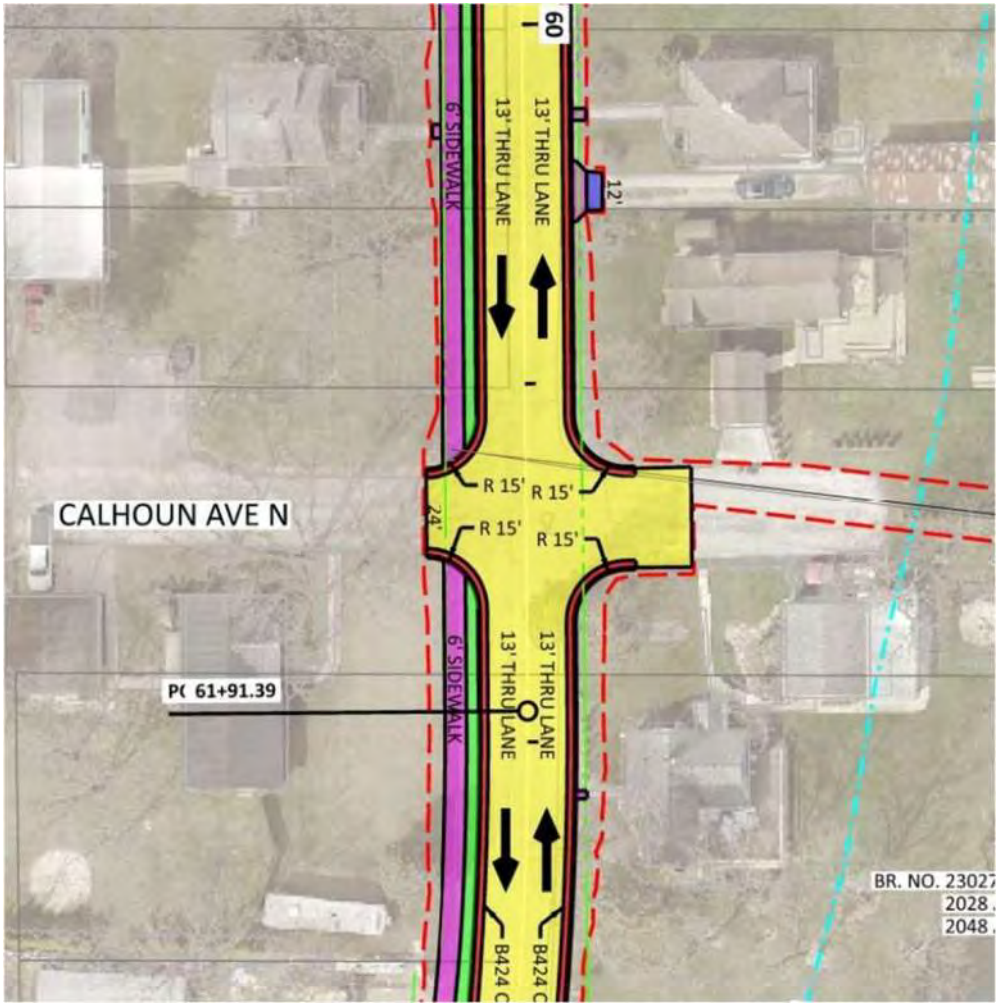
- Sidewalk will be added along Ashburn St
- This sidewalk will connect to the wastewater treatment facility trail

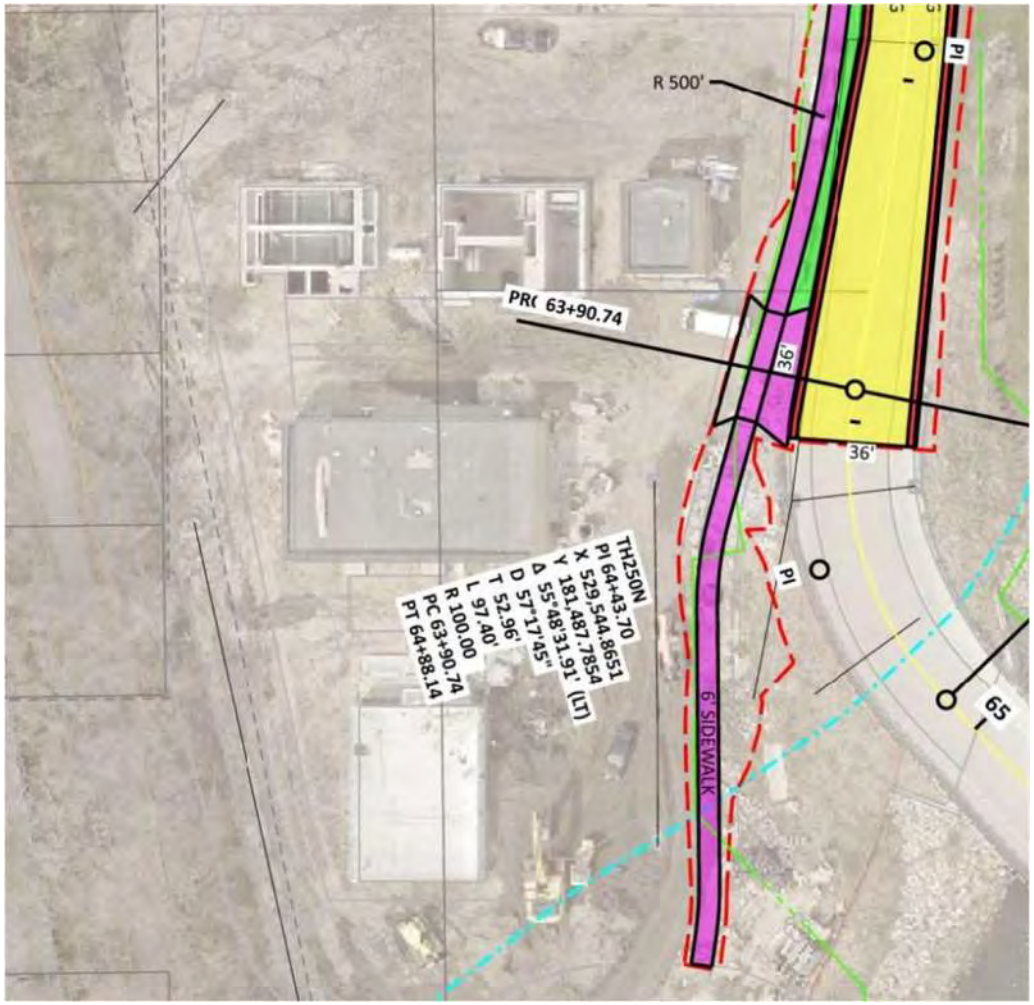



New sidewalk along one side of Ashburn Street

# Proposed Project

Ashburn St Sidewalk and Trail Connection



# Proposed Project

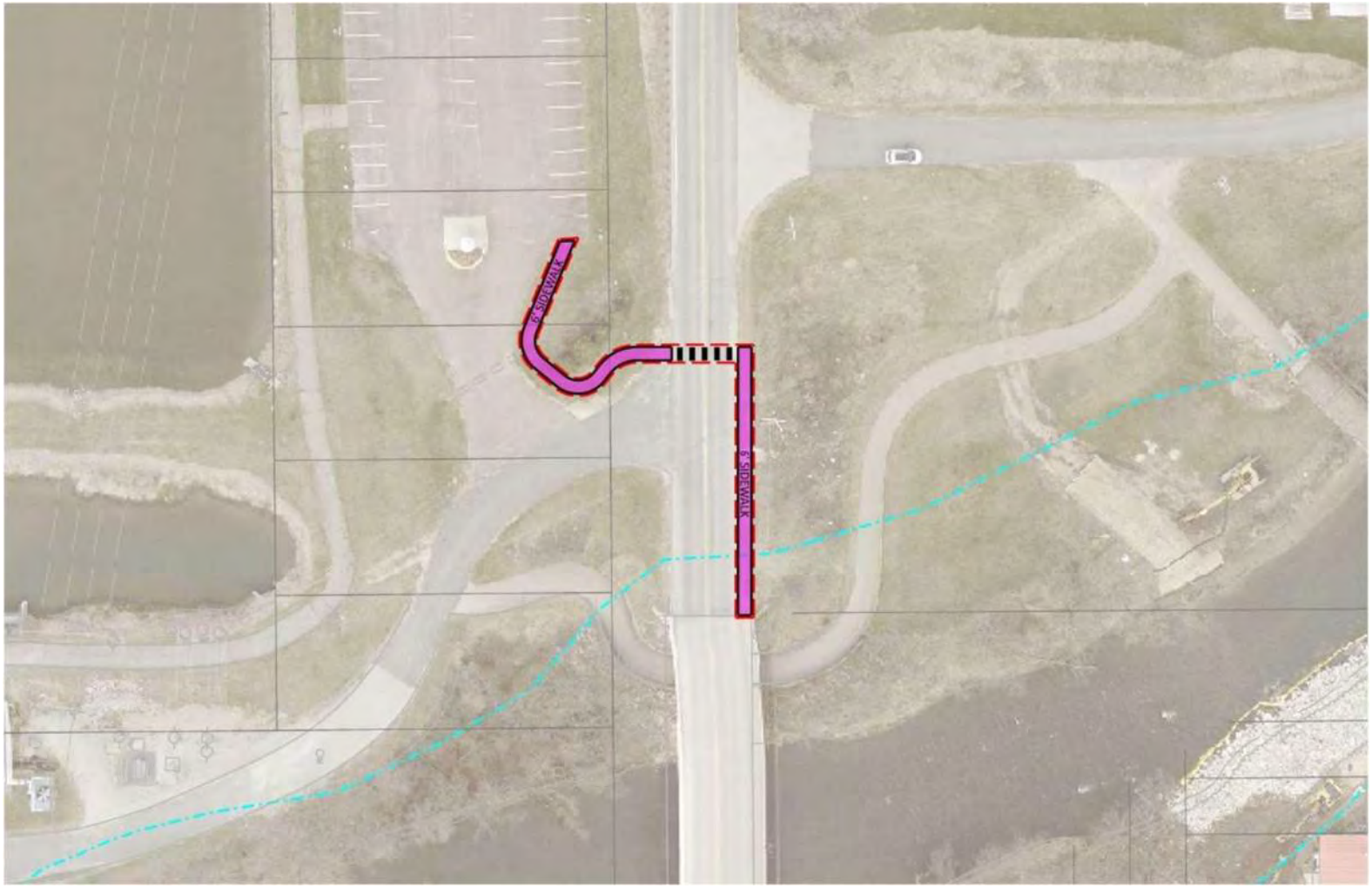
Sidewalks and Shared-Use Paths

- Enhanced pedestrian crossings at Community Center/Park and at Bass Pond parking lot
- Recommended flashing beacons at:
  - CSAH 8 crossing at Bass Pond parking lot
  - Two mid-block crossings at Community Center/Park
- NOTE: No flashing beacon at Root River Trail Crossing (new information from last meeting)



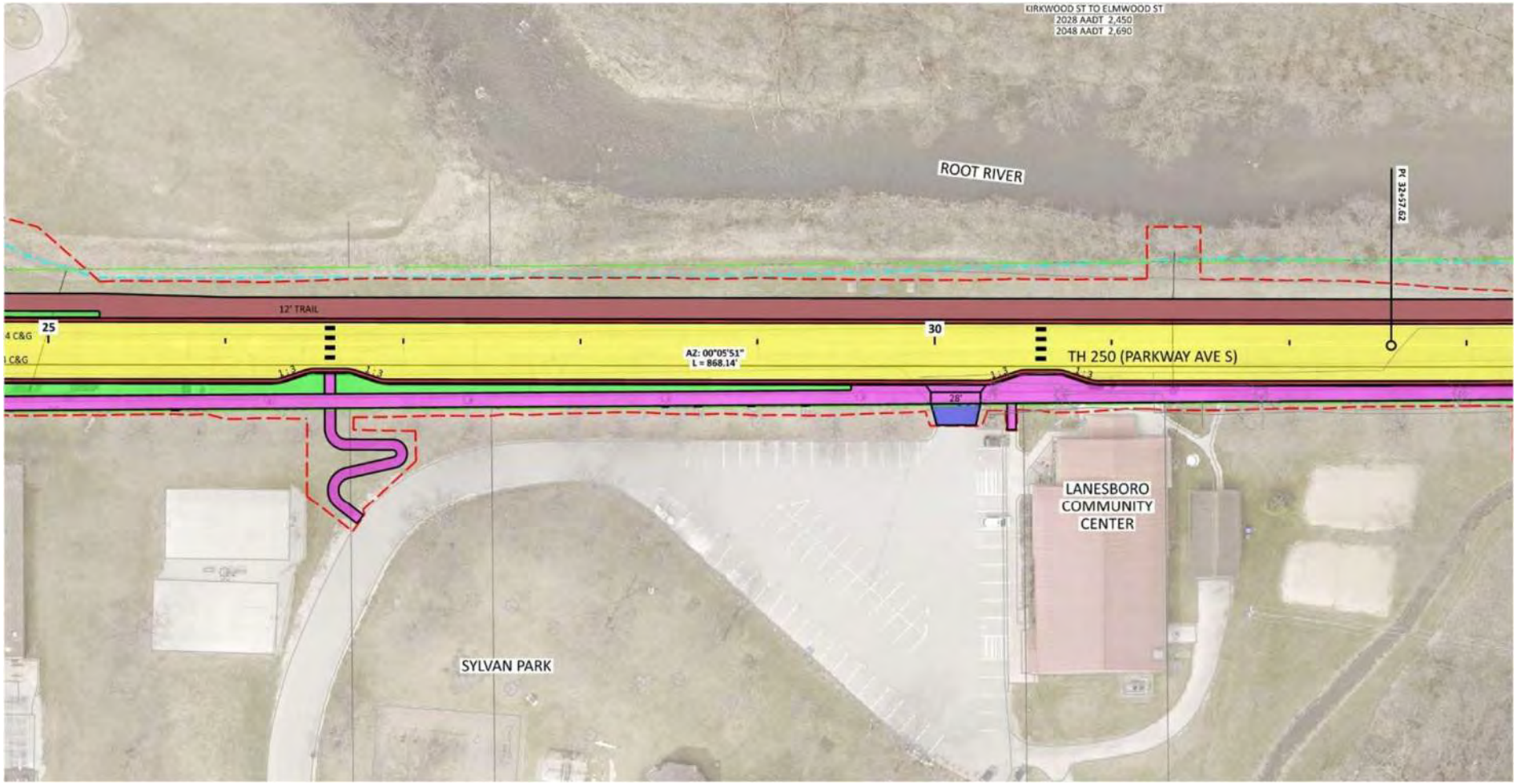
# Proposed Project

Bass Pond Parking Lot Crossing



# Proposed Project

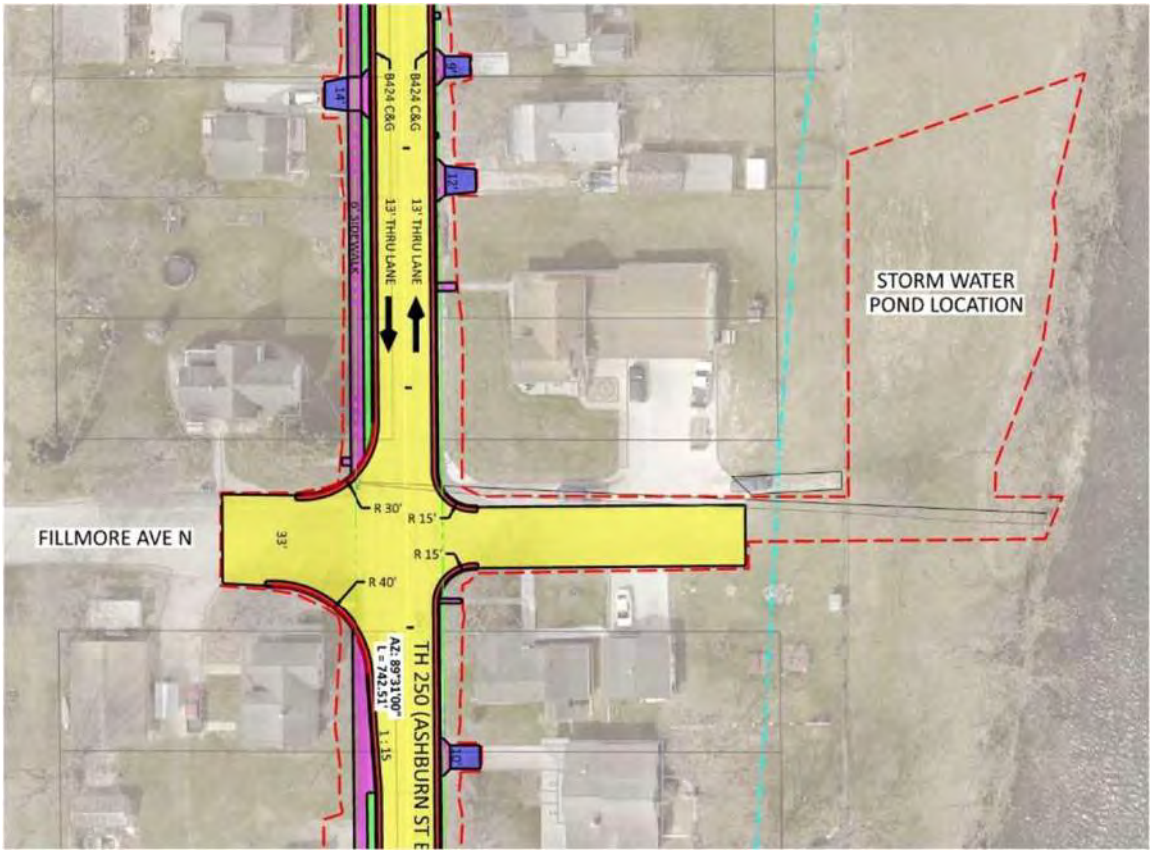
Mid-Block Crossings Near Community Center



# Proposed Project

Storm Sewer

- New storm sewer pipe, manholes, and catch basins will be installed.
- New, larger pipes will improve drainage capacity
- Stormwater pond and thermal cooler will be added at Ashburn St/Fillmore St outlet



# Proposed Project

Sanitary Sewer

- Sanitary sewer system will be replaced with new PVC main pipes and concrete manhole structures
- New 4 to 6-inch diameter sanitary sewer service lines to residences
- The new system will be watertight, and improve wastewater treatment efficiency
- Replace inverted siphon serving Little Norway area with a submersible pump lift station
- This will reduce maintenance and potential for sewer backups

# Proposed Project

Watermain

- Replacement of watermain with new 8-inch diameter pipes
- New hydrants and valves
- Water service lines to properties will be replaced
  - 1 inch diameter pipes for residential properties
  - Variable sizes (1 inch minimum) for downtown businesses
- New 8-inch diameter watermain under river to Little Norway and LPU building
  - Existing 4-inch watermain crossing Walking Bridge to Little Norway will be abandoned

# Proposed Project

Other Utilities

- Gas, electric, and communications utilities may need to be relocated, or new installations may be added. Utility coordination will occur throughout the final design process.

Right-of-Way

- This project requires permanent and temporary easements
- These easements are being acquired according to federal process, appraisals, etc.

# Anticipated Construction Staging & Schedule

## Fall 2026

- Gas, electric, and communications utilities need to be relocated.
- Late Fall 2026, Spring 2027 relocations.
- **NO ROAD CLOSURES with private utility relocations**
  - Work Areas in Sidewalks & Shoulders anticipated
- Completed by Private Utility Companies – not project team
- MnDOT & City are monitoring utility company schedules, will communicate schedules as they become available.

# Anticipated Construction Staging & Schedule

Roadway & Utility Improvements

- **2-yr Anticipated Construction Schedule**
- 2-yr project allows for realistic project schedule
- 2-yr project minimizes cost escalation risks
- Provides Specific Work Areas for contractors in each year
- Access Manager:
  - "On Call" and "On Site" at all times – business card distributed at public pre-construction meeting
  - Weekly Updates provided (meetings, website updates, email distribution)
  - Targeted engagement based off project progress and work locations

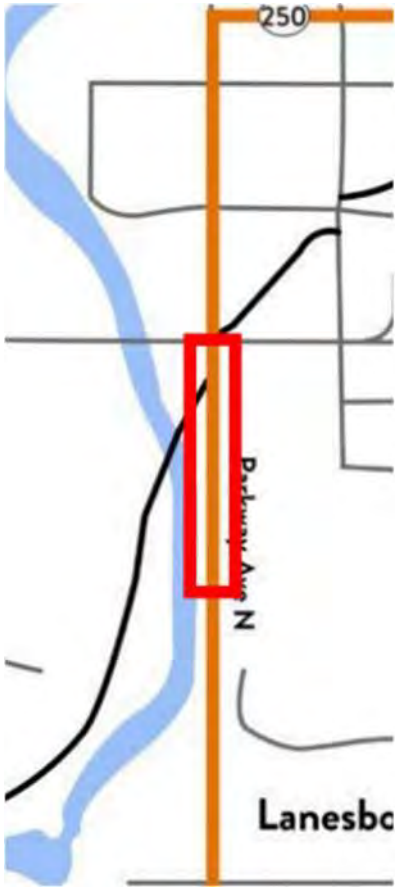
# Anticipated Construction Staging & Schedule Year 1

- Kirkwood Street to Kenilworth Ave
- Additional sub-stages required



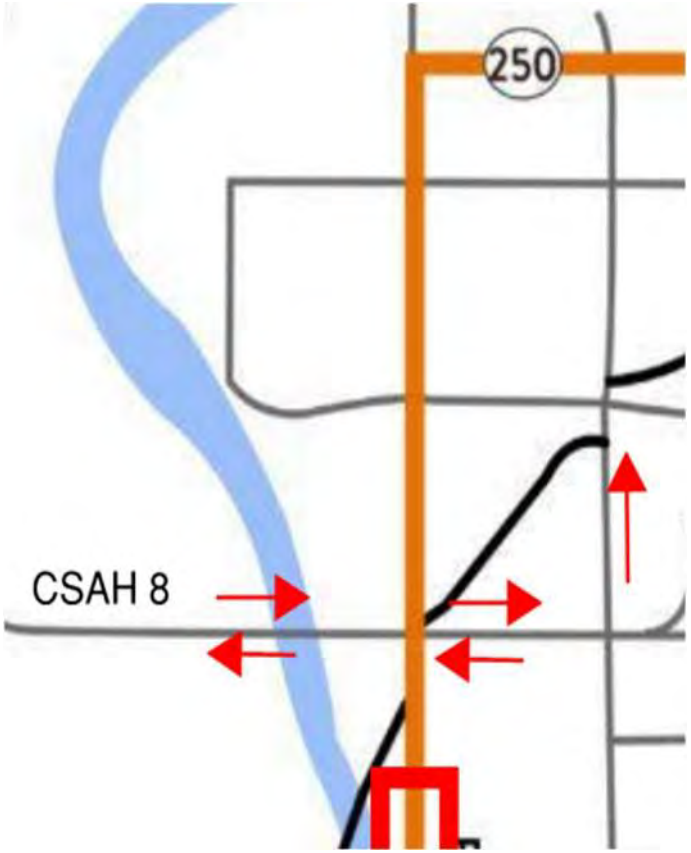
# Anticipated Construction Staging & Schedule
# Year 1 – Stage 1

- **Community Center Entrance thru CSAH 8 Intersection**
- **Approx. Schedule: Mid April thru End of June**
- CSAH 8 Detour – Starts in Fountain
  - Detour: US 52 to Hwy 16
  - Parking Available at Mill Pond & Ball Fields
- Downtown Access:
  - Hwy 16 to Coffee Street
  - Ped Bridge from Ball Fields to Coffee St
- Prioritizes CSAH 8 Intersection being constructed to a gravel surface – facilitates access



# Anticipated Construction Staging & Schedule
# Year 1 – Stage 1

- **Passenger Car Access**
  - **Starts Early/Mid June – On Gravel Surface**
- Elmwood Street – Temporary Conversion to 2-way traffic
- Facilitates Access to downtown
- Trail Crossing to re-open
- Eliminates CSAH 8 Detour for Passenger Vehicles
- CSAH 8 Detour **Remains** for Truck Traffic



# Anticipated Construction Staging & Schedule
# Year 1 – Stage 2

- **North of CSAH 8 to Kenilworth (Downtown)**
- **Approx. Schedule: June thru October**
- CSAH 8 Truck Detour to Remain
- TH 250 North utilizes Kenilworth for access to town
- Front Door Access maintained besides sidewalk at door and utility connections
- Either Beacon Street or Coffee Street will remain open for crossing traffic
- Pedestrian access to storefronts maintained during construction
- Utility work anticipated to be completed by Middle/Late of August



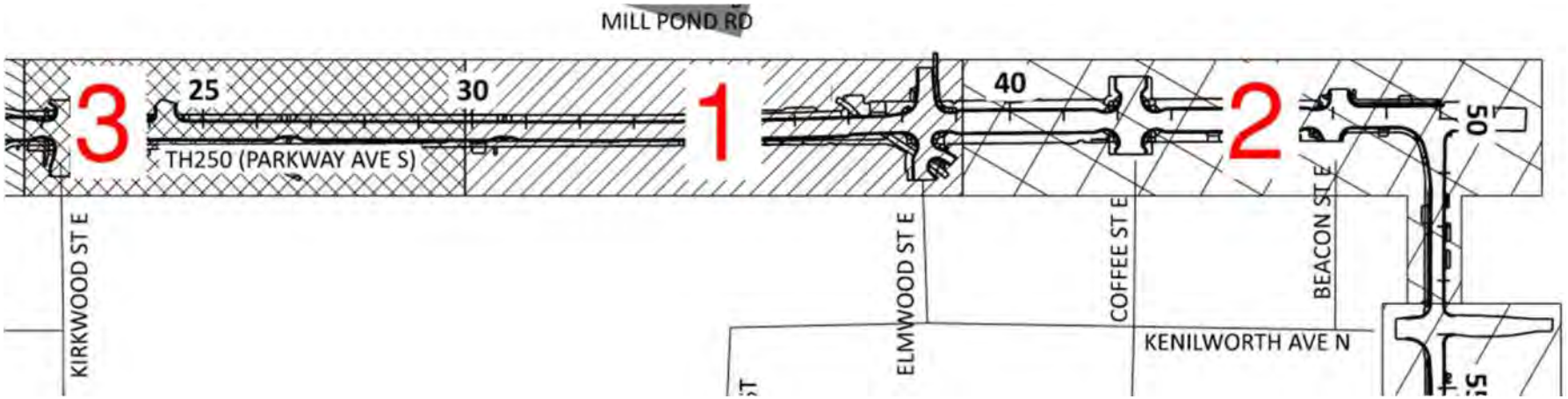
# Anticipated Construction Staging & Schedule
# Year 1 – Stage 3

- **Kirkwood St to Community Center Entrance**
- **Approx. Schedule: August thru October**
- CSAH 8 Truck Detour to Remain
- Street & Utility work in this segment
- Utility Work Anticipated to be complete by early/mid September



# Year 1 Construction Recap

- Stage 1:  Community Center to CSAH 8
- Stage 2:  Downtown
- Stage 3:  Kirkwood St to Community Center
- **Approx. Schedule: August thru October**
- Sets the Table for minimized impacts in year 2



# Anticipated Construction Staging & Schedule
# Year 2 – Stages 4 & 5

- Year 2:  NO CSAH 8 Detour
- Year 2:  NO major work in Year 1 Area
- **Stage 4: Ashburn St**
  - Approx Schedule:  May thru September, 2028
  - TH 250 Detour: Hwy 30 to CR 25 (Peterson) to Hwy 16
- **Stage 5:  Parkway (Kirkwood to Hwy 16)**
  - Approx. Schedule: July thru October, 2028
  - TH 250 Detour:  Hwy 16 to Coffee St.



# Year 2 Construction Recap

- **Stage 4:  Ashburn Street**
- **Stage 5:  Parkway Avenue (Southern 2 blocks)**
- No CSAH 8 Detour
- No Major work from Community Center to Kenilworth Ave (Downtown & Park Area)

# Next Steps

- Final Plans Under Review
- Bid Opening:  Late February, 2027
- Finalized Assessments (based on bid prices):
  - Late March/Early April, 2027

- **Property Owners**:  Document Condition of property in March/April 2027

- Preconstruction Open House & Access Manager Introduction:  March/April 2027

# More Information

- Project Website: Lanesboro250Project.com
- This presentation will be available on the project website, along with additional materials and contact information
- Sign up for email updates!

# TH 250 Reconstruction Project




***Staff will be available to answer questions at the layout tables***