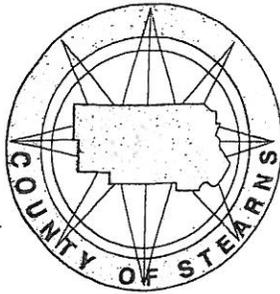


DEC 19 2012

# COUNTY OF STEARNS



## Department of Highways

PO Box 246 • St Cloud, MN 56302  
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### MEMORANDUM

COPIED TO: CC X  
DATE 12-19 PC \_\_\_\_\_  
STAFF X  
P&R \_\_\_\_\_  
FIRE \_\_\_\_\_

JODI L. TEICH, P.E.  
Highway Engineer

JEFF MILLER, P.E.  
Asst. Highway Engineer

CHUCK WEIMAN  
Maintenance Superintendent

Date: 12/17/2012  
To: City of Rockville Council  
From: Jodi Teich   
Cc: Rena Weber, City of Rockville, Dave Blommel, SEH, Inc.  
Subject: CSAH 8 Roadway Improvement Project  
Summary of Public Meeting

On 12/11/2012, a public information meeting was conducted at Rockville City Hall in order to gather comments from the local residents regarding the proposed improvements to CSAH 8. At the meeting, two layouts were presented. Both layouts showed two 12-foot travel lanes with 6-foot paved shoulders. One layout showed additional 14-foot right turn lanes at each cross street. These layouts were not intended to be the only two available options, but rather a starting point for discussions and worst case scenarios for impacts to the adjacent properties. There are several other different options available as outlined on the attached sheet, each with its pros and cons as far as cost assessments and/or property impacts.

As is typical for these types of meetings no consensus was reached. However, the message which seemed to prevail was that there should be no curb and gutter, no turn lanes, and there should be minimal, if any, assessments to property owners.

By excluding curb and gutter, resurfacing (reconditioning) rather than reconstruction can be accomplished. Resurfacing will involve either milling (removing) or reclaiming (grinding up and leaving in place) the existing bituminous surface, then re-paving. The County would incur all costs for this work and the only cost for the City would be utility work.

It is the County's recommendation that Option C as shown on the attached sheet be chosen as the preferred alternate. With this option, the existing bituminous surface will be reclaimed and re-paved with two 12-foot lanes and minimum 3-foot paved shoulders. The narrower shoulder width will allow for smoother transitions to existing inslopes.

We request that the City consider the recommendation of the County at their next Council meeting. County staff will be available at the meeting to answer any questions the Council or City staff have.