

MEMORANDUM

To:	Wabasha City Council
Cc:	Caroline Gregerson Wabasha City Administrator
From:	David L. Betts, PE Project Manager
Date:	October 29, 2025
Re:	City of Wabasha TH 60 Realignment SP 079-080-001 & SP 7910-16 Project Concepts Review and Preferred Alternate Selection

We have prepared four (4) concepts for the above reference project. These concepts present options for the City to review and select a preferred alternative.

Background

We have completed the preliminary survey and collected data for the project. We performed traffic counts and concluded the traffic analysis. The Intersection Control Evaluation (ICE) reports for both the 4th Grant Intersection and the Hiawatha Drive intersection with the new TH 60 alignment have been finalized, submitted to MnDOT for review, and approved. The ICE reports did not recommend traffic signals at the intersections because they did not meet warrants. Roundabouts or stop-controlled intersections were suggested, with roundabouts offering a slightly better Level of Service (LOS) than stop-controlled intersections. As a result of the ICE reports, we prepared four (4) concepts for the project. These concepts are:

Layout A

Layout A is an extension of TH 60 through the former city park and includes stop-controlled intersections at both 4th Grant Boulevard and Hiawatha Drive, with the thru-movement on TH 60 being uncontrolled. This layout is recommended to be eliminated due to safety concerns at the intersection of 4th Grant Boulevard and TH 60.

Layout B

Layout B is similar to Layout A, featuring a stop-controlled intersection at 4th Grant Blvd, but a roundabout at Hiawatha Drive. This layout is recommended to be eliminated due to safety concerns at the intersection of 4th Grant Boulevard and TH 60.

Layout C1

Layout C1 features a roundabout at both 4th Grant Boulevard and Hiawatha Drive, with the Hiawatha Drive roundabout situated within the existing park property on a similar alignment to Layouts A & B. This option has an opening for a roadway into the former park, west of the new TH 60, from the Hiawatha Drive roundabout. This option features a center median between the two roundabouts with right-in/right-out access mid-block.

Layout C2

Layout C2 also features two roundabouts, but it is positioned on a slightly different alignment than the other three layouts. In this option, the Hiawatha Drive roundabout is located further south and east, nearly in line with the existing Hiawatha Drive and centered on the west property line of the grocery store. This roundabout has a proposed roadway running south from the roundabout to serve the grocery store and the City parcel just west of the grocery store. This option also features a center median between the two roundabouts with right-in/right-out access mid-block, but does not have access to the park property from the Hiawatha Drive roundabout.

Public Engagement

An open house was held on Thursday, October 24th, from 4 to 6 p.m. at the City Fire Hall. The event was well attended, with 55 residents and staff members signing in. We displayed Layouts A, B, and C2. Layout C1 was not displayed at the open house. We received 29 comment cards at the open house and one by mail. The majority of the comment cards preferred Layout C2, with 20% of those comments preferring a different location for the Hiawatha Drive roundabout, similar to the location in Layout B. The comments were summarized as:

	Votes	Votes by Concept	Percentage
Concept A (As Is)	5	5	17%
Concept A with Modifications	0		
Concept B (As Is)	3	3	10%
Concept B with Modifications	0		
Concept C2 (As Is)	16	21	70%
Concept C2 with Modifications	5		
No Preference	1	1	3%
TOTAL	30		

Staff & Agency Comments

All of the layouts have been submitted to Wabasha County, MnDOT, and City Staff for review and comment. The following comments pertain to Layouts C1 and C2, as Layouts A and B are recommended for elimination from consideration. These comments, as well as the City Council's comments, will be addressed with the preliminary design once a preferred alternate is selected.

Wabasha County

We received the following comments from Dietrich Flesch, Wabasha County Engineer:

- In Layout C2, the project can't be constructed without permanent right-of-way acquisition from a commercial business (grocery store). Businesses often see parking as valuable property, and value access directly from a primary road, which currently has many; both of which may leave right-of-way acquisition problematic and costly. A suggestion would be to move the roundabout north, approximately 50'+ to avoid permanent right-of-way acquisition for the grocery. A suggestion would be to have at least one access from Hiawatha Dr to the grocery parking lot.
- On Layouts C1 and C2, there is also no shoulder shown on Hiawatha Dr that would transition to a bike ramp to a trail/sidewalk from either direction. Except in the roundabout and roundabout medians, a shoulder on Hiawatha and Grant is preferred by the County. Truck traffic (and especially with snowbanks) would seem to make a traffic-lanes-only road on this freight corridor(s) narrow.
- Parking for marina users may want to be considered by the City along Grant Blvd north of the bridge.
- Layout C2 shows a 10' trail and sidewalk, both with boulevards; the wider the width, the more cost (especially for the proposed box culvert replacement) and impact/fill to the water resource.
- If expanding the project footprint beyond what is currently being reviewed for cultural resources and endangered species, an updated area should be provided to the reviewers so there isn't a delay or re-review required later.

MnDOT District 6

We received the following comments from Tory Thompson, MnDOT District 6:

For the existing Hwy 60 Intersection, both the C1 and C2 layouts appear not to be significantly different from each other or from previous reviews. Therefore, as previously commented:

- MnDOT feels that the ICDs could be reduced to allow for the potential reduction in any R/W impacts at the intersection, particularly to the properties on 4th Grant Blvd.
- MnDOT has concerns about the minimum entry widths and will review further at the time that geometric data (PHI angles, entry widths, curve data) are provided.
- MnDOT Guidance requires a Level 1 layout with GDSU Review for the Existing Hwy 60 Intersection for the roundabout design.

Regarding other portions of the concept beyond the existing Hwy 60 Intersection:

- MnDOT is in support of Dietrich's comments and can provide the following feedback, but as Dietrich identified the existing roadway is a CSAH roadway and the County is the authority of the roadway. MnDOT's feedback is for consideration due to the proposal for the roadway to be Hwy 60 following the construction.
- As Dietrich has commented, the location of the roundabout in the C2 layout on Hiawatha Dr can't be constructed without permanent right-of-way acquisition. For MnDOT to accept the proposed roadway, the right-of-way will need to be purchased in fee. In accordance with the

State Aid Manual, all projects involving federal funds should consult with the appropriate MnDOT District R/W, Land Management Engineer, concerning qualifications of appraisers and reviewers, appraisal format, relocation assistance, etc. R/W activities other than those necessary to complete environmental action should normally not be initiated until after environmental action has been completed.

- It should also be noted that there would be more impacts to traffic during construction for the Hiawatha Dr traffic that could be reduced/minimized if the roundabout is shifted off the alignment of the existing roadway.
- While the C2 Hiawatha Dr roundabout does address and comply with MnDOT's previous comment that all legs of the roundabout are necessary to be a roadway and not a driveway, this does add a leg that would be required to be maintained by the City. Has there been consideration that the mosquito field area be utilized for storm water requirements, allowing for the area North of Hiawatha to be free of the storm water pond?

Wabasha City Utilities

We received the following comments from Pat Mueller from the Wabasha Utility Department:

- The water main and sanitary sewer should be replaced on 4th Grant Boulevard from Alleghany Avenue to Bridge Avenue as part of the project.

Wabasha City Engineer

We received the following comments from Brian Malm, Bolton & Menk:

- I agree with Dietrich's comment about shifting the south roundabout to avoid the need for permanent property acquisition from the grocery store. That should be doable.
- I assume there has already been discussion about access to the property between Alleghany and the new TH 60? Is the intent for access to that property to come off Alleghany as opposed to providing a right-in/right-out access off TH 60, similar to the property west of TH 60? If there hasn't been a discussion already, you might want to consider requesting that right-in/right-out access be added on the east side of TH 60, similar to the west.
- Other than that, I think it looks great! The two roundabouts will be a huge safety improvement. I'm excited to see this move forward. It will be a really great improvement for the City that has been a long time coming.

Wabasha City Planner

We received the following comments from Kristi Trisko, Bolton & Menk:

- I agree with Brian and Dietrich, Layout C most closely manages traffic while providing space for development on both sides of the old athletic field, as well as a cleaner connection to the grocery store, where most residents will be coming from the south to the site.
- Layout C also allows for straightforward access to Mosquito Field when that develops. From the site plan, Layout C also avoids all of the grocery store property except for the very northeastern corner, which doesn't impact their current parking, access, or use at all.

- I would also recommend reviewing the right-in/right-out for the east side of TH 60 to align with all future development plans the City might want to think about on the east side.
- My final thoughts are for the homes along 4th Grant. The homes between TH 60 and Alleghany Ave will continue to be able to access their garages from the alley with limited disruption from the way they currently access their homes.
- Rand Donker's parcels (PID# R27.00388.00 and PID: R27.00388.03), on the north side of the circle, will be impacted by this project – and conversely, this project will be impacted by his driveway. Could we eliminate his driveway entirely by allowing him to build a detached garage in his rear yard and/or allowing a longer driveway to the alley somehow? Access to a private driveway that close to the one-way circle doesn't look particularly safe, even at slow speeds. People won't be looking at his driveway there. I'm envisioning FedEx Trucks and Amazon Vans, and folks who don't know where his address is trying to navigate the area and find his home. I'm not sure there is a good solution here, just an observation.

Wabasha Emergency Management

We received the following comments from Riley Costello of Emergency Management:

- This looks awesome! Great job!

Stonebrooke Comments/Response

All of the comments provided are good and reasonable; however, we may not be able to accommodate all of them. These will be addressed during the preliminary design and layout phase. As with all projects, we will weigh the comments against project goals and budget, and we will reach a consensus on how to proceed.

Regarding the roundabout position, some comments suggest moving it further north to reduce right-of-way acquisition costs and property impacts. Here are our thoughts on this suggestion:

- After speaking with the County, County Engineer Flesch intended to move the roundabout west, rather than north.
- If we moved the C2 roundabout 50 feet west, it would allow for a road to be constructed entirely on the City parcel (Mosquito Field). It would also allow for an entrance onto Hiwatha Drive to be maintained, if desired. It would require additional driveway length from the existing grocery store parking lot to the new south leg roadway.

Recommendation

We recommend that the City Council review the layouts provided, weigh the comments above, and:

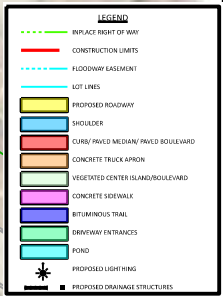
- 1) Eliminate Layout A and Layout B from consideration due to intersection safety and operations issues.
- 2) Select Layout C2 as the preferred alternative, with any conditions or revisions.
- 3) Motion to incorporate suggestions by County, City engineering staff, and City Planner into the final designs and project as permitted.



DATE: 10/28/2025

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**PRELIMINARY
SUBJECT TO CHANGE**



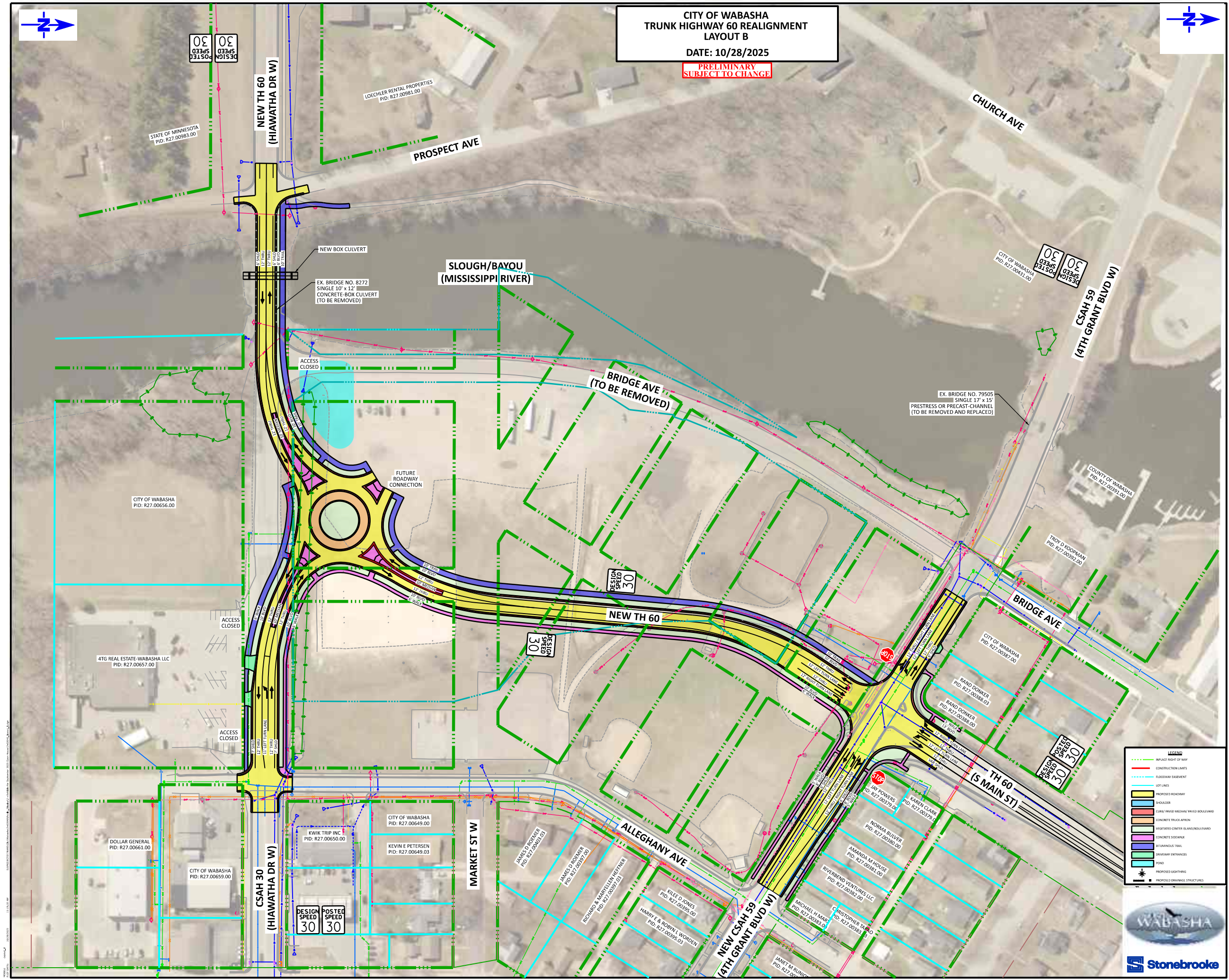
Stonebrooke



CITY OF WABASHA
TRUNK HIGHWAY 60 REALIGNMENT
LAYOUT B

DATE: 10/28/2025

PRELIMINARY
SUBJECT TO CHANGE



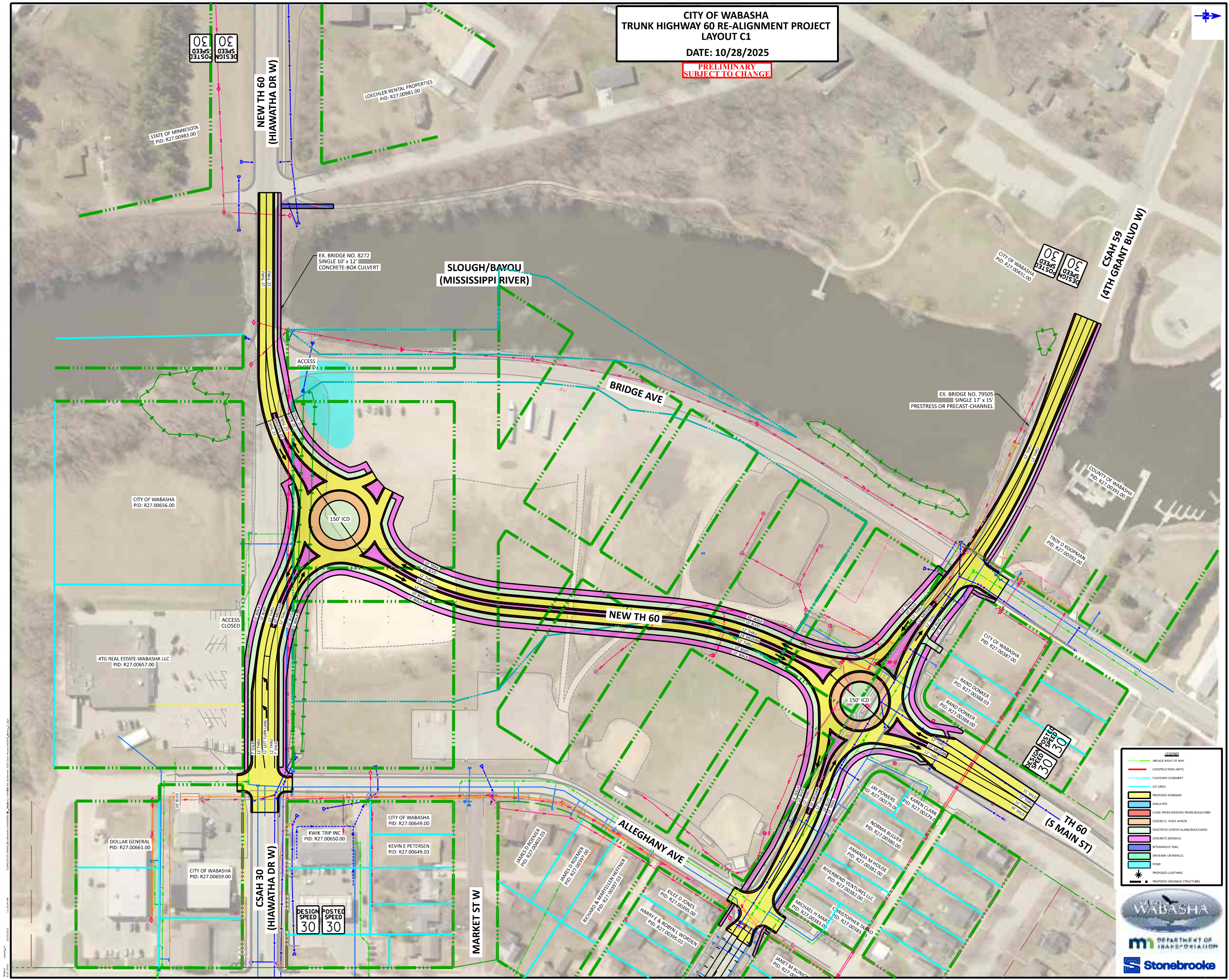
LEGEND

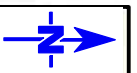
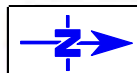
- IN PLACE RIGHT OF WAY
- CONSTRUCTION LIMITS
- FLOODWAY EASEMENT
- 10' LANE
- PROPOSED ROADWAY
- SHOULDER
- CURB/RAISED MEDIAN/RAISED BOULEVARD
- CONCRETE TRUCK APRON
- VEGETATED CENTER ISLAND/BOULEVARD
- CONCRETE SIDEWALK
- STANDARD TRAIL
- CONCRETE ENTRANCES
- PAVED
- PROPOSED LIGHTING
- PROPOSED DRAINAGE STRUCTURES



CITY OF WABASHA
TRUNK HIGHWAY 60 RE-ALIGNMENT PROJECT
LAYOUT C1
DATE: 10/28/2025

PRELIMINARY
SUBJECT TO CHANGE

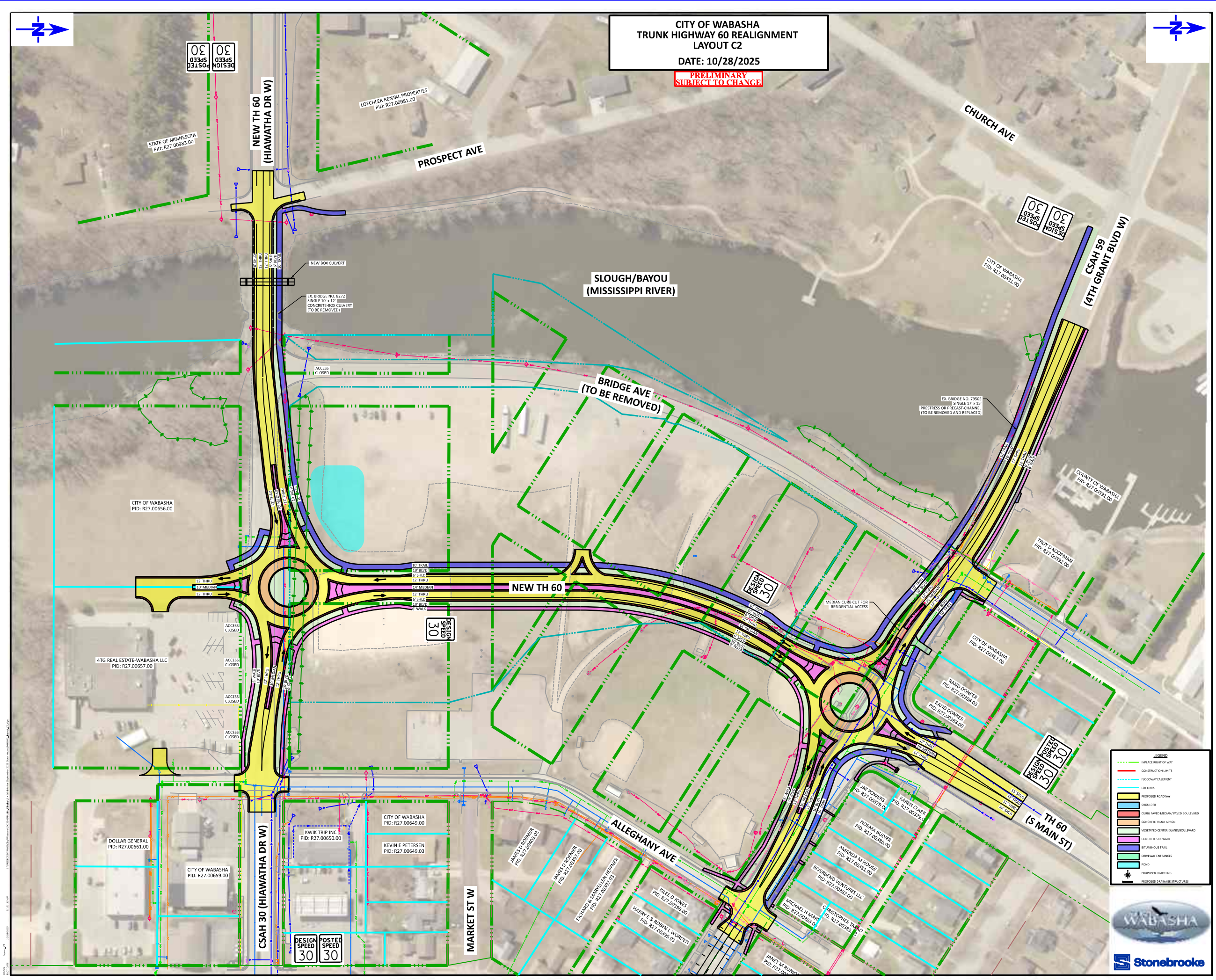




CITY OF WABASHA
TRUNK HIGHWAY 60 REALIGNMENT
LAYOUT C2

DATE: 10/28/2025

PRELIMINARY
SUBJECT TO CHANGE



LEGEND

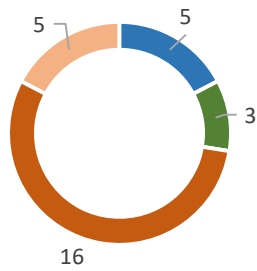
- IN PLACE RIGHT OF WAY
- CONSTRUCTION LIMITS
- FLOODWAY EASEMENT
- LOT LINES
- PROPOSED ROADWAY
- SHOULDER
- CURB/PAVED MEDIAN/PAVED BOULEVARD
- CONCRETE TRUCK APRON
- VEGETATED CENTER ISLAND/BOULEVARD
- CONCRETE SIDEWALK
- BIPOSSIBLE TRAIL
- DRIVEWAY ENTRANCES
- POND
- PROPOSED LIGHTING
- PROPOSED DRAINAGE STRUCTURES



Open House Comment Summary

	Votes	Votes by Concept	Percentage
Concept A (As Is)	5	5	17%
Concept A with Modifications	0		
Concept B (As Is)	3	3	10%
Concept B with Modifications	0		
Concept C (As Is)	16	21	70%
Concept C with Modifications	5		
No Preference	1	1	3%
TOTAL	30		

Votes



- Concept A (As Is)
- Concept A with Modifications
- Concept B (As Is)
- Concept B with Modifications
- Concept C (As Is)
- Concept C with Modifications

Date	Event (If applicable)	Affiliation (If Any)	Email	Comment	Follow up needed?	Date of Follow Up	Follow up Response
9/19/2025	Doorknocking	Resident along project		*Received notice of noise analysis the following week* Commented that noise doesn't both her as she has multiple kids/grandkids around all of the time.	No	N/A	N/A
9/19/2025	Doorknocking	Resident along project		*Received notice of noise analysis the following week* Did not have a problem with the noise analysis process	No	N/A	N/A
9/19/2025	Doorknocking	Resident along project		*Received notice of noise analysis the following week* Was worried about the truckers and where they are going to eat their lunch breaks and park their vehicles after the reconstruction. Is curious, but not against the project. She's excited for something to watch for the next few years out of her window.	No	N/A	N/A
10/9/2025	Email Received by Dave Betts	Resident along project	Troy.Koopman@flexiblecircuit.com	Thank you Dave. I appreciate you reaching out with the timing. Troy	No	N/A	N/A
10/22/2025	Letter received by City	Active Transportation		Dear Ms. Gregerson, I am concerned about the bicycle safety at the proposed roundabout in the realignment of Minnesota Route 60. I am an experienced rider: I bike in and around Wabasha nearly every day, all year long; I have ridden on rural roads and city streets. I have negotiated roundabouts designed for motor vehicles, and without bike-friendly modifications, I can testify that they are dangerous to bicycles. I can also testify to the risk of serious injury at relatively low speeds. This past August, I crashed one of my bicycles going across Wabasha interstate bridge. I swerved to avoid a piece of metal on the shoulder and hit the rumble strip, a safety feature for motorized vehicles but a hazard to bikes. The vibrations caused me to lose control, and I crashed. I was running Strava, a mobile app that records speed and distance traveled. Strava showed that I was moving at 26 miles per hour when I crashed. Even at this relatively low speed, I suffered a broken clavicle, a broken hand, five broken ribs, a punctured lung, and a pseudoaneurysm in my carotid artery. I spent six days in a hospital, and a physician told me that had I not been wearing a helmet, I would have been killed. Please insist on significant modifications to ensure the safety of bicyclists at the roundabout. Sincerely, Eric Pierson	No	N/A	N/A
10/23/2025	Email Received by Dave Betts	Resident along project	Troy.Koopman@flexiblecircuit.com	Thanks Dave. I'm actually in Florida, so won't be in attendance (is it broadcast anywhere, like a YouTube channel?). I'll try to get somebody up there though to listen in if I can. Troy	Yes	10/23/2025	Hi Troy- It's just going to be individual conversations. There isn't a presentation. The engineers have offered to do meetings virtually. So if you would like one at some point, then just let them know!
10/23/2025	Email Received by Dave Betts			OK thanks. On initial review I just have a couple questions. When I asked Caroline the other day if the slough bridge on Grant Blvd was going to be replaced, she said no because there wasn't money for that. Did that change? These drawings say it will be replaced. If replaced, is the plan to have it high enough to allow boat traffic through it (runabouts, not fishing boats)? Is Bridge Avenue going to be widened along the area of my property into what is currently our yard and driveway access points? Thanks Troy	Yes	10/24/2025	From Caroline: Troy- There isn't enough funds to replace it to the height that there is boat traffic going through. But yes the bridge is getting replaced. Sorry if there was confusion on that. The second question they will have to answer. From Dave: 4th Grant Blvd. will likely be widened if the City selects Layout C. Please keep in mind, these Layouts are just concepts right now and are not the final design, so we don't know for certainty, but we anticipate the roadway will widen/relocate to the south of the existing roadway centerline and wouldn't affect your property, with the possible exception of some minor grading.
10/23/2025	Comment Received at Open House #1			A: Like all three options but I like Option A the best.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			A: I believe Option A will keep traffic flowing the best. Having a roundabout at the base of the brige will create a bottleneck.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			A: No additional comments	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			A: Get it done!	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			A and B: No Additional Comments	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			B: Bike safety! Roundabouts need well-marked and well-maintained bike/walking paths	No	N/A	N/A

10/23/2025	Comment Received at Open House #1			B: No additional comments	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Concept C is better for the flow of traffic.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: My choice is the design with the two roundabouts as it seems to be the safest at all intersections	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: No additional comments	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Love C the best. Better access for seniors at the grocery store. Love additional trail on either side. New Bridges over slough/culvert. Easy transition off the bridge.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Thumbs up!	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Thanks! Looks great! Option 3 with 2 roundabouts is likely best.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Very excited for trail/pedestrian improvements!	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: More access for the supermarket.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Need to slow traffic down coming off the bridge	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: 2 Roundabouts is the best	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: No additional comments	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: I would love the extra pedestrian sidewalks for my safety!!!	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: I like two roundabouts for safety. You must include the trail and sidewalk in your construction	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Roundabouts would enhance future development in that area	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C: Positive! We live on 4th Grant Blvd W and this will allow us to leave our windows open in the summer without the noise pollution of semis. This project will reduce the traffic in front of our house and in turn, raise our property values. I chose "C" because of the trails and safety of roundabouts	No	N/A	N/A

10/23/2025	Comment Received at Open House #1			C (Modification): Use the roundabout location in Concept B but with a roundabout at the bridge like Option C.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C (Modification): Have two roundabouts on Design B like on Design C. Keep the roundabouts away from the entrance of the Fresh Market. Can the overpass handle the extra weight of constant truck traffic every day? Will the truck drive like that elevation going out of town?	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C (Modification): I like Layout B with 2 roundabouts like Layout C	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C (Modifications): Extend road improvement and 10' trail along 4th Grant Blvd all the way to Church Ave. Two roundabouts slow traffic. Currently, there is no straight traffic off the bridge. Extension to grocery store is good.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			C (Modification): Roundabout at foot of bridge and a roundabout at Hiawatha at the Option B location (Closer to Slough) to preserve in/out at Fresh Market	No	N/A	N/A
10/30/2025	Comment mailed after OH #1			C: I don't think stop signs at the base of the bridge on Grant and those on Hiawatha will give cars going across the bridge/Hwy60 much chance to cross Hwy 60 due to the amount of traffic on Hwy 60. I prefer stoplights or roundabouts.	No	N/A	N/A
10/23/2025	Comment Received at Open House #1			No Preference: Like the idea of any option!	No	N/A	N/A