
Our Mission: To provide quality public services in a cost-effective manner through innovation, leadership, and the cooperation of dedicated people.

County, MnDOT to install all-way stop control at intersection of Stagecoach Trail (County Highway 21) and Hudson Road in Afton

Washington County and the Minnesota Department of Transportation (MnDOT) will install all-way stop control at the intersection of Stagecoach Trail (County Highway 21) and Hudson Road in Afton. In late 2011, Washington County and MnDOT were contacted by several residents and the City of Afton expressing concerns regarding the traffic controls at the intersection of Stagecoach Trail (County Highway 21) and Hudson Road in the City of Afton. Following a thorough engineering review of the intersection characteristics, including sight lines, traffic volumes, and topography, the county and MnDOT have mutually agreed that all-way stop control should be implemented at this intersection. County forces will install the additional stop signs under a permit from MnDOT, which owns and operates Hudson Road.

"Residents of the community expressed their concern regarding the safety of the intersection," said Commissioner Gary Kriesel, District 3. "After hearing their concerns, I am pleased that the county was able to work cooperatively with the City of Afton and MnDOT to improve the safety of this important intersection.

"The safety of our travelling public is our number one priority," Kriesel added. "Obviously, not every intersection can be an all-way stop, but in this case, it makes sense, and I am pleased to support it." The engineering review found that traffic volumes fell short of the established thresholds normally used to evaluate the need for all-way stop control, as prescribed in the Minnesota Manual on Uniform Traffic Control Devices. However, the engineering review also noted several circumstances unique to this intersection:

- Hourly approach volumes on Hudson Road often exceeded the approach volumes on Stagecoach Trail (County 21).
- Over the last five years, the intersection had a higher crash rate than average two-way stops or all-way stops, based on available data for similar intersections.

- The intersection elevations are flat and did not give the appearance that one road had a higher traffic priority than the other.
- Approach volumes were near the prescribed thresholds for many hours out of the day.
- Unlike most two-way stops on highways, there is a high percentage of vehicles making straight-through movements from the minor street (Hudson Road), rather than turning onto the roadway that does not stop, which increases the rate and severity of potential intersection conflicts and crashes.

Based on a review of the traffic volumes and the unique circumstances listed above, Washington County and MnDOT have mutually agreed that all-way stop control would benefit the overall operations and safety of the intersection. The county subsequently has secured the necessary permits from MnDOT to complete the installation.

Several signs will need to be added and relocated, including stop signs, route identification signs, and advance warning signs. Washington County is fabricating the necessary signs and determining the location of underground utilities that might affect sign placement. The county plans to have the all-way stop control installed within one week, including temporary warning signs notifying road users of the change.