



# Highway 52 Safety, Access, and Interchange Location Study

Public Open House

June 28, 2012

*Your Destination...Our Priority*

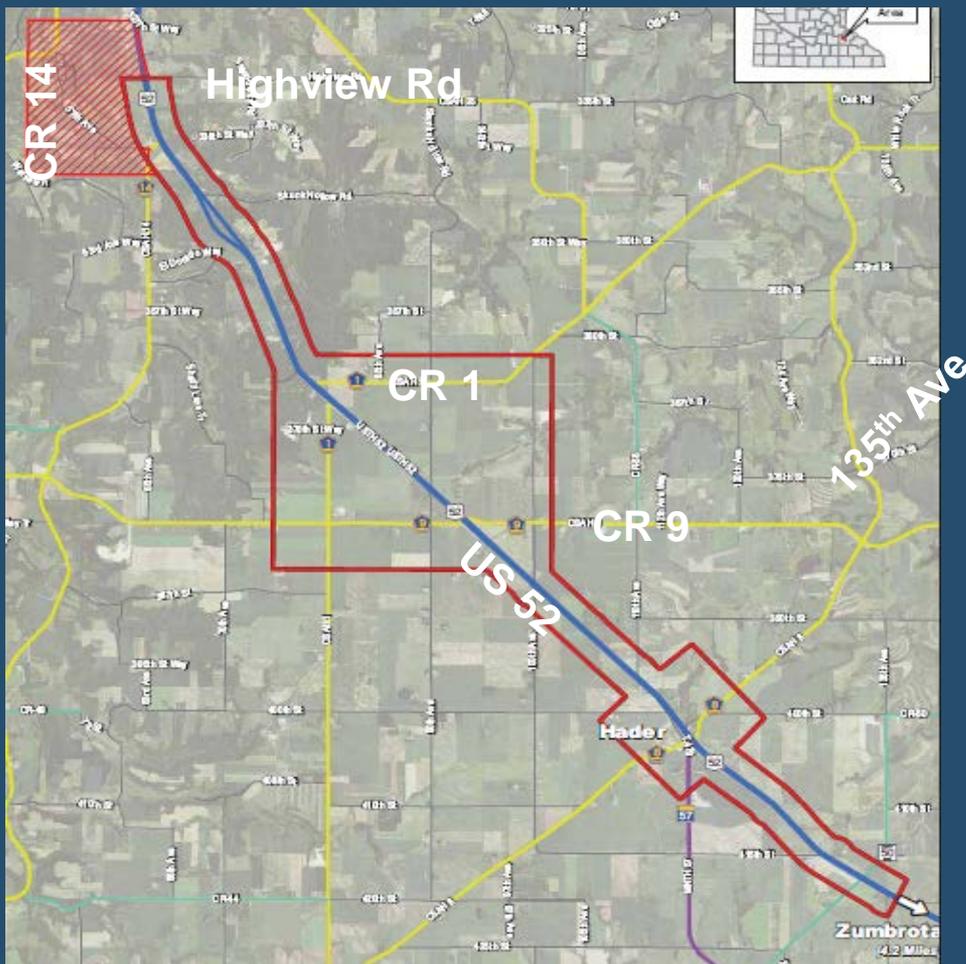


# Presentation Outline

- Project Overview
- Public Input Summary
- CR 14 Evaluation
- Local Connections
- CR 1/9 Connectivity
- Interchange Evaluation
- Study Conclusions



# Project Overview



- Study Location
  - Begins:
    - Highview Road South of Cannon Falls
  - Ends:
    - 135<sup>th</sup> Avenue South of Hader





# Project Overview

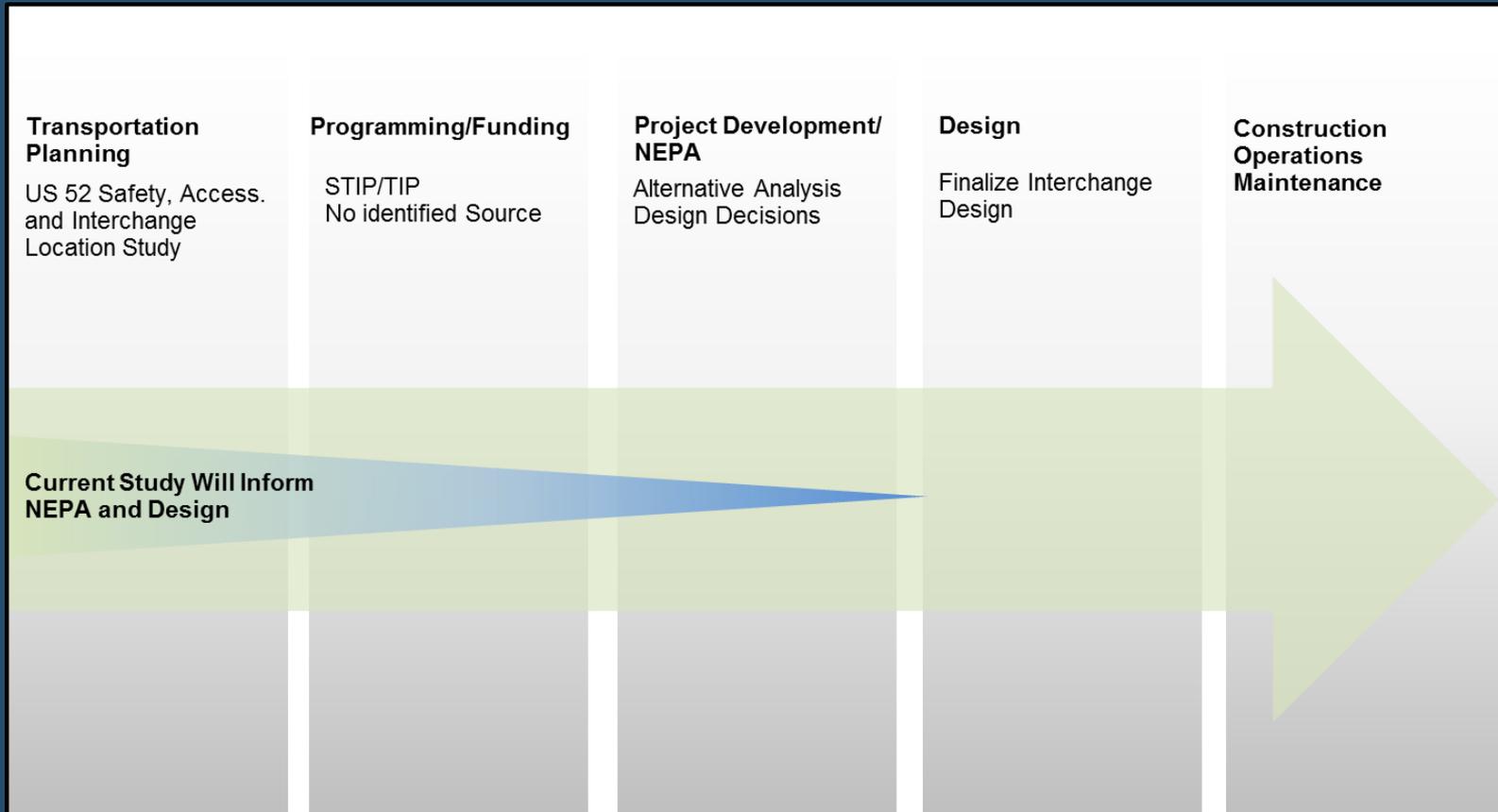
- Previous Studies
  - Identified recommended Highway 52 safety improvements
    - Interchange in the vicinity of CR 1 & CR 9
    - Removal of all direct access to US 52, including CR 14
- Current Study
  - Identify recommended locations of safety improvements
    - CR 14 alignment and connection
    - Interchange location in the vicinity of CR 1 or CR 9





# Project Overview

- Project Development Process





# Public Input Summary

- Previous Public Meetings
  - August 25, 2010
  - April 7, 2011
  - May 15, 2012
    - Over 40 residents attended
    - Public input requested on alternatives
      - CR 14 (Subarea 1)
      - CR1/9 interchange location (Subarea 4)



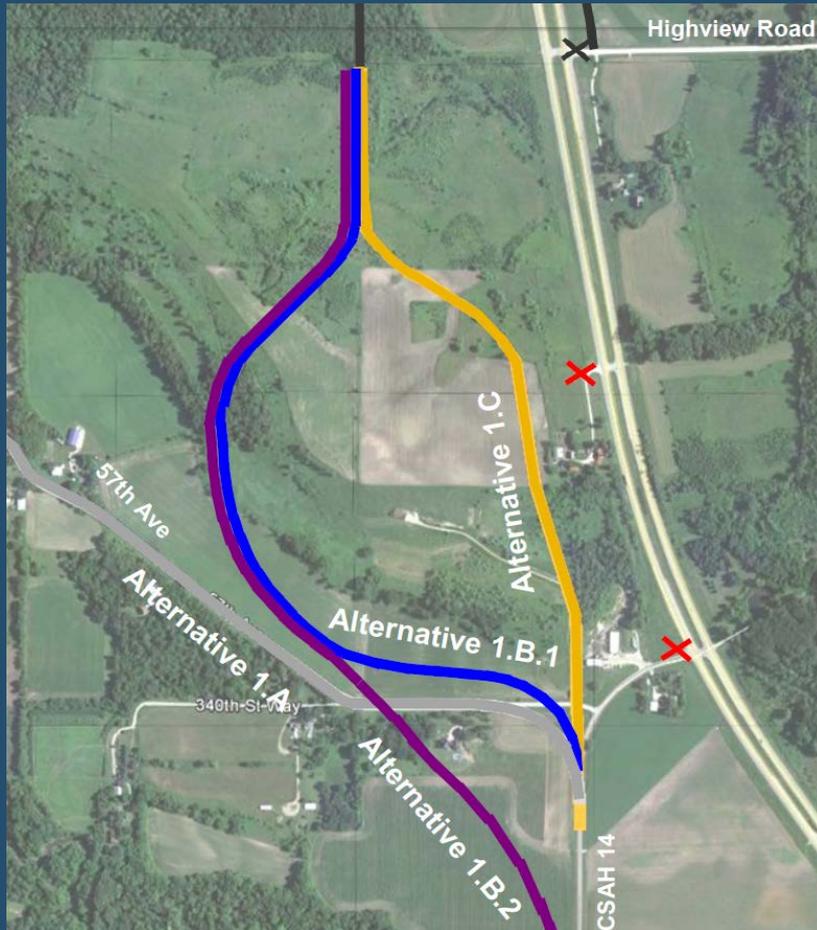


# Public Input Summary

- May 15<sup>th</sup> General Comments:
  - Acceptance of the project need (SAFETY!)
  - Support for closing CR 14 and extending north
  - Support for interchange construction
  - Concern over travel time and route if access at either CR 1 or CR 9 is closed/modified (i.e., backtracking)



# CR 14 Evaluation



- Meeting Comments
  - Highest support for Alternative 1.C (backage road)
  - Some concerns over property impacts



# CR 14 Evaluation

## Technical Evaluation Results:



		Safety	Access Management	Mobility and Connectivity	Social, Economic, and Environmental	Cost Effectiveness
1.A	Improved 57th Ave	-	0	0	+	+
1.B.1	Backage Road – west	+	0	0	0	0
1.B.2	Backage Road - west with south connection	+	0	0	0	0
1.C	Backage Road – Parallel to US 52	+	+	+	0	+

Regarding the CR 14 options:

*“I see Alt. 1.C as the best answer – it’s the most cost effective, less land to develop, and would provide the maximum investment efficiency considering the new Cannon Falls interchange.”*

-Resident Comment



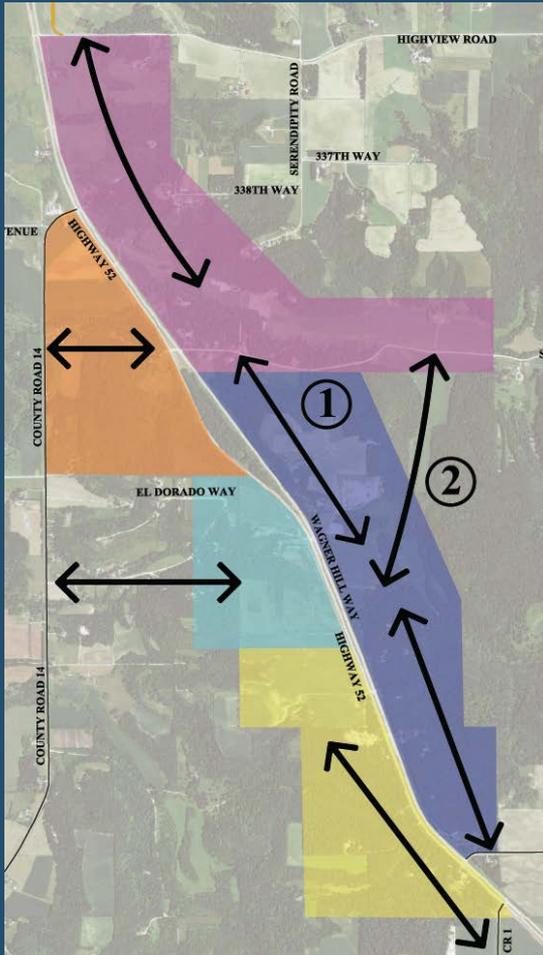


# CR 14 Evaluation

- Alternative 1.C (backage road) recommended
  - Supported by technical analysis
  - Supported by majority of public



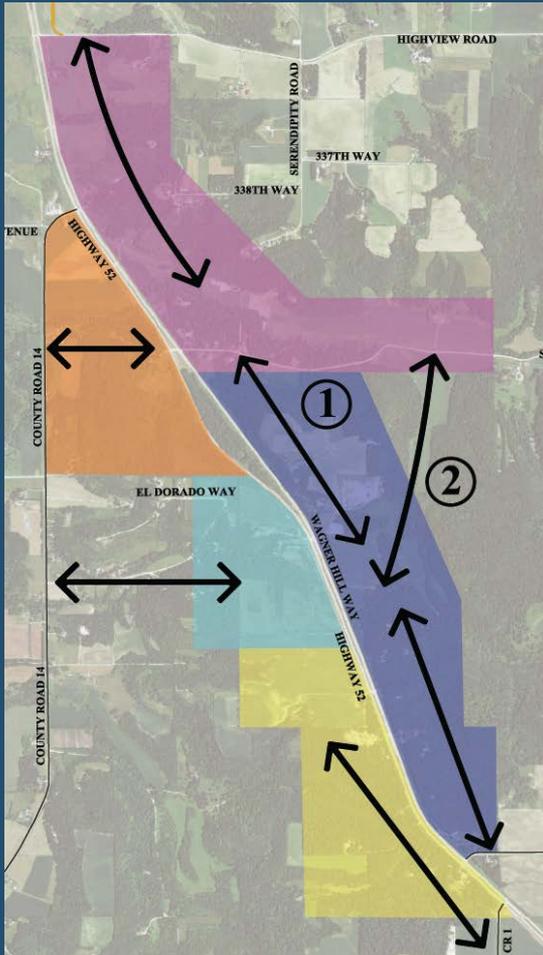
# Local Connections



- Reasonable connections possible
- Options are the same regardless of interchange location (CR 1 or CR 9)
  - Impacts vary by interchange location
    - Travel times
    - Closure of driveways in interchange area
- Future connections will be made as needed for:
  - Safety
  - Operational issues (rising traffic volumes)



# Local Connections



- West of US 52
  - Possible connections to CR 14 & CR 1
  - Some frontage roads, but not continuous
- East of US 52
  - Highview Rd. to Skunk Hollow Tr.
  - Skunk Hollow Tr. To Wagner Hill Way
    - Frontage road along Wagner Hill
    - Backage road along ravine
    - Existing grid (go south)
  - Wagner Hill Way to CR 1



# Interchange Evaluation



- Some support for Alt. 4.E (CR 9) for subarea 4
  - Concern over local access if CR 1 is closed
  - Concern over CR 1 to CR 9 connection (100<sup>th</sup> Ave)
  - Concern over CR 9 interchange design
  - Concern over impacts to prime farmland





# Interchange Evaluation

- Technical analysis supports CR 9 interchange location
  - Performs best for safety (better for regional system)
  - Impacts the least amount of properties
  - Least impact on regional travel times, but higher impact on local travel times



# CR1/9 Connectivity



- Connection needed to maintain route connectivity for existing CR 1 and CR 9
- New designated north/south county route east of US 52 necessary
- Improvements required regardless of the interchange location



# CR1/9 Connectivity



- Three alternatives evaluated
  - 90<sup>th</sup> Ave
  - 100<sup>th</sup> Ave
  - CR 56
- Evaluated based on:
  - Safety
  - Access
  - Connectivity-mobility
  - SEE
  - Cost effectiveness





# CR1/9 Connectivity

- Evaluation Summary

	Safety	Access Mgmt.	Mobility and Connectivity	SEE	Cost Effectiveness
90th Ave	0	+	-	-	0
100th Ave	+	0	+	+	+
County Road 56	-	0	0	0	-





# CR1/9 Connectivity

- Evaluation results:
  - 100<sup>th</sup> Ave is the shortest and has lowest travel time
  - 100<sup>th</sup> Ave most cost effectiveness with several benefits:
    - Paved road will improve safety/maintenance for heavy trucks (mining operation)
    - 100<sup>th</sup> Ave has most maintenance requests in township
    - A bridge on 100<sup>th</sup> Ave is currently programmed for replacement
    - 100<sup>th</sup> Ave would add pavement to the county-wide system without increasing overall mileage





# Interchange Evaluation

- Technical analysis supports CR 9 location
- Supported by majority of public
- Additional evaluation was completed in response to public input and concern over:
  - Access replacement and local connection
  - Re-routing of CR 1 on 100<sup>th</sup> Ave
  - CR 9 interchange design and impacts to prime farmland
    - Interchange design evaluation





# Interchange Evaluation

- US 52/CR 9 Design Alternatives
  - 3 alternative designs evaluated
  - A preferred alternative will not be selected as part of this study
    - Completed as part of environmental documentation and final design process once funded
    - Instead, this study will identify an interchange footprint to guide future development



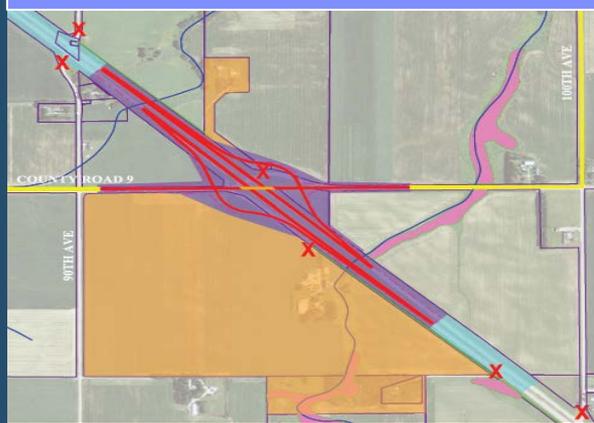
# Interchange Evaluation

- US 52/CR 9 Design Alternatives

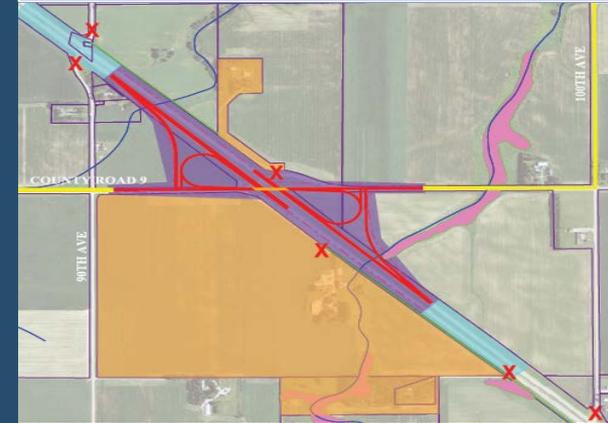
**Alt. 4.E.1: Diamond with perpendicular bridge**



**Alt. 4.E.2: Diamond with skewed bridge**



**Alt. 4.E.3: PARCLO with skewed bridge**



- Takes advantage of hill on south
- Shortest bridge and lowest cost
- High ROW impacts

- Longer bridge and higher cost
- Less ROW Impacts

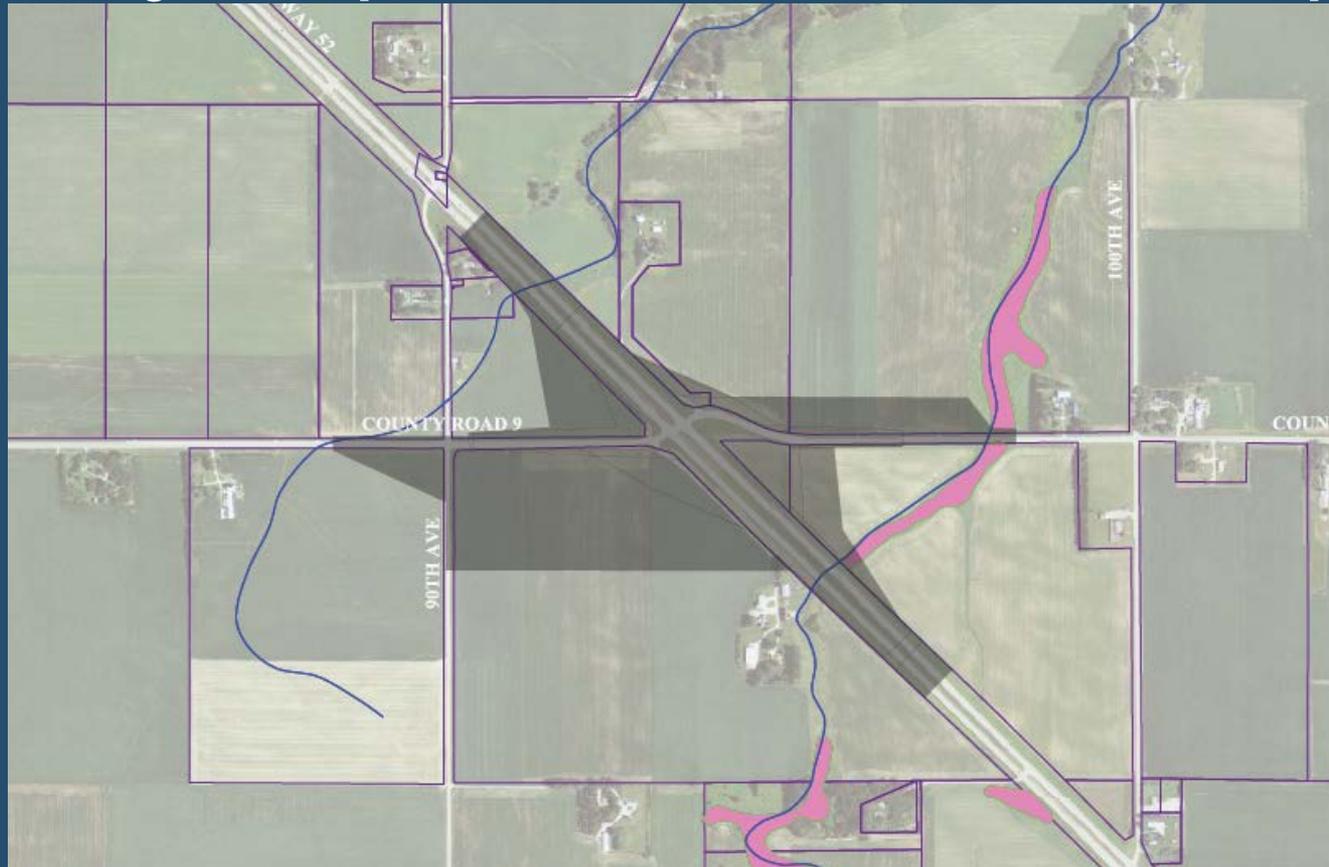
- Longer bridge and higher cost
- Non-traditional design
- Minimizes ROW Impacts





# Interchange Evaluation

- Identify Footprint to Guide Future Development



# Study Conclusions

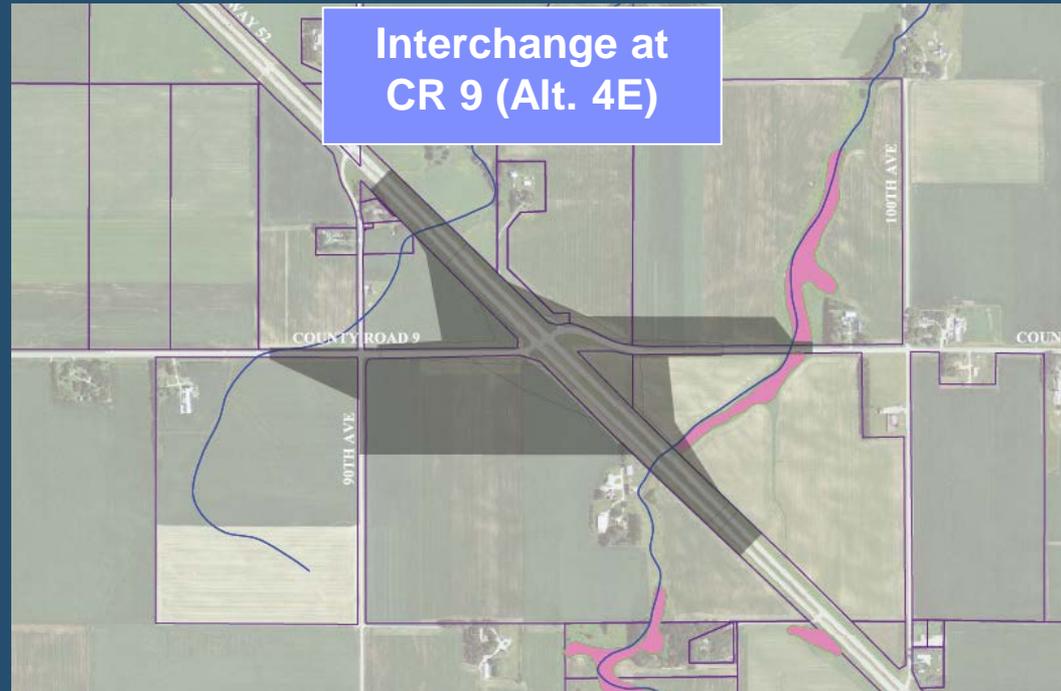


- County Road 14
  - Recommendation
    - Backage Road (Alternative 1.C)
  - Next Steps
    - County board decision (summer 2012)
    - Right-of-way (fall 2012)



# Study Conclusions

- Interchange Location
  - Recommendation
    - Interchange at CR 9
  - Next Steps
    - Complete study documentation (fall 2012)
    - No funding identified



# Study Conclusions



- CR 1 to CR 9 Connection
  - Recommendation
    - 100<sup>th</sup> Avenue alignment for future CR 1 to CR 9 connection
  - Next Steps
    - Complete study documentation (fall 2012)
    - Secure funding





# Contact Information

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## Project Website:

<http://www.dot.state.mn.us/d6/projects/hwy52accessstudy/index.html>

