

County 7 Workshop Summary

October 9, 2019

- Workshop attendees included 21 workshop participants and 20 observers. Participants included representatives from Goodhue County, City of Zumbrota, local townships, ambulance, fire department, State Patrol, local agriculture producers, local church and businesses, County 7 residents, and MnDOT safety and design staff. The Zumbrota-Mazeppa school district's transportation provider was confirmed but had to cancel that day for family reasons. Workshop discussion lasted just over two hours.
- The discussion was scheduled to listen to concerns from residents and also talk about the options available to improve safety.
- A few participants had technical concerns about a full access RCI (reduced conflict intersection) at intersection:
 - Questions about sightlines and the need to keep them clear for safety
 - Considerations around location of U-turn related to hill/grades
 - Interest in acceleration lane or modified RCI lane so heavy agriculture equipment and trucks can stay out of travel lanes
 - Concerns about whether RCI will make a safer intersection, and balancing what the research shows about RCIs and increased safety versus instinct and experience of longtime residents
- While a few residents had very technical questions/concerns with the RCI function, the community was also concerned with loss of access at other locations:
 - Wondering why access was preserved in Metro section
 - Why does area south of this corridor have frontage roads
 - Why can't some access be maintained as right-in right-out rather than closed
 - A few participants and observers noted concerns with other access closures and travel times
- Group discussed multiple alternative types of access that could potentially be considered for County 7 and Highway 52, including a full access reduced conflict intersection, $\frac{3}{4}$ access, $\frac{3}{8}$ access, and right-in/right-out.
- Clearly identifying that the "do nothing" and the "interchange" were not options seemed to be understood by the group
- MnDOT leadership expressed that they would use the feedback gathered in the workshop to inform ongoing design discussions. MnDOT committed to sharing updated design preferences by approximately Thanksgiving, 2019.
- MnDOT committed to sharing these notes with workshop participants, as well as on the project website.
 - MnDOT leadership shared that a fourth public information meeting would be scheduled over the winter to share details more focused on the construction and phasing due to begin in 2021.

For more information visit the [Hwy 52 Hader Southbound Improvements](#) website

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