Highway 52 Safety, Access, and Interchange Location Study

Public Open House

May 15, 2011
Presentation Overview

• Project Background
• Goals and Objectives
• Alternatives
  – Development & Evaluation
• Next Steps
Project Background

- **Study Location**
  - Begins:
    - Highview Road South of Cannon Falls
  - Ends:
    - 135th Avenue South of Hader
Project Background

• History
  – Previous planning studies identified recommended Highway 52 safety improvements
    • Interchange in the vicinity of County Road 1 & County Road 9
    • Removal of direct access of County Road 14 to Highway 52
Project Background

• History
  – MnDOT and Goodhue County initiated the current study
    • To recommend location of an interchange and reroute of County Road 14
    • Prepare environmental documentation for these long-term improvements
Project Background

- **Current Study**
  - Project Management Team (PMT) has been meeting to:
    - Establish purpose & need
    - Define goals & objectives
    - Review initial alternatives
Project Background

• Current Study
  – PMT members include
    • MnDOT staff
    • Goodhue County Staff
    • Local Township Representatives
    • HR Green Staff
Goals and Objectives

• Goal 1: Enhance the SAFETY of the traveling public
• Goal 2: Identify ACCESS MANAGEMENT improvements
• Goal 3: Enhance MOBILITY AND CONNECTIVITY along Hwy 52 and supporting roadway network
• Goal 4: Minimize SOCIAL, ECONOMIC, AND ENVIRONMENTAL (SEE) impacts
• Goal 5: Maximize the COST EFFECTIVENESS and flexibility of the overall system
Alternatives

- Study area was divided into seven subareas
- The current study is focusing on the two main subareas
  - Subarea 1 (CR 14)
  - Subarea 4 (Interchange Location)
Alternatives

County Road 14 Study Area

Interchange Location Study Area
Alternatives

• Subarea 1 (County Road 14)
  – Alternative 1.A: Improved 57th Avenue
  – Alternative 1.B.1: Backage Road west
  – Alternative 1.B.2: Backage Road west with south connection
  – Alternative 1.C: Backage Road parallel to Hwy 52
Alternatives

• Subarea 1
  • Potential connection to planned Cannon Falls route on the north
  • Alternatives 1.B and 1.C use a new alignment
  • Alternatives 1.B.1 and 1.B.c cross challenging topography
  • Alternative 1.A uses an existing route with many residential driveways
## Alternatives

- **Subarea 1 Evaluation Matrix**

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<thead>
<tr>
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<th>Safety</th>
<th>Access Management</th>
<th>Mobility and Connectivity</th>
<th>Social, Economic, and Environmental</th>
<th>Cost Effectiveness</th>
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Alternatives

- Subarea 4 (Interchange Locations)
  - County Road 1
  - County Road 9
  - In-between
Alternatives

• **Subarea 4 (Interchange Location)**
  - Alternative 4.A: PARCLO AB interchange at CR 1
  - Alternative 4.B: Diamond interchange at CR 1
  - Alternative 4.C.1: Diamond interchange between CR 1 and CR 9
  - Alternative 4.C.2: Diamond interchange between CR 1 and CR 9, w/frontage roads
  - Alternative 4.D.1: Split diamond interchange at CR 1 and CR 9
  - Alternative 4.D.2: Split diamond interchange at CR 1 and CR 9, w/frontage roads
  - Alternative 4.E: Diamond interchange at CR 9
**Alternative 4.A**

- Reroutes CR 9 traffic
- Travel time to Highway 52 less for residents near CR 1
- Closes several driveways
- Challenging topography
Alternative 4.B: Diamond at CR 1

- Reroutes CR 9 traffic
- Travel time to Highway 52 less for residents near CR 1
- Closes several driveways
- Challenging topography
- Less farmland impacted than for 4.A
Alternative 4.C.1: Diamond between CR 1 & CR 9

- Minimizes adverse travel time impacts
- Reroutes CR 9 and CR 1 traffic
- Closes few at-grade accesses
- High impacts to farmland
Alternative 4.C.2: Diamond between CR 1 & CR 9 w/frontage road

- Minimizes adverse travel time impacts
- Less CR 9 traffic rerouted (frontage road)
- High impacts to farmland
Alternatives

Alternative 4.D.1: Split diamond at CR 1 & CR 9

- Minimizes adverse travel time impacts
- Convenient access for residents near CR 1 & CR 9
- High ROW and environmental impacts
- High cost
Alternative 4.D.2: Split between CR 1 & CR 9 w/frontage roads

- Minimizes adverse travel time impacts
- Convenient access for residents near CR 1 & CR 9
- Provides efficient replacement for closed driveways
- High ROW and environmental impacts
- High cost
Alternative 4.E: Diamond at CR 9

- Travel time to Highway 52 less for residents near CR 9
- Closes several driveways
- Some rerouting for residents near CR 1
- Low environmental impacts
## Alternatives

### Subarea 4 Evaluation Matrix

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Next Steps

• Interchange Location
  – June 2012
    • Select recommended alternative
  – Late Summer 2012
    • Complete draft environmental documentation
  – Fall 2012
    • Public meeting on environmental document
  – Early Winter 2012
    • Complete environmental document
Next Steps

• CR14 Location
  – June 2012
    • Select recommended alternative
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Project Website:
http://www.dot.state.mn.us/d6/projects/hwy52accessstudy/index.html