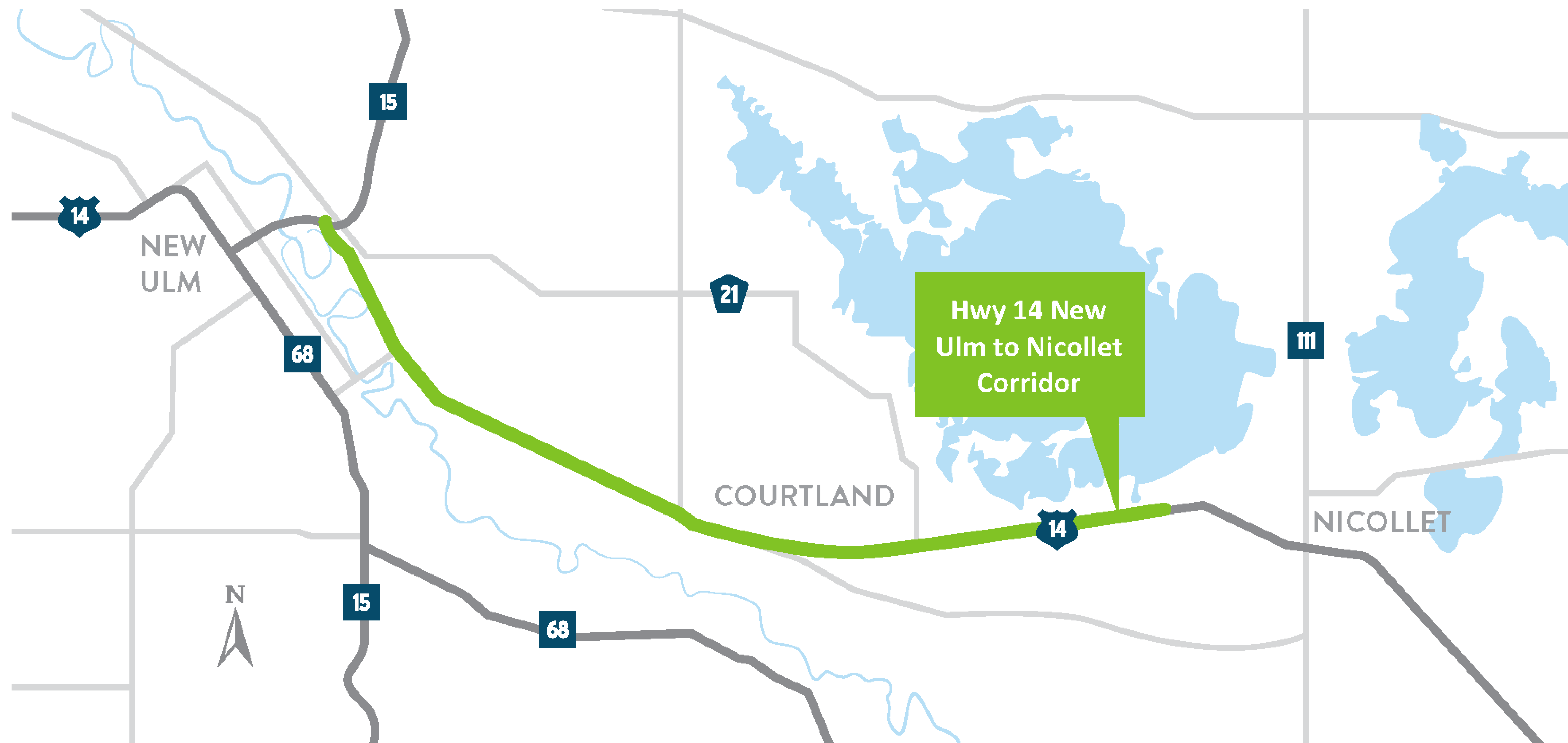


HIGHWAY 14 NEW ULM TO NICOLLET

4-Lane Expansion Open House



HIGHLIGHTS OF HWY 14 PROGRESS

- **1960s & 70s** Four-lane expansion in Rochester and Mankato areas
- **1993** Owatonna to Kasson EIS Completed (redone to Dodge Center in 2010)
- **1998** US Hwy 14 Partnership formed
- **1999** Mankato to Owatonna EIS Completed
- **1999** Interregional Corridor Study
 - Below target performance with growth
- **2000** Road Safety Audit
 - Rural Hwy 14/15 intersection in “Top 200 Intersections” for crash costs
- **2003** Intersection improvements at rural 14/15 intersection
- **2003** New Ulm to North Mankato Corridor Management Plan
 - Recommends 4-lane expansion
- **2003** Hwy 14 from Hwy 60 to Janesville constructed
- **2006** Hwy 14 Janesville to Waseca constructed

- **2011** Hwy 14 Waseca to Owatonna constructed
- **2012** New Ulm to North Mankato EIS Completed
- **2012** Road Safety Audit
 - 5 sustained crash locations – Hwy 14/15, CR 37, CR 24, Hwy 99, Hwy 111
- **2012** Nicollet to North Mankato Tube Delineators installed
- **2013** Hwy 14/CR 41 interchange & expansion to west constructed
- **2015-2016** Nicollet to North Mankato 4-lane expansion constructed – 9.5 miles
- **2018-2019** Gateway New Ulm
 - Replacing MN River Bridge
 - Constructing an interchange at Hwy 14/15/CR 21
 - Replacing the Front St Bridge

➔ **Remaining segments** – New Ulm to Nicollet and Owatonna to Dodge Center

MnDOT developed a **Task Force** to:

- Develop a unified vision for transportation priorities in the area, and
- Submit recommendations to MnDOT on how to make the best use of available transportation funding

The Task Force includes elected officials, businesses and other representatives from New Ulm, Courtland, Nicollet County and MnDOT.

Public Engagement is an integral part of the Task Force process. The Task Force will review input received from the public as it develops its recommendation for the process.

WHAT'S NEXT?

1

A ***second open house*** will be held:

February 22, 2018
4:30 - 6:30 p.m.

The focus of this open house will be to review design concepts for the corridor and receive input on these comments for the Task Force to review as they develop a recommendation for the proposed project.

2

The Task Force will ***submit their recommendations*** for Highway 14 between New Ulm and Nicollet to MnDOT ***by late February.***

3

The Task Force will ***continue to meet,*** pending the outcome of Corridors of Commerce funding, to chart a path for the next steps for the corridor.

GUIDING PRINCIPLES

1

ENHANCE GROWTH

Support transportation investments that lead to growth in population, travel and economic development. This includes making New Ulm and Courtland competitive in attracting new business and industry, and successful in retaining and unlocking the potential of existing businesses.

2

IMPROVE SAFETY

Support transportation investments that will increase the safety of the traveling public, with special focus on high school students and the interaction of truck and vehicular traffic.

3

INCREASE MOBILITY

Support transportation investments that improve traffic flow in to and out of New Ulm and Courtland. This includes focusing on the access and mobility of trucks and other commercial traffic.

4

LEVERAGE INVESTMENTS

Recommend transportation improvements that compliment and capitalize on investments in industry and infrastructure in New Ulm and Courtland to maintain viability of local businesses.

5

DEVELOP A COMPETITIVE EDGE

Recommend improvements that optimize every dollar so transportation funding can produce as many benefits as possible – giving the region a competitive edge in securing the funding needed for project completion.

MnDOT Decision Making Principles

- Environmental regulations
- Funding availability
- Municipal Consent in the City of Courtland
- Cost effectiveness
- System Stewardship
- Safety
- Maintainability
- Functionality – Mobility/operations/level of service
- Public Engagement/Input
- Addressing users of the roadway

CORRIDORS OF COMMERCE

In 2013, the state legislature created Corridors of Commerce (COC) to fund highway construction work that improves vehicle capacity and freight movement on the roadway in an effort to reduce barriers to commerce.

MnDOT in south central MN is competing with other MnDOT districts in the state for a portion of **\$400 million** for the next round of COC projects

Submissions for COC funding will be scored and ranked out of 700 points (100 points per criterion) on the following criteria:

- Return on investment
- Economic impact
- Freight efficiency
- Safety improvements
- Regional connections
- Policy objectives
- Community consensus
- Regional balance – Not a criterion, but 50-50 funding split will be applied between MnDOT Metro District and Greater MN districts

Schedule

- **January 18 - February 5, 2018**
Public Recommendation Period
 - Feb. 1: Hwy 14 **Open House #1**
- **February to March 2018**
Project Evaluation
 - Feb. 22: Hwy 14 **Open House #2**
Courtland Community Center
4:30 - 6:30 p.m.
- **April 2018**
COC funding awards announced

HWY 14 TASK FORCE EVALUATION CRITERIA

The Hwy 14 Task Force will score recommendations using their **Guiding Principles**. The following is a DRAFT evaluation criteria:

SAFETY			
<i>Relates to Growth</i>	Crash Reduction	Score	Notes
	<0	-	<0 would increase crashes
	10-30%	+	
	30-60%	++	
	>60%	+++	
	>80%	++++	
MOBILITY			
<i>Relates to Growth</i>	Travel time savings in corridor	Score	<i>Comparison against existing condition</i>
	> 30 seconds	+	
	> 1 minute	++	
	> 3 minutes	+++	
	Intersection delay		<i>Comparison against existing condition</i>
	saving > 1 minute	+++	
	saving > 40 seconds	++	
	saving > 20 seconds	+	
	adding > 20 seconds	-	
	adding > 40 seconds	--	
	adding > 1 minute	---	
<i>Relates to Growth & Leverage Investments</i>	Access to anchors		<i>Anchor points will be around Courtland comparing existing time to proposed time for accessing Hwy 14</i>
	> 30 seconds	-	
	> 1 minute	--	
	> 3 minutes	---	
COMPETITIVE			
	Benefit/Cost	Score	<i>Benefits are crash reduction, time savings, emissions reduction. Costs are construction, R/W</i>
	> 0.5	+	
	> 1	++	
	> 2	+++	

YOUR INPUT IS CRITICAL!

Looking for Your Input

Areas for Recommendations:

- 1 Where the 4 lane ends
- 2 County Road 37 intersection treatment
- 3 Intersection treatments around Courtland
- 4 MVL Softball fields/New Ulm Quartzite Quarry/historic properties
- 5 DNR MN River State Trail

What other recommendations do you have for the Task Force?

What other issues do you see for the corridor?