Technical Memorandum 4

US 52 Safety, Access, and Interchange Location Study
Alternative Development and Evaluation

South Limits of Cannon Falls to Hader
Goodhue County, Minnesota
S.P. 2506-66

September 18, 2012

Prepared For:

Prepared By:

HRGreen

HRG: 832470J

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Introduction

The purpose of this memorandum is to document the alternative evaluation process for the US 52 Safety, Access, and Interchange Location Study. The evaluation of alternatives establishes a sound foundation for further analysis and provides decision makers and governmental review agencies with the rationale for eliminating alternatives. It also helps demonstrate that the locally supported alternative provides the best solution to issues and needs identified for the project.

The one-mile wide project area is a 10-mile corridor along US 52. It extends from the southern limits of Cannon Falls in Goodhue County at the junction of Highview Road and US 52, to south of County Road (CR) 50 (near Hader). The project study area is shown Figure 1.

A. Study Subareas

In order to facilitate a meaningful evaluation of alternatives, the study area was divided into seven subareas based on the logical termini and independent utility of potential improvements. The project subareas are described below and illustrated in Figure 2.

- Subarea 1: The area extending north of the existing US 52/CSAH 14 intersection to the planned CSAH 24 interchange project.
- Subarea 2: The southbound lanes of the segment of US 52, from Highview Road to approximately CSAH 1.
- Subarea 3: The northbound lanes of the segment of US 52, from approximately CSAH 1 to Highview Road.
- Subarea 4: The general area surrounding the US 52/CSAH 1 and US 52/CSAH 9, including the mainline and the local and regional roadway systems.
- Subarea 5: The southbound lanes of the segment of US 52, from approximately CSAH 9 to the Hader area.
- Subarea 6: The northbound lanes of US 52, from approximately Hader to CSAH 9.
- Subarea 7: The area generally surrounding the US 52/TH 57/CSAH 8 intersection and the segment of US 52 from Hader to the southern limit of the project area (just south of CR 50).

The remainder of this memorandum focuses on Subarea 1 and Subarea 4 for alternative development and evaluation. These two subareas were chosen by the Project Management Team (PMT) as priority areas to address the most critical safety needs along the corridor and to fully leverage the improvements programmed as part of the planned interchange at CSAH 24 and US 52 in Cannon Falls.

B. Evaluation Criteria

The development and evaluation of alternatives was an iterative process that began with preliminary goals and objectives (presented in Technical Memorandum 1). These goals and objectives were established early in the project to provide a basis for the development of alternatives, and were further refined as part of the preliminary purpose and need statement (see Technical Memorandum 3).

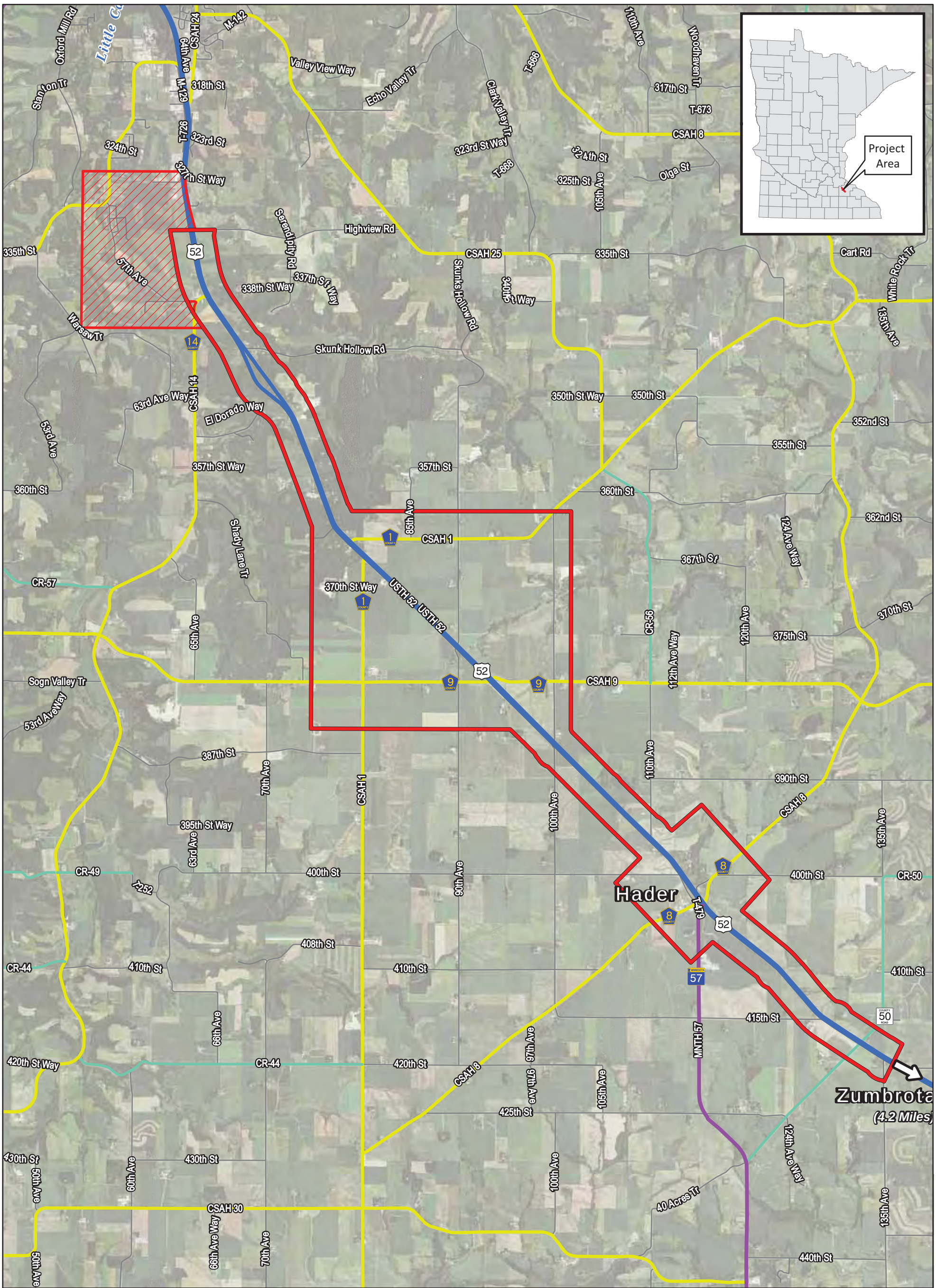

FIGURE 1
PROJECT AREA MAP

US 52 Safety, Access, and Interchange Location Study

Goodhue County, Minnesota

- US 52 Project Study Area
- CSAH 14 Subarea
- Corporate Boundaries
- US Highway
- Minnesota Highway
- County State Aid Highway
- County Road

0 0.5 1 Miles
0 2,500 5,000 Feet
1:60,000

N W E S

MINNESOTA DEPARTMENT OF TRANSPORTATION

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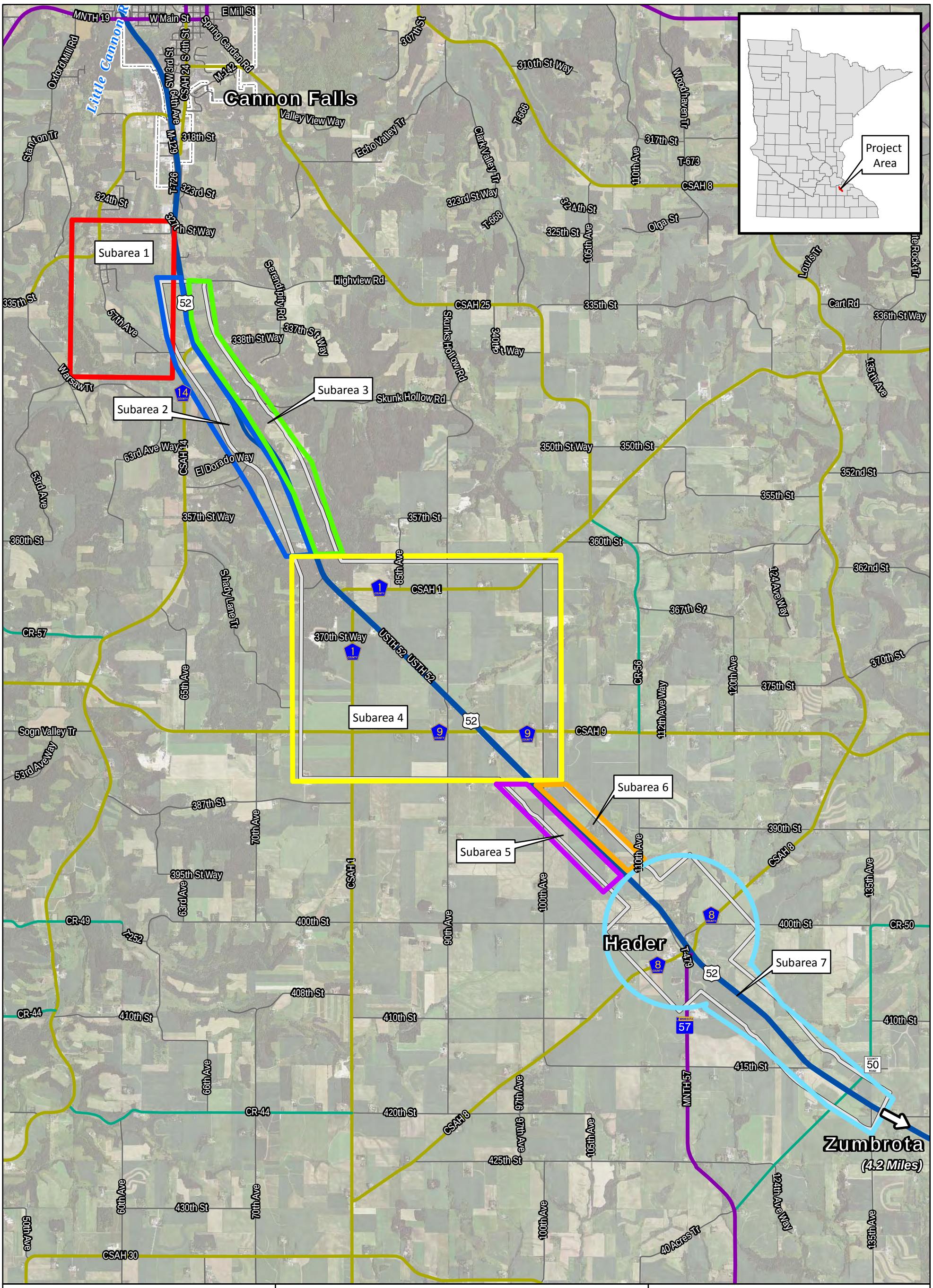

FIGURE 2
PROJECT SUBAREA MAP

US 52 Safety, Access, and Interchange Location Study

Goodhue County, Minnesota

- US 52 Project Study Area
- US Highway
- Minnesota Highway
- County State Aid Highway
- County Road
- Corporate Boundaries

Subareas

- Subarea 1
- Subarea 2
- Subarea 3
- Subarea 4
- Subarea 5
- Subarea 6
- Subarea 7

0 0.5 1 Miles
0 2,500 5,000 Feet
1:60,000

N W E S

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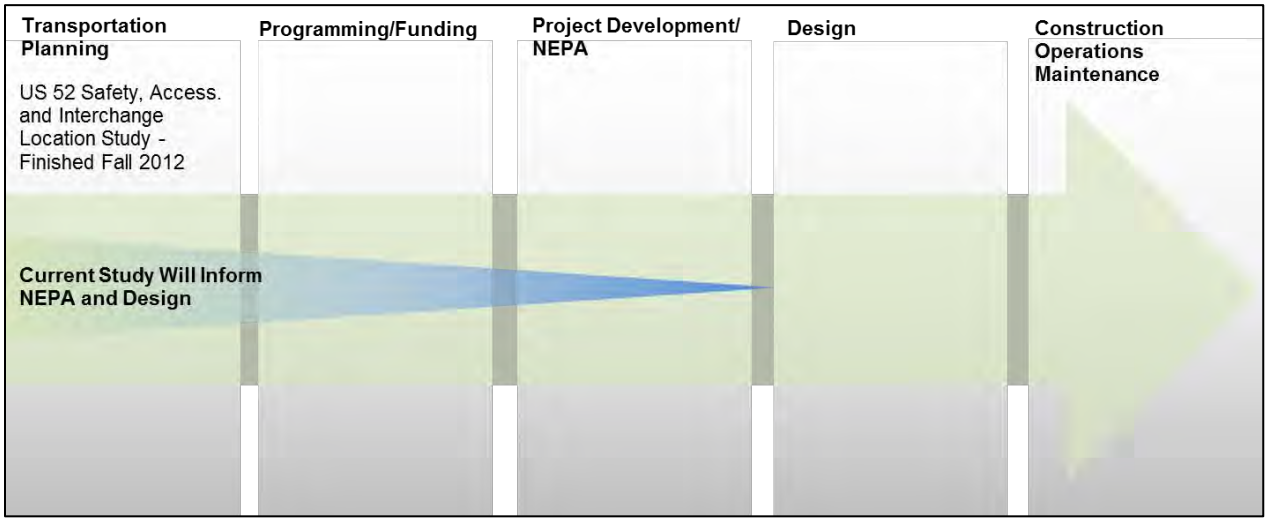
For each of the project goals, measures of effectiveness were developed as part of the alternative evaluation process. The objective of this evaluation is to eliminate alternatives that do not meet the overall project goals and the transportation needs in the study area, ultimately resulting in the selection of the locally supported alternative. This evaluation is intended to narrow the range of alternatives for Subarea 1 and Subarea 4, in order to guide future planning. The final build alternative(s) will be determined as part of a future preliminary design/National Environmental Policy Act (NEPA) process, which will proceed once project funding is secured (see Figure 3). The following is a summary of the project goals and corresponding measures of effectiveness used in the evaluation:

Figure 3: Project Development Process



I. <u>Safety</u>

This goal acknowledges the need to correct the critical safety issues that currently exist along the project segment of US 52.

Measures of effectiveness:

- Reduce the crash rate/severity, particularly at high crash locations.
- Improve roadway geometry/sight distance.
- Reduce variations in traffic speed caused by merging/diverging traffic.

II. <u>Access Management</u>

This goal reflects the direct relationship between access management, safety, and mobility and seeks to implement MnDOT's vision for US 52 as a High Priority Interregional Corridor (IRC).

Measures of effectiveness:

- Close at-grade intersections and access points along US 52.
- Provide replacement access to affected properties and local roadways.

III. <u>*Mobility and Connectivity*</u>

This goal reflects the need to provide safe and efficient roadway connections between major activity centers along US 52 and within the local and regional transportation systems, in accordance with the *US 52 Corridor Management and Safety Plan (2002)* and the *Goodhue County Transportation Plan (2004)*.

Measures of effectiveness:

- Maintain or improve mobility on US 52, in accordance with IRC goals and previous studies.
- Provide efficient regional roadway connections that ensure functionality, mobility, accessibility, and connectivity within the regional transportation system and to US 52.
- Provide efficient local and neighborhood mobility, accessibility, and connectivity to the regional transportation systems.
- Allow improvements at low volume/low speed intersections which will likely remain for many years.

IV. Social, Economic, and Environmental (SEE)

This goal acknowledges that the proposed improvements should support and enhance the transportation system, while minimizing impacts to important social, economic, and environmental elements as well as consider regulatory requirements.

Measures of effectiveness:

- *Minimize social and economic impacts*
  - Number of residential relocations (number of units).
  - Number of residential properties impacted, but not relocated (number of units).
  - Number of properties where right-of-way acquisition is needed (number of units).
  - Right-of-way acquisition (acres).
  - Farmland impacted (acres).
- *Natural Environment Impacts*
  - Wetland impacts (acres).
  - Floodplain impacts (acres).
  - Woodland impacts (acres).
  - Stream impacts (number of crossings).
  - Sinkhole areas (number of parcels).

V. Cost Effectiveness

This goal reflects the limited overall financial resources that are available to fund transportation improvements over time. Improvements need to be cost effective and able to be staged over time within interim and long-term project development processes.

Measures of effectiveness:

- Provide a relatively cost effective solution (as compared to the other alternatives).
- Provide a beneficial return on investment.
- Allow interim improvements in accordance with the ultimate project.

C. Alternative Development

Concept alternatives were developed for Subarea 1 and Subarea 4 in order to respond to the overall study goals, while considering future travel patterns, physical site limitations and impacts, connections to local systems, and fit within the regional system. The concept alternatives for Subarea 1 and Subarea 4 are summarized below.

Subarea 1 Alternatives (CSAH 14 Connection)

A total of four concept alternatives were developed for Subarea 1. Based on the preliminary purpose and need statement for the project (see Technical Memorandum 3) and PMT direction, the primary purpose of the Subarea 1 alternative develop process was to identify the improvement alternatives which would best accomplish the study goals by providing a connection from the existing CSAH 14/ US 52 intersection on the south to the planned interchange at CSAH 24 in Cannon Falls. For each alternative the CSAH 14 access at US 52 would be closed. The following is a summary or the Subarea 1 alternatives. Refer to Appendix A for a more detailed illustration.

- Alternative 1.A: This alternative upgrades the existing 57th Avenue alignment, beginning in the vicinity of the existing intersection with CSAH 14 on the south and ending at the CSAH 24 intersection on the north.
- Alternative 1.B.1: This alternative includes constructing a new alignment from the existing intersection between CSAH 14 and 57th Avenue, extending to the terminus of the backage road (approximately Highview Road) planned as part of the CSAH 24 interchange project in Cannon Falls. This alternative passes to the west of and across an existing ridgeline located to north of 340th Street Way in the area between the existing CSAH 14 alignment and Highview Road.
- Alternative 1.B.2: Like alternative 1.B.1, this alternative is a new CSAH 14 alignment connecting to the planned backage road in Cannon Falls and passing to the west if the existing ridgeline. The difference between alternatives 1.B.1 and 1.B.2 is the location of the tie-in point to existing CSAH 14. Unlike Alternative 1.B.1, Alternative 1.B.2 crosses 57th Avenue west of the existing CSAH 14 and 57th Avenue intersection and connects to the existing CSAH 14 alignment further south.
- Alternative 1.C: This alternative includes a new alignment, parallel to US 52. This alternative extends from the existing intersection between CSAH 14 and 57th Avenue to the planned backage road in Cannon Falls (approximately Highview Road).

Subarea 4 Alternatives (CSAH 1/9 Interchange Location)

A total of seven concept alternatives were developed for Subarea 4. Based on the preliminary purpose and need statement for the project (see Technical Memorandum 3) and PMT direction, the primary purpose of the alternative development process for Subarea 4 was to identify a location for an interchange within the vicinity of CSAH 1 and CSAH 9, which would best accomplish the study goals. The following is a summary or the Subarea 4 alternatives. Refer to Appendix A for detailed layouts for each alternative.

- Alternative 4.A: Partial cloverleaf interchange in the vicinity of the existing intersection of US 52 and CSAH 1.
- Alternative 4.B: Diamond interchange in the vicinity of the existing intersection of US 52 and CSAH 1.
- Alternative 4.C.1: Diamond interchange between CSAH 1 and CSAH 9.
- Alternative 4.C.2: Diamond interchange between CSAH 1 and CSAH 9 with a frontage road connection to CSAH 9 on the east side of US 52.
- Alternative 4.D.1: Split diamond interchange at CSAH 1 and CSAH 9 and use the existing roadway network.
- Alternative 4.D.2: Split diamond interchange at CSAH 1 and CSAH 9 with frontage roads in between.
- Alternative 4.E: Diamond interchange in the vicinity of the existing intersection of US 52 and CSAH 9.

D. Evaluation of Alternatives

Using the measures of effectiveness described in *Section B: Evaluation Criteria*, the PMT collaborated on the evaluation process to rate subarea alternatives according to their ability to achieve the project goals and objectives. This comprehensive evaluation process resulted in the selection of a set of locally supported solutions for further study. This included a recommended alignment for the proposed CSAH 14 extension in Subarea 12 and a recommended interchange location in Subarea 4. The following is a summary of the evaluation the alternatives for Subarea 1 and Subarea 4, plus a description of how they were rated against the project goals and the key differentiating factors. This summary represents an averaging of the ratings for the individual measures of effectiveness within each goal. Note that while not included in the summary below, the actual evaluation process also considered a No-Build Alternative for each subarea. Refer to Appendix B for a detailed evaluation matrix which shows the ratings for each objective.

For the purpose of this summary, each alternative was rated using the system below:

- Green (+): Alternative meets the goal.
- Yellow (0): Alternative is neutral or results in no impact.
- Red (-): Alternative does not meet the goal or results in a negative impact.

Subarea 1 Evaluation Summary (CSAH 14 Connection)

- Alternative 1.A: This alternative best accomplishes the SEE and cost effectiveness goals as the use of the existing 57th Avenue alignment would minimize environmental impacts and construction costs. However, is did not score well under the safety goal as it adds traffic to the existing 57th Avenue which currently provides access to a number of residential properties.
- Alternatives 1.B.1 and 1.B.2: These alternatives both generally meet the majority of the project goals and scored well under the safety goal as both close an at-grade intersection (CSAH 14) on US 52 and provide a new and continuous alignment built to accepted engineering standards. However, Alternatives 1.B.1 and 1.B.2 have lower cost effectiveness than the other alternatives as the new alignments cross challenging topography.
- Alternative 1.C: This alternative meets the project's goals and scored well in safety as it closes an at-grade intersection (CSAH 14) on US 52 and provides a new and continuous alignment built to accepted engineering standards. It also scored well in access management as it provides replacement access for existing residential properties which currently have direct access to US 52. Alternative 1.C scored well in cost effectiveness due to its relatively low estimated cost (as compared to other Subarea 1 alternatives) and its ability to leverage utility investments planned as part of the CSAH 24 interchange project in Cannon Falls.

A summary of the Subarea 1 alternative evaluation process is presented Table 1. Refer to Appendix B for a detailed evaluation matrix.

Table 1: Subarea 1 Evaluation Summary

		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	+

Subarea 4 Evaluation Summary (CSAH 1/9 Interchange Location)

- Alternative 4.A and 4.B: As these alternatives share a common location (interchange at CSAH 1), both received similar ratings and were seen to generally meet the project goals. However, an interchange at CSAH 1 creates a circuitous route for local and regional traffic as a result of the need to reroute CSAH 9, thereby limiting connectivity and mobility. These alternatives also require the replacement of several access points in an area of challenging topography, affecting their ability to accomplish the access management and cost effectiveness goals. Both alternatives generally accomplish the safety goals with the construction of a grade separated interchange, but the realignment of CSAH 9 (additional left turns), and the partial access at CSAH 9 and US 52 (right-in/right-out), makes these alternatives relatively less beneficial to safety than some of the alternative interchange locations (4.D and 4.E).
- Alternative 4.C.1: While this alternative accomplishes the safety goal, it received a low score under the access management goal due to its inability to close high volume, at-grade access points along US 52. It also has a relatively high farmland and right-of-way acquisition impacts (as compared to other Subarea 4 alternatives).
- Alternative 4.C.2: This alternative provides additional safety benefits as compared to Alternative 4.C.1 as the proposed frontage road eliminates the circuitous rerouting of CSAH 9 traffic. The frontage road also provides an efficient replacement for closed access points, thereby improving access management over Alternative 4.C.1.
- Alternative 4.D.1 and 4.D.2: Both alternatives provide clear safety benefits by replacing the at-grade access at both CSAH 1 and CSAH 9 with grade separated interchange access. They also scored relatively high in mobility and connectivity as the split diamond would minimize adverse travel time impacts. While both alternatives generally achieve the access management goal, Alternative 4.D.2 ranks better as the proposed frontage roads provide an efficient replacement access. Both alternatives have relatively high right-of-way and farmland impacts and therefore do not rank well under the SEE and cost effectiveness goals.
- Alternative 4.E: This alternative achieves the study goals with clear benefits in safety, access management, SEE considerations, and cost effectiveness. The grade-separated interchange improves safety, the proposed access closures are easily replaced, and there is minimal impact to mobility and connectivity. This alternative also has the fewest SEE impacts and highest cost effectiveness as compared to the other Subarea 4 alternatives.

A summary of the Subarea 4 alternative evaluation process is presented in Table 2. Refer to Appendix B for a detailed evaluation matrix.

Table 2: Subarea 4 Evaluation Summary

		Safety	Access Management	Mobility and Connectivity	Social, Economic, and Environmental	Cost Effectiveness
4.A	Parclo AB Interchange at CSAH 1	0	0	0	0	-
4.B	Diamond Interchange at CSAH 1	0	0	0	0	-
4.C.1	Diamond Interchange between CSAH 1 & CSAH 9	0	-	0	0	0
4.C.2	Diamond Interchange between CSAH 1 & CSAH 9 w/Frontage Road connection to CSAH 9	+	0	0	0	0
4.D.1	Split Diamond Interchange at CSAH 1 & CSAH 9 w/existing roadway network.	+	0	+	-	-
4.D.2	Split Diamond Interchange at CSAH 1 & CSAH 9 w/Frontage Road connections	+	+	+	-	-
4.E	Diamond Interchange at CSAH 9	+	+	0	+	+

E. Summary of Evaluation Results

Based on the alternative evaluation process described above, the PMT rated **Alternative 1.C – Backage Road Parallel to US 52** as the preliminary recommendation for Subarea 1. For Subarea 4, the PMT rated **Alternative 4.E – Diamond Interchange at CSAH 9** as the preliminary recommendation. These alternatives best achieve the project goals and have the potential to produce the greatest overall benefit.

F. Public Input

The results of the alternative evaluation for Subareas 1 and 4 were presented at a public open house on May 15, 2012. The purpose of this meeting was to present the project history, goals and objectives, alternative development and evaluation, and to seek input on the preliminary recommendations for Subarea 1 and Subarea 4. Meeting participants generally accepted the urgent need for improvements to enhance safety and expressed support for closing CSAH 14 at US 52 and extending it to the north (Subarea1). Participants also supported the construction of an interchange in the vicinity of CSAH 1 and CSAH 9 (Subarea 4).

Subarea 1

For Subarea 1, the preliminary recommendation of Alternative 1.C (backage road) was generally well received and had the highest level of public support when compared to the other alternatives.

Subarea 4

For Subarea 4, there was some support for the preliminary recommendation for Alternative 4.E (diamond interchange at CSAH 9), however a number of concerns were raised:

- CSAH 1 Connection – Some participants expressed concern over the proposed rerouting of CSAH 1 along 100th Avenue, east of US 52 and suggested alternative routes such as 90th Avenue or CR 56.
- Interchange Design – While there was general support for the proposed interchange location at CSAH 9, some participants had concerns over the preliminary interchange design.
- Access Management – Meeting participants expressed general concern over local access and connectivity impacts if CSAH 1 were closed. In particular, residents of the area were concerned over travel time impacts

In response to these concerns, the PMT conducted addition technical analysis in order to fully evaluate the issues raised. This analysis is documented in *Technical Memorandum 5: Access Management Overview* and *Technical Memorandum 6: Interchange Design Evaluation*, and summarized below:

1. An evaluation of alternatives for the proposed CSAH 1 connection east of US 52 was conducted. This evaluation rated 90th Avenue, 100th Avenue, and CR 56, based on their ability to satisfy the project goals and objective. **This analysis validated the 100th Avenue alternative as the recommended route for the proposed CSAH 1 connection east of US 52.**
2. An interchange design evaluation was conducted in order to further understand the range of alternative design configurations for an interchange at US 52 and CSAH 9. The results of this effort will be used to guide future planning in the area. **A final interchange design will be selected as part of a future preliminary design and environmental assessment process once project funding is secured.**
3. An evaluation of potential alternative access configurations was conducted in order to present potential options and travel time impacts to the public. This effort identified a range of access configurations including no-action, and various frontage road configurations, and evaluated each based on overall impacts, including travel time. **No access management modifications are planned at this time as no project funding has been secured.**

A second public meeting was held on June 28, 2012, in order to present the results of the analysis described above and to seek further input. The analysis conducted validated the preliminary recommendation for the interchange location at CSAH 9 (Subarea 1). A summary of this meeting is included in Appendix D.

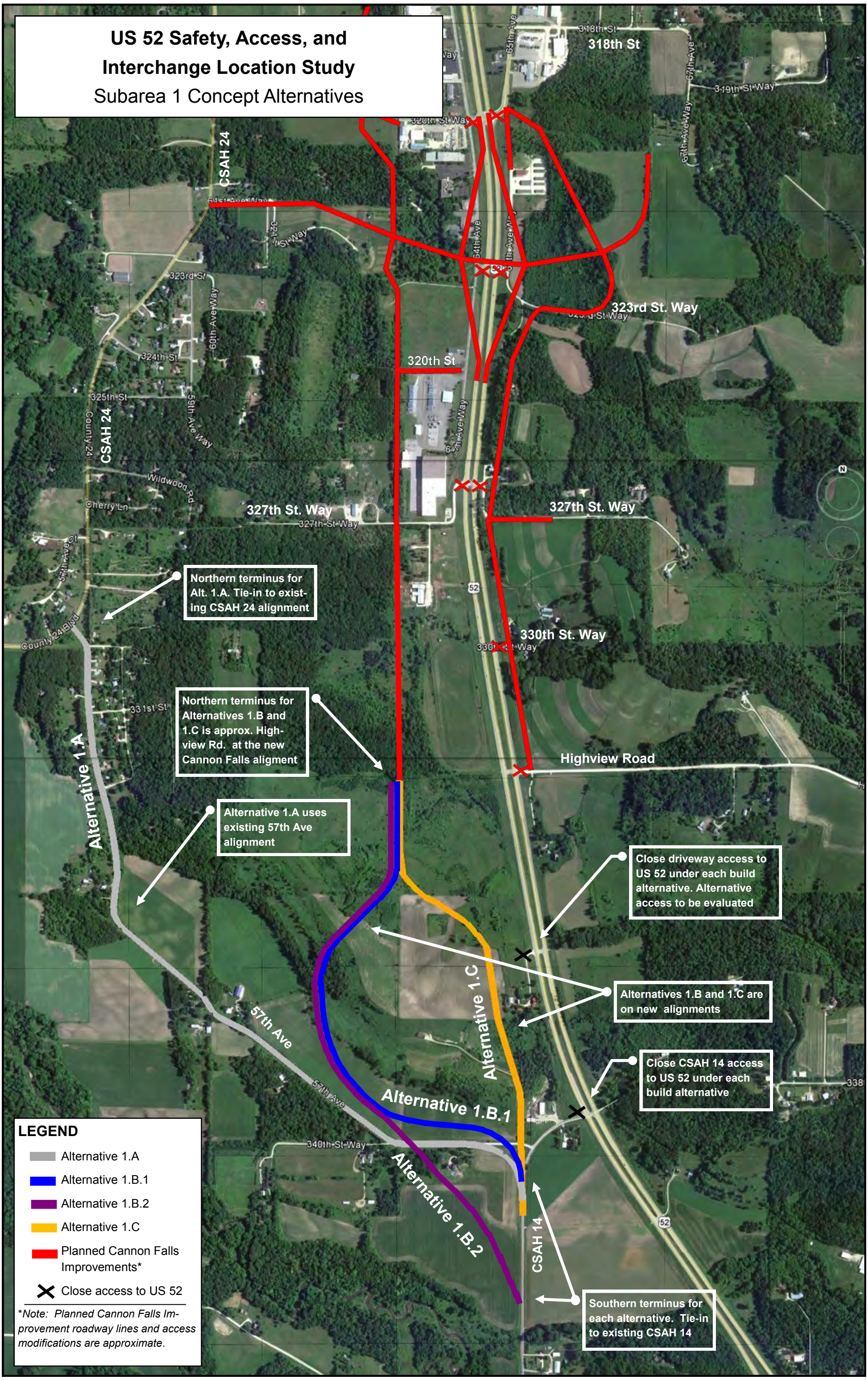
Based on the information presented, Alternative 1.C (backage road) was generally accepted as the recommendation for Subarea 1. In addition, there was some support for the recommended interchange location at CSAH 9 (Alternative 4.E) for Subarea 4.

As a result of this process, **Alternative 1.C** (backage road) was selected as the locally supported alternative for Subarea 1, and **Alternative 4.E** (interchange at CSAH 9 with a CSAH 1 connection along 100th Avenue) was selected as the locally supported alternative for Subarea 4.

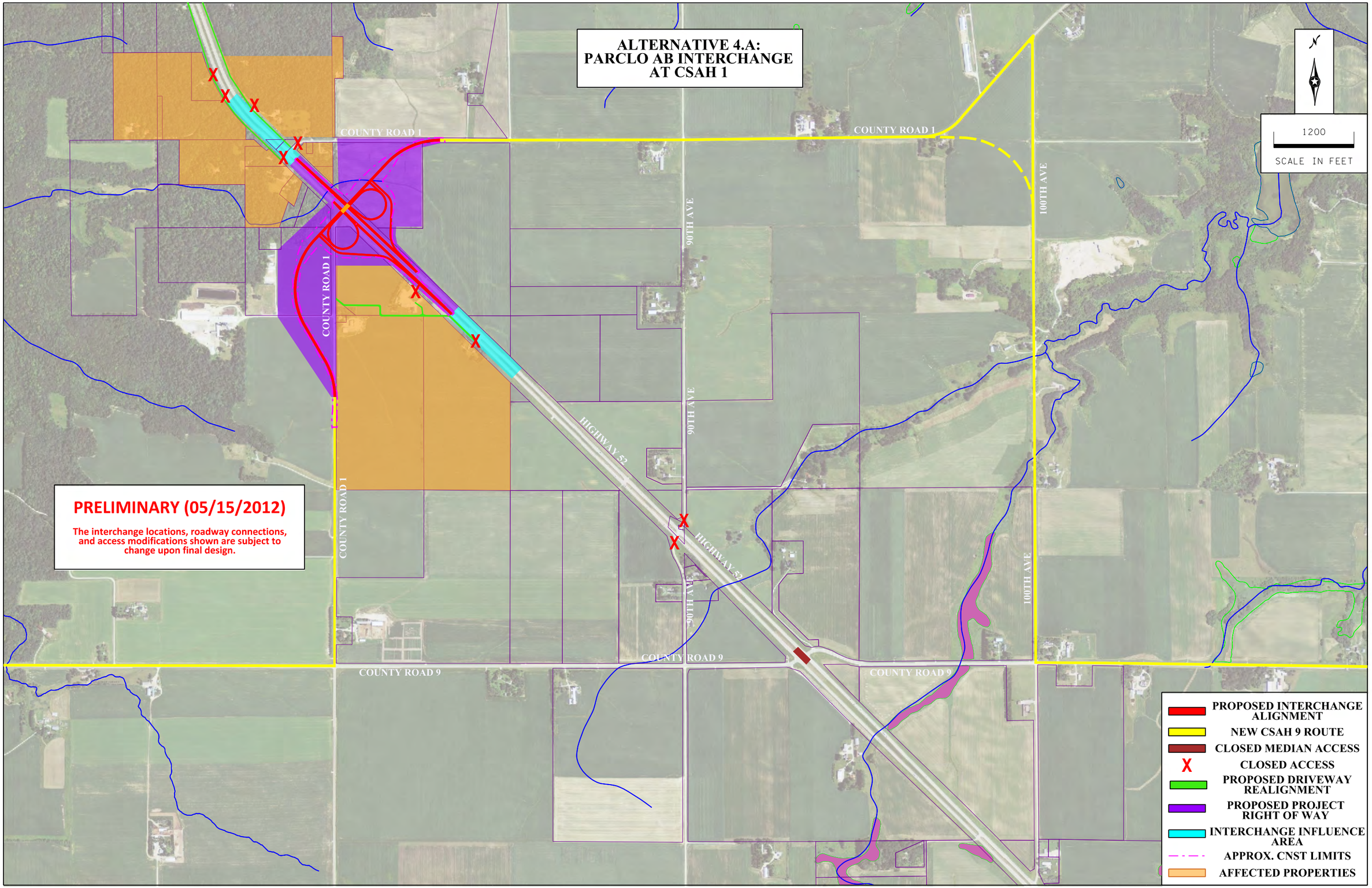
G. PMT Approval of Evaluation of Alternatives

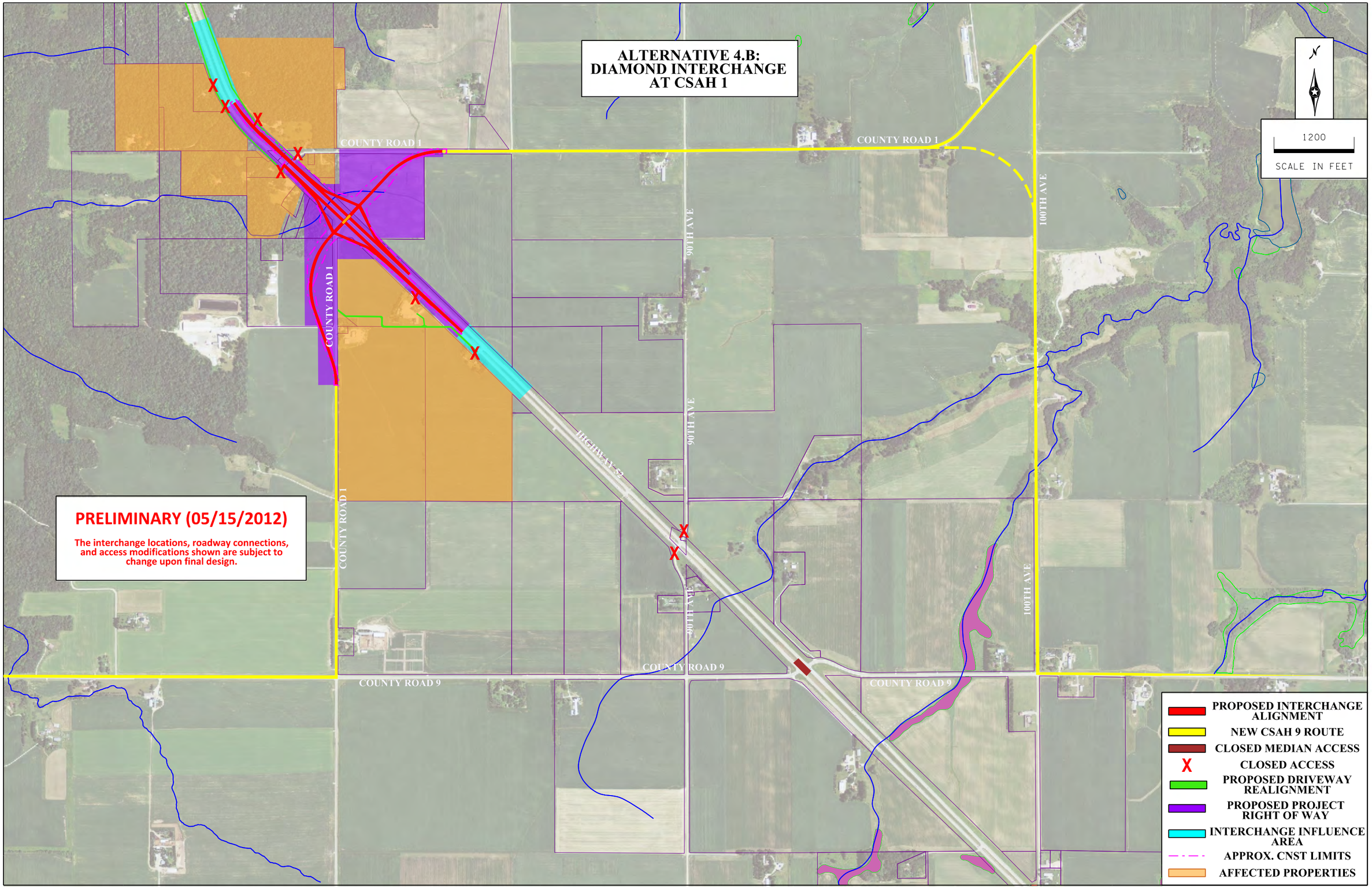
Technical Memorandum No. 4 – Evaluation of Alternatives was presented to the PMT on May 14, 2012 for discussion and comments. After review and comment, the memorandum was amended and reissued. Final approval of Technical Memorandum 4 was received on September 18, 2012.

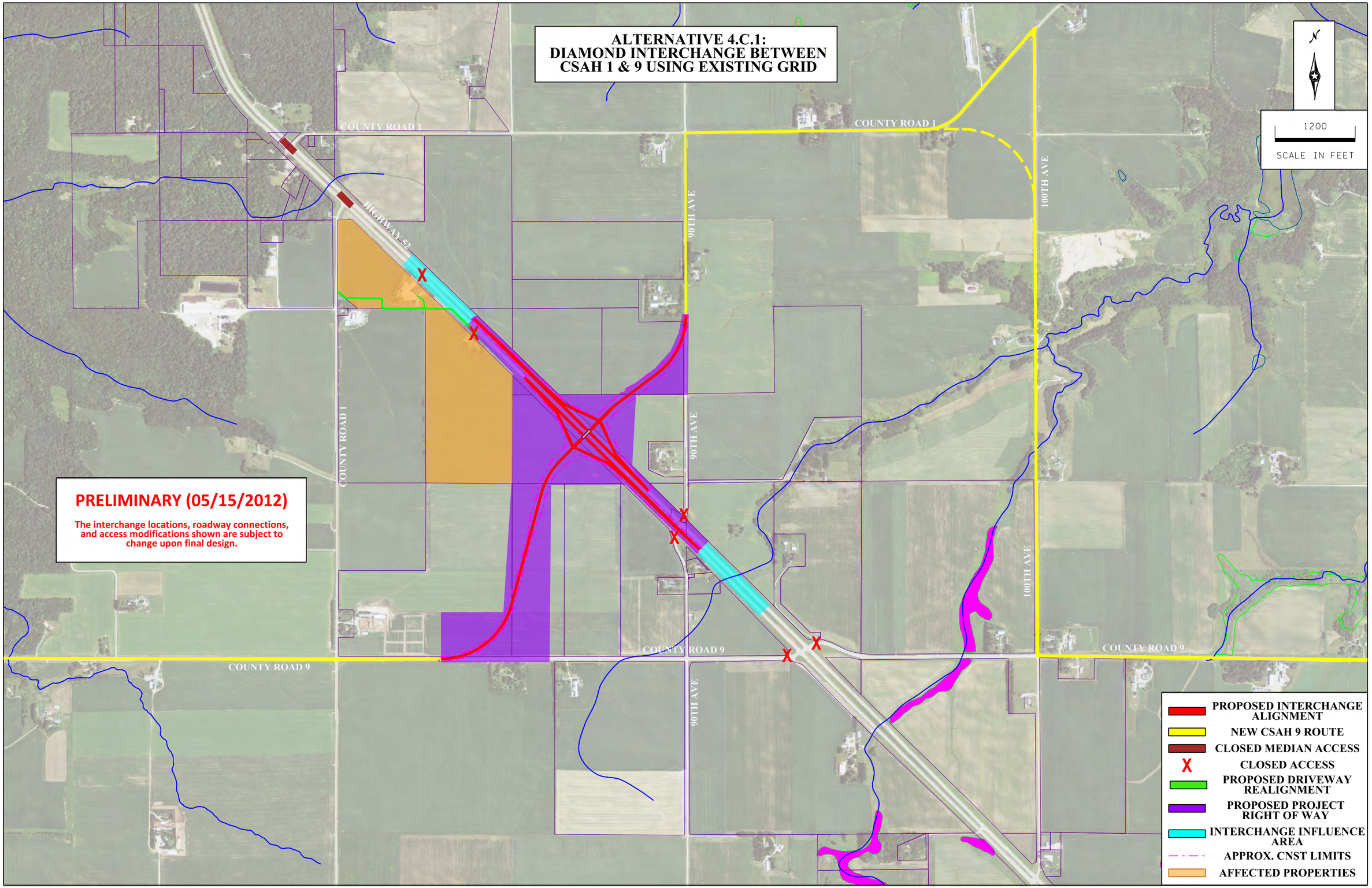
Appendix A: Subarea 1 and Subarea 4 Figures

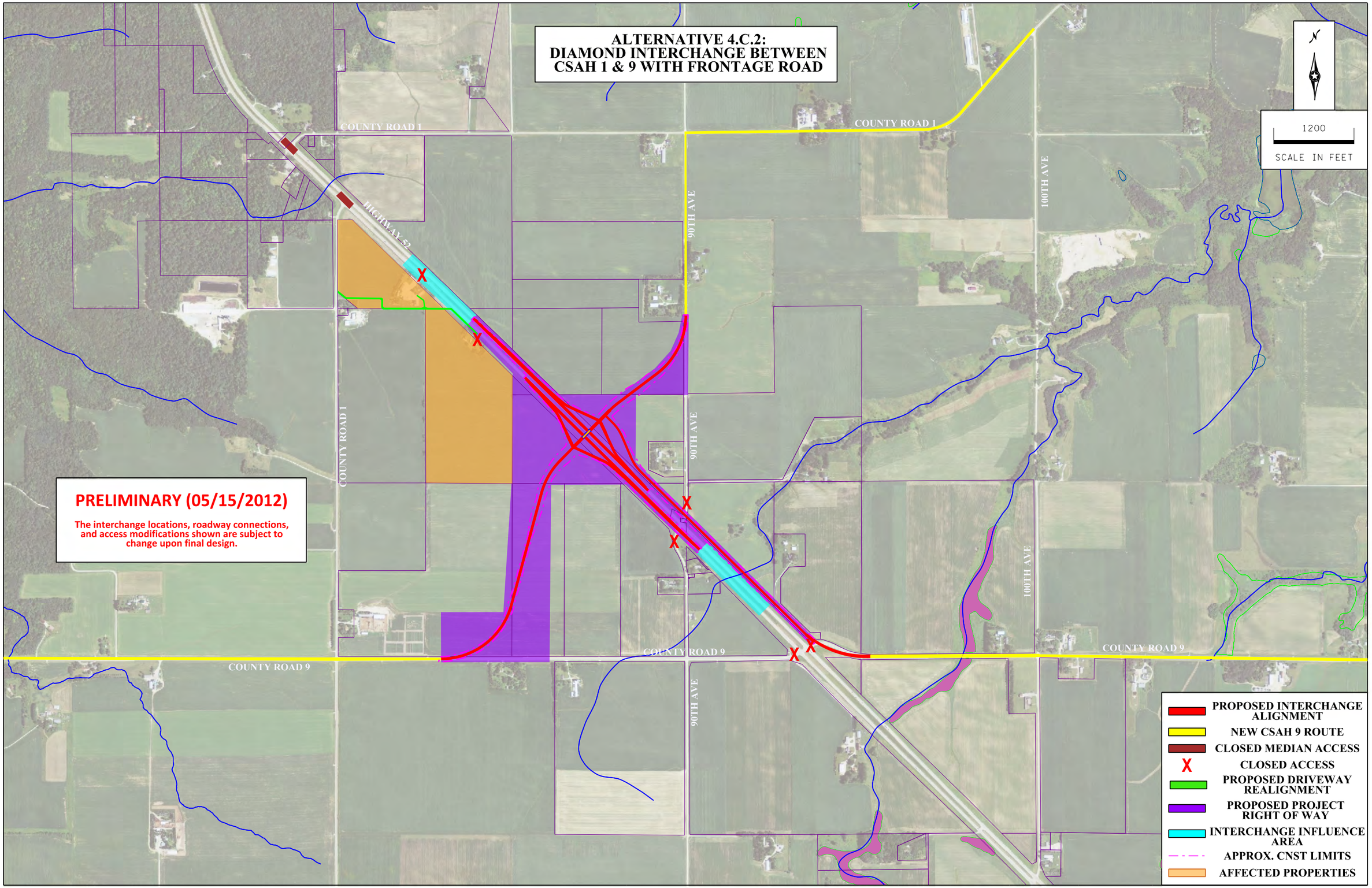

US 52 Safety, Access, and
Interchange Location Study
Subarea 1 Concept Alternatives
318th St
323rd St. Way
320th St
327th St. Way
330th St. Way
Highview Road
CSAH 24
CSAH 14
Alternative 1.A
Alternative 1.B.1
Alternative 1.B.2
Alternative 1.C
57th Ave
Northern terminus for Alt. 1.A. Tie-in to existing CSAH 24 alignment
Northern terminus for Alternatives 1.B and 1.C is approx. Highview Rd. at the new Cannon Falls aligment
Alternative 1.A uses existing 57th Ave alignment
Close driveway access to US 52 under each build alternative. Alternative access to be evaluated
Alternatives 1.B and 1.C are on new alignments
Close CSAH 14 access to US 52 under each build alternative
Southern terminus for each alternative. Tie-in to existing CSAH 14
LEGEND
Alternative 1.A
Alternative 1.B.1
Alternative 1.B.2
Alternative 1.C
Planned Cannon Falls Improvements*
Close access to US 52
*Note: Planned Cannon Falls Improvement roadway lines and access modifications are approximate.

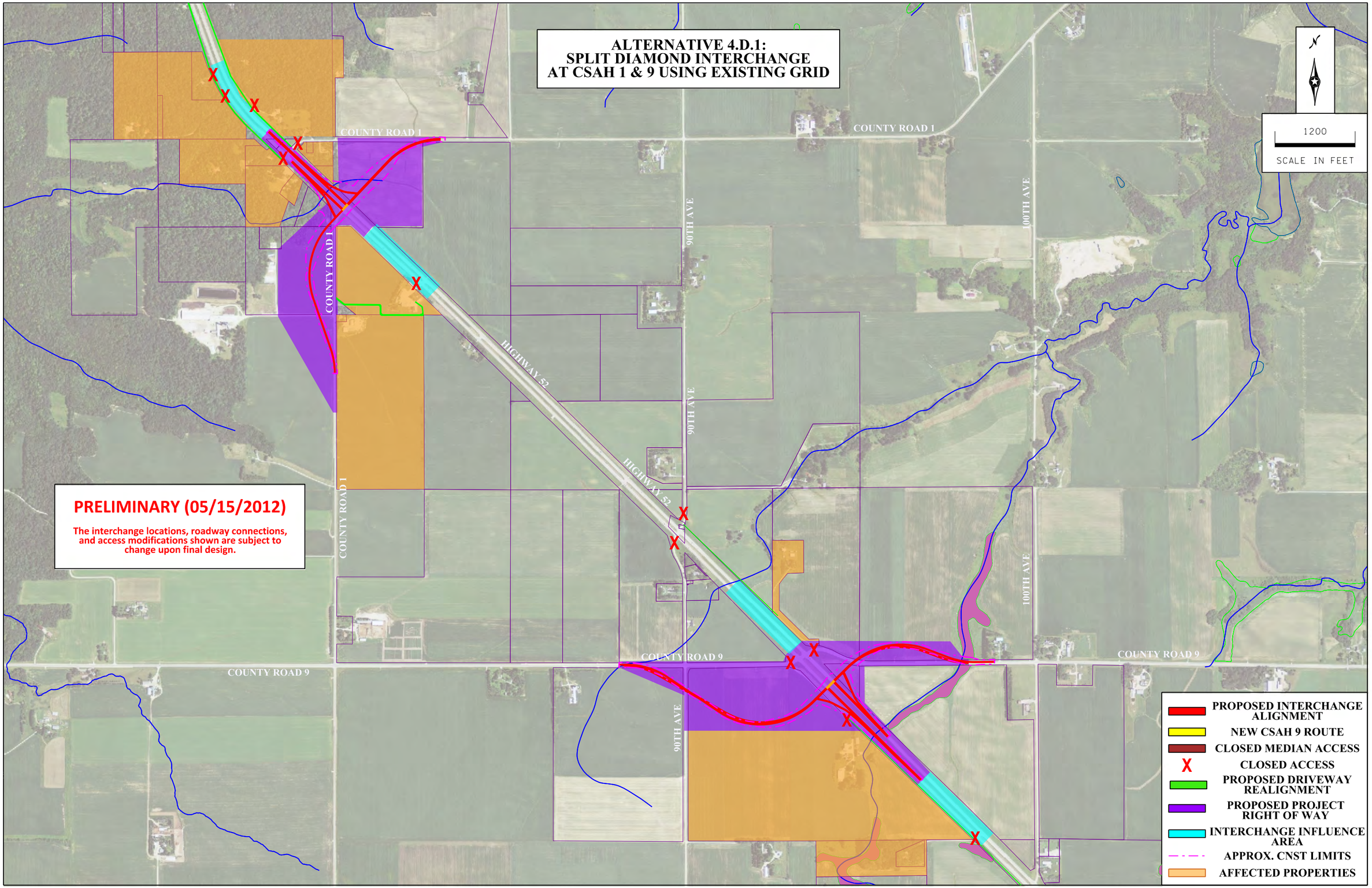
Date: 3/16/12

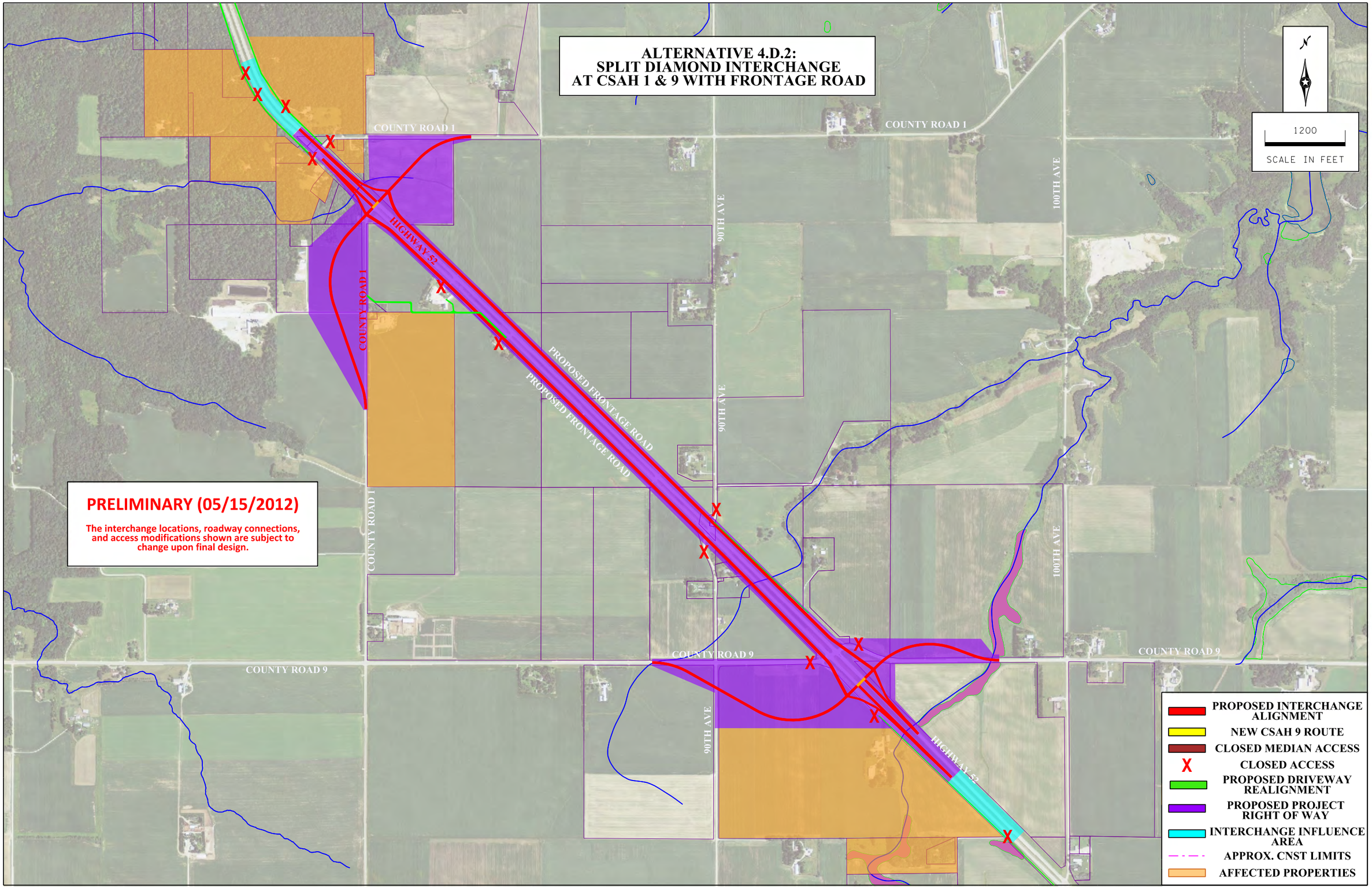

ALTERNATIVE 4.A:
PARCLO AB INTERCHANGE
AT CSAH 1
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 1
COUNTY ROAD 1
COUNTY ROAD 1
90TH AVE
90TH AVE
90TH AVE
100TH AVE
100TH AVE
HIGHWAY 52
HIGHWAY 52
COUNTY ROAD 9
COUNTY ROAD 9
COUNTY ROAD 9
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES

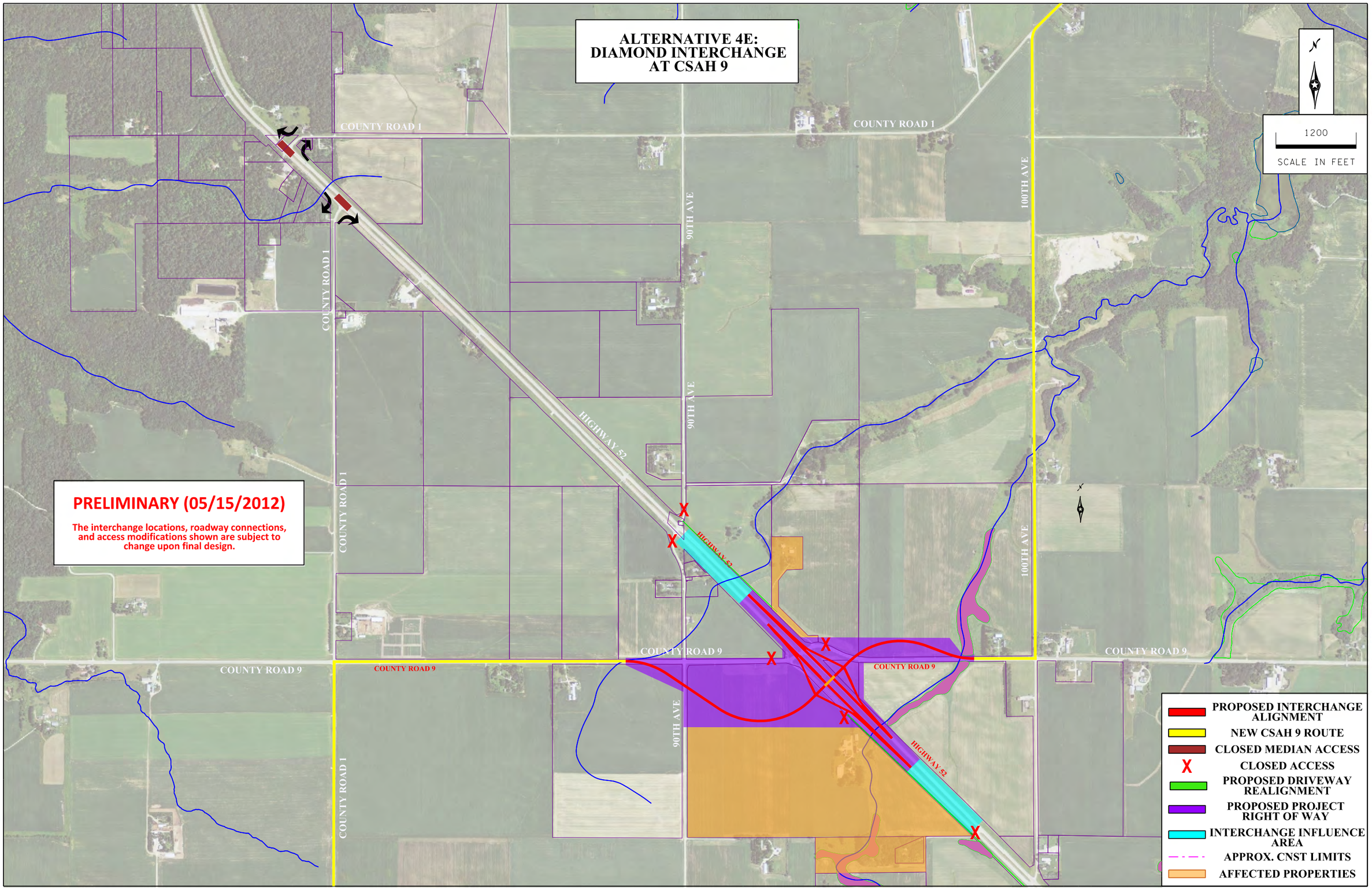

ALTERNATIVE 4.B:
DIAMOND INTERCHANGE
AT CSAH 1
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 1
COUNTY ROAD 1
COUNTY ROAD 1
90TH AVE
90TH AVE
90TH AVE
100TH AVE
100TH AVE
HIGHWAY 52
COUNTY ROAD 9
COUNTY ROAD 9
COUNTY ROAD 9
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES


ALTERNATIVE 4.C.1:
DIAMOND INTERCHANGE BETWEEN
CSAH 1 & 9 USING EXISTING GRID
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 1
HIGHWAY 52
90TH AVE
100TH AVE
COUNTY ROAD 1
90TH AVE
100TH AVE
COUNTY ROAD 9
COUNTY ROAD 9
COUNTY ROAD 9
90TH AVE
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES


ALTERNATIVE 4.C.2:
DIAMOND INTERCHANGE BETWEEN
CSAH 1 & 9 WITH FRONTAGE ROAD
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 1
HIGHWAY 52
90TH AVE
100TH AVE
COUNTY ROAD 1
90TH AVE
100TH AVE
COUNTY ROAD 9
COUNTY ROAD 9
COUNTY ROAD 9
90TH AVE
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES


ALTERNATIVE 4.D.1:
SPLIT DIAMOND INTERCHANGE
AT CSAH 1 & 9 USING EXISTING GRID
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 9
HIGHWAY 52
90TH AVE
100TH AVE
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES


ALTERNATIVE 4.D.2:
SPLIT DIAMOND INTERCHANGE
AT CSAH 1 & 9 WITH FRONTAGE ROAD
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 9
HIGHWAY 52
PROPOSED FRONTAGE ROAD
PROPOSED FRONTAGE ROAD
90TH AVE
100TH AVE
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES


ALTERNATIVE 4E:
DIAMOND INTERCHANGE
AT CSAH 9
PRELIMINARY (05/15/2012)
The interchange locations, roadway connections, and access modifications shown are subject to change upon final design.
COUNTY ROAD 1
COUNTY ROAD 9
HIGHWAY 52
90TH AVE
100TH AVE
1200
SCALE IN FEET
PROPOSED INTERCHANGE ALIGNMENT
NEW CSAH 9 ROUTE
CLOSED MEDIAN ACCESS
CLOSED ACCESS
PROPOSED DRIVEWAY REALIGNMENT
PROPOSED PROJECT RIGHT OF WAY
INTERCHANGE INFLUENCE AREA
APPROX. CNST LIMITS
AFFECTED PROPERTIES

Appendix B: Detailed Alternative Evaluation Matrix

US 52 Safety, Access, and Interchange Location Study
Alternative Evaluation Matrix

Goals			Safety[1]			Access Management[2]		Connectivity and Mobility[3]				Social, Economic, and Environmental(SEE)[4]										Cost Effectiveness[5]		
												Social & economic impacts					Natural environment impacts							
												Residential Impacts (number of units)												
Measures of Effectiveness			*Reduce the crash rate/severity (particularly at high crash intersections)*	*Improve roadway geometry/sight distance*	*Reduce variations in traffic speed caused by merging/diverging traffic*	*Close at-grade intersection accesses on US 52*	*Provide replacement access to affected properties & local roadways*	*Improve mobility on US 52 in accordance with IRC goals and previous studies*	*Provide efficient regional roadway connections that ensure functionality, mobility, accessibility and connectivity within the regional transportation systems and to US 52*	*Provide efficient local and neighborhood mobility, accessibility and connectivity to the regional transportation systems.*	*Allow improvements at low impact intersection which will likely remain for many years*	Relocations	Impacted Parcels (without ROW).	No. of Parcels Where ROW is Needed	ROW (acres)	Farmlands (acres)	Wetlands (acres)	Floodplains (acres)	Woodlands (acres)	Streams (number of crossings)	Sinkhole Areas (parcels)	*Cost effective*	*Beneficial return on investment*	*Allows interim improvements*
Subarea 1 Alternatives	1.NB	No-Build Alternative - Subarea 1	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	1.A	Route CSAH 14 along an improved 57th Ave	Close CSAH 14 Adds traffic to 57th Ave	Existing Alignment	Close CSAH 14 Adds traffic to 57th Ave	Close CSAH 14 at US 52	Provides CSAH 14 connection to the north	Close CSAH 14	Circuitous regional connection	Need connection for homes on US 52	Low impact driveways can remain	0	17	0	10.9	0.0	0.0	0.0	0.0	0	0	$1.5-2M Existing alignment	Local rd investment	Allows interim imps. to 57th Ave
	1.B.1	Route CSAH 14 along a new alignment (Backage Road - west)	Close CSAH 14	New alignment built to standards	Close CSAH 14 at US 52	Close CSAH 14 at US 52	Provides CSAH 14 connection to the north	Close CSAH 14	Circuitous regional connection	Need connection for homes on US 52	Low impact driveways can remain	0	0	1	28.1	13.6	0.0	0.0	11.0	0	0	$3-5M New alignment Steep slopes Longer route	Supports dev./ utility coordination	No clear interim improvements
	1.B.2	Route CSAH 14 along a new alignment (Backage Road - west with south connection)	Close CSAH 14	New alignment built to standards	Close CSAH 14 at US 52	Close CSAH 14 at US 52	Provides CSAH 14 connection to the north	Close CSAH 14	Circuitous regional connection	Need connection for homes on US 52	Low impact driveways can remain	0	1	1	30.2	12.4	0.0	0.0	9.9	0	0	$3-5M New alignment Steep slopes Longer route	Supports dev./ utility coordination	No clear interim improvements
	1.C	Route CSAH 14 along a new alignment (Backage Road - East)	Close CSAH 14	New alignment built to standards	Close CSAH 14 at US 52	Close CSAH 14 & 1 res driveway on US 52	CSAH 14 connection and replacement access via backage road	Close CSAH 14 Close 1 driveway	Direct regional route	Easy local connections	Low impact driveways can remain	0	2	2	25.9	7.5	0.0	0.0	7.9	0	0	$1.5-2.5M New alignment	Supports dev./ utility coordination	No clear interim improvements

US 52 Safety, Access, and Interchange Location Study
Alternative Evaluation Matrix

Goals			Safety[1]			Access Management[2]		Connectivity and Mobility[3]				Social, Economic, and Environmental(SEE)[4]										Cost Effectiveness[5]		
												Social & economic impacts					Natural environment impacts							
												Residential Impacts (number of units)												
Measures of Effectiveness			*Reduce the crash rate/severity (particularly at high crash intersections)*	*Improve roadway geometry/sigh t distance*	*Reduce variations in traffic speed caused by merging/diverging traffic*	*Close at-grade intersection accesses on US 52*	*Provide replacement access to affected properties & local roadways*	*Improve mobility on US 52 in accordance with IRC goals and previous studies*	*Provide efficient regional roadway connections that ensure functionality, mobility, accessibility and connectivity within the regional transportation systems and to US 52*	*Provide efficient local and neighborhood mobility, accessibility and connectivity to the regional transportation systems*	*Allow improvements at low impact intersection which will likely remain for many years*	Relocations	Affected Prop.	No. of Props where ROW Acq. Is Needed	ROW (acres)	Farmlands (acres)	Wetlands (acres)	Floodplains (acres)	Woodlands (acres)	Streams (number of crossings)	Sinkhole Areas (parcels)	*Cost effective*	*Beneficial return on investment*	*Allows interim improvements*
Subarea 4 Alternatives	4.NB	No-Build Alternative - Subarea 4	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	Does not achieve project goal	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	4.A	Parclo AB Interchange at CSAH 1.	Right-in/Right-out (RI/RO) @ CSAH 9 Grd sep CSAH 1	Realignment introduces add'l left turns	RI/RO are less safe	6 res. 1 com. 1 pub clse & 1 RI/RO	Many access replacements, challenging topography	Each alt achieves No differentiation	Major CSAH 9 re-routes (higher volume), high travel time impact (net +14.4 min)	Provides US 52 access to homes north of CSAH 1	Low impact driveways & RI/RO roadways remain	0	11	6	80	23.4	0.0	0.0	0.3	2	1	$15.5-19M	N/A for this subarea	
	4.B	Diamond Interchange at CSAH 1.	RI/RO @ CSAH 9 Grd sep CSAH 1	Realignment introduces add'l left turns	RI/RO are less safe	6 res. 1 com. 1 pub clse & 1 RI/RO	Many access replacements, challenging topography	Each alt achieves No differentiation	Major CSAH 9 re-routes (higher volume), high travel time impact (net +14.4 min)	Provides US 52 access to homes north of CSAH 1	Low impact driveways & RI/RO roadways remain	0	11	7	60	12.7	0.0	0.0	1.7	2	1	$15-18.5M	N/A for this subarea	
	4.C.1	Diamond Interchange between CSAH 1 and CSAH 9.	Grd. sep btw CSAH1/9 RI/RO @CSAH 1&9	Realignment introduces add'l left turns	RI/RO are less safe	2 res. 2 pub clse & 1RI/RO	Multiple access replacements	Each alt achieves No differentiation	Re-routes higher volume CSAH 9, high travel time impact (net +15.4 min)	Provides access mid-way between CSAH 1 & 9	Low impact driveways & RI/RO roadways remain	0	2	6	115	27.0	0.0	0.0	0.0	1	0	$12.5-15.5M	N/A for this subarea	
	4.C.2	Diamond Interchange between CSAH 1 and CSAH 9 with Frontage Road connection to CSAH 9.	Grd. sep btw CSAH1/9 RI/RO @CSAH 1&9	Frontage road minimizes left turns	RI/RO are less safe	2 res. 2 pub clse & 1RI/RO	Frontage roads provide replacement access	Each alt achieves No differentiation	Re-routes higher volume CSAH 9	Provides access mid-way between CSAH 1 & 9	Low impact driveways & RI/RO roadways remain	0	2	9	130	27.0	0.0	0.0	0.0	1	0	$15-18.5M	N/A for this subarea	
	4.D.1	Split Diamond Interchange at CSAH 1 and CSAH 9 using the existing roadway network.	Grade sep CSAH1/9	Built to standards, min. left turns	Grade sep./full access closures	9 res. 3 pub close	Many access replacements, challenging topography	Each alt achieves No differentiation	Minimal travel time impact (net +0.2 min)	Provides US 52 access to homes west of CSAH 1	Minimal opportunities	0	13	11	150	20.7	0.1	0.0	1.7	5	1	$15.5-20M	N/A for this subarea	
	4.D.2	Split Diamond Interchange at CSAH 1 and CSAH 9 with Frontage Road connections in-between.	Grade sep CSAH1/9	Built to standards, min. left turns	Grade sep./full access closures	9 res. 3 pub close	Frontage roads provide replacement access, challenging topography	Each alt achieves No differentiation	Minimal travel time impact (net -2.3 min)	Provides US 52 access to homes west of CSAH 1	Minimal opportunities	0	12	23	160	23.3	0.1	0.0	1.7	6	1	$17.5-23M	N/A for this subarea	
	4.E	Diamond Interchange at CSAH 9.	RI/RO @ CSAH 1 Grd sep CSAH 9	Built to standards, min. left turns	RI/RO are less safe	1 res. 2 pub close & 1 RI/RO	Few accesses to replace	Each alt achieves No differentiation	Min. impact for thru traffic on higher volume CSAH 9, moderate travel time impact (net +7.9 min)	Creates circuitous route for homes north of CSAH 1	Low impact driveways & RI/RO roadways remain	0	3	7	70	12.8	0.1	0.0	0.0	3	0	$11-13.5M	N/A for this subarea	

1 Alternative 4.A, 4.B, and 4.C.1, scored lower on the "improve roadway geometry" objectives as the realigned CSAH 9 route introduces additional left turns which are less safe. Alternatives 4.A, 4.B, 4.C.1, 4.C.2, and 4.1 scored lower on the "reduce variations in traffic speed" objective as they would allow right-in/right-out access to US 52 to remain.

2 Alternatives 4.C.1 abd 4.C.2 scored lower in the "close at-grade intersections" objective as they would close fewer high volume intersections than the other alternatives. Alternatives 4.A, 4.B, and 4.D.1 scored low in the "provide efficient replacement access" objective as challenging topogrphy limits options for frontage roads.

3 Alternatives 4.A, 4.B, and 4.C.1 scored lower in the "provide efficient regional connections" objective to due a high impact to regional travel times as a result of re-routing CSAH 9.

4 SEE ratings were based of quantity of the resources impacted, and scored based on their relative impact as compared to the other alternatives .

5 The ratings for the "cost effective" objective were based on a comparison of the estimated project costs with under $14M million scoring "green," $14 - 16M scoring "yellow," and over $16M scoring "red." Alternatives 1B.1, 1.B.2, and 1.C scored higher on the "beneficial return on

Appendix C: Public Meeting Summary (May 15, 2012)

Meeting Summary

US 52 Safety, Access, and Interchange Location Study

Public Open House
Urland Lutheran Church
5:00 – 6:30 p.m., May 15, 2012

Agency Representatives in Attendance:

Heather Lukes, MnDOT	Ken Bjornstad, Goodhue County	Dan Edgerton, HR Green
Greg Paulson, MnDOT	Steve Betcher, Goodhue County	
Kristin Kammueller, MnDOT	Jack Broz, HR Green	
Mike Kempinger, MnDOT	Ryan Allers, HR Green	

Meeting Overview

A public open house for the US 52 Safety, Access, and Interchange Location Study was held on May 15, 2012 from 5:00 – 6:30 pm, with a formal presentation from project staff at 5:30 pm. Meeting attendance included nine agency representatives (see table above) and approximately 40 residents. The sign-in sheet from the meeting is included as Appendix A.

The purpose of this meeting was to inform stakeholders of recent study activities and to seek their input. In particular, participants were asked to comment on the alternatives and analysis completed by the study team for Subarea 1 (CSAH 14) and Subarea 4 (interchange location).

The following is a summary of the comments received, both verbal and written (including email). Copies of the written comments submitted are included as Appendix B. In addition, the project team responded to a number of comments via email. Copies of these responses are included in Appendix C.

Subarea 1 (CSAH 14) Comments

- For Subarea 1 (CSAH 14), many participants expressed support for Alternative 1.C as the preferred option.
- Some residents commented that closing CSAH 14 at US 52 would be an acceptable safety improvement as long as an alternative connection to Cannon Falls was provided.
- It was noted that alternatives 1.B.1 and 1.B.2 would likely have negative impacts on adjacent residential properties.

Subarea 4 (interchange location) Comments

- Several participants expressed support for Alternative 4.E (CSAH 9) as the preferred interchange location and general agreed with the analysis and evaluation of alternatives presented at the meeting.

- Many residents expressed concern over the adverse travel time impacts of Alternative 4.E (CSAH 9) for properties north of CSAH 1, in the absence of a frontage road.
- Some residents of the CSAH 1 area felt that leaving right-in/right-out access at the CSAH 1 intersection would be acceptable as this would minimize adverse travel time impacts.
- One resident suggested locating the interchange at CSAH 1 and bridging CSAH 9. This would allow through traffic on CSAH 9 while accommodating the many residential and commercial properties north of CSAH 1.
- Some participants expressed support for Alternative 4.D.1/4.D.2 (split diamond) as the preferred interchange option.
- One resident generally agreed with CSAH 9 as preferred interchange location, but expressed concern over the re-routing of the CSAH 1 and CSAH 9 shown on Alternative 4.E. This would route additional traffic along 100th Avenue east of US 52. 100th Avenue is currently a gravel road and would require a significant investment to upgrade. Further, this route is already a safety concern due to poor sight lines. In addition, Alternative 4.E would add to the already high truck traffic along 100th Avenue, negatively impacting quality of life for the three residences at the intersection of CSAH 9 and 100th Avenue. This resident also commented that 90th Avenue or County Road 56 would be better as they would have less impacts. Finally, this resident questioned the design of Alternative 4.E stating that the bridge approaches appeared to be too long and would encourage higher travel speeds on CSAH 9.

General Comments

- Regardless of the interchange location, many residents were interested in the ultimate plan for direct access onto US 52 and wanted to know if their properties would be acquired and if their driveways would be closed or remain open.
- Many residents had questions about the planned CapX 2020 project and wanted to know how it would be coordinated with the US 52 Safety, Access, and Interchange Location Study. Some suggested that the CapX 2020 project could provide an opportunity to develop frontage roads along the east side of US 52.
- Many residents were interested in the timeline and funding for the improvements being study. Participants were interested in both the schedule for interchange construction and for the full conversion of US 52 into a freeway facility.

Appendix A: Meeting Sign-in Sheet

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
Millie Ohnstad	900 Main St. W #317	mohnstad26@gmail.com
Jim Bryant	Goodhue County	jcbryant@kmwb.net
Jim Edlund	111 West Trail Ct. CF	jjedlund@frontiernet.net
Steve Betcher	Goodhue County	steve.betcher@co.goodhue.mn.us
Dawn Friedrich	38245 70th Ave CF.	sdfriedrich@frontiernet.net
Carla Sanderson	35871 Hwy 52	
Bjorn Olson	9889 County 9 Blvd CF.	olson37@yahoo.ie
Lowell + Nancy Broin	45679 County 1 Blvd Wanamingo	
Al & Betty Ann Hernke	37020 Cty 1 Blvd CF.	abhernke@frontiernet.net
John & R. McDonald	35253 Hwy 52 Blvd.	
Rodanne Sauter	35890 85th Ave CF	markroxsauter@gmail.com
Laurie Jacobson	38266 70th Ave CF	ltjzoo@frontiernet.net

May 15, 2012

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
MIKE KEMPINGER	Rochester	
Heather Lukes	"	
Kathy & Wally Jacobs	3808 70th Ave C.F.	kwjacobs@frontiernet.net
CHRIS CULBERTSON	ROCHESTER	
Kristin Kammueller	Rochester	kristin.kammueller@state.mn.us
LeAnn Thorburn	Skunk Hollow Trail, C.F.	mandl@frontiernet.net
Mike Thorburn	Skunk Hollow Trail C.F.	treepeople@hotmail.com
Roger & Joan Risely	6520 357 St Way	
Ray McNamara	1002 3rd ave Goodhue	MCNA@SLEEPEYETEL.NET
Paul Olson		paul.olson@charter.net
DAN SHEA	6762 HIGHVIEW RD.	DSHEA@FRONTIERNET.NET
Brian Todd	Rochester	

May 15, 2012

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
John D Olson	10055 County Rd 2 CF	
Justin Bave	31913 64th Ave CF	youfirsJustin@Gmail.com
Don Mattson	703 Bullis St.	
Marlene C. Mattson	Kenyon, MN [redacted]	
Cindy Fisher-Brown	45291 Co. 1 Blvd. Wanamingo	fisherbr@wildblue.net
Nick Weber	36101 Hwy. 52 Blvd. Cannon Falls, MN 55009	weber381@umn.edu
Walter & Karen Barnes	34469 HWY 52 Blvd	WalteraBarnes@Hotmail.com
DICK MATZ/JANELL DAHMS	35000 WAGNER HILLWAY, CF	quilthnwood@gmail.com.
Hank Ohmann	61553 387th St Kenyon Minn. 55018	
David E. Tomplin	33789 57th Ave Cannon Falls	dbt77@frontiernet.net
Nancy Caseltine	45166 Eldorado Way CF	nancyg.public@hotmail.com

May 15, 2012

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
Judy Barnitt	7005 Co 9 Blvd Cannon Falls MN	
Larry L Olson	9300 City 9 Blvd CR	
Don Rechtzigel	1140 2nd St. Kenyon, MN 55946	rudy396@yahoo.com
John & Robin McDonald	35253 Hwy 52 Blvd Cannon Falls, MN 55009	
Lyle Lorenson	34465 Hwy 52 Blvd CF	
KEN HAGGERTY	2787 S MICHAEL C.F MN 55009	
JOHN SCHUELLER	GCPW	

May 15, 2012

Appendix B: Written Comments

Highway 52 Safety, Access, and Interchange Location Study

COMMENTS

We need your input to guide decisions about an interchange location between CR 1 and CR 9. Please write your comments below and leave in the "Comments" box on the table.

If you prefer, you may mail or e-mail your comments **by May 30, 2012** to:

Heather Lukes
MnDOT District 6
Project Manager
2900 48th Street Northwest
Rochester, MN 55901-5848
Heather.lukes@state.mn.us

I PROPOSE A BRIDGE ON CO 9 OVER HWY 52 AND AN INTERSECTION AT CO 1. ANY WEST BOUND TRAFFIC ON CO 9 WILL GO SOUTH ON HWY 58 FROM GOODHUE OR SOUTH ON CO 8 IF THERE IS AN INTERSECTION AT HADER. IN MY SCENARIO ALL CO 9 TRAFFIC COULD TURN NORTH ON CO 1 TO AN INTERSECTION AT CO 1.

FROM CO 1 TO THE TOP OF WAGNER HILL THERE ARE 20+- HOMES ALONG HWY 52 AND 3 BUSINESSES. MOST OF THESE PEOPLE WILL BE GOING BETWEEN THEIR HOMES AND CANNON FALLS. AN INTERSECTION ANYWHERE SOUTH OF CO 1 WILL ADD MILES TO THEIR COMMUTE AND COLLECTIVELY, CAUSE A BIG INCREASE IN FUEL USE.

WILL MY DRIVEWAY BE BLOCKED ONTO HWY 52?

WILL I BE LOOKING AT A FRONTAGE OR BACKAGE ROAD?

Name (optional) DAVID JOHNSON

Address (optional) 36404 HWY 52 BLVD CANNON FALLS, MN 55009

Telephone (optional) H: 507-263-3354 CEL: 507-298-0260

E-mail (optional)* DAVE614@FRONTIERNET.NET

For information visit the project website:

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

Highway 52 Safety, Access, and Interchange Location Study

COMMENTS

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Heather Lukes
MnDOT District 6
Project Manager
2900 48th Street Northwest
Rochester, MN 55901-5848
Heather.lukes@state.mn.us

Regarding the County Road 14 options, I see Alternative 1C as the best answer. Advantages being cost effective; less land to develop; 1C would provide maximum investment and efficiency for the new Cannon Falls interchange. Safety issues should also favor 1C. The nice part of 1C is it will keep the Sogn Valley people happy. And that speaks for the future which will see immense population growth here and connector/service roadways will be instrumental in years to come. Do it properly. Thank you to the engineers, planners, etc. for the good work on these proposals, which appear excellent.

Name (optional) I favor plan alternative 1C

Address (optional)

Telephone (optional)

E-mail (optional)*

For information visit the project website:

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

Highway 52 Safety, Access, and Interchange Location Study

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Heather Lukes
MnDOT District 6
Project Manager
2900 48th Street Northwest
Rochester, MN 55901-5848
Heather.lukes@state.mn.us

We live just south of cty road 14. Our preference for the cty road 14 interchange - our preference would be option 1C vs. the other options.

Name (optional) Walter Barnes
Address (optional) 34469 HWY 52 blvd
Telephone (optional) 507 263 0783
E-mail (optional)* Walterabarnes@Hotmail.com

For information visit the project website:

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

Highway 52 Safety, Access, and Interchange Location Study

COMMENTS

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Heather Lukes
MnDOT District 6
Project Manager
2900 48th Street Northwest
Rochester, MN 55901-5848
Heather.lukes@state.mn.us

#1 and #9
#1 Cross over then east of
River Flume turn about /
#9 Clover leaf

Name (optional)

Address (optional)

Telephone (optional)

E-mail (optional)*

For information visit the project website:

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

Highway 52 Safety, Access, and Interchange Location Study

COMMENTS

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Heather Lukes
MnDOT District 6
Project Manager
2900 48th Street Northwest
Rochester, MN 55901-5848
Heather.lukes@state.mn.us

Spit diamond Cty 1 and Cty 9

Name (optional)

Address (optional)

Telephone (optional)

E-mail (optional)*

For information visit the project website:

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

Edgerton, Dan

Subject: FW: HWY 52 study and plans feedback

From: bjorn olson [mailto:olson37@yahoo.ie]
Sent: Tuesday, May 15, 2012 8:58 PM
To: Lukes, Heather A (DOT)
Subject: HWY 52 study and plans feedback

Dear Heather,

I was at the meeting tonight and I am over whelmed with feeling that these plans are thought through in a boardroom and haven't gotten much face time with your team members.

I'm not sure where to start so I will just go through my list.

1. I don't think that your group understands what 100th ave is and how much money will be need to upgrade sight lines, road width, and the fact the you have to cross 3 water ways. The fact that county road 56 is not being offered as an option is a little fishy and short sided. Like the county wasn't willing to offer it and case closed. You really need to see what other options there are. On the map it might not look like a big deal, but I know it will cost many millions.
2. **Piggy backing on the first one, I have a great option that was not mentioned in your plans. That would be creating a single frontage road on the east side of 52 north to 90th ave and use this to access county road 1 to the east. There would not be a need for one on the west. There is only one water way to cross it has better sight lines currently, so less costly, it is not a very long route, there are fewer houses and businesses than on 100th, and it would have less impact on our community. Also you would be making the intersection at Cty 1 safer since there would be less truck traffic coming from farmers since there would be less farmers to the west of the intersection.**
3. Following number 2 there is so much truck traffic on 100th to start, now you are asking it shift the burden of an accident zone onto us. You are asking to put two county roads of traffic on to a bad road that has trucks entering and exiting a gravel pit. I cannot wrap my mind around this. Also the sight lines for people exiting 100th to Cty 9 are bad, there is a knoll to the east on 9 that is asking for someone to pullout into traffic, much like the current 52/9 alignment.
4. Currently I live on the corner of Cty 9 and 100th ave. All trucks coming from the west are starting from a stop at 52 which is ½ a mile away to 100th ave. Those trucks are going so fast that they need to Jake brake by my house. Now the road slopes up to help them but that's not enough. Now you are asking to put fast moving trucks that don't come to a stop a half mile away to stop. What is going to do to my quality of life? I live less than a hundred feet from 9. There are 3 houses at the intersection. What will it sound like? Would you like that? If moved to 90th this would lessen this impact.
5. I'm not sure why we need such big loops coming from the number nine bridge? I would think allowing traffic crossing 9 to drive faster is not very thought out. If anything making it a sharper turn and slowing traffic down when the meet cars using the ramps. Look at the over pass on 52 and 58 in Zumbrota. The sightlines are horrible and the traffic is only moving at 20 mph. Now you want to keep traffic on 9 at 60 mph and use ramps?

6. I understand the cost advantages of moving the intersection at 9 south to take advantage of the hills and the grade. What I don't understand is on the west side going so far south into the crop land. You would have to build up a large chunk of 9 to meet old 9, and tear up good road for no reason. Wouldn't it cost less to have the bridge at an angle? You could shoot southeast to northwest use more of the current road have to buy less right of way. All that would be needed is to haul in a little more dirt on the west side of 52. Also your drawing shows cutting through 90th ave on the west side, isn't that a little much? This seems like over engineering.
7. With this plan the county has currently ruined some of your crop land on the west side of 52 when the widened Cty 9 years ago. They left the grade so poorly that if you changed Cty 9's route you would not only half to fix the new grade but you would make it near impossible to farm near the current Cty 9. This would also need to be altered, adding to the cost. We will not accept poor planning on your part that will impact my livelihood.
8. With these big curves and the rate of speed people will be entering the intersection, are we just raising the danger up in the air. This can't just be safer that what we have, but safe compared to all intersections. Good enough is not good enough.
9. Why is the public input not asked until now? I think you could have saved time money and man hours if you would have done some fact finding and asking. I know many people at the meeting felt that "here is what is going to happen, you can complain until May 3oth than deal with it." It that's what you want to get across we hear you loud and clear. We might know a couple of things you can't find on the maps.
10. What is considered hardship? There are a few houses that are going to be a lot less bearable to live in with ramps and mentioned traffic? What happens to my house value and quality of life?
11. With capX 2020 coming in before you, have you made plans so the projects don't interfere?

Now I know if I could make a thought out list of 11 issues in about an hour I know there are more issues that should have been looked at and need to be. I would love to hear back from you. Email is the best way to reach me, but if anyone on your team would like to come out here and have me show you in person my concerns I will make time for them. I think seeing them in person is important.

Thank you for your time, this was not meant to come off as us vs you, I just think that with proper communication and logic we can improve a much needed life saving improvement.

Thank you

Bjorn Olson

612-695-1361

From: Anna Olson <annamholson@gmail.com>
Sent: Wednesday, May 30, 2012 7:33 AM
To: Lukes, Heather A (DOT)
Subject: Highway 52 and County Road 9

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Hello Heather,

I think it's unfortunate that this is the first time the public has been invited to share their concerns regarding proposed changes to where Highway 52 meets County Road 9. While the accidents that make the news leave the conciousness of most people minutes after they see the news report, we don't forget because we live right at the intersection. The crashes that make the news are the absolute worst - critical injuries and fatalities. What doesn't get reported are the near-misses, the close calls, and the scary situations that make you reconsider ever getting in a car again. We know it because we live it.

While no one wants an overpass running through their yard I know that changes are necessary to make driving through the area safer so I'm not going to take a "Not in MY backyard" approach. However, I think parts of the proposal border on being ridiculous. I'm sure the ideas look good on paper in a board room full of engineers and I don't want to take anything away from their knowledge or skills, but how can you really know what the road situation is like without talking to the people that live in the area? I'm sure your studies are intended to determine the solution that provides the greatest benefit to the largest amount of people, but what gets lost is the impact such a change will have on the neighborhood. Not to mention the fact that unnecessary money will be spent to create an infrastructure that already exists - if you're willing to look for it.

As the main thoroughfare for a very active gravel pit, 100th Avenue is likely one of the busiest gravel roads you'll find. There are semis and other large trucks passing over it at all times of the day and night. The sight lines where 100th meets 9 are very poor and by making the proposed changes to 100th Avenue you aren't fixing the problems currently facing Highway 52/County Road 9 - you're simply moving them a bit further east. Why isn't 56 being considered as an alternative? It is already paved, it crosses fewer waterways, and it has better sight lines in both directions.

I've gotten this far and I still haven't mentioned the impact these changes will have on farmers who depend on the land that will be used for this project as their livelihood. Is it really wise to take some of the best farmland in the state and turn it in to asphalt? How are you planning to compensate the farmers that will lose their income as a result of this 'improvement'? Are you working with CapX to make sure your plans coordinate or are we going to live through one major construction project just to have it immediately re-done? It's obvious that there are still many significant unanswered questions. What happens next?

Ultimately, I think you need to consider the concerns of the residents of Leon Township, especially those of us closest to the proposed 'hardship' areas, before moving forward. It seems as if parts of the proposal were not thought through carefully and weren't thoroughly researched before being presented. If you were to live on the corner of 52/9/100th Avenue as we do, how would you feel about the plan? Would you feel safe having your kids live there? While we always knew that an interchange was a possibility and that it would likely have a negative impact on our quality of life and the resale value of our property, we never imagined that 100th would be included. This piece of the plan makes no logical sense.

I've yet to see any state vehicles near our home doing any kind of surveying or studying the road use. Have the people that put this proposal together ever even been to these intersections and watched traffic? I'd be glad to let them sit in our driveway so they can see for themselves exactly how 52 feeds into 100th and just how dangerous it would be to divert even more vehicles to this intersection, at even faster speeds.

While the open meetings are appreciated, they feel like an afterthought. Do you truly want input or is this just your way of telling us what's going to happen, whether we like it or not?

Concerned for our future,
Anna Olson

May 29, 2012

To Heather Lukes,

I want to thank you for the public meeting at Urland Church on May 28, 2012, for the Highway 52 crossings. My son was told that there were other such public meetings and yet this is the only one of which we were made aware. I understand, however, that our township sent one supervisor to some earlier meetings at which the county presented their options. To my knowledge, no public input had been taken into consideration to facilitate the development of these options.

I have always considered an access at County 1 and an overpass at County 9 to best serve the community's needs. It would provide the least amount of back tracking for our residents and others considering which local towns they go to. It would also provide the best fire and emergency access to the residents. One of the officials at the meeting stated that such traffic would be allowed to cross the median. However, we all know that in time these residents and their emergency services will be blocked from immediate access to Highway 52. The cost of these service roads should be taken into consideration in the final cost.

Traffic going east or west on County 9 coming from North 52 could easily get off at County 1. Traffic coming from South 52 to go east on County 9 could have easily gotten off earlier for access to their destination. Traffic coming from South 52 to West 9 would have to get off at County 8 or back track 1 ¼ miles on County 1 going south.

Re-doing 100th Avenue is a major expense. Those funds could go toward paying for a second overpass. There are two major waterways to consider in addition to one with significant water flow and another that is very deep below the road surface.

If you feel it necessary to have access to County 9, that access should come up to County 9 from the north side because you have created a portion of land that will not be favorable to farm by moving County 9 so far south. What is the reasoning for your proposal to move County 9 this far south and why such long, high speed curves? The only reason to have access here in the first place is because you assume a significant amount of traffic will be coming from or going onto highway 52. If this is, indeed, the case, it should not be high speed traffic.

I would like to remind you that, according to the 2004 Goodhue County Comprehensive Plan, two of the major goals are to preserve and conserve prime agricultural land. Port Byron A and B soils are where you propose the interchange at County 9. These soils, according to the 1976 soil survey map, have the highest crop equivalent rating in the county if not the state and have been taxed accordingly.

Upon completing my degrees in soil science at the University of Minnesota, I chose to return to Cannon Falls and farm. I had the chance to buy the family farm and now my son is farming and in the process of taking over. Next year it will become a century farm. According to my Aunt, my Grandfather registered the farm with the County as Walnut Grove Farm. I have since planted two more walnut groves, one of which your proposal would take out the grove planted in 1972. Your proposal would take approximately 1/3 of this farms' acreage. The grain handling expansion I did last year might not have been necessary. My son, brother, nephew and I farm along County 9 on both the east and west sides of highway 52. We share equipment and labor. It is essential for us to readily access both sides of Highway 52.

How do you take into consideration the hardship, inconvenience, and extra expense that will be incurred by local residents by not having an access at County 1 and an overpass at County 9? A straight access going east and west on County 9 rather than the proposed long curve is preferable to us and would better serve the residential traffic.

Thank you for your consideration.

Regards,

Larry L. Olson

9300 County 9 Blvd.

Cannon Falls, MN 55009

(507) 263-5670

From: Janell Dahms <quiltnwood@gmail.com>
Sent: Friday, May 18, 2012 7:56 PM
To: Lukes, Heather A (DOT)
Subject: Comments on Highway 52 Interchange Location Study

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Dear Ms. Lukes,

We would like to make comments regarding the Highway 52 Interchange Location Study.

1. Location of CapX2020 line. In none of the evaluations presented this past Tuesday, location of the CAPX2020 line was not mentioned and how it may impact the location of interchanges and access roads. Since the administrative law judge has now confirmed the route, which will impact some of the areas under study, how will this impact the project? Are some of the decisions about the road going to be competing with some of the same land as the line? If so, who will have the first right of choice--line or road?

2. Decisions section by section v. having an overall plan. It appeared after the Tuesday meeting that the process of rating the choices/options for a given area (for example Highway 9) without having an overall plan in mind invites the opportunity to make incompatible decisions or narrow future options. As impacted homeowners whose driveway is between the County 14 and County 1/9 area, we would like to see that there are plans/options in place for our area at the same time as decisions are being made about 14/1/9. While we recognize that the whole project cannot be carried out at once and that funding isn't available for the entire project, it seems that there should be an overall plan before starting anything. If we heard correctly on Tuesday, the plans for the 14 and 1/9 area will be made and requests will be made for the budget without yet knowing how the in-between areas and beyond will be handled.

3. Need for traveling both directions. We would like to again state our position that it is important for homeowners whose driveways will be closed to be able to travel both north and south to gain access to Highway 52. We agree that making Highway 52 a freeway will provide improved safety; however, it should not be improved safety at the expense of the homeowners access to travel the direction they wish. For our driveway, which is at the crest of Wagner Hill Way, we do not want to have to drive almost 4 miles to the south to the new 1/9 interchange to get onto Highway 52 to go north. Our neighbors who share our drive feel the same way--we wish to have access to both north and south. We were told at an earlier meeting that the topography of the east side of the Wagner Hill Way area will make it too difficult to put a frontage road to the north, but yet the CAPX2020 line seems to plan to come up the hill along that side. Can the state/county work with the individuals who will be locating the line and see if a common solution can be found and take advantage of the line construction efforts. Again, this raises the importance of seeing the whole plan (point number 2) and the line (point 1), especially since the line will be installed prior to the completion of the Highway 52 project.

4. Rating system and community input. Do the ratings that were shared at Tuesday's meeting have individuals impacted by the changes participating in the process? We know there are representatives from the consulting firm, the state DOT, the county and perhaps the townships included, but are there actual homeowners/citizens involved as representatives?? It would seem that there is an important voice missing if there are not citizens included.

Thanks for the opportunity provide comments.

Janell Dahms and Dick Matz
35000 Wagner Hill Way
Cannon Falls, MN

From: candl@frontiernet.net
Sent: Wednesday, May 30, 2012 8:35 AM
To: Lukes, Heather A (DOT)
Subject: Highway 52 Interchange
Attachments: May 29,52 and 9.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Heather,

Please share the attached comments with the county and advise.

Thank you,
Larry L.Olson

Edgerton, Dan

From: Broz, Jack
Sent: Friday, May 18, 2012 7:32 AM
To: Heather Lukes; Kempinger, Michael (DOT); 'greg.isakson@co.goodhue.mn.us'; Ken.Bjornstad@co.goodhue.mn.us
Cc: Edgerton, Dan; Allers, Ryan
Subject: FW: Hwy 52 study for area in Goodhue Co CSAH 1- 9 - 8 comments

FYI

Jack Broz, P.E.
Project Director
HR GREEN, INC.

From: Thomas Steger [mailto:tsteger@hcinet.net]
Sent: Thursday, May 17, 2012 10:05 PM
To: Broz, Jack
Subject: Hwy 52 study for area in Goodhue Co CSAH 1- 9 - 8 comments

I was not able to attend the meeting held recently but I reviewed the documents on the web and wanted to offer my comments.

My job is based in the town of Goodhue and includes much travel all around Goodhue County. It is obvious that safety issues exist at all of the intersections with Highway 52.

While it would be nice to have multiple interchanges in order to accommodate all residents and minimize the construction of frontage and backage roads this would, this of course would not be possible.

With 22 years experience of driving around the county I see a number of reasons that point to one location:

Assuming that new interchanges will be built at Cannon Falls and the north side of Zumbrota, it would seem clear that the intersection of CSAH 9 and Hwy 52 is the most logical site.
With CSAH 9 being a high quality road and the only one that transverses the county east – west, again this would be the logical location for a single mid county interchange.
An interchange built at 9 and 52 would cause the least disruption in residences and topography.
Your charts for traffic flow point out 9 & 52 as being the highest load now and predicted.

In the short term I believe that the acceleration lanes and wider medians are a good way to help address safety concerns.

Thank you for considering my comments and if you would include me in future mailings it would be appreciated.

Tom Steger
tsteger@hcinet.net

Appendix C: Project Team Response to Comments

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Friday, June 01, 2012 11:34 AM
To: Mark Sauter
Cc: greg.isakson@co.goodhue.mn.us
Subject: RE: Highway 52 input

Mr. and Mrs. Sauter,
We would like to thank-you for taking the time to comment about the project. Public feedback is an important part of the evaluation process in selecting a recommended alternative. We are looking to schedule a public meeting to review the recommended alternative for the interchange within the next month and half. At the meeting we also plan to discuss access to a future interchange location. Public notices will be distributed for this meeting. I encourage you to attend if your schedule allows.

Thank-you again for your time!

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Mark Sauter [mailto:markroxsauter@gmail.com]
Sent: Thursday, May 31, 2012 7:25 PM
To: Lukes, Heather A (DOT)
Cc: greg.isakson@co.goodhue.mn.us
Subject: Highway 52 input

Hello
We have been studying the highway 52 proposed interchanges between Co Rds 1 & 9. We live 1 mile east of highway 52 and Co. Rd 1. As we look at the impact for us and for our neighbors, our conclusion is that 4.C.2 (Diamond between 1 & 9 with frontage road) would be best for the community. Travel time for access to the highway would be minimal and thinking of the valley below us and all the housing for them to access the highway heading south would be lessened and we are not sure how that community will drive to go north on 52. Even though farmland is precious and valuable, this negative aspect is more than offset by the positive aspects of this alternative.
We are the furthest farm north that the Wanamingo fire department services. The middle interchange would help them arrive more promptly than an exit at 9 would.
Thank you for allowing us to express our opinion on this issue.
Mark and Roxanne Sauter

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Friday, June 22, 2012 12:14 PM
To: Janell Dahms (quiltnwood@gmail.com)
Cc: greg.isakson@co.goodhue.mn.us
Subject: FW: Comments on Highway 52 Interchange Location Study

Dear Ms. Dahms and Mr. Matz,

Thank you for your interest in the US 52 Safety, Access, and Interchange Location Study, and taking time to provide comments. MnDOT and Goodhue County understand your concerns on this project. Your input will help us to make this a better project for the community.

It is important to stress that this is a long-range planning study and that drawings shown at the meeting are preliminary concepts only and not final. The improvements under consideration are currently unfunded. This general goal of this study is to recommend an interchange location which will be further evaluated in the future once the project has been funded.

The intent of the material presented at the meeting was to gather public input on the interchange location (i.e., CR 1, CR 9, in-between, etc.). Based on the input received, the study team will further refine the design including choosing the bridge alignment and the routing of the county road network (i.e. 90th Ave, 100th Ave, CR 56, etc.). There will be additional opportunities to provide input on this project, including a public meeting on June 28, 2012, at 5:00 pm, at Urland Lutheran Church.

Responses to each of your comments are provided below. Please let us know if you have any further questions or concerns.

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Janell Dahms [mailto:quiltnwood@gmail.com]
Sent: Friday, May 18, 2012 7:56 PM
To: Lukes, Heather A (DOT)
Subject: Comments on Highway 52 Interchange Location Study

Dear Ms. Lukes,

We would like to make comments regarding the Highway 52 Interchange Location Study.

1. Location of CapX2020 line. In none of the evaluations presented this past Tuesday, location of the CAPX2020 line was not mentioned and how it may impact the location of interchanges and access roads. Since the administrative law judge has now confirmed the route, which will impact some of the areas under study, how will this impact the project? Are some of the decisions about the road going to be competing with some of the same land as the line? If so, who will have the first right of choice--line or road?

- *MnDOT and Goodhue County have and will continue to coordinate with CapX2020.*

2. Decisions section by section v. having an overall plan. It appeared after the Tuesday meeting that the process of rating the choices/options for a given area (for example Highway 9) without having an overall plan in mind invites the opportunity to make incompatible decisions or narrow future options. As impacted homeowners whose driveway is between the County 14 and County 1/9 area, we would like to see that there are plans/options in place for our area at the same time as decisions are being made about 14/1/9. While we recognize that the whole project cannot be carried out at once and that funding isn't available for the entire project, it seems that there should be an overall plan before starting anything. If we heard correctly on Tuesday, the plans for the 14 and 1/9 area will be made and requests will be made for the budget without yet knowing how the in-between areas and beyond will be handled.

- *It is important to note that this is a planning study intended to set the basis for future improvements, when funding is received. The primary purpose of this effort is to select an interchange location. Design details such as potential driveway closures and frontage roads will be developed in future phases of the project. The construction of an interchange at either CR 1 or 9 will have no direct impact on driveways outside of the interchange influence area. These driveways will remain in-place until such a time that safety or operational needs require alternative access. However, the proposed improvements are being studied with an overall access management plan in mind. While specific access treatments are not being proposed at this time, a range of general access replacement options has been developed. Information regarding alternative roadway and driveway access plans will be presented at the next public meeting (June 28, 2012).*

3. Need for traveling both directions. We would like to again state our position that it is important for homeowners whose driveways will be closed to be able to travel both north and south to gain access to Highway 52. We agree that making Highway 52 a freeway will provide improved safety; however, it should not be improved safety at the expense of the homeowners access to travel the direction they wish. For our driveway, which is at the crest of Wagner Hill Way, we do not want to have to drive almost 4 miles to the south to the new 1/9 interchange to get onto Highway 52 to go north. Our neighbors who share our drive feel the same way--we wish to have access to both north and south. We were told at an earlier meeting that the topography of the east side of the Wagner Hill Way area will make it too difficult to put a frontage road to the north, but yet the CAPX2020 line seems to plan to come up the hill along that side. Can the state/county work with the individuals who will be locating the line and see if a common solution can be found and take advantage of the line construction efforts. Again, this raises the importance of seeing the whole plan (point number 2) and the line (point 1), especially since the line will be installed prior to the completion of the Highway 52 project.

- *Thank you for the input and we will consider your comments. As stated above, information regarding alternative roadway and driveway access plans will be presented at the next public meeting (June 28, 2012).*

4. Rating system and community input. Do the ratings that were shared at Tuesday's meeting have individuals impacted by the changes participating in the process? We know there are representatives from the consulting firm, the state DOT, the county and perhaps the townships included, but are there actual homeowners/citizens involved as representatives?? It would seem that there is an important voice missing if there are not citizens included.

- *Input from residents is a critical part of the ratings and evaluation process and your input will influence the ultimate recommendations of this study. The study's project management team is composed of MnDOT and Goodhue County staff and township representatives. County Board members have attended meetings and provided comments and recommendations on the various project aspects. In addition, the study team held separate small group meetings with residents in April 2011 to seek input.*

Thanks for the opportunity provide comments.

Janell Dahms and Dick Matz
35000 Wagner Hill Way
Cannon Falls, MN

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Friday, June 22, 2012 11:09 AM
To: annamholson@gmail.com
Cc: greg.isakson@co.goodhue.mn.us
Subject: FW: Highway 52 and County Road 9

Dear Mrs. Olson,
Thank you for your interest in the US 52 Safety, Access, and Interchange Location Study, and taking time to provide comments. MnDOT and Goodhue County understand your concerns on this project. Your input will help us to make this a better project for the community.

It is important to stress that this is a long-range planning study and that drawings shown at the meeting are preliminary concepts only and not final. The improvements under consideration are currently unfunded. This general goal of this study is to recommend an interchange location which will be further evaluated in the future once the project has been funded.

The intent of the material presented at the meeting was to gather public input on the interchange location (i.e., CR 1, CR 9, in-between, etc.). Based on the input received, the study team will further refine the design including choosing the bridge alignment and the routing of the county road network (i.e. 90th Ave, 100th Ave, CR 56, etc.). There will be additional opportunities to provide input on this project, including a public meeting on June 28, 2012, at 5:00 pm, at Urland Lutheran Church.

Responses to each of your comments are provided below. Please let us know if you have any further questions or concerns.

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Anna Olson [mailto:annamholson@gmail.com]
Sent: Wednesday, May 30, 2012 7:33 AM
To: Lukes, Heather A (DOT)
Subject: Highway 52 and County Road 9

Hello Heather,

I think it's unfortunate that this is the first time the public has been invited to share their concerns regarding proposed changes to where Highway 52 meets County Road 9. While the accidents that make the news leave the conciousness of most people minutes after they see the news report, we don't forget because we live right at the intersection. The crashes that make the news are the absolute worst - critical injuries and fatalities.
What doesn't get reported are the near-misses, the close calls, and the scary situations that make you reconsider ever getting in a car again. We know it because we live it.

- *Safety is the primary factor driving this study. The safety issues along this stretch of US 52 and in particular at the CR 9 intersection are well understood. This was the third public meeting for this project. The first was held on 8/25/2010 and the second was 4/7/2011. Refer to the project website for summaries of these meetings.*

While no one wants an overpass running through their yard I know that changes are necessary to make driving through the area safer so I'm not going to take a "Not in MY backyard" approach. However, I think parts of the proposal border on being ridiculous. I'm sure the ideas look good on paper in a board room full of engineers and I don't want to take anything away from their knowledge or skills, but how can you really know what the road situation is like without talking to the people that live in the area? I'm sure your studies are intended to determine the solution that provides the greatest benefit to the largest amount of people, but what gets lost is the impact such a change will have on the neighborhood. Not to mention the fact that unnecessary money will be spent to create an infrastructure that already exists - if you're willing to look for it.

- *Thank you for your input, these concerns will be noted in the evaluation process.*

As the main thoroughfare for a very active gravel pit, 100th Avenue is likely one of the busiest gravel roads you'll find. There are semis and other large trucks passing over it at all times of the day and night. The sight lines where 100th meets 9 are very poor and by making the proposed changes to 100th Avenue you aren't fixing the problems currently facing Highway 52/County Road 9 - you're simply moving them a bit further east. Why isn't 56 being considered as an alternative? It is already paved, it crosses fewer waterways, and it has better sight lines in both directions.

- *The preliminary concepts presented at the last meeting were developed based on high level review of the existing transportation system within the area. The 100th Avenue alignment was chosen for the purposes of analysis due to its central location. Following last month's meeting, the study team evaluated other alignments including 100th Avenue considering public input (your comments), safety, route continuity, travel time, cost to upgrade, environmental impacts, etc. This evaluation included 90th Ave, 100th Ave, and CR 56. The results of this process will be presented at the next public meeting.*

  The primary cause of the safety issues at the US 52/CR 9 intersection are the vehicle conflicts which occur between traffic on US 52 and traffic on CR 9. If an interchange is constructed at CR 9 these conflicts would be removed and safety improved.
  Whether an interchange is constructed at CR 9 or CR 1, improvements will be necessary for the new CR 1 or CR 9 route along one of the following routes: 90th Ave, 100th Ave, or CR 56. This is necessary to maintain the east/west connectivity of these county routes and bring the new section of the county route to current county road design. Please note as part of the final design process (once improvements are funded), design details such as any sightline issues, roadway grades, horizontal and vertical curves would be studied and addressed.

I've gotten this far and I still haven't mentioned the impact these changes will have on farmers who depend on the land that will be used for this project as their livelihood. Is it really wise to take some of the best farmland in the state and turn it in to asphalt? How are you planning to compensate the farmers that will lose their income as a result of this 'improvement'? Are you working with CapX to make sure your plans coordinate or are we going to live through one major construction project just to have it immediately re-done? It's obvious that there are still many significant unanswered questions. What happens next?

- *As stated earlier, this is a long-range planning study and that drawings shown at the previous meeting are preliminary concepts only and not final. The improvements under consideration are currently unfunded. The general goal of this study is to recommend an interchange location which will be further evaluated in the future once the project has been funded.*

  Following last month's meeting, additional CR 9 interchange concepts were evaluated that reduce impacts to farmland. The additional CR 9 concepts will be presented at the next public meeting. MnDOT and Goodhue County have been and will continue to coordinate with CapX as both projects progress.

Ultimately, I think you need to consider the concerns of the residents of Leon Township, especially those of us closest to the proposed 'hardship' areas, before moving forward. It seems as if parts of the proposal were not thought through carefully and weren't thoroughly researched before being presented. If you were to live on the corner of 52/9/100th Avenue as we do, how would you feel about the plan? Would you feel safe having your kids live there? While we always knew that an interchange was a possibility and that it would likely have a negative impact on our quality of life and the resale value of our property, we never imagined that 100th would be included. This piece of the plan makes no logical sense.

- *Thank you for the input and we understand your concerns. As noted above, the goal of this study is to recommend an interchange location (i.e., CR 1, CR 9, somewhere else). Design details such as replacement access and alternative county road configurations will be fully evaluated in the future when the project is funded. This study represents the first step in a long project development process.*

  It is important to understand that regardless of the interchange location, the county will need to re-route traffic on either CR 1 or CR 9 to maintain connectivity of county road system east and west of Hwy 52. Following last month's public meeting 90th Avenue and CR 56 were evaluated in addition to 100th Avenue. The evaluation results will be presented at the next public meeting.

I've yet to see any state vehicles near our home doing any kind of surveying or studying the road use. Have the people that put this proposal together ever even been to these intersections and watched traffic? I'd be glad to let them sit in our driveway so they can see for themselves exactly how 52 feeds into 100th and just how dangerous it would be to divert even more vehicles to this intersection, at even faster speeds.

- *Safety is the primary factor driving this study and the need for improvements. County and state officials have conducted field visits, including driving the routes under consideration, observing the intersection of CR 9 and 100th Ave, and conducting turning movement counts.*

While the open meetings are appreciated, they feel like an afterthought. Do you truly want input or is this just your way of telling us what's going to happen, whether we like it or not?

- *Public input is a critical component of the study process. It is important to stress that this is a long-range planning study and that drawings shown at the meeting are preliminary concepts only and not final. The improvements under consideration are currently unfunded. The general goal of this study is to recommend an interchange location (i.e., CR 1, CR 9, somewhere else), which will be further evaluated in the future once the project has been funded. We encourage you to attend the fourth public meeting (June 28, 2012) to discuss these issues with MnDOT and Goodhue County staff.*

Concerned for our future,
Anna Olson

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Friday, June 22, 2012 11:50 AM
To: candl@frontiernet.net
Cc: greg.isakson@co.goodhue.mn.us
Subject: RE: Highway 52 Interchange
Attachments: Response to Larry Olson_May 2952 and 9.docx

Dear Mr. Olson,
Thank you for your interest in the US 52 Safety, Access, and Interchange Location Study, and taking time to provide comments. MnDOT and Goodhue County understand your concerns on this project. Your input will help us to make this a better project for the community.

It is important to stress that this is a long-range planning study and that drawings shown at the meeting are preliminary concepts only and not final. The improvements under consideration are currently unfunded. This general goal of this study is to recommend an interchange location which will be further evaluated in the future once the project has been funded.

The intent of the material presented at the meeting was to gather public input on the interchange location (i.e., CR 1, CR 9, in-between, etc.). Based on the input received, the study team will further refine the design including choosing the bridge alignment and the routing of the county road network (i.e. 90th Ave, 100th Ave, CR 56, etc.). There will be additional opportunities to provide input on this project, including a public meeting on June 28, 2012, at 5:00 pm, at Urland Lutheran Church.

Responses to each of your comments are have been included in the attached document. Please let us know if you have any further questions or concerns.

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design
-----Original Message-----
From: candl@frontiernet.net [mailto:candl@frontiernet.net]
Sent: Wednesday, May 30, 2012 8:35 AM
To: Lukes, Heather A (DOT)
Subject: Highway 52 Interchange

Heather,

Please share the attached comments with the county and advise.

Thank you,
Larry L.Olson

May 29, 2012

To Heather Lukes,

I want to thank you for the public meeting at Urland Church on May 28, 2012, for the Highway 52 crossings. My son was told that there were other such public meetings and yet this is the only one of which we were made aware. I understand, however, that our township sent one supervisor to some earlier meetings at which the county presented their options. To my knowledge, no public input had been taken into consideration to facilitate the development of these options.

- *Public input is a critical component of the study process. The primary purpose for this meeting was to seek input on a potential interchange location. The range of options presented developed were based on documented safety concerns at both CR 1 and 9, and input received at a public meeting in August of 2010.*

I have always considered an access at County 1 and an overpass at County 9 to best serve the community's needs. It would provide the least amount of back tracking for our residents and others considering which local towns they go to. It would also provide the best fire and emergency access to the residents. One of the officials at the meeting stated that such traffic would be allowed to cross the median. However, we all know that in time these residents and their emergency services will be blocked from immediate access to Highway 52. The cost of these service roads should be taken into consideration in the final cost.

- *It is important to note that this is a planning study intended to set the basis for future improvements, when and if funding is received. The primary purpose of this effort is to select an interchange location. General concepts for future local access will be discussed at the public meeting that is scheduled for June 28th. Design details such as potential driveway closures and frontage roads will be developed in future phases of the project; however planning level costs associated with providing replacement access were considered in the evaluation process. Local access and emergency responders are and will continue to be major considerations in the project development process.*

Traffic going east or west on County 9 coming from North 52 could easily get off at County 1. Traffic coming from South 52 to go east on County 9 could have easily gotten off earlier for access to their destination. Traffic coming from South 52 to West 9 would have to get off at County 8 or back track 1 ¼ miles on County 1 going south.

- *As presented at the last public meeting, an evaluation considering safety, connectivity, mobility, environmental impacts, and costs was completed in order to help make a decision as to a recommended interchange location. The mobility and connectivity evaluation included an analysis of travel time impacts for regional and local traffic. This effort shows that as CR 9 carries more than double the amount of traffic as CR 1, an interchange at CR 9 would have less adverse travel time impacts than CR 1 for the majority of traffic. If access at CR 1 were to be closed, suitable replacement access would be provided.*

Re-doing 100th Avenue is a major expense. Those funds could go toward paying for a second overpass. There are two major waterways to consider in addition to one with significant water flow and another that is very deep below the road surface.

- *The county will need to re-route CR 1 or CR 9 traffic, regardless of the interchange location. Improvements to a north-south local road will be needed to maintain connectivity of the county road system. In addition to 100th Ave, 90th Ave and CR 56 are also under evaluation. The evaluation results will be presented at the next public meeting.*

If you feel it necessary to have access to County 9, that access should come up to County 9 from the north side because you have created a portion of land that will not be favorable to farm by moving County 9 so far south. What is the reasoning for your proposal to move County 9 this far south and why such long, high speed curves? The only reason to have access here in the first place is because you assume a significant amount of traffic will be coming from or going onto highway 52. If this is, indeed, the case, it should not be high speed traffic.

- *The specific design of the potential interchange will be developed in the future, once the project has been funded. The concept shown was attempting to take advantage of the existing topography and use the hill in the southwest quadrant of the CR 9/US 52 intersection. Potential new concepts have been developed and will be available at the upcoming public meeting.*

I would like to remind you that, according to the 2004 Goodhue County Comprehensive Plan, two of the major goals are to preserve and conserve prime agricultural land. Port Byron A and B soils are where you propose the interchange at County 9. These soils, according to the 1976 soil survey map, have the highest crop equivalent rating in the county if not the state and have been taxed accordingly.

- *Preservation is an important consideration in this study. Another component of the comprehensive planning process was the 2004 Goodhue County Transportation Plan, which identified the need for an interchange at CR 9 in order to address critical safety concerns. Every effort will be made to balance the conservation and safety objective when the final design for this intersection is completed, sometime in the future.*

Upon completing my degrees in soil science at the University of Minnesota, I chose to return to Cannon Falls and farm. I had the chance to buy the family farm and now my son is farming and in the process of taking over. Next year it will become a century farm. According to my Aunt, my Grandfather registered the farm with the County as Walnut Grove Farm. I have since planted two more walnut groves, one of which your proposal would take out the grove planted in 1972. Your proposal would take approximately 1/3 of this farms' acreage. The grain handling expansion I did last year might not have been necessary. My son, brother, nephew and I farm along County 9 on both the east and west sides of highway 52. We share equipment and labor. It is essential for us to readily access both sides of Highway 52.

- *We understand your concerns over this sensitive issue. As stated previously, the primary purpose of this effort is to select an interchange location. Final design will not be completed until the project has received funding. Once this project receives funding, the environmental impact process and final designs, including potential farm land impacts, will be evaluated further.*

How do you take into consideration the hardship, inconvenience, and extra expense that will be incurred by local residents by not having an access at County 1 and an overpass at County 9? A straight access going east and west on County 9 rather than the proposed long curve is preferable to us and would better serve the residential traffic.

- *We encourage you to attend the next public meeting (June 28, 2012) to discuss these issues with MnDOT and Goodhue County right-of-way specialists.*

Thank you for your consideration.

Regards,

Larry L. Olson

9300 County 9 Blvd.

Cannon Falls, MN 55009

Appendix D: Public Meeting Summary (June 28, 2012)

Meeting Summary

US 52 Safety, Access, and Interchange Location Study

Public Open House
Urland Lutheran Church
5:00 – 6:30 p.m., June 28, 2012

Agency Representatives in Attendance:

Heather Lukes, MnDOT	John Paulson, MnDOT R/W	Greg Isakson, Goodhue County
Nelrae Succio, MnDOT	Mark Trogstad-Isaacson, MnDOT R/W	Jack Broz, HR Green
Kristin Kammueller, MnDOT	Julie Groetsch, MnDOT R/W	Dan Edgerton, HR Green
Mike Kempinger, MnDOT	Ken Bjornstad, Goodhue County	Ryan Allers, HR Green

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Meeting Overview

A public open house for the US 52 Safety, Access, and Interchange Location Study was held on June 28, 2012 from 5:00 – 6:30 pm, with a formal presentation from project staff at 5:30 pm. Meeting attendance included 12 agency representatives (see table above) and approximately 25 residents. The sign-in sheet from the meeting is included as Appendix A.

The purpose of this meeting was to inform stakeholders of recent study activities and to seek their input. In particular, participants were asked to comment on the alternatives and analysis completed by the study team for Subarea 1 (CSAH 14) and Subarea 4 (interchange location).

The following is a summary of the comments received, both verbal and written. Copies of the written comments submitted (including email) are included as Appendix B. In addition, the project team responded to a number of comments via email. Copies of these responses are included in Appendix C.

Subarea 1 (CSAH 14) Comments

Local Access Comments

- Generally, many residents were supportive of the preferred alternative (backage road) for this area.
- Concern was raised from a resident living west of US 52 regarding routing driveways through the rough terrain. It was suggested that a frontage road work better within the MnDOT right-of-way.

CSAH 1 Rerouting Comments:

- The additional analysis and evaluation of 90th Ave, 100th Ave, and CR 56 was well received by several attendees. Some felt that the ratings were not correct (i.e., 100th Ave should not have scored the highest).

- Some residents expressed support for the 100th Avenue alternative, while others expressed concern. Those in favor offered the following support:
    - Most direct route, least travel time
    - 100th Avenue should be paved anyway because of mining operations (heavy truck travel).
    - 100th Avenue should be paved to improve driving conditions in the winter.
- Those who did not support the 100th Avenue alternative offered the following:
    - Would have ranked 90th or CR 56 higher than 100th Ave.
    - Concerns were raised about the impacts to the streams with the redesign of 100th – it was noted there are less stream crossings of CR 56 and 90th
    - Concern over how much impact will occur to the property near a stream at the bottom of a hill along 100th Ave.
    - Concerned with the amount of trucks coming into and out of the mining site and the possibility of more trucks if the interchange is built and the need for material to build the interchange comes from the mine.
- A general comment regarding 90th Ave was provided. 90th Ave does impact farmland but the new alignment goes through a wetland as well.

Interchange Design Type Comments

- The additional interchange alternatives and analysis were generally well received.
- One resident expressed support for alternatives 4.E.2 (skewed diamond), and 4.E.3 (skewed PARCLO).
- Some were concerned with higher speeds along CSAH 9 since this will be free flowing once the interchange is built at US 52/9.
- Questions as to why consideration is not being given to removing the hill from the US 52 southbound alignment just south of CSAH 9. It was suggested that removal of the hill along with removal of the guardrail along US 52 near the US 52/CSAH 9 intersection would improve sight lines and reduce crashes.
- Questions as to the project timeline if funding was available.
- Questions over the need for the nearby Elk Run project given the limited funding.
- The public is interested in hearing about possible interim improvements at CSAH 9 and US 52, would like to see action taken now to improve safety at the intersection.

Appendix A: Meeting Sign-in Sheet

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
Robert Rohl	8202 Kenyon 410 ST	
JIM Edlund	111 WEST TRAIL CT. CF 55009	
Lori Ann Clark	38570 100th Ave CF 55009	lclarke danvillesignal.com
Al Clark	" "	aclark@danvillesignal.com
Bjorn Olson	9889 Cty 9 Blvd CF	
Paul Melhouse	35860 75th Av Way	
Kathy + Wally Jacobson	38080 70th Ave CF	kwjacobs@frontiernet.net
John Miller	31090 55Th Ave C.F	
Scott Goodman	Po Box 292 Wanamingo	goodmanscott59@yahoo.com
Anna Olson	9889 Co. 9 Blvd CF	
Joan Melhouse	37320 108th CF	Hj.melhouse@hotmail.com
Harry Melhouse	" " "	"

June 28, 2012

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
Dennis Benson	10818 360th ST C.F.	
Charles Sunnelson	35871 Hy 52	
John D Olson	10055 Cy 9 Blv C.F.	
Ken Huggett	CF Beacon	
Jill Weber	~~75~~ 36101 Hwy. 52 Blvd.	
Dan Johnson Johnson Logging	7557 360th St. Way	
Millie Ohnstad	900 Main St W #317 C.F.	
Jim Bryant		
Chris & Mitch Morey	33976 - 57th ave Cannon Falls	cwmorey@comcast.net
John R. McDonald	35253 Hwy 52 Blvd	
Dan Rechtzigel	1140 2nd St. E. Kenyon	

June 28, 2012

PUBLIC OPEN HOUSE

Highway 52 Safety, Access, and Interchange Location Study

Name	Address	Email
LARRY Olson	9300 Hy 9 Blvd	CF
RALPH HAGGSTROM	36989 90TH AVE	CF
Hank Simonson	5561-387th. St	C.F.
Corey McDonald		Corey.McDonald.CMcD@gmail.com

June 28, 2012

Appendix B: Written Comments

Edgerton, Dan

From: Broz, Jack
Sent: Monday, July 09, 2012 1:53 PM
To: Edgerton, Dan; Allers, Ryan
Subject: FW: County 9 project

Follow Up Flag: Follow up
Flag Status: Completed

Jack Broz, P.E.
Project Director
HR GREEN, INC.

From: Bjorn Olson [bolsonfarms@gmail.com]
Sent: Friday, July 06, 2012 1:37 PM
To: heather.lukes@state.mn.us
Cc: greg.isaskson@co.goodhue.mn.us; Broz, Jack
Subject: County 9 project

Heather,
Thank you for your time and the fact some of the issues from the May meeting were addressed in the June meeting. That being said I feel like some of that was just lip service.
When dealing with the 100th Ave project I feel that the grading matrix was laughable. I seems like the scores were just thrown up there and made 100th Ave look like the only option.
Here are a couple faults that I find in your scores.
1. Safety- 100th scores the top yet it has the worst sight lines of all the options and would take the most money to fix them and most impact to residents. It also has the most truck traffic coming out of the gravel pit. It is a pit, it will never be able to have great access to a road higher than it, causing truck drivers to take more chances.
2. Mobility and connectivity- I know that you are funneling more traffic into truck traffic. Yet 100th scores highest again.
3. SEE- I asked a HR Green member what that stood for, he said environmental impact. I'm at a loss for how 100th scored high. You have to cross 3 waterways, widen the road, build up road/cut down some for sight lines, and you are building a new road that takes resources.
4. Cost- This is my favorite. How is 100th the highest with all its improvements and new upkeep and 56 the lowest. I was told that the shoulders would have to be widened on 56. That doesn't seem like much cost compared to 100th. And why does 56 need to be widened? For safety? There are plenty of county roads in Goodhue county that are the same width. It is not only up front costs but the county tax payers that will pay for upkeep. Mr. Isakson said it best that upkeep is killing our budget. Then why do we need two county roads a mile apart going to the same place? That is what it comes down to.....
Just because you put it up on a power point doesn't make it facts. What happens when you run into all these added costs on 100th that your group is not seeing? I think Mr. Broz summed it up best saying that you are looking at this from 30,000 feet not on the ground.

My big concern is the interchange design options for County 9 are going to be presented in the same light as 100th. False without any checks and balances.
As you guess I am a huge fan of either alt. 4.e.2 Diamond or alt. 4.e.3 PARCLO. Not only does it waste much less good farmland but it also takes the overpass away from the waterway and my parents farmstead.

I know you have said this will cost more. **What is cost?** I like to think of it as money/resources **WASTED**. How much more will a skewed bridge cost? To me it costs less great farm land lost, less people impacted, less right of way to buy. I know that they are not making any more farmland so once it's lost it's lost forever. Let's not waste resources that don't need to be wasted. That seems like a high cost.

I implore you to not have your mind made up on the interchange. You have a chance to not be wasteful. It might cost a little more money but it is less wasteful. Is it five dollars more or is it 5 million more? Is that going to stop you from getting funding or is it just a number? I have a feeling that asking for more money is not going to kill the funding, my guess is you are going to get it or you aren't. The government made me put tax dollars into the Elk Run project. I think this one is worth putting tax dollars into. It might come from a different fund but it's still our tax money.

I have to bring up two other things. 1. The meetings you have could not be at a worse time for people to make. As you could see retired people made up the crowd. I had to leave work early to go the meeting. If you really want people to show up and feel like you are listening maybe you should set the time for 6pm. Most people work till 5pm.
2. There was a member of the Right of Way team in a dark green shirt and used some inappropriate language in the back of the room. First its a church show some respect. Second act professional. Its ok to think it, just act like your age.

Thank you
Bjorn Olson

Highway 52 Safety, Access, and Interchange Location Study

COMMENTS

We need your input to guide decisions for addressing safety and access concerns along Highway 52 between Hader and the southern limits of Cannon Falls. Please write your comments below and leave in the "Comments" box on the table.

If you prefer, you may mail or e-mail your comments **by July 16, 2012** to:

Heather Lukes
MnDOT District 6
Project Manager
2900 48th Street Northwest
Rochester, MN 55901-5848
Heather.lukes@state.mn.us

It was brought up at the 6/28 meeting that the big push for this project is because something needs to be done for the safety of everyone although it may be done years down the road. It was mentioned interim projects may be discussed until the interchange can take place, but why aren't those meetings/suggestions being taken now? A great suggestion was recommended to simply change the sightlines of 52, mostly just on the south side of 9, both north & south lanes. The fill would be avail. to fill in the dip & decrease the hump on the north bound side making the sightlines visible for a much longer distance & wouldn't cost near the amount of $. Also, something that could be done & would probably drastically change the # of accidents. Which really are caused by human error rather than it being "a bad intersection". There really are no less accidents now than 20 years ago. The other recommendation, and I believe many in the area would agree, get rid of the automatic signs. They are confusing, it cost how much to do that & it hasn't made an impact on safety, and they only are set up for a car/passenger vehicle. Not a semi, or truck & trailer or bus. There are too many things to focus on & people are trying to follow that, use their own judgement & for those not from the area don't understand them. It's a waste of $.

Name (optional) Jill Weber

Address (optional) 31010 Hwy. 52 Blvd.
CF

Telephone (optional)

E-mail (optional)

For information visit the project website:

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

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Monday, July 23, 2012 7:45 AM
To: greg.isakson@co.goodhue.mn.us; Ken.Bjornstad@co.goodhue.mn.us; Kempinger, Michael (DOT)
Cc: Edgerton, Dan; Broz, Jack
Subject: FW: County 9 and Highway 52 Open Meeting

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Anna Olson [mailto:annamholson@gmail.com]
Sent: Sunday, July 15, 2012 11:04 PM
To: Lukes, Heather A (DOT)
Subject: County 9 and Highway 52 Open Meeting

Dear Heather,

I attended the open meeting regarding the changes needed at Highway 52 and County Road 9. As I mentioned in a previous email, my family lives on the east side of 52 right on 9. Our property is also bordered by 100th Avenue. I was hopeful in attending the meeting that the comments made at the previous forum would result in more reasonable options for the interchange project. While it looks like an effort has been made to improve the placement of the actual interchange, I'm still very disappointed about the fact that 100th Avenue is still the preferred option for connecting County 9 to County 1. It seems like a decision has been made in terms of 100th and I still can't understand why this is the best option. The matrices displayed with the different map options gave 100th the best grade in terms of cost and safety. Is the data that was used to generate this study available to the public? I'd love to know how it is that County 56, which is already paved, crosses fewer waterways, and has better sight lines would be both a more expensive and less safe alternative for the increased traffic.

Obviously I live right on the corner of 100th and 9 and I have a vested interest in the safety of my young family and the value of my property. Very little has been said at these meetings about the impact that these changes will have on residents. Increased speed, noise, and risk of accidents will be a reality. We already have massive truck traffic through here due to the gravel pit and now the trucks will be able to travel at even greater speeds because they won't have to stop at 52. Can you assure us that the safety risk isn't just being moved off of 52 and to a county road?

I also mentioned in a previous email that I have yet to see and MnDot vehicles in our area despite being in what I would call a hot zone for this project. Where and how are they gathering their date? I commute. I'm on 52 and 9 every day and with the exception of the day of the open meeting I've never seen a single person surveying the traffic. Nor have they asked anyone around here about it. I work in project management. If this were my project the very first thing I would do would be to ask the people that live in the area what they think about the interchange. We know a lot more than you can learn from some study data or by looking at a map. I also wouldn't do it by hosting an open meeting that draws only a small segment of the local population. You should be talking to everyone that lives on or near the intersection and along 100th Avenue. Good information results

in a good plan which results in a prudent outcome. Unfortunately the Elk Run interchange is an excellent example of the inability to plan efficiently or cost effectively. Do you really want to make the same mistake twice?

It was mentioned that a new plan will be instituted in the fall to address the safety concerns of the 52/9 intersection. If road safety is the root of creating this interchange why isn't it being addressed more quickly? Instead we have to make it through yet another summer of busy, dangerous traffic. In a perfect scenario the interchange wouldn't even be completed for another three years. Are we just expected to continue to live with a well-documented deadly intersection for several more years? People vehemently complain about the signal boards, but personally I think they do help, however the primary problem with 52 and 9 is not the sight lines or the lack of an interchange. It's inattentive drivers that are going way too fast. If more patrols were dispatched to this area perhaps it would help. I also have to imagine it would be far less expensive than major road construction. I got the feeling though, that it isn't necessarily about safety. Instead it's about making 52 into an interstate.

I also have a few general comments about the open meetings. For one, I think having the meetings at 5:00 prevents a large number of the local residents from actually attending. I'm not sure if this is done on purpose so the numbers are down or if it's because your group doesn't want to work too late. In addition, the people that work and are thus unable to attend a meeting at 5:00 are the ones using 52 on a daily basis. Wouldn't their input in this 'planning' process be valuable? The meetings should either be moved to a later time or be held on a weekend when more people would be able to participate.

Second, while I appreciate the fact that not a lot can be done at this point in the process it would be nice to have a few more answers to the questions that are being asked. I get the feeling that these meetings are either being held as a requirement or in an effort to cover yourselves at a future date and not because you truly value the opinion of those in attendance. With most of the answers being, "we're not sure yet" or "we won't know until we have funding" the meetings are inefficient and unproductive. Wouldn't it make more sense to do these when we do have an idea of what's going to happen?

Finally, at the most recent meeting I had to step to the back of the room for a while. During the time that I was standing at the back I saw members of your team rolling their eyes and raising their eyebrows at questions that were being asked and one person called one of the speakers an expletive. I understand that everyone is entitled to their opinion, but when such blatant disrespect is displayed it's hard to feel as if we are really being considered in this process.

Respectfully,
Anna Olson

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Monday, July 23, 2012 7:42 AM
To: greg.isakson@co.goodhue.mn.us; Ken.Bjornstad@co.goodhue.mn.us; Kempinger, Michael (DOT)
Cc: Edgerton, Dan; Broz, Jack
Subject: FW: Highway 52 / County RD 9 Interchange

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Jim Hoffman [mailto:jimhoffman59@gmail.com]
Sent: Sunday, July 15, 2012 8:12 PM
To: Lukes, Heather A (DOT)
Subject: Highway 52 / County RD 9 Interchange

Dear Ms. Lukes,

After reviewing the design alternatives for the proposed interchange at 52/county road 9. I can't imagine how we would even consider Alt.4.E.1. To supposedly take advantage of an existing hill. Why would we add any curves to anything, if the main focus here is SAFETY. If the interchange has to be at county 9 why wouldn't you keep CR 9 as straight as possible. As far as considering 100th ave for anything but the township road that it is. Makes no sense to me, the cost to turn this into what ever it is we are looking for would be unbelievable. If limestone mining needs road improvements, have limestone miners pay for any road improvements. How much unnecessary cost would that add to the project? It seems to me the better alternative would be CR 56 it is already asphalt and a very good inexpensive alternative. We could use the savings to keep CR 9 straight. If we are truly looking to make this a safe and responsible project lets use the features that are at our disposal and not add a lot of needless cost.I don't feel we should be using our hard earned tax money and be irresponsible with this project.
The main concern here is safety, then traffic movement. I have served on the City of Cannon Falls Planning Commission. In the past we looked at what main arteries would feed the main corridor that is highway 52. I can't believe that CR 1 will ever be as important to this highway infer structure as MN highway 19 is.
In closing leave the hill, keep CR 9 straight, utilize CR 56 and leave any 100th ave improvement cost to the miners.

Sincerely,
Jim Hoffman
Minnesota and
Goodhue County
Tax payer

Appendix C: Project Team Response to Comments

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Thursday, August 09, 2012 1:22 PM
To: Jim Hoffman
Cc: greg.isakson@co.goodhue.mn.us
Subject: RE: Highway 52 / County RD 9 Interchange

Dear Mr. Hoffman,

On behalf of Goodhue County and MnDOT, thank you for taking time to provide comments on the US 52 Safety, Access and Interchange Location Study, we truly value your input. We would like to stress that at this time, we are conducting a planning study. When funding is received, many of these recommendations will be revisited through the project development process. Your continued involvement is welcomed in future phases of the project.

Regarding your concerns raised over the proposed interchange design options, the exact interchange design and configuration has not been determined yet. The interchange design options were presented to show possible configurations of an interchange located at US 52 and County Road (CR) 9. The final interchange design will be determined during the next phases of the project development process once construction funding has been identified.

For the comments regarding the re-routing of CR 1 along 90th Avenue (Ave), 100th Ave, or CR 56 the project team did conduct a thorough evaluation. This included preliminary engineering for each of the three alternatives considered. Vertical and horizontal alignment needs were calculated to understand relative costs and the magnitude of differences between the three alternatives.

It should be noted that County Roads (CR) 1 and 9 are part of the County State Aid Highways (CSAH) system. As CSAH routes, these roads are required to meet design standards that accommodate higher traffic volumes and more heavy commercial vehicles (trucks) than county or township roads. A connection between CR 1 and CR 9 will become a portion of CR 1 and therefore will need to be built to meet CSAH design standards. These include standards for pavement strength, lane width, shoulder width, clear-zone width, right of way width, and intersection site lines.

The county road connection matrix comparing the three potential routes included:

- Building a new road to CSAH standards on a new alignment (90th Ave)
- Rebuilding existing roads (100th Ave and CR 56) to meet current CSAH standards

Both 100th Ave and CR 56 would need to be realigned at their north termini with CR 1. The new alignments (through existing farmland) would be a 55 mph horizontal curve (south and east) of their existing connections with CR 1. CR 56 was built in 1973 as a county road. Used as the CSAH route connection from CR 1 and CR 9, would require it be rebuilt to current CSAH design standards. Any new road segment would be designed similarly as the recently rebuilt CSAH 1 starting just east of CR 56 to White Rock.

100th Ave was rated highest in safety because its horizontal alignment had the least amount of curves (it is a fairly straight roadway) when compared to 90th Ave and CR 56. 90th Avenue has two significant horizontal curves and CR 56 has several horizontal curves along its alignment. Run off the road accidents occur more at horizontal curves than along straight segments of rural highways.

For connectivity and mobility of traffic, 100th Ave route rated higher because it is the most direct route for regional through traffic (least travel time, backtracking, etc.). Both 90th Ave and CR 56 would require drivers to backtrack, are longer routes and take longer to travel when compared against 100th Ave. Additionally, in the future when US 52 is converted to a freeway facility, properties located along existing CR 1 and the east side of US 52 north of CR 1 will have their direct access to US 52 closed. Their access will be re-routed to an interchange. The re-routed traffic would follow along 90th Ave, 100th Ave or CR 56. The most direct route is desired for re-routed traffic. CR 56 is the least favorable route and 90th Ave or 100th Ave are more favorable routes based on this desire. If CR 56 were used as the connection between CR 1 and CR 9, it is very likely a large segment of the traveling population would use the unimproved 100th Ave (most direct route) to reach an interchange. This would result in an increase of traffic on the township road.

You point out the fact that the limestone quarry uses 100th Ave. The township is responsible for maintenance of this road. The truck traffic from the limestone quarry creates safety and mobility problems today. This supports the need to upgrade 100th Ave. Selecting and upgrading this alignment to CSAH design standards (including the improvement of sight lines and eliminating dust so cars and heavy trucks can better see each other along the route), would thereby improve safety and operations.

In regards to cost concerns raised for the three alternatives, 90th Ave has the highest total 'area impacted' driving up the cost (right of way to purchase and grading a new road through farmland and wetlands and re-grading the existing roadway to meet State Aid standards). CR 56 is the longest route and complete reconstruction of this route is required as stated previously. CR 56 would also require replacement of existing stream crossings structures. The existing CR 56 structures are old and mostly likely would not be able to be lengthened. 100th Ave would require re-grading but as a shorter route than CR 56 and 90th Ave, would impact less total property area resulting in a lower cost. 100th Ave does have stream crossing structures and that would require replacement. However the county (at the request of the township) will be replacing the large structure just south of the limestone mine next year. The 100th Ave alternative would not require a new structure at this location, only the widening of that structure.

Please let Goodhue County or MnDOT know if you have any further questions or concerns.

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Jim Hoffman [mailto:jimhoffman59@gmail.com]
Sent: Sunday, July 15, 2012 8:12 PM
To: Lukes, Heather A (DOT)
Subject: Highway 52 / County RD 9 Interchange

Dear Ms. Lukes,

After reviewing the design alternatives for the proposed interchange at 52/county road 9. I can't imagine how we would even consider Alt.4.E.1. To supposedly take advantage of an existing hill. Why would we add any curves to anything, if the main focus here is SAFETY. If the interchange has to be at county 9 why wouldn't you keep CR 9 as straight as possible. As far as considering 100th ave for anything but the township road that it is. Makes no sense to me, the cost to turn this into what ever it is we are looking for would be unbelievable. If limestone mining needs road improvements, have limestone miners pay for any road improvements. How much unnecessary cost would that add to the project? It seems to me the better alternative would be CR 56 it is already asphalt and a very good inexpensive alternative. We could use the savings to keep CR 9 straight. If we are truly looking to make this a safe and responsible project lets use the features that

are at our disposal and not add a lot of needless cost.I don't feel we should be using our hard earned tax money and be irresponsible with this project.
The main concern here is safety, then traffic movement. I have served on the City of Cannon Falls Planning Commission. In the past we looked at what main arteries would feed the main corridor that is highway 52. I can't believe that CR 1 will ever be as important to this highway infer structure as MN highway 19 is.
In closing leave the hill, keep CR 9 straight, utilize CR 56 and leave any 100th ave improvement cost to the miners.

Sincerely,
Jim Hoffman
Minnesota and
Goodhue County
Tax payer

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Thursday, August 09, 2012 1:30 PM
To: Bjorn Olson
Cc: greg.isakson@co.goodhue.mn.us
Subject: RE: County 9 project

Dear Mr. Olson,

On behalf of Goodhue County and MnDOT, thank you for taking time to provide comments on the US 52 Safety, Access and Interchange Location Study, we truly value your input. We would like to stress that at this time, we are conducting a planning study. When funding is received, many of these recommendations will be revisited through the project development process. Your continued involvement is welcomed in future phases of the project.

It is always a challenge to determine what level of detail should be included in a public presentation. Most participants appeared to be satisfied with the level of detail used at the June 28th meeting. We do appreciate and respect that some attendants would like more detail. Hopefully the following information provides the detail you are seeking to explain the matrixes and conclusions presented at the meeting.

In regards to your concerns over the 100th Avenue (Ave) rating matrix, we would like to assure you that while this is a "30,000 foot analysis" the project team did conduct thorough "ground level" evaluation. This included preliminary engineering for each of the three alternatives considered. Vertical and horizontal alignment needs were calculated to understand relative costs and the magnitude of differences between the alternatives. While the ratings may be somewhat subjective, the data analysis behind it is quantifiable and based on standard practices for this type of effort.

It should be noted that County Roads (CR) 1 and 9 are part of the County State Aid Highways (CSAH) system. As CSAH routes, these roads are required to meet design standards that accommodate higher traffic volumes and more heavy commercial vehicles (trucks) than county or township roads. A connection between CR 1 and CR 9 will become a portion of CR 1 and therefore will need to be built to meet CSAH design standards. These include standards for pavement strength, lane width, shoulder width, clear-zone width, right of way width, and intersection site lines.

The county road connection matrix comparing the three potential routes included:

- Building a new road to CSAH standards on a new alignment (90th Ave)
- Rebuilding existing roads (100th Ave and CR 56) to meet current CSAH standards

Both 100th Ave and CR 56 would need to be realigned at their north termini with CR 1. The new alignments (through existing farmland) would be a 55 mph horizontal curve (south and east) of CR 1 intersection. CR 56 was built in 1973 as a county road. Used as the CSAH route connection from CR 1 and CR 9, would require it be rebuilt to current CSAH design standards. Any new road segment would be designed similarly as the recently rebuilt CSAH 1 starting just east of CR 56 to White Rock.

Regarding the safety goal, 100th Ave was rated highest because its horizontal alignment had the least amount of curves (it is a fairly straight roadway) when compared to 90th Ave and CR 56. 90th Avenue has two significant horizontal curves and CR 56 has several horizontal curves along its alignment. Run off the road accidents occur more at horizontal curves than along straight segments of rural highways.

For the access management goal, 90th Ave rated the highest because it has the least amount of access points along the route. 100th Ave and CR 56 had more access points resulting in a lower rating.

For the connectivity and mobility goal, 100th Ave route rated higher because it is the most direct route for regional through traffic (least travel time, backtracking, etc.). Both 90th Ave and CR 56 would require drivers to backtrack, are longer routes and take longer to travel when compared against 100th Ave. Additionally, in the future when US 52 is converted to a freeway facility, properties located along existing CR 1 and the east side of US 52 north of CR 1 will have their direct access to US 52 closed. Their access will be re-routed to an interchange. The re-routed traffic would follow along 90th Ave, 100th Ave or CR 56. The most direct route is desired for re-routed traffic. CR 56 is the least favorable route and 90th Ave or 100th Ave are more favorable routes based on this desire. If CR 56 were used as the connection between CR 1 and CR 9, it is very likely a large segment of the traveling population would use the unimproved 100th Ave (most direct route) to reach an interchange. This would result in an increase of traffic on the township road.

We acknowledge, routing CR 1 traffic onto 100th Ave would add to the existing mix of traffic on the road, which currently includes a number of heavy trucks. The fact that this additional traffic will have an impact on local property owners (including you) is not being downplayed. But the roadway would be designed (in accordance with State Aid standards) to accommodate these new traffic volumes for the foreseeable future. You point out that the limestone quarry using 100th Ave creates safety and mobility problems today. This supports the need to upgrade 100th Ave. Selecting and upgrading this alignment to State Aid standards (including the improvement of sight lines and eliminating dust so cars and heavy trucks can better see each other along the route), would improve safety and operations.

In regards to your environmental concerns, the "SEE" rating actually includes a combination of Social, Economic, and Environmental (SEE) impacts. Impacts to adjacent properties would occur along either of the selected routes. The 90th Ave alternative has the highest right of way impact as a portion of the roadway goes through farmland and wetland areas. 100th Ave and CR 56 have smaller right of way impacts because existing roadways alignments would be followed. 100th Ave rated neutral in-terms of environmental impacts as it crosses very similar features as the other two alternatives. It also scored neutral on social impacts as it would require minimal right-of-way acquisition. 100th Ave would expose fewer homes (seven) to increased traffic than CR 56 (with ten homes). It scored well under the economic impacts category as it would:

- provide a paved route for the mining operations
- eliminate a township maintenance problem
- reduce dust
- add another paved road to the road system in this segment of the County.

The overall roadway mileage in the county system and township system would remain relatively the same by selecting 100th Ave as the new CR 1. The existing CR 1 from US 52 to 100th Ave would be turned over to the township for their maintenance. If CR 56 is selected as the new CR1, the existing CR 1 from US 52 to CR 56 would be turned over to the township to maintain, resulting in more mileage of roadways going to the township and drive up their maintenance costs.

For the cost effectiveness project goal, concerns were raised over the rating of 100th Ave being the highest and CR 56 the lowest. 90th Ave has the highest total 'area impacted' driving up the cost (right of way to purchase and grading a new road through farmland and wetlands and re-grading the existing roadway to meet State Aid standards). CR 56 is the longest route and complete reconstruction of this route is required as stated previously. CR 56 would also require replacement of existing stream crossings structures. The existing CR 56 structures are old and mostly likely would not be

able to be lengthened. 100th Ave would require re-grading but as a shorter route than CR 56 and 90th Ave, would impact less total property area resulting in a lower cost. 100th Ave does have stream crossing structures and that would require replacement. However the county (at the request of the township) will be replacing the large structure just south of the limestone mine next year. The 100th Ave alternative would not require a new structure at this location, only the widening of that structure.

Regarding your concerns raised over the interchange design options, the exact interchange design and configuration has not been determined. The purpose of this planning study is to complete the initial groundwork determining an interchange location, but not the exact interchange design or configuration. The three interchange configuration alternatives presented at the most recent public meeting were developed based on public comments raised at previous public meetings. You have also relayed questions as to the planning level costs determined for the different interchange configurations presented. The planning level cost of a skewed bridge (4.E.2 and 4.E.3) is greater than a perpendicular bridge (4.E.1). The skewed bridge planning level cost can be offset by the reduction in land acquisition needed for construction for the perpendicular bridge alternative. This results in a fairly similar overall planning level cost for each interchange configuration. The final configuration of a future interchange will be determined during the project development phase once construction funds are identified.

We would also like to address your comments over the meeting time and behavior of right of way representative. As per the meeting time, we have experienced the time from 5:00 to 6:30 pm tends to draw a greater number of participants. We do appreciate you taking time to come to the meeting. Secondly, MnDOT does not condone the behavior as you describe. Your comments have been forwarded to the area supervisor for follow-up.

Please let Goodhue County or MnDOT know if you have any further questions or concerns. Thank-you again for taking the time to provide project comments.

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Bjorn Olson [mailto:bolsonfarms@gmail.com]
Sent: Friday, July 06, 2012 1:37 PM
To: Lukes, Heather A (DOT)
Cc: greg.isaskson@co.goodhue.mn.us; jbroz@hrgreen.com
Subject: County 9 project

Heather,
Thank you for your time and the fact some of the issues from the May meeting were addressed in the June meeting. That being said I feel like some of that was just lip service.
When dealing with the 100th Ave project I feel that the grading matrix was laughable. I seems like the scores were just thrown up there and made 100th Ave look like the only option.
Here are a couple faults that I find in your scores.
1. Safety- 100th scores the top yet it has the worst sight lines of all the options and would take the most money to fix them and most impact to residents. It also has the most truck traffic coming out of the gravel pit. It is a pit, it will never be able to have great access to a road higher than it, causing truck drivers to take more chances.
2. Mobility and connectivity- I know that you are funneling more traffic into truck traffic. Yet 100th scores highest again.

3. SEE- I asked a HR Green member what that stood for, he said environmental impact. I'm at a loss for how 100th scored high. You have to cross 3 waterways, widen the road, build up road/cut down some for sight lines, and you are building a new road that takes resources.
4. Cost- This is my favorite. How is 100th the highest with all its improvements and new upkeep and 56 the lowest. I was told that the shoulders would have to be widened on 56. That doesn't seem like much cost compared to 100th. And why does 56 need to be widened? For safety? There are plenty of county roads in Goodhue county that are the same width. It is not only up front costs but the county tax payers that will pay for upkeep. Mr. Isakson said it best that upkeep is killing our budget. Then why do we need two county roads a mile apart going to the same place? That is what it comes down to.....
Just because you put it up on a power point doesn't make it facts. What happens when you run into all these added costs on 100th that your group is not seeing? I think Mr. Broz summed it up best saying that you are looking at this from 30,000 feet not on the ground.

My big concern is the interchange design options for County 9 are going to be presented in the same light as 100th. False without any checks and balances.
As you guess I am a huge fan of either alt. 4.e.2 Diamond or alt. 4.e.3 PARCLO. Not only does it waste much less good farmland but it also takes the overpass away from the waterway and my parents farmstead.
I know you have said this will cost more. **What is cost?** I like to think of it as money/resources **WASTED**. How much more will a skewed bridge cost? To me it costs less great farm land lost, less people impacted, less right of way to buy. I know that they are not making any more farmland so once it's lost it's lost forever. Let's not waste resources that don't need to be wasted. That seems like a high cost.

I implore you to not have your mind made up on the interchange. You have a chance to not be wasteful. It might cost a little more money but it is less wasteful. Is it five dollars more or is it 5 million more? Is that going to stop you from getting funding or is it just a number? I have a feeling that asking for more money is not going to kill the funding, my guess is you are going to get it or you aren't. The government made me put tax dollars into the Elk Run project. I think this one is worth putting tax dollars into. It might come from a different fund but it's still our tax money.

I have to bring up two other things. 1. The meetings you have could not be at a worse time for people to make. As you could see retired people made up the crowd. I had to leave work early to go the meeting. If you really want people to show up and feel like you are listening maybe you should set the time for 6pm. Most people work till 5pm.
2. There was a member of the Right of Way team in a dark green shirt and used some inappropriate language in the back of the room. First its a church show some respect. Second act professional. Its ok to think it, just act like your age.

Thank you
Bjorn Olson

Edgerton, Dan

From: Lukes, Heather A (DOT) <Heather.Lukes@state.mn.us>
Sent: Thursday, August 09, 2012 2:20 PM
To: Anna Olson
Cc: greg.isakson@co.goodhue.mn.us
Subject: RE: County 9 and Highway 52 Open Meeting

Dear Ms. Olson,

On behalf of Goodhue County and MnDOT, thank you for taking time to provide comments on the US 52 Safety, Access and Interchange Location Study, we truly value your input and the input of the public. We would like to stress that at this time, we are conducting a planning study. When funding is received, many of these recommendations will be revisited through the project development process. Additionally, once funding has been allocated more thorough and detail design will take place and public meetings held to answer specific questions. We welcome your continued involvement in future phases of the project.

Hopefully the following information on the 100th Avenue (Ave) rating matrix will deliver the level of detail you are seeking to explain the rating matrixes and conclusions presented at the meeting.

In regards to your concerns over the 100th Ave rating matrix, the project team conducted preliminary engineering (including site observation) for each of the three alternatives considered. A Technical Memorandum is being developed to document this analysis. It will be posted to the project website upon completion. Vertical and horizontal alignment needs were calculated to understand relative costs and the magnitude of differences between the three alternatives. While the ratings may be somewhat subjective, the data analysis behind it is quantifiable and based on standards practices for this type of effort.

It should be noted that County Roads (CR) 1 and 9 are part of the County State Aid Highways (CSAH) system. As CSAH routes, these roads are required to meet design standards that accommodate higher traffic volumes and more heavy commercial vehicles (trucks) than county or township roads. A connection between CR 1 and CR 9 will become a portion of CR 1 and therefore will need to be built to meet CSAH design standards. These include standards for pavement strength, lane width, shoulder width, clear-zone width, right of way width, and intersection site lines.

The county road connection matrix comparing the three potential routes included:

- Building a new road to CSAH standards on a new alignment (90th Ave)
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Both 100th Ave and CR 56 would need to be realigned at their north termini with CR 1. The new alignments (through existing farmland) would be a 55 mph horizontal curve (south and east) of CR 1 intersection. CR 56 was built in 1973 as a county road. Used as the CSAH route connection from CR 1 and CR 9, would require it be rebuilt to current CSAH design standards. Any new road segment would be designed similarly as the recently rebuilt CSAH 1 starting just east of CR 56 to White Rock.

Regarding the safety goal, 100th Ave was rated highest because its horizontal alignment had the least amount of curves (it is a fairly straight roadway) when compared to 90th Ave and CR 56. 90th Avenue has two significant horizontal curves and CR 56 has several horizontal curves along its alignment. Run off the road accidents occur more at horizontal curves than along straight segments of rural highways.

For the access management goal, 90th Ave rated the highest because it has the least amount of access points along the route. 100th Ave and CR 56 had more access points resulting in a lower rating.

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We acknowledge, routing CR 1 traffic onto 100th Ave would add to the existing mix of traffic on the road, which currently includes a number of heavy trucks. The fact that this additional traffic will have an impact on local property owners (including you) is not being downplayed. But the roadway would be designed (in accordance with State Aid standards) to accommodate these new traffic volumes for the foreseeable future. You point out that the limestone quarry using 100th Ave creates safety and mobility problems today. This supports the need to upgrade 100th Ave. Selecting and upgrading this alignment to State Aid standards (including the improvement of sight lines and eliminating dust so cars and heavy trucks can better see each other along the route), would improve safety and operations.

For the Social, Economic, and Environmental (SEE) goal, impacts to adjacent properties would occur along either of the selected routes. The 90th Ave alternative has the highest right of way impact as a portion of the roadway goes through farmland and wetland areas. 100th Ave and CR 56 have smaller right of way impacts because existing roadways alignments would be followed. 100th Ave rated neutral in-terms of environmental impacts as it crosses very similar features as the other two alternatives. It also scored neutral on social impacts as it would require minimal right-of-way acquisition. 100th Ave would expose fewer homes (seven) to increased traffic than CR 56 (with ten homes). It scored well under the economic impacts category as it would:

- provide a paved route for the mining operations
- eliminate a township maintenance problem
- reduce dust
- add another paved road to the road system in this segment of the County.

The overall roadway mileage in the county system and township system would remain relatively the same by selecting 100th Ave as the new CR 1. The existing CR 1 from US 52 to 100th Ave would be turned over to the township for their maintenance. If CR 56 is selected as the new CR1, the existing CR 1 from US 52 to CR 56 would be turned over to the township to maintain, resulting in more mileage of roadways going to the township and drive up their maintenance costs.

For the cost effectiveness project goal, concerns were raised over the rating of 100th Ave being the highest and CR 56 the lowest. 90th Ave has the highest total 'area impacted' driving up the cost (right of way to purchase and grading a new road through farmland and wetlands and re-grading the existing roadway to meet State Aid standards). CR 56 is the longest route and complete reconstruction of this route is required as stated previously. CR 56 would also require replacement of existing stream crossings structures. The existing CR 56 structures are old and mostly likely would not be able to be lengthened. 100th Ave would require re-grading but as a shorter route than CR 56 and 90th Ave, would impact less total property area resulting in a lower cost. 100th Ave does have stream crossing structures and that would

require replacement. However the county (at the request of the township) will be replacing the large structure just south of the limestone mine next year. The 100th Ave alternative would not require a new structure at this location, only the widening of that structure.

Project summary reports and public meeting documentation are provided on the project website.

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

Traffic speeds are a concern and need to be regulated. Additional patrols in the area would help to mitigate this issue. You are correct in stating traffic along CR 9 that crosses US 52 will no longer be required to stop. The new constructed roadways that result from this project will be designed and constructed to the safest extent practicable.

Project staff have completed site visits, driven the routes and collected data in the study area. This includes staff from Goodhue County, MnDOT and their consultant. Traffic data has been collected with field observations and electronic equipment. Data collection for the next project development phase will continue when the project receives funding.

Interim improvements are being studied by MnDOT and Goodhue County for the US 52/CR 9 intersection to improve the safety. The public will be asked to comment on improvements when the agencies have viable safe options to present. We plan to present proposed interim safety improvements late this fall.

You had stated concerns with the time of the meeting. It has been our experience the time from 5:00 to 6:30 pm tends to draw a greater number of participants. We strive to provide meeting times where we can get the highest attendance from the public. We have had phone calls or written comments from some individuals who could not make the meeting. Staff using US52/CR9 as a commuter route have commented on the project as well.

While it may seem these meetings are inefficient and unproductive, the project management team has received valuable public feedback on the alternatives being considered. This has helped the project team focus on alternatives acceptable to the public. These project meetings are necessary to complete the preliminary to provide study parameters and establish planning level costs. Due to the public meeting comments, the project management team further analyzed different interchange design types for US 52 and CR 9 and additional corridors for the rerouting of CR 1.

At the end of your comments, you discussed behavior of certain team members. MnDOT does not condone the behavior as you describe. Your comments have been forwarded to the area supervisor for follow-up. Please be assured we value the public input.

Please let Goodhue County or MnDOT know if you have any further questions or concerns. Thank-you again for taking time to provide project comments.

Regards,

Heather A. Lukes

Project Manager
Mn/DOT District 6 - Design

From: Anna Olson [mailto:annamholson@gmail.com]
Sent: Sunday, July 15, 2012 11:04 PM
To: Lukes, Heather A (DOT)
Subject: County 9 and Highway 52 Open Meeting

Dear Heather,

I attended the open meeting regarding the changes needed at Highway 52 and County Road 9. As I mentioned in a previous email, my family lives on the east side of 52 right on 9. Our property is also bordered by 100th Avenue. I was hopeful in attending the meeting that the comments made at the previous forum would result in more reasonable options for the interchange project. While it looks like an effort has been made to improve the placement of the actual interchange, I'm still very disappointed about the fact that 100th Avenue is still the preferred option for connecting County 9 to County 1. It seems like a decision has been made in terms of 100th and I still can't understand why this is the best option. The matrices displayed with the different map options gave 100th the best grade in terms of cost and safety. Is the data that was used to generate this study available to the public? I'd love to know how it is that County 56, which is already paved, crosses fewer waterways, and has better sight lines would be both a more expensive and less safe alternative for the increased traffic.

Obviously I live right on the corner of 100th and 9 and I have a vested interest in the safety of my young family and the value of my property. Very little has been said at these meetings about the impact that these changes will have on residents. Increased speed, noise, and risk of accidents will be a reality. We already have massive truck traffic through here due to the gravel pit and now the trucks will be able to travel at even greater speeds because they won't have to stop at 52. Can you assure us that the safety risk isn't just being moved off of 52 and to a county road?

I also mentioned in a previous email that I have yet to see and MnDot vehicles in our area despite being in what I would call a hot zone for this project. Where and how are they gathering their date? I commute. I'm on 52 and 9 every day and with the exception of the day of the open meeting I've never seen a single person surveying the traffic. Nor have they asked anyone around here about it. I work in project management. If this were my project the very first thing I would do would be to ask the people that live in the area what they think about the interchange. We know a lot more than you can learn from some study data or by looking at a map. I also wouldn't do it by hosting an open meeting that draws only a small segment of the local population. You should be talking to everyone that lives on or near the intersection and along 100th Avenue. Good information results in a good plan which results in a prudent outcome. Unfortunately the Elk Run interchange is an excellent example of the inability to plan efficiently or cost effectively. Do you really want to make the same mistake twice?

It was mentioned that a new plan will be instituted in the fall to address the safety concerns of the 52/9 intersection. If road safety is the root of creating this interchange why isn't it being addressed more quickly? Instead we have to make it through yet another summer of busy, dangerous traffic. In a perfect scenario the interchange wouldn't even be completed for another three years. Are we just expected to continue to live with a well-documented deadly intersection for several more years? People vehemently complain about the signal boards, but personally I think they do help, however the primary problem with 52 and 9 is not the sight lines or the lack of an interchange. It's inattentive drivers that are going way too fast. If more patrols were dispatched to this area perhaps it would help. I also have to imagine it would be far less expensive than major road construction. I got the feeling though, that it isn't necessarily about safety. Instead it's about making 52 into an interstate.

I also have a few general comments about the open meetings. For one, I think having the meetings at 5:00 prevents a large number of the local residents from actually attending. I'm not sure if this is done on purpose so the numbers are down or if it's because your group doesn't want to work too late. In addition, the people that work and are thus unable to attend a meeting at 5:00 are the ones using 52 on a daily basis. Wouldn't their input in this 'planning' process be valuable? The meetings should either be moved to a later time or be held on a weekend when more people would be able to participate.

Second, while I appreciate the fact that not a lot can be done at this point in the process it would be nice to have a few more answers to the questions that are being asked. I get the feeling that these meetings are either being

held as a requirement or in an effort to cover yourselves at a future date and not because you truly value the opinion of those in attendance. With most of the answers being, "we're not sure yet" or "we won't know until we have funding" the meetings are inefficient and unproductive. Wouldn't it make more sense to do these when we do have an idea of what's going to happen?

Finally, at the most recent meeting I had to step to the back of the room for a while. During the time that I was standing at the back I saw members of your team rolling their eyes and raising their eyebrows at questions that were being asked and one person called one of the speakers an expletive. I understand that everyone is entitled to their opinion, but when such blatant disrespect is displayed it's hard to feel as if we are really being considered in this process.

Respectfully,
Anna Olson