



Highway 52 Safety, Access, and Interchange Location Study

Public Open House

May 15, 2011

Your Destination...Our Priority



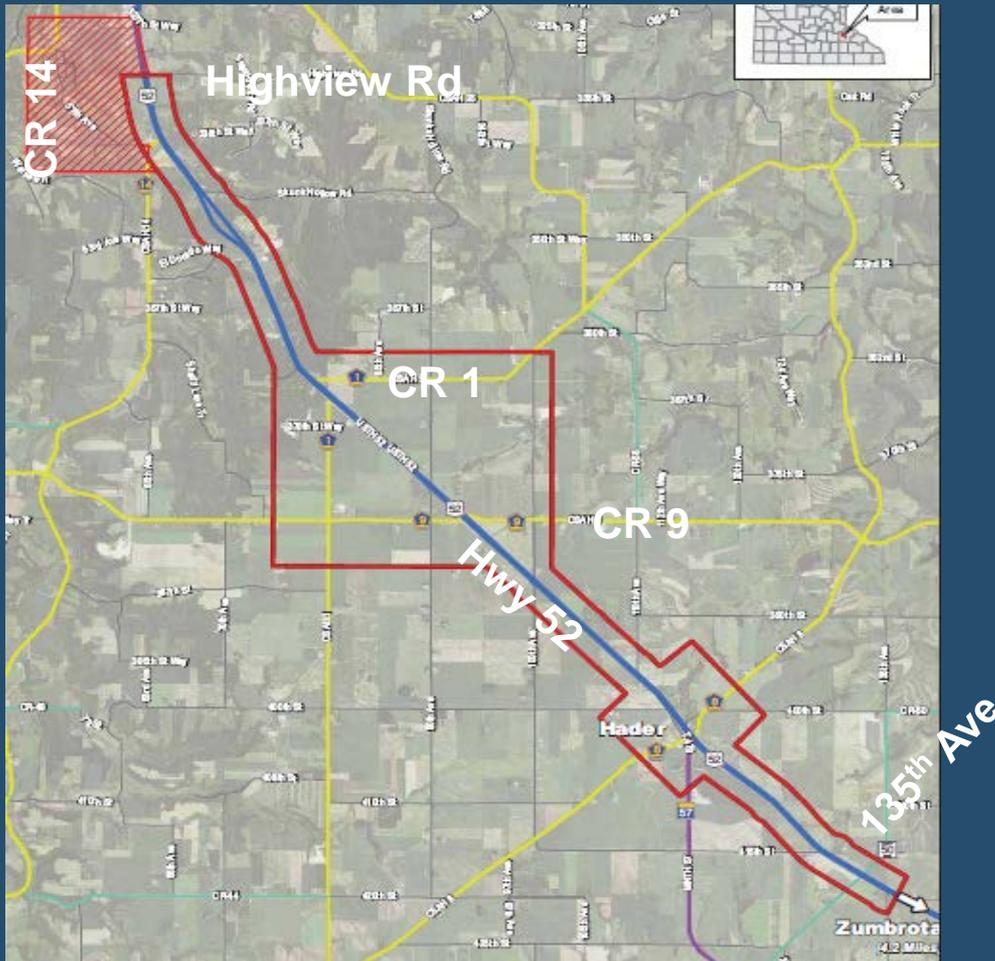


Presentation Overview

- Project Background
- Goals and Objectives
- Alternatives
 - Development & Evaluation
- Next Steps



Project Background



- Study Location

- Begins:

- Highview Road South of Cannon Falls

- Ends:

- 135th Avenue South of Hader





Project Background

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





Project Background

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





Project Background

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





Project Background

- Current Study
 - PMT members include
 - MnDOT staff
 - Goodhue County Staff
 - Local Township Representatives
 - HR Green Staff



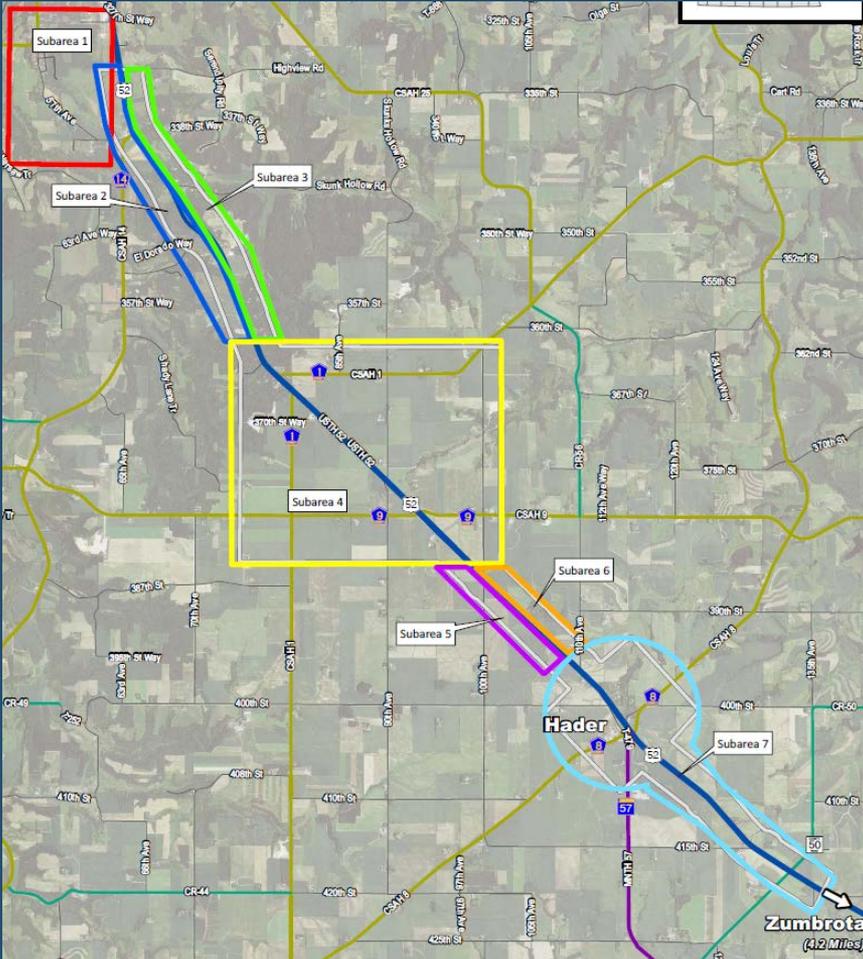


Goals and Objectives

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



Alternatives

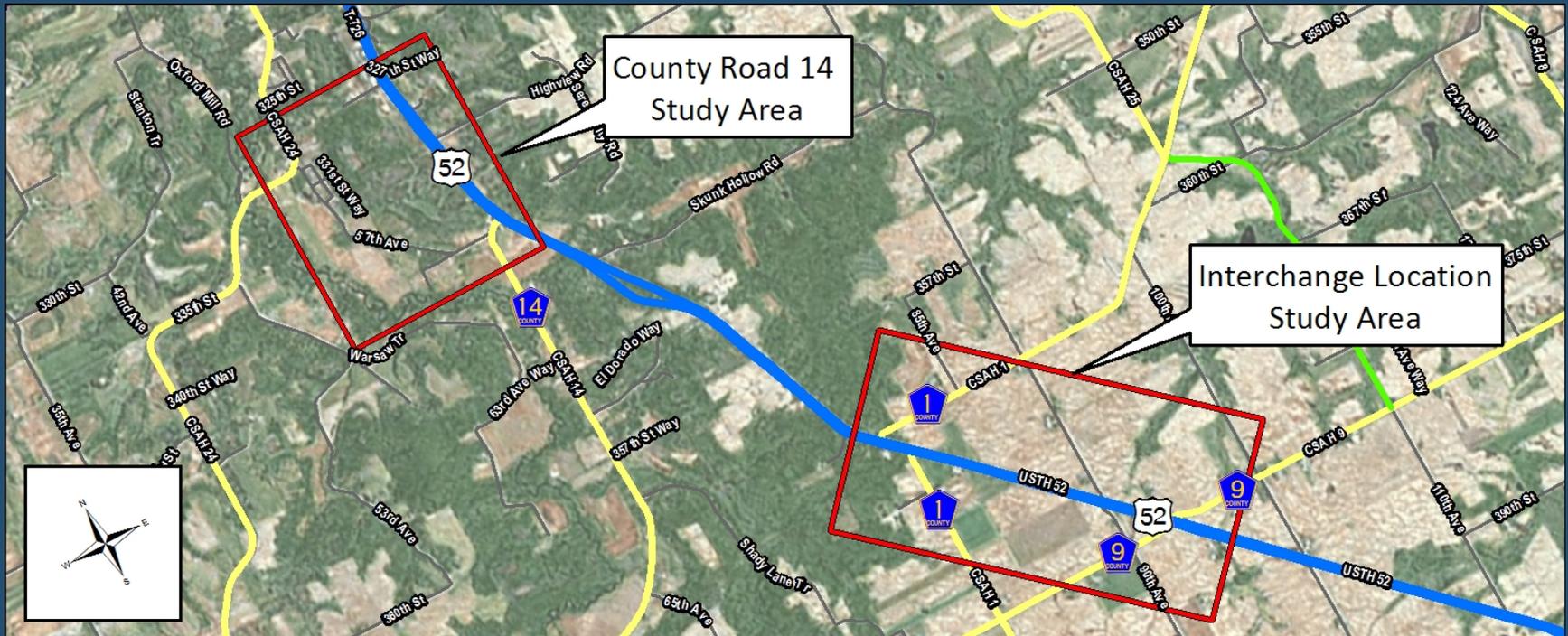


- Study area was divided into seven subareas
- The current study is focusing on the two main subareas
 - Subarea 1 (CR 14)
 - Subarea 4 (Interchange Location)





Alternatives



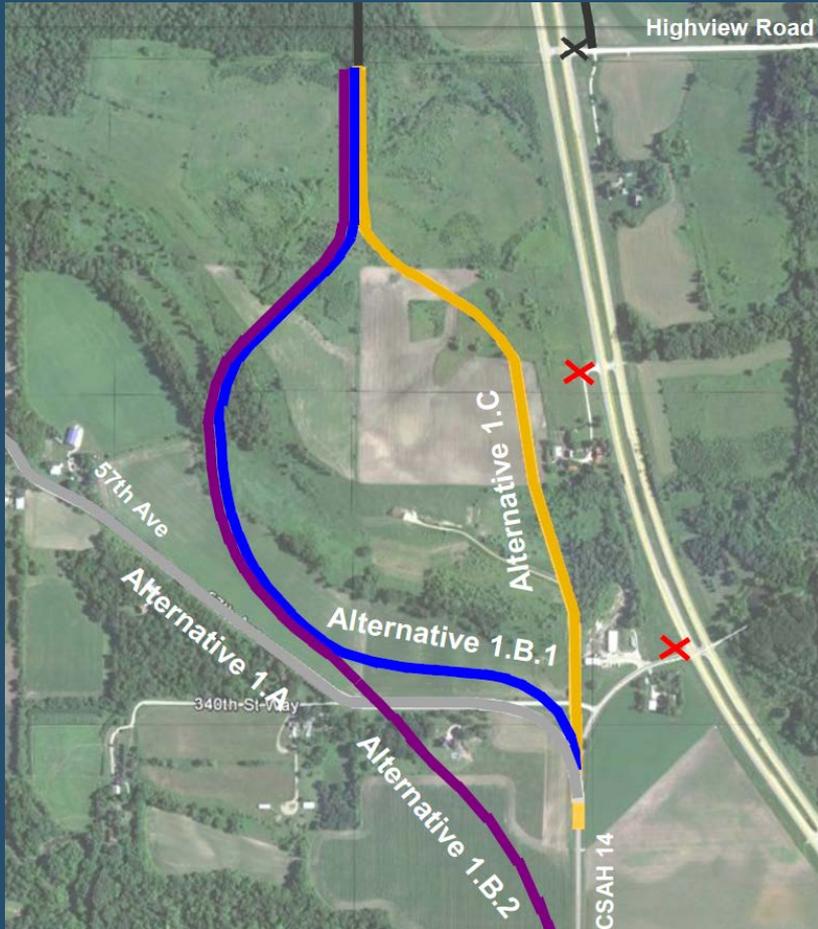


Alternatives

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



Alternatives



- **Subarea 1**

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





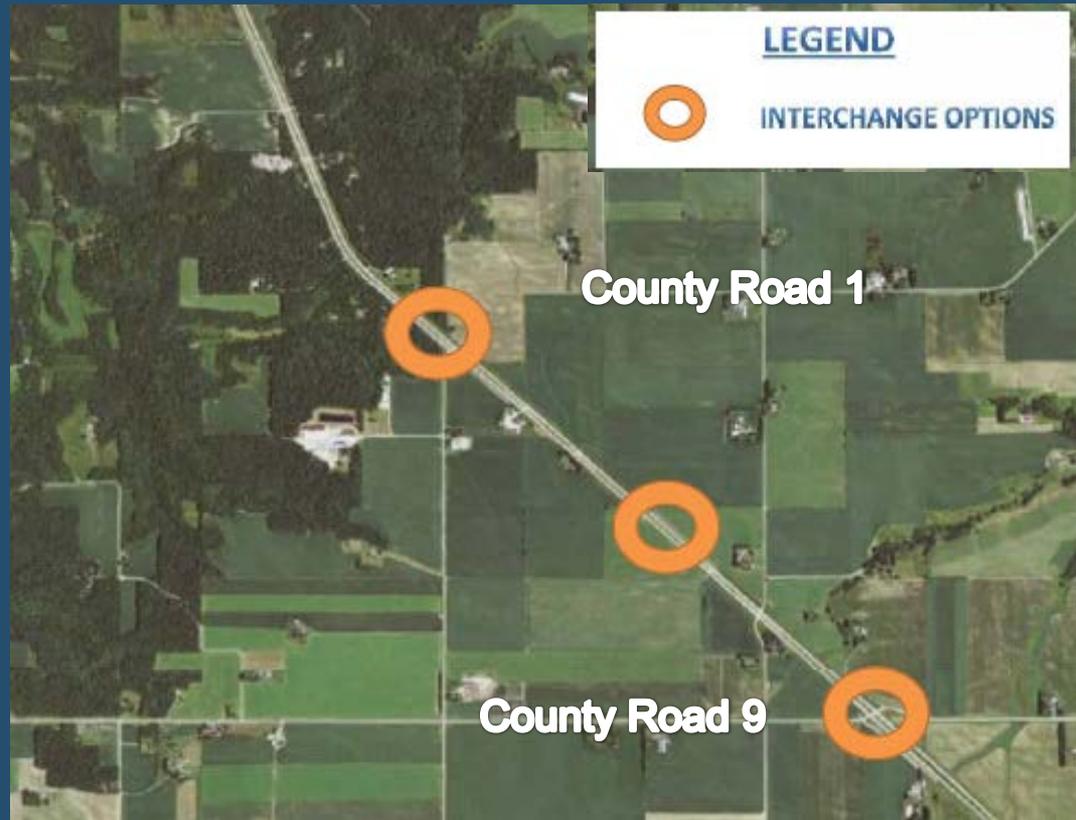
Alternatives

- Subarea 1 Evaluation Matrix

		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	+



Alternatives



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



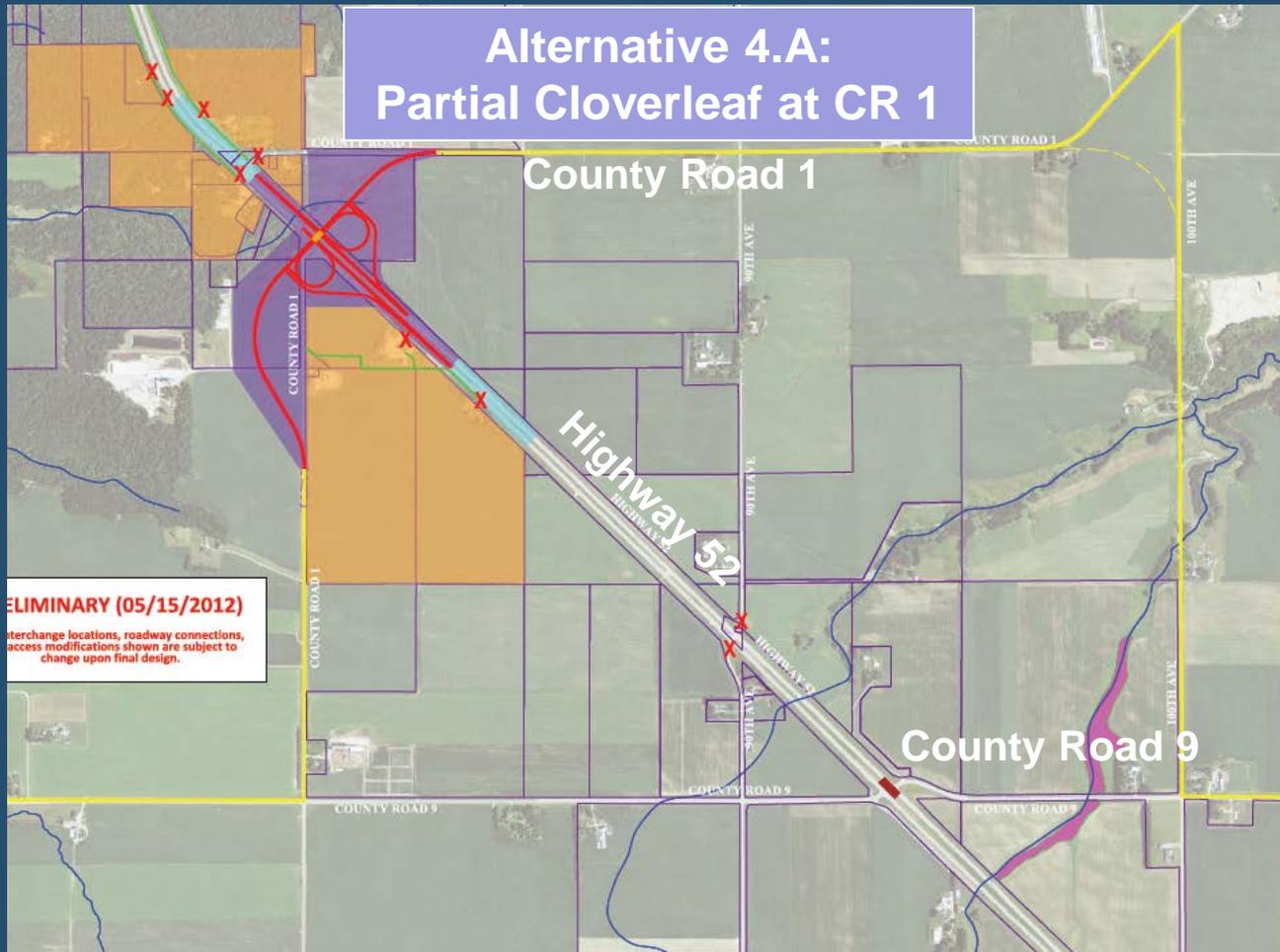


Alternatives

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



Alternatives

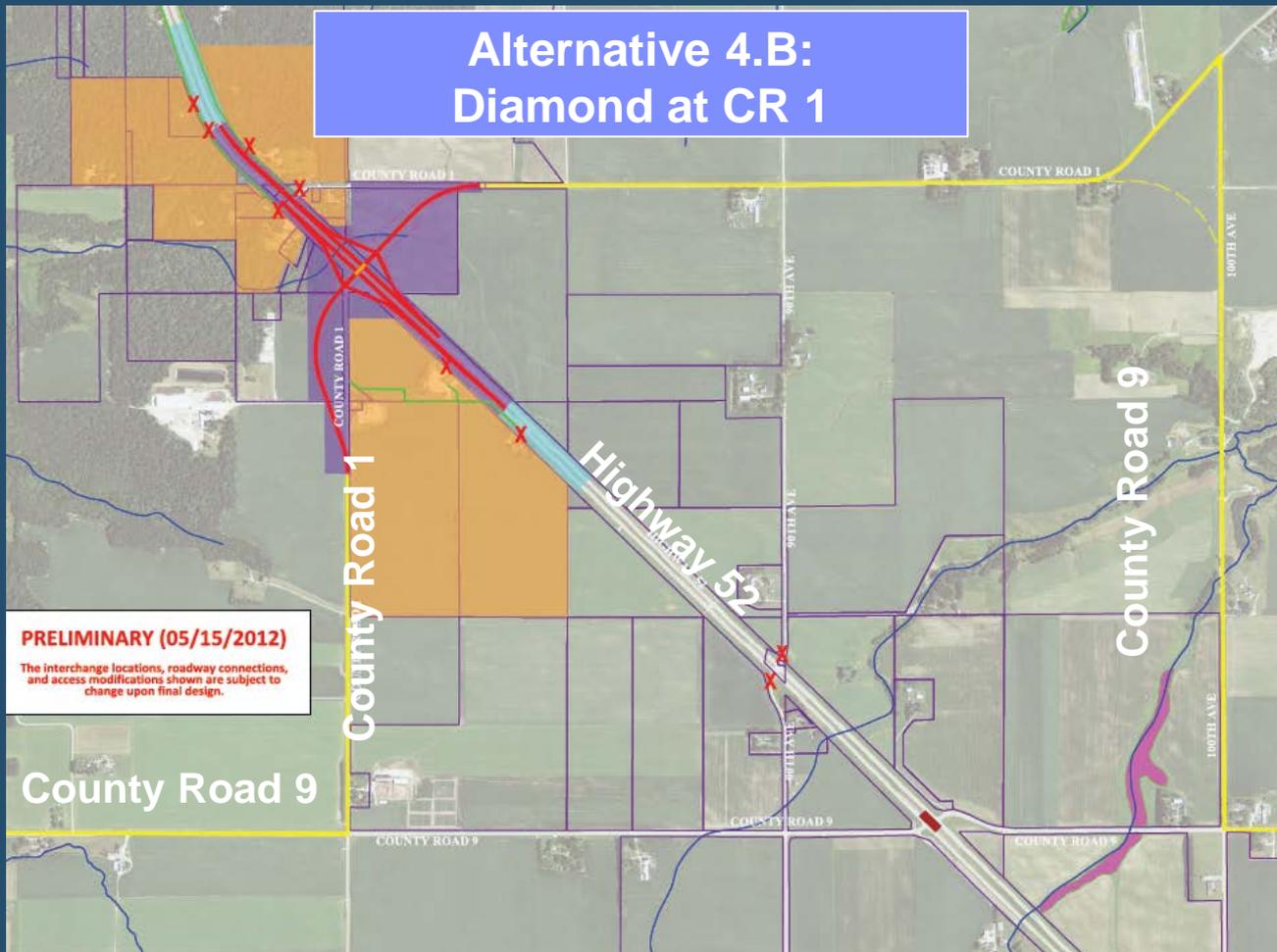


Alternative 4.A

- Reroutes CR 9 traffic
- Travel time to Highway 52 less for residents near CR 1
- Closes several driveways
- Challenging topography



Alternatives



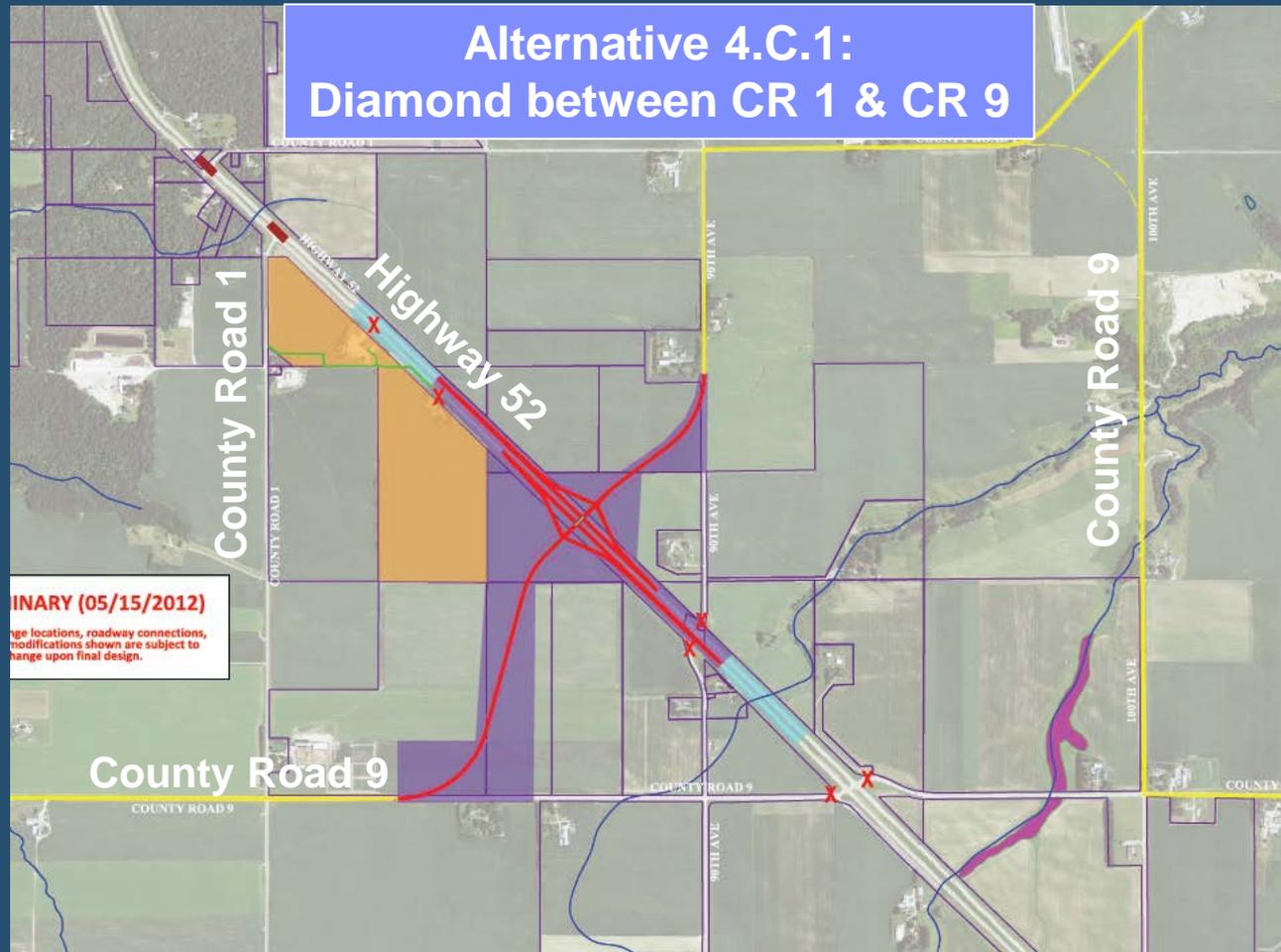
Alternative 4.B

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



Alternatives

Alternative 4.C.1: Diamond between CR 1 & CR 9



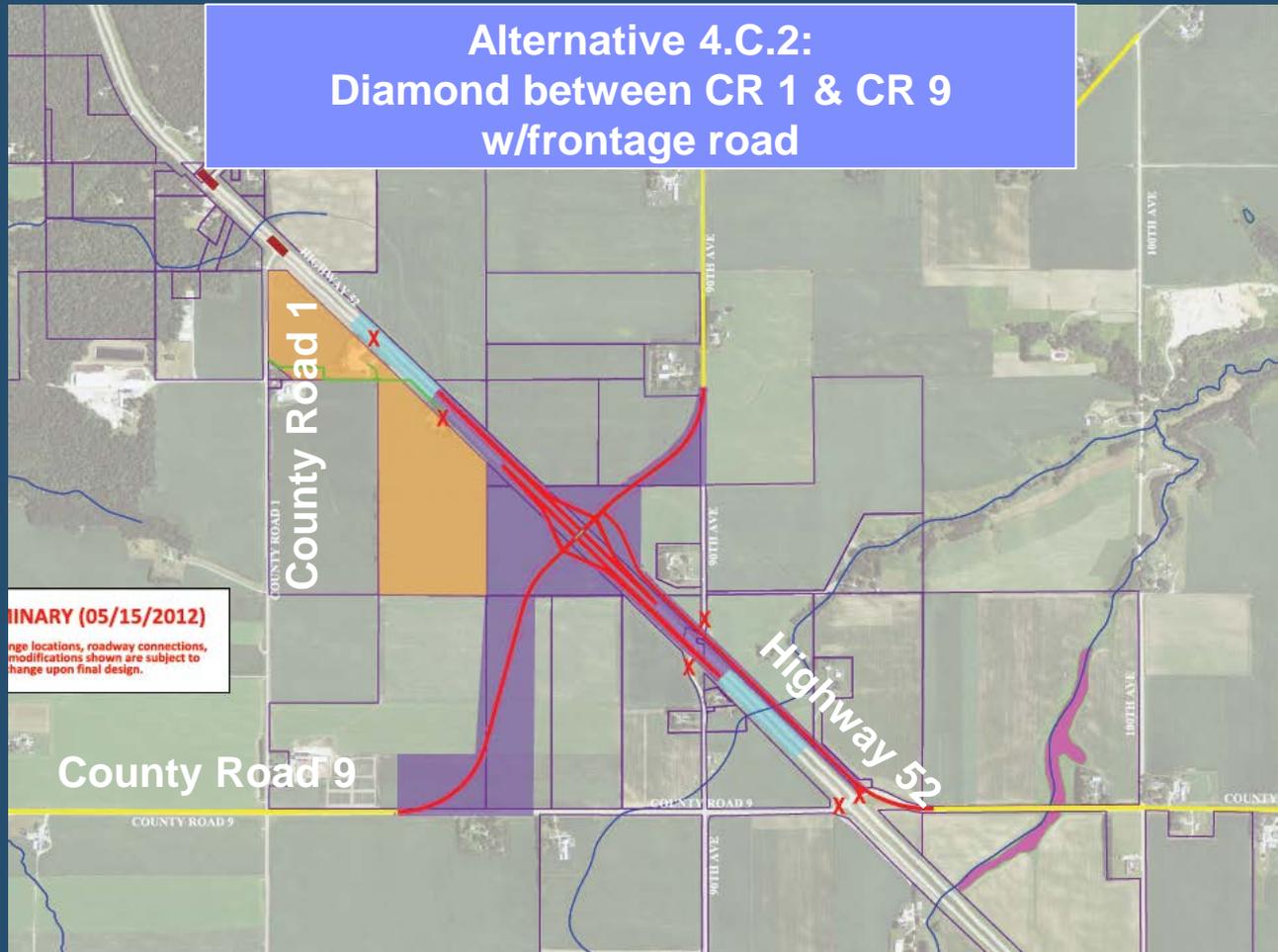
Alternative 4.C.1

- Minimizes adverse travel time impacts
- Reroutes CR 9 and CR 1 traffic
- Closes few at-grade accesses
- High impacts to farmland



Alternatives

Alternative 4.C.2:
Diamond between CR 1 & CR 9
w/frontage road



Alternative 4.C.2

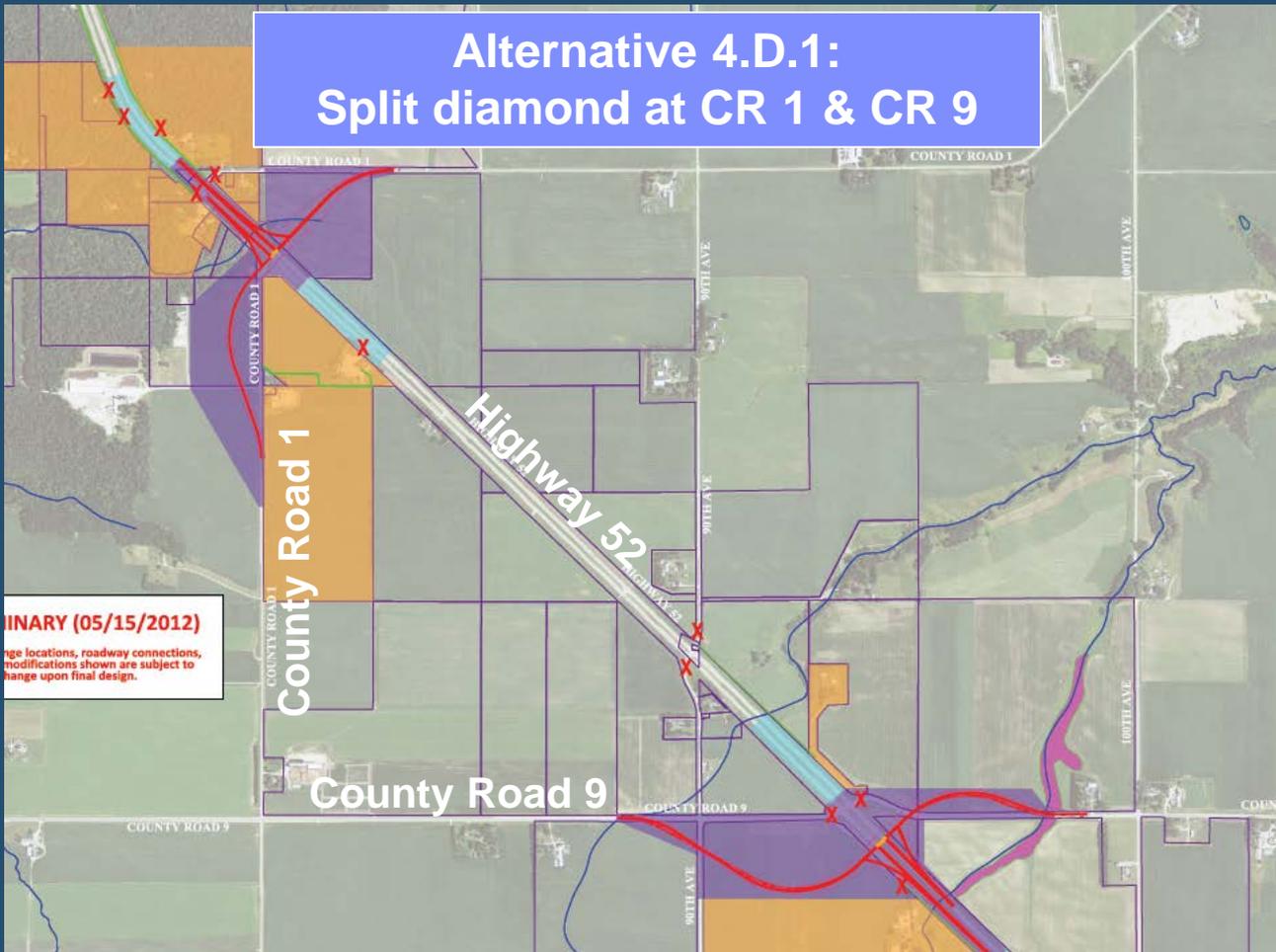
- Minimizes adverse travel time impacts
- Less CR 9 traffic rerouted (frontage road)
- High impacts to farmland





Alternatives

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



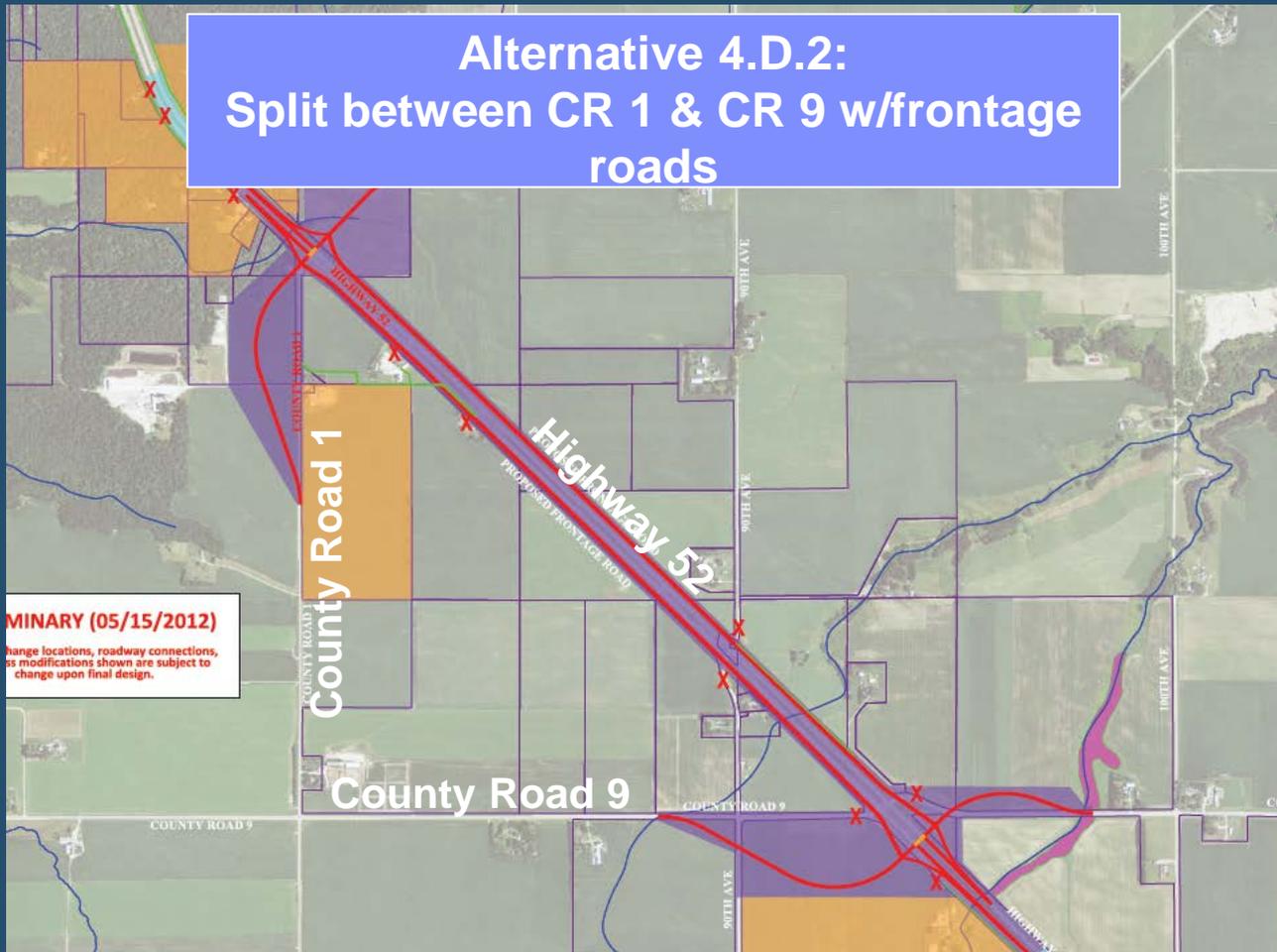
Alternative 4.D.1

- Minimizes adverse travel time impacts
- Convenient access for residents near CR 1 & CR 9
- High ROW and environmental impacts
- High cost



Alternatives

**Alternative 4.D.2:
Split between CR 1 & CR 9 w/frontage
roads**

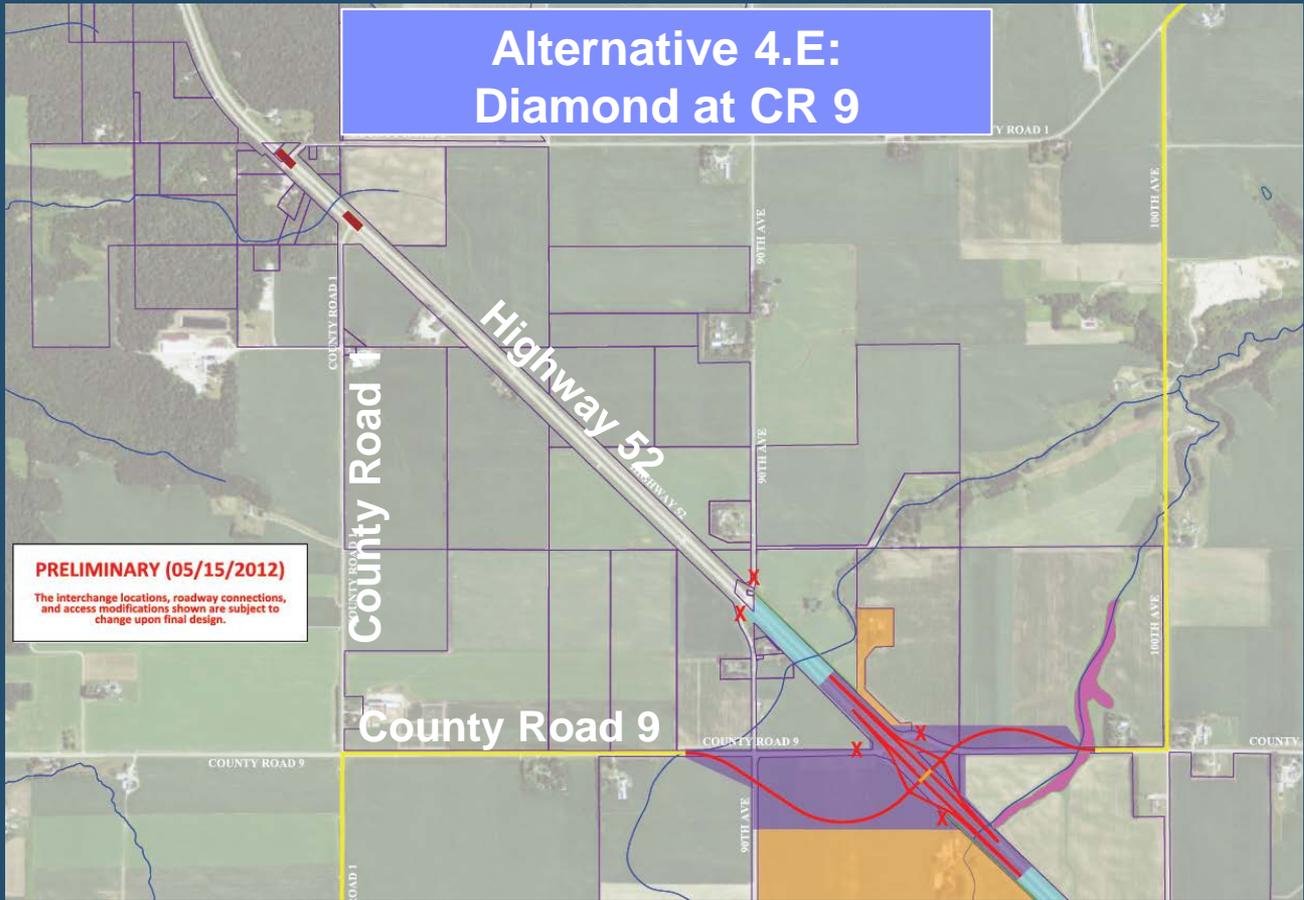


Alternative 4.D.2

- Minimizes adverse travel time impacts
- Convenient access for residents near CR 1 & CR 9
- Provides efficient replacement for closed driveways
- High ROW and environmental impacts
- High cost



Alternatives



Alternative 4.E

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



Alternatives

- Subarea 4 Evaluation Matrix

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





Next Steps

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





Next Steps

- CR14 Location
 - June 2012
 - Select recommended alternative





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Project Website:

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

