

WRITTEN PUBLIC COMMENTS AND RESPONSES
Highway 52/42/55 Interchange Partnership Study Phase 2

Attendees at the May 15, 2007, open house were invited to return comment cards provided at the open house or to apply Post-It notes to the layouts on display. Ten comment cards and a letter were received. Two Post-It notes with comments were applied to the layouts. The following summarizes the substantive comments and questions that were received:

COMMENT: What is meant by a “3/4” access?

RESPONSE: A “3/4” access is an access for which 3 (left-in, right-in, and right-out) of the 4 possible turns are allowed. A left-out is not allowed.

COMMENTS: Five comments expressed concerns about the 3/4 access east of Blaine Avenue (County Road 71). One comment suggested full access at the proposed 3/4 access or extending the frontage roads to Blaine Avenue. The other four comments suggested extending the frontage roads to Blaine Avenue. Reasons for the requests included concerns about not having full access and safety concerns when accessing the corridor and making U-turns.

Three comments suggested that better access be provided for the trucking companies, the golf course, and local traffic along County Road 42 east of Highway 52. Safety concerns, loss of revenue due to loss of access, and difficulty in easily traveling east (from the north) were cited as reasons for these requests.

Two comments were concerned about the loss of property at the golf course.

One comment suggested a more thorough local road system on the east side of the golf club property.

RESPONSE: The County is undertaking a study to develop access alternatives, compare the alternatives, and select the preferred alternative for each quadrant of the interchange. Alternatives will include adding to the local road system. Access, safety, and property impacts will be some of the considerations. Meetings will be held with the property owners, so there will be opportunities for review and comment.

COMMENT: Two comments requested that traffic signals be provided at the County Road 42/Blaine Avenue intersection.

RESPONSE: Installation of a traffic signal will take place when conditions indicate that the change would make an improvement. Consequently, it is of the utmost importance that the consideration of a signal installation and the selection of equipment be preceded by a thorough study of traffic and roadway conditions. Under current conditions, the need for a traffic signal has not been demonstrated. However, a traffic signal may be needed in the future as traffic volumes increase on Blaine Avenue.

COMMENT: One comment raised the question of safety issues with two-way stop control at the proposed TH55/County Road 42 access 3200' east of Highway 52.

RESPONSE: This intersection will not be signalized since it will ultimately be converted to a right-in/right-out access. Other full-access intersections to the east, identified in the Highway 52/42/55 Interchange Partnership Study Phase 1, will be signalized in the future if the need for a traffic signal is demonstrated.

COMMENT: Two comments expressed concern about the westbound County Road 42-to-southbound Highway 52 left turn movement. One comment asked whether this movement would be a controlled stop and why this exit will not have a loop like the others.

RESPONSE: The westbound-to-southbound left turn is being proposed as shown on the layout (prepared in 2003) because only 10 to 15 vehicles are projected to make this movement in the peak hour in the year 2025 and a loop in the northwest quadrant would obviously increase the right-of-way taking. A left-turning motorist would yield to eastbound vehicles.

However, even though that is the current plan, this project will study the need for a future loop to handle this movement.

COMMENT: What is the rationale for the money being spent on the 140th Street relocation?

RESPONSE: Local street system continuity will be improved by providing a corridor for 138th/140th Street under the Highway 52 bridges. As part of the Highway 52/117th Street interchange and railroad grade separation project, constructed in 2004, Mn/DOT extended the spans on the Highway 52 bridges over the railroad to accommodate the future 138th/140th Street. The existing at-grade access on Highway 52 at 140th Street will be closed when the new 138th/140th Street connection is completed. This new crossing will enhance the integrity of Highway 52 and the adjacent interchange by reducing local traffic use of those facilities.

COMMENT: I thought the previous bridge project was insufficient at the time it was being done. So, now we are spending money the second time to do what you should have done right away, the first time.

RESPONSE: This project will address the existing limited visibility along Highway 42 under the Highway 52 bridges between the Highway 52 ramps, as well as Highway 42 alignment issues. Ultimately, with the elimination of the substandard Highway 52/55 interchange, Highway 42 and Highway 55 will be combined into a continuous east-west principal arterial.

COMMENT: Signs will be needed to direct traffic safely to the golf club.

RESPONSE: The County does not allow directional signing inside County right-of-way; however, the golf club could install signs on private property in accordance with local zoning ordinances.

COMMENT: Couldn't existing County Road 42 be used as the frontage road since the property on the south is undeveloped?

RESPONSE: Shifting the County Road 42 alignment to the south to have existing County Road 42 serve as the northerly frontage road would result in a curvilinear alignment that would be undesirable for an arterial roadway.

COMMENT: The road shouldn't come through my property at the corner of County Road 42 and Courthouse Boulevard but should reuse the old County Road 42 to go to Lafayette across the field.

RESPONSE: The side street connections shown are concepts only. Property impacts will be considered as the project continues from the concept level to preliminary layouts.

COMMENT: Referring to the existing conditions west of Highway 52, one comment indicated that some drivers do not realize that the right through lane becomes a right turn lane.

RESPONSE: This comment has been forwarded to the County Traffic Engineer. The engineer will review the existing signing and striping for compliance with acceptable standards.

COMMENT: I would like to see on/off ramps on 190th Street rather than 180th Street. This would avoid the Vermillion River problem. Could run a road south to 180th.

RESPONSE: A more detailed study is needed to determine the preferred County Road 66 preservation corridor alignment in the area of Highway 52, including the Highway 52 interchange location and configuration. Dakota County and Mn/DOT will continue to monitor this area in collaboration with Vermillion Township to determine the appropriate timing for a more detailed alignment/environmental study effort.

COMMENT: I would be interested in selling.

RESPONSE: The County will contact this property owner.