

Northwest Northfield Highway Corridor Study Report



In Collaboration with
Dakota County
Rice County
City of Northfield



January 2009

Contents

1.	Introduction and Background	1
1.1	Study Area	1
1.2	Context of Study.....	1
1.2.1	Population Growth	1
1.2.2	Existing and Forecast Traffic Volumes	1
1.2.3	Planned Development.....	4
1.2.4	Insufficient Roadway System.....	4
1.2.5	Relation to Other Transportation Studies & Plans.....	4
2.	Purpose of Study	5
2.1	Plan a Transportation System to Accommodate Anticipated Population & Development	5
2.2	Identify a Continuous North-South Routing for CSAH 23/43	5
3.	Study Process, Schedule Team, & Member Roles	6
3.1	Study Phases & Schedule	6
3.2	Team Member Roles	6
3.2.1	Project Leadership-Decide & Implement	6
3.2.2	Project Management Team (PMT)-Advise & Recommend.....	6
3.2.3	Public Involvement.....	8
4.	Development of North-South CSAH 23/43 Alignment Alternatives	8
5.	Alternative Evaluation Criteria	10
5.1	Transportation System and Traffic Issues	11
5.2	Community Issues	11
5.3	Natural and Environmental Issues.....	12
6.	Alternative Evaluation Screening Process	12
6.1	Preliminary Alternative Evaluation	12
6.2	Alternative Refinement	15
6.2.1	NW Northfield Study Area Alternative Alignments.....	15
6.2.2	Northern Study Area Alternative Alignments	15
6.2.3	Northern Study Area Conclusions.....	17
6.3	Final Alternative Alignment Screening & Recommendations	17
6.3.1	Northwest Northfield CSAH 23/43 North-South Connection	19
6.3.2	Northern Connection-Long-term Corridor Identification	21
7.	Roadway Characteristics for Recommended Alternative	21
8.	Coordination with Future Studies & Projects	23
9.	Timing of Future Actions	24
9.1	Activities to Support Recommended Improvements	24
9.2	Right-of-Way Acquisition	24
10.	Summary	24
10.1	Northwest Northfield CSAH 23/43 North-South Connection.....	25
10.2	Northern Connection-Long-term Corridor & Future Study Area Identification.....	25

Tables

1 NW Northfield Highway Corridor Study Alternative Evaluation-Transportation System and Traffic Issues 13

2 NW Northfield Highway Corridor Study-Community & Natural/Environmental Issues Evaluation 14

3 NW Northfield North-South Alignment Comparison of New Roadway Connections (TH 19 to 307th Street)..... 15

4 Northern Study Area Alignment Comparison of CSAH 23 Realignment Options (in Eureka Township) 17

5 Timeline of Future Action for the CSAH 23/43 Recommended Alignment 24

Figures

1 Study Area Map..... 2

2 Existing (2006) and Forecasted (2025/30) Roadway Volumes 3

3 Study Process 6

4 Project Schedule..... 7

5 Study Team Members & Decision Making Process..... 8

6 Universe of Alternatives..... 9

7 Alternative Screening and Refinement..... 16

8 Recommended Alignment for NW Northfield Study & City of Northfield's Planned Transportation Network 18

9 Travel Time Routes 20

10 Typical Cross-sections 22

Attachment

Summary of Public Comments from Open Houses

1.0 Introduction and Background

This study examined the need for transportation improvements in the Northwest Northfield Study Area, located in Dakota and Rice Counties. Specifically, the study focused on Dakota County State Aid Highway (CSAH) 23 and Rice County's CSAH 43 alignments.

1.1 Study Area

Initially, the study began with an examination of the Northwest Northfield Study Area, shown on **Figure 1**. This area extends from Dakota County Road (CR) 90/307th Street in the north to the northern border of the City of Dundas in the south; and from Garrett Avenue to the west to CSAH 23/43 to the east. Based on input received during the first Public Open House, a northern study area was added. This area begins at CR 90/307th Street and extends roughly ½ north of CR 86 in Eureka Township (see **Figure 1**).

CSAH 23/43 lies in a disjointed alignment, which from north to south consists of six distinct segments:

- Galaxie Avenue north of CSAH 86
- CSAH 86 alignment between Galaxie and Foliage Avenues
- Foliage Avenue (between CSAH 86 and CR 96;
- 320th Street/CR 96 (between Foliage Avenue and Eveleth Avenue);
- Eveleth Avenue (between 320th Street and North Avenue); and
- CSAH 43, which continues south and ends in a residential section of Northfield.

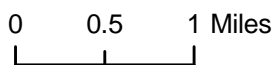
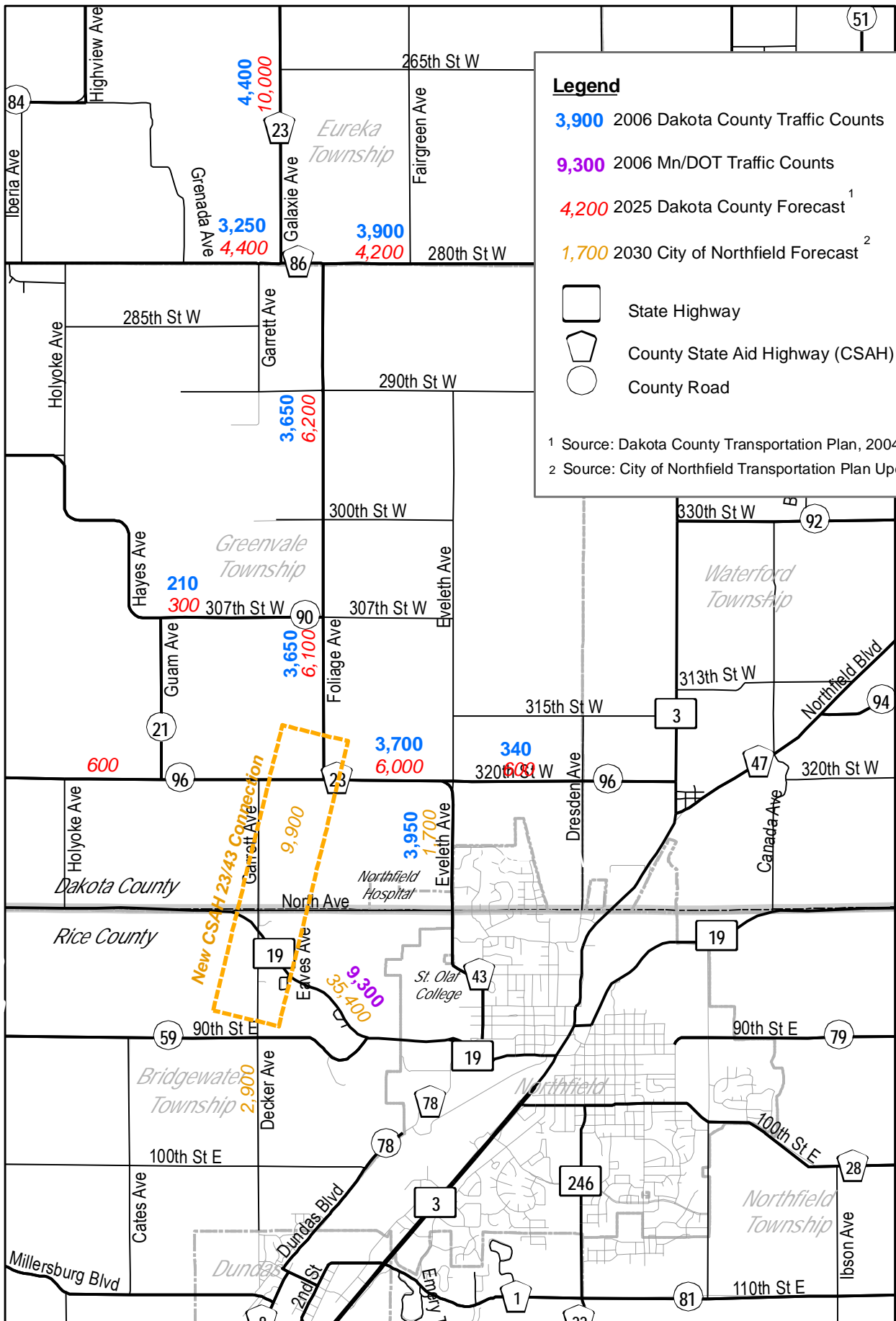
1.2 Context of Study

1.2.1 Population Growth

The population of the City of Northfield and surrounding communities is anticipated to grow by 50 percent by 2030 (based on Metropolitan Council regional development framework forecasts; and Rice County Comprehensive Plan estimates). In 2000, the City of Northfield, the City of Dundas, and surrounding townships had a population of 21,500; this population is projected to grow to 32,000 by 2030. It is anticipated that this population increase will lead to more vehicle trips on the roads in these communities.

1.2.2 Existing and Forecast Traffic Volumes

CSAH 23/43 currently carries an average of between 3,650 to 4,400 vehicles per day within the study area. The average daily traffic volumes for CSAH 23/43 and other nearby roadways are shown in **Figure 2**. Year 2025 forecasted traffic volumes were obtained from the Dakota County Transportation Plan for the county roads outside of the City of Northfield municipal boundary. The update to the City of Northfield Transportation Plan (see Section 1.2.5) includes forecasted year 2030 volumes. Northfield's forecasts included a volume associated with a new alignment of CSAH 23/43 in the northwest corner of Northfield with 2030 traffic volumes ranging from 5,000 to 9,000 vehicles per day. All of the forecasted traffic volumes are shown in **Figure 2**.



Northwest Northfield Highway Corridor Study

Figure 2

Existing (2006) and Forecasted (2025/30) Roadway Volumes

1.2.3 Planned Development

Northfield has identified the Northwest part of the City as a major growth area. Currently, the land in this area is used primarily for rural uses. This section of Northfield, located primarily in Rice County and Dakota County, has been identified for growth based on available land, proximity to major highways [Interstate 35 (I-35) and Trunk Highway 19 (TH 19)], and proximity to the Twin Cities Metropolitan Area. The City is considering annexation of 530 acres in this area for a future industrial site, which is anticipated to be operating within the next five to ten years. If this annexation is approved, the City of Northfield is planning to develop a Master Plan for the area in the next two years.

1.2.4 Insufficient Roadway System

Dakota and Rice Counties, the City of Northfield, and the surrounding communities, recognize that the transportation network in the NW Northfield Area has limited ability to meet the needs of residents at this time. The transportation system is made up of highways basically spaced at 1-mile intervals, and was built for traffic volumes associated with rural land uses. This rural road network is segmented, and does not provide continuous routes for longer, regional trips. Those traveling through the area must use local roads to make connections to other highways. This can lead to conflicts between those making longer trips and local residents.

As the Northwest Northfield area continues to develop, the transportation system will not provide residents or those traveling through with adequate levels of mobility, based on planned future land uses. If not addressed, this will negatively impact the mobility of Rice County and Dakota County residents and the ability to accommodate the traffic characteristics associate with a more intense style of urban development.

1.2.5 Relation to Other Transportation Studies & Plans

This study was done concurrently with two other planning efforts that directly impact the NW Northfield Study Area. These are described below:

- *City of Northfield Comprehensive Plan (including Transportation Plan chapter)*—The Comprehensive Plan serves as a visioning document to be used by elected and appointed officials to guide development and land use decisions. The transportation chapter documents existing conditions and assesses future motorized and non-motorized mobility needs based on the established land use vision. The Transportation chapter also provides recommendations for short-, mid-, and long-term implementation strategies. Discussion of the NW Northfield Highway Corridor Study is included in the transportation chapter.
- *Mn/DOT District 6 Highway 19 Access Management Safety Plan*—This plan discusses both the short-range and long-range possibilities for TH 19. In the short-term, TH 19 will remain a 2 and 3-lane roadway, with managed access to address known safety issues. Long-range future of TH 19 will be studied at length in a Corridor Study Mn/DOT District 6 is planning to begin within the next two years. New TH 19 alignments will be considered in the long-term study.

2.0 Purpose of Study

2.1 Plan a Transportation System to Accommodate Anticipated Population & Development

As the replacement of farmland with residential land uses, and planned industrial growth continues to play out, increasing demands will be placed on the transportation network in Northwest Northfield. The existing transportation system will not provide residents of the area's communities or those traveling through these communities with adequate levels of mobility, based on planned future land uses and anticipated commuting levels. If not addressed, this will negatively impact the mobility of Rice County and Dakota County residents and the ability to accommodate the traffic levels associated with the City's planned land uses. A primary goal of this study is to develop a plan for a future transportation network to link disconnected parts of the road system, thereby improving the mobility for those traveling in and through the Northwest Northfield area.

2.2 Identify a Continuous North-South Routing for CSAH 23/43

This study investigated opportunities for re-aligning CSAH 23/43 in association with the future north and west Northfield area growth. As noted earlier, Dakota and Rice County have determined that improvements to the corridor are needed to adequately support the increased intensity of development and increased commuting levels expected as a result of population growth and land use changes through the year 2030. This will require improving the existing transportation system from one that was developed to support rural land uses, to one that will support more urbanized land uses. These enhancements will result in a more dense, complete, connective, and continuous road network.

Additionally, a re-aligned CSAH 23/43 will address safety concerns and conflicts between local and regional traffic that were identified on CSAH 23/43 as the roadway enters into the City of Northfield and into a residential neighborhood. Currently, CSAH 43 ends in a residential section of Northfield. This alignment does not provide adequate connection to the regional transportation system or a continuous north-south connection. By taking action now, Dakota County, Rice County, and the City of Northfield hope to take advantage of opportunities to preserve a future alignment for CSAH 23/43 as a continuous north-south highway with connection to the regional transportation system.



3.0 Study Process, Schedule Team, & Member Roles

3.1 Study Phases & Schedule

As shown in **Figure 3**, this study was divided into four phases, each of which was tied to a key decision in the study process. Three public houses were held as part of this study. Each was timed to obtain input from the public, and share the latest study developments. The study was started in the fall of 2007, and completed in the fall of 2008. **Figure 4** shows the four-phased study schedule as well as the timing of key meetings and open houses during the study.

3.2 Team Member Roles

Figure 5 shows the stakeholders involved in the Northwest Northfield Highway Corridor Study, along with their roles, which are described below.

3.2.1 Project Leadership—Decide & Implement

This study was led by Dakota County, Rice County, and the City of Northfield. These agencies made decisions with input from all stakeholders and will also ultimately implement the decisions that have been made for the study area (see Section 9, Timing of Future Actions).

3.2.2 Project Management Team (PMT)—Advise & Recommend

In addition to the Dakota and Rice Counties, and the City of Northfield, the Project Management Team included representatives from the following communities and agencies:

- City of Dundas
- Bridgewater Township
- Greenvale Township
- Eureka Township
- Waterford Township
- Minnesota Department of Transportation (Mn/DOT) District 6
- Mn/DOT Metro
- St. Olaf College
- Metropolitan Council

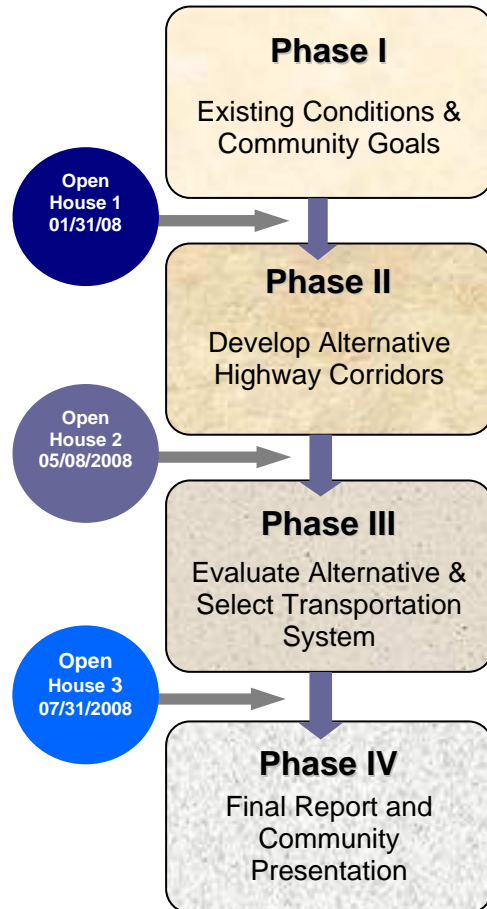
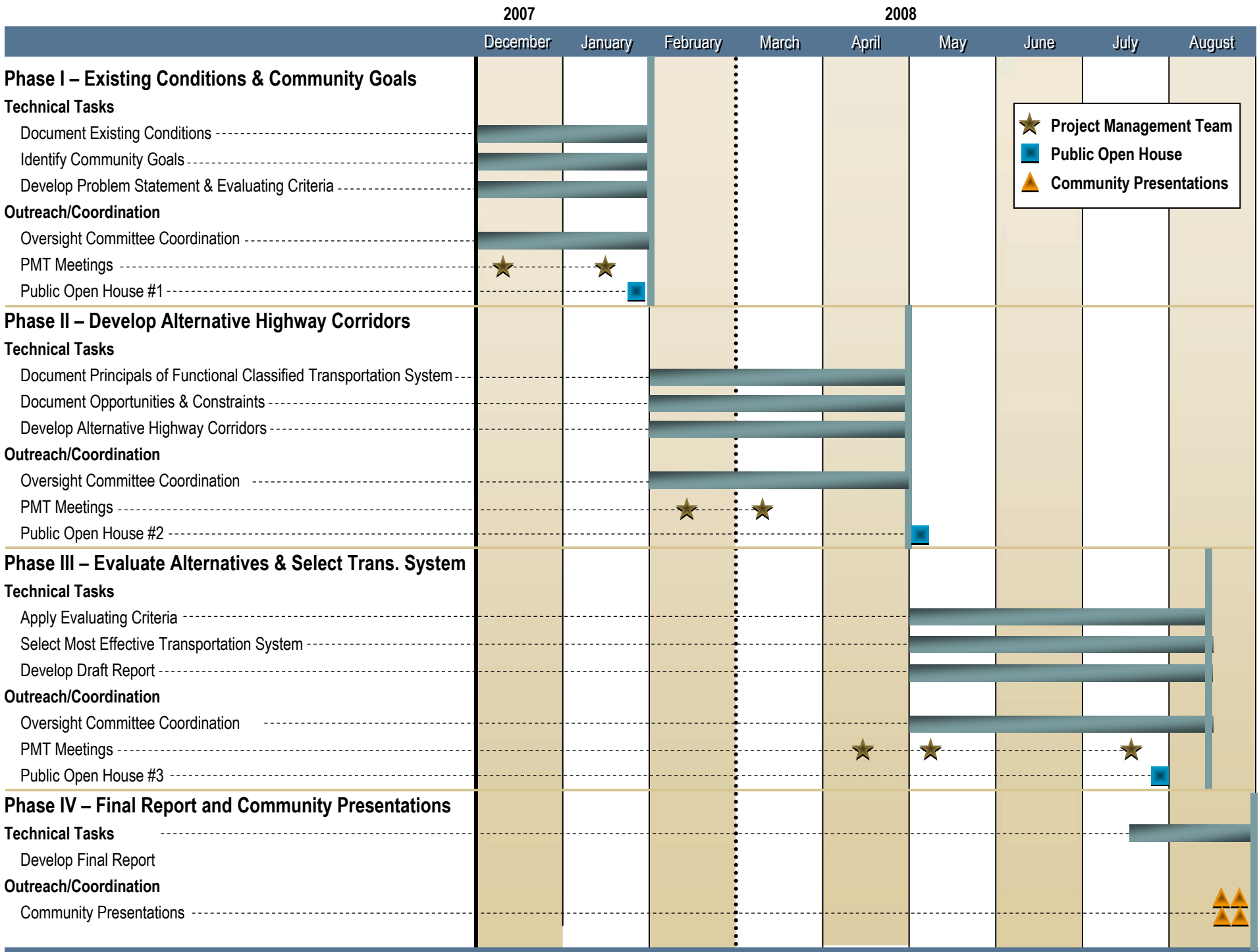


Figure 3
Study Process



★ Project Management Team
 ■ Public Open House
 ▲ Community Presentations

Figure 4
Project Schedule

The PMT played a key role in this study, by acting as a steering committee that provided recommendations to Dakota County, Rice County, and the City of Northfield. Throughout the course of this study, the PMT met seven times, as shown on Project Schedule.

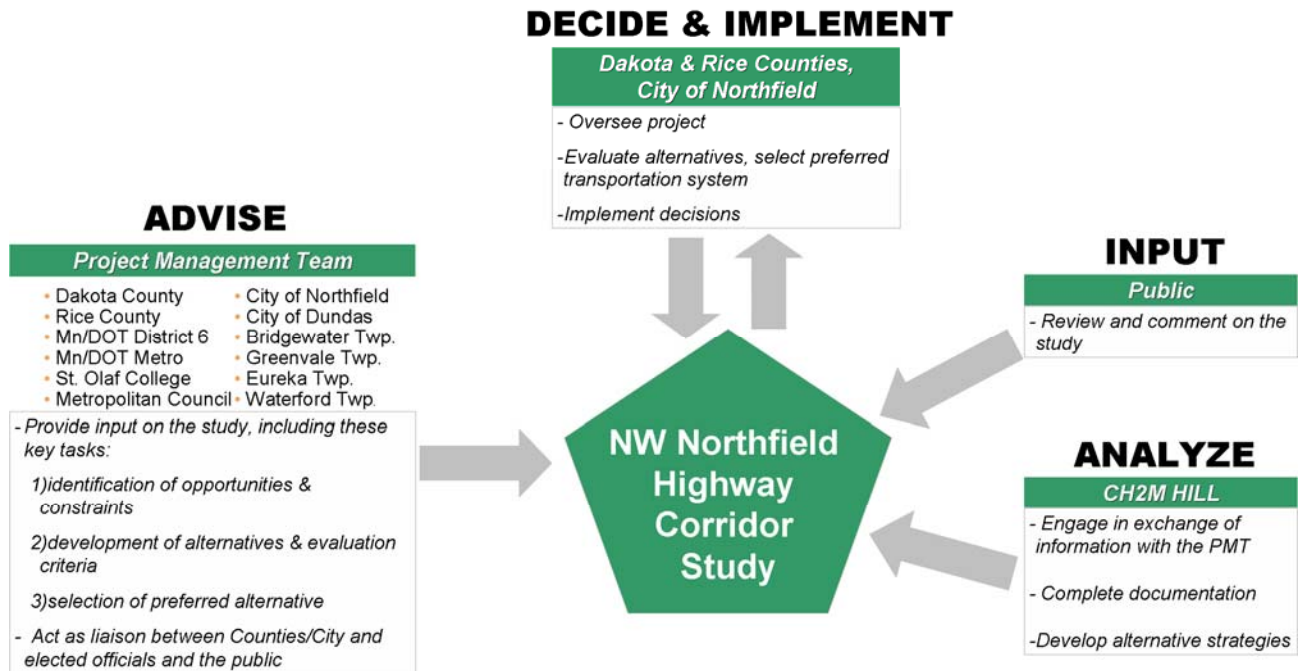


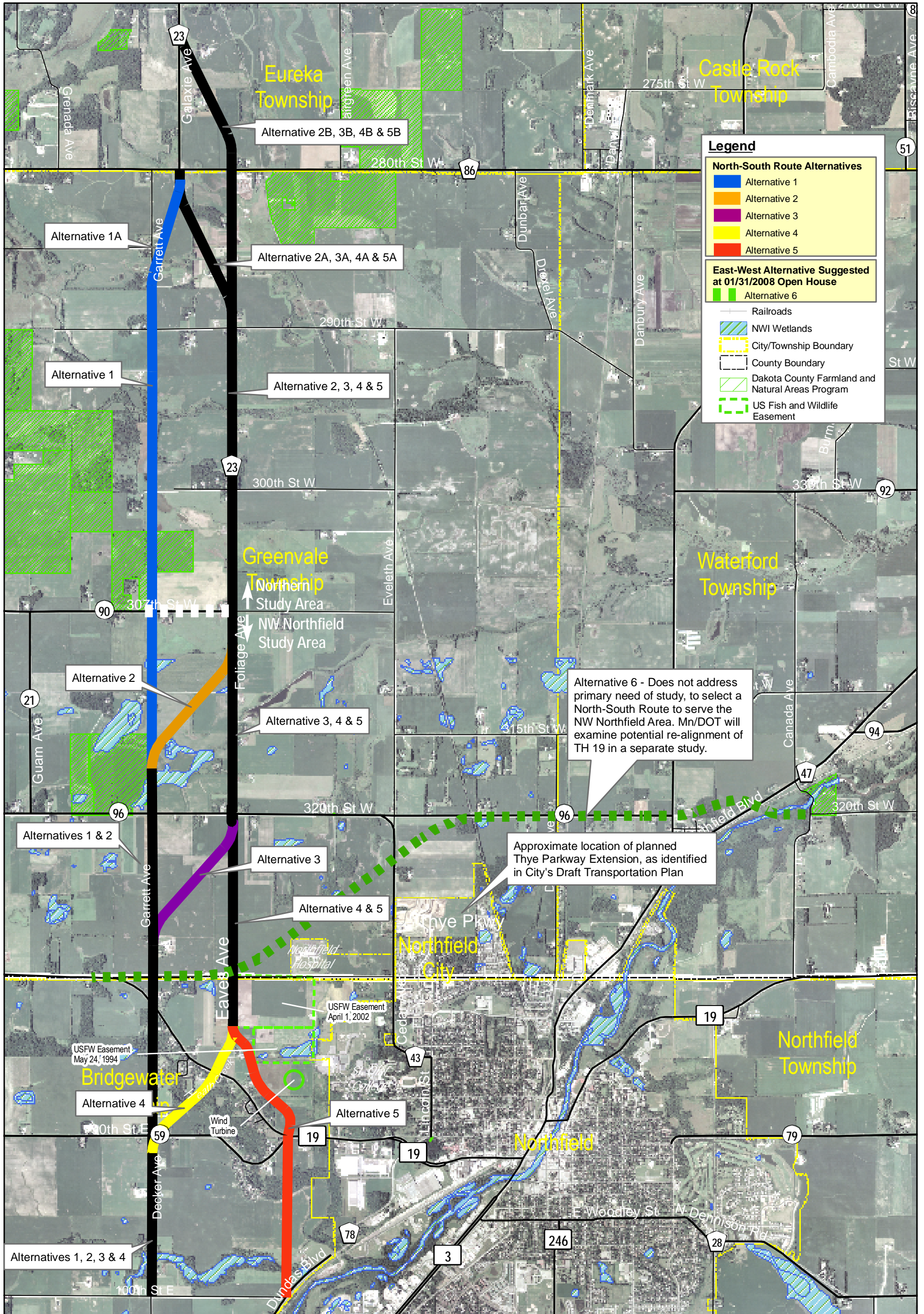
Figure 5
Study Team Members & Decision Making Process

3.2.3 Public Involvement

Three public open houses were held throughout the study (January 31, 2008, May 1, 2008, and July 31, 2008). Public Involvement was key to identifying community values and goals, developing a range of alternatives, and evaluating alternatives. Summaries of the comments received at the open houses are included in **Attachment A**.

4.0 Development of North-South CSAH 23/43 Alignment Alternatives

The initial range of alternative alignments for a CSAH 23/43 connection were developed based on input received from Dakota and Rice Counties, the City of Northfield, the PMT, and the public (at the first Public Open House). These alternatives are shown in **Figure 6** and summarized below. All alternatives are assumed to be 2-lane county highways, with a right-of-way width of 150 feet, which is consistent with Dakota County’s guidelines.



Northwest Northfield Highway Corridor Study

State Highway
 County State Aid Highway (CSAH)
 County Road

0 1,500 3,000 6,000 Feet

Figure 6
 Universe of Alternatives

07-14-08

Alternative 1 (Garrett-Decker)

Extend CSAH 23 from CSAH 86 (280th Street) along a straight north-south alignment that follows Garrett Avenue between 290th Street and 320th Street and uses existing Garrett Avenue from 320th Street to TH 19, then continues south following Decker Avenue.

Alternative 2 (Foliage-Garrett-Decker; Shift North of 320th St)

Align existing CSAH 23 with Foliage Avenue with either Alignment 2A, south of CSAH 86 (280th Street) or Alignment 2B, north of 280th Street. Follow Foliage Avenue from 290th Street to just south of 307th Street. Alternative 2 jogs to the west between 307th Street and 320th Street to align with Garrett Avenue. The alignment then follows existing Garrett Avenue to the intersection with TH 19, continuing south on existing Decker Avenue.

Alternative 3 (Foliage-Garrett-Decker; Shift South of 320th St)

Align existing CSAH 23 with Foliage Avenue with either Alignment 3A, south of CSAH 86 (280th Street) or Alignment 3B, north of 280th Street. Follow Foliage Avenue from 290th Street to just south of 320th Street. Alternative 3 alignment jogs to the west between 320th Street and North Avenue to align with Garrett Avenue. The alignment then follows existing Garrett Avenue to the intersection with TH 19, then continues south using existing Decker Avenue.

Alternative 4 (Foliage-Eaves-Decker)

Similar to Alternative 2 and 3, Alternative 4 aligns existing CSAH 23 with Foliage Avenue with either Alignment 4A, south of 280th Street or Alignment 4B, north of CSAH 86 (280th Street). The alignment then follows Foliage Avenue from 290th Street the intersection with North Avenue. The Alternative 4 alignment then continues south using existing Eaves Avenue to TH 19. South of TH 19, Alignment 4 jogs on new alignment to the west, crossing Heath Creek and align with Decker Avenue just south of 90th Street.

Alternative 5 (Foliage-Eaves-Old Dutch Road)

Similar to Alternative 2, 3 and 4, Alternative 5 aligns existing CSAH 23 with Foliage Avenue with either Alignment 5A, south of 280th Street or Alignment 5B, north of CSAH 86 (280th Street). The alignment then follows Foliage Avenue from 290th Street the intersection with North Avenue. Alternative 5 alignment jogs on new alignment to the east and intersects with TH 19 at the existing intersection of TH 19 and 90th Street. Alternative 5 then continues to the south on new alignment to CSAH 78/Dundas Boulevard.

Alternative 6

This alternative provides a new east-west alignment for TH 19 north of the City of Northfield. The PMT determined that this alignment does not address the primary need of the study which was to select a north-south route to serve the northwest Northfield area. This alternative was forwarded to Mn/DOT for examination as part of a future TH 19 corridor study.

5.0 Alternative Evaluation Criteria

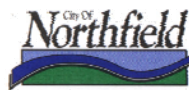
Using input received from the PMT and the public at the first Public Open House, the project team developed evaluation criteria to be used for comparing the alternatives developed for the NW Northfield Highway Corridor Study. These are summarized below.

5.1 Transportation System and Traffic Issues

- **Planned Functional Road System** – is the location and type of the proposed roadway alignment consistent with the goals of a functionally classified roadway system, such as spacing of arterials and design characteristics?
- **Traffic Operations Issues** – does the alignment address traffic operation issues such as the need for intersection control at key intersections on existing CSAH 23/43 through the City of Northfield?
- **Safety Issues** – does the alignment address safety issues such as speed of traffic on CSAH 23/43 through the City of Northfield?
- **Mn/DOT and County Access Spacing Guidelines** – is the alignment consistent with Mn/DOT's and the County's Access Spacing Guidelines?
- **Spacing of Supporting Road System** – does the new alignment allow for the adequate spacing of a supporting road system, including additional local roadways to serve planned development in the northwest area of Northfield?
- **North/South Road Connections** – does the alignment provide an adequate north/south alignment that can be used by regional travel through Dakota and Rice Counties?
- **Roadway Network Continuity** – does the alignment create a continuous north-south roadway for CSAH 23/43?

5.2 Community Issues

- **Consistency with Community Plans or Agreements** – is the alignment consistent with County plans and other agreements? Rice County has planned for a connection with CSAH 23/43 and Decker Avenue. Any alternative that does not connect to Decker Avenue would not be consistent with Rice County plans. An existing agreement between Mn/DOT, the City of Northfield and the St. Olaf College does not allow a signal at the intersection of TH 19 and Eaves Avenue. This limits the extension of CSAH 23/43 onto that roadway because the extension may increase volumes to the point that a traffic signal would need to be installed at TH 19 (based on Mn/DOT's guidelines).
- **Compatibility with City's Planned Economic Development Area** – does the alignment meet the needs for future development by being located within the planned Economic Development Area as determined by the City of Northfield?
- **Ability to Implement with Planned Development** – is there an ability to complete the construction of the alignment in coordination with planned development?
- **Ability to Divert Regional Trips from Local Roads** – does the location and design of the alignment provide improved travel times to/from the City of Northfield, making it likely to attract regional trips and remove them from the existing CSAH 23/43 route through the residential neighborhoods?
- **Addresses Multi-Modal Goals** – does the alignment provide multi-modal opportunities and connections to the regional trail system?



5.3 Natural and Environmental Issues

- **Alignment Parcel Impacts** – how many parcels would be impacted by right-of-way acquisitions for both new alignment and on existing road's that would be widened?
- **Dakota County Farmland and Natural Area Program (FNAP)** – does the alignment impact any Dakota County Farmland and Natural Area Program (FNAP) lands that are preserved and can not be used by the county for transportation projects?
- **Wetland/U.S. Fish and Wildlife Impacts** – how many acres of wetland or U.S. Fish and Wildlife refuges would be impacted by the alignment?
- **Watershed Impacts** – are the watersheds (Heath Creek, Chub, Mud, N. Cannon) impacted by the alignment alternatives?
- **Historic Resource Impacts** – would any historic resources be impacted by the alternative alignments?

6.0 Alternative Evaluation Screening Process

6.1 Preliminary Alternative Evaluation

The initial range of alignment alternatives (see **Figure 6**) were shared with the Public at the second Public Open House. Also, a draft alternative evaluation table, which includes the evaluation criteria discussed above, was shared at this meeting. Revised and updated alternative evaluations are shown on **Tables 1 and 2**. **Table 1** includes Transportation System and Traffic Issues criteria, while **Table 2** includes Community and Natural/Environmental Issues criteria.

The preliminary evaluation process provided the public and the PMT with an initial look at the effects associated with alternative alignments. The exercise revealed that some alternatives contained “fatal flaws,” meaning that an alternative had little chance for implementation. The May 8, 2008, PMT meeting involved discussion of these fatal flaws; as summarized below:

- Alternative 1 (Garrett-Decker) goes through Dakota County designated FNAP lands, which the County is committed not to develop. This precludes expansion of existing or new roadway alignments. Note: Alternative 1 was dropped from further consideration (see highlighted cell in **Table 2**).
- Alternative 4 (Foliage-Eaves-Decker) is inconsistent with the Memorandum of Understanding between Mn/DOT, St. Olaf and Northfield which does not allow for a high traffic volume intersection along TH 19 at Eaves Avenue. Note: Alternative 4 was dropped from further consideration (see highlighted cell in **Table 2**).
- Alternative 5 (Foliage-Eaves-Old Dutch Road) does not achieve Rice County's goal of improving north/south roadway continuity along the Decker Avenue alignment. Additionally, Mn/DOT is not in favor of adding more traffic to the area of TH 19 and Armstrong Road. The City of Dundas agreed that additional traffic would lead to safety issues with an at-grade railroad crossing. Note: Alternative 5 was dropped from further consideration (see highlighted cell in **Table 2**).

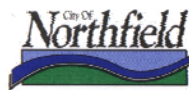


TABLE 1

NW Northfield Highway Corridor Study Alternative Evaluation—Transportation System and Traffic Issues

North-South CSAH 23/43 Alignments	Consistent with Planned Functional Road System	Addresses Traffic Operation Issues	Addresses Safety Issues	Consistent with Mn/DOT & County Access/Spacing Guidelines	Adequate Spacing of Supporting Road System	Provides Adequate North/South Road Connections	Adequate Roadway Network Continuity
No Build	Inconsistent	Doesn't address issues on County State Aid Highway (CSAH) 23/43 in Northfield	Doesn't address concerns on CR 23/CR 43 in Northfield	Inconsistent with Mn/DOT and County Plans	Low—Not sufficient to support existing or planned development	Low—Does not address need for north-south route	Low
Alternative 1 Extend CSAH 23/Galaxie Ave (in Eureka Twp) SW to Garrett Ave	Consistent	Addresses operational issues, however, additional intersection control at TH 19 needed in the future	All alternatives would address possible skewed intersection at TH 19	Consistent with Mn/DOT and County Access Spacing Guidelines.	Medium—Collector and local road system would need to be built out	High—Addresses need for north south route for regional traffic	High
Alternative 2 Extend CSAH 23/Foliage Ave south to Garrett Ave at CR 96/320 th St	Consistent						High
Alternative 3 Connect Foliage to Garrett Ave between CR 96/320 th Ave and North Ave	Consistent						High
Alternative 4 Extend Foliage Ave to Decker Ave via Eaves Avenue	Inconsistent	Addresses some operational issues				Medium—	High
Alternative 5 Extend Foliage Ave to Decker Ave via Old Dutch Road	Consistent with spacing guidelines Inconsistent with mobility needs and through route development	Addresses operational issues, however, additional intersection control at TH 19 needed in the future				Medium—	High

TABLE 2
NW Northfield Highway Corridor Study—Community & Natural/Environmental Issues Evaluation

	Community Issues					Natural & Environmental Issues												
	Consistency with Community Plans or Agreements	Compatibility with City's Planned Economic Development Area	Ability to Implement with Planned Development	Ability to Divert Regional Trips from Local Roads	Addresses Multi-Modal Goals	Alignment Impacts (New = parcels on new alignment Exist = parcels on existing roadway)		Estimated Dakota Co. Farmland & Natural Area (FNAP) Land Impacts		Estimated Wetland (U.S. Fish & Wildlife) Impacts & Protected Waters & Wetlands		Estimated Cannon River Watersheds (Heath Creek, Chub, Mud, N. Cannon) Impacts		Estimated Cultural Resources (known Archaeological & Historic)				
						NW Northfield Area	Northern Area	NW Northfield Area	Northern Area	NW Northfield Area	Northern Area	NW Northfield Area	Northern Area	NW Northfield Area	Northern Area			
No Build	Inconsistent—with Rice County Plans	Low	N/A	Low	NA	None		None	None	None	None	None	None	None	None			
Alternative 1 Extend CSAH 23/Galaxie Ave (in Eureka Twp) SW to Garrett Ave	Inconsistent—with Rice County Plans	Low—Substantial portion of alternative is outside City's planned economic development area	Low—No development foreseen in this area	Low	Supports Regional Trail system	New = 10 Exist = 41 Total = 51	New = 20 Exist = 0 Total = 20	0 acres	12 acres	None	1A = 14 acres (includes PWI Wetlands)	Chub Creek, Mud Creek, & Heath Creek	Chub Creek & Dutch Creek	Common parts of Alts. 1, 2, & 3 between North Ave. & CR 59/90 th St. adjacent to cultural resource. No impacts anticipated because alignment uses existing Decker Ave. Additional research may be needed.				
Alternative 2 Extend CSAH 23/Foliage Ave south to Garrett Ave at CR 96/320 th St	Consistent—with Rice County Plans	Low—Some portion of alternative is outside City's planned economic development area	Medium—Development not planned for area; just north of CR 96/320 th St. (close to growth boundary)	Medium	Supports Regional Trail system	New = 5 Exist = 44 Total = 49	A = 23 (New = 4, Exist = 19) 1 home	Alternative adjacent to FNAP property just north of 320 th Avenue	None	2 acres	A = 2.5 acres B = 0 acres C = 4 acres		Chub Creek (for all northern alignment alternatives)					
Alternative 3 Connect Foliage to Garrett Ave between CR 96/320 th Ave and North Ave	Consistent—with Rice County Plans	High—Large portion of alternative is within City's planned economic development area	High—Annexation requested by developer for land west of hospital	Medium	Supports Regional Trail system	New = 4 Exist = 53 Total = 57 1 home	B = 39 (New = 7, Exist = 32) 1 home C = 23 (New = 8, Exist = 15)	Potential application in alternative corridor	None	None					Chub Creek, Mud Creek, & Heath Creek	Chub Creek (for all northern alignment alternatives)		
Alternative 4 Extend Foliage Ave to Decker Ave via Eaves Avenue	Inconsistent —Eaves/TH 19 intersection inconsistent with City/State Long Range Plan; Inconsistent with Mn/DOT, City, & College agreements	High—Large portion of alternative is within City's planned economic development area		Medium	Supports Regional Trail system	New = 7 Exist = 43 Total = 50 2 homes		None	None	None								
Alternative 5 Extend Foliage Ave to Decker Ave via Old Dutch Road	Inconsistent —with Rice County Plans (no plans to add road south of TH 19) Consistent —Eaves to TH 19 connection consistent with State Plans	High—Large portion of alternative is within City's planned economic development area		High	Supports Regional Trail system	New = 6 Exist = 30 Total = 36		None	None	None								

Note: Highlighted cells indicate that the impacts associated with these categories are "fatal flaws."

6.2 Alternative Refinement

6.2.1 NW Northfield Study Area Alternative Alignments

As noted above, an initial screening removed Alternatives 1, 4 and 5 from further consideration as the north-south routing for a CSAH 23/43, leaving Alternatives 2 and 3 for further review. These alternatives were re-examined to determine if it was possible to refine the alignments to minimize the number of impacted parcels. The refined alternative alignments are shown in **Figure 7**; corresponding impacts are summarized in **Table 3**. Below is a summary of the refinement process for Alternatives 2 and 3.

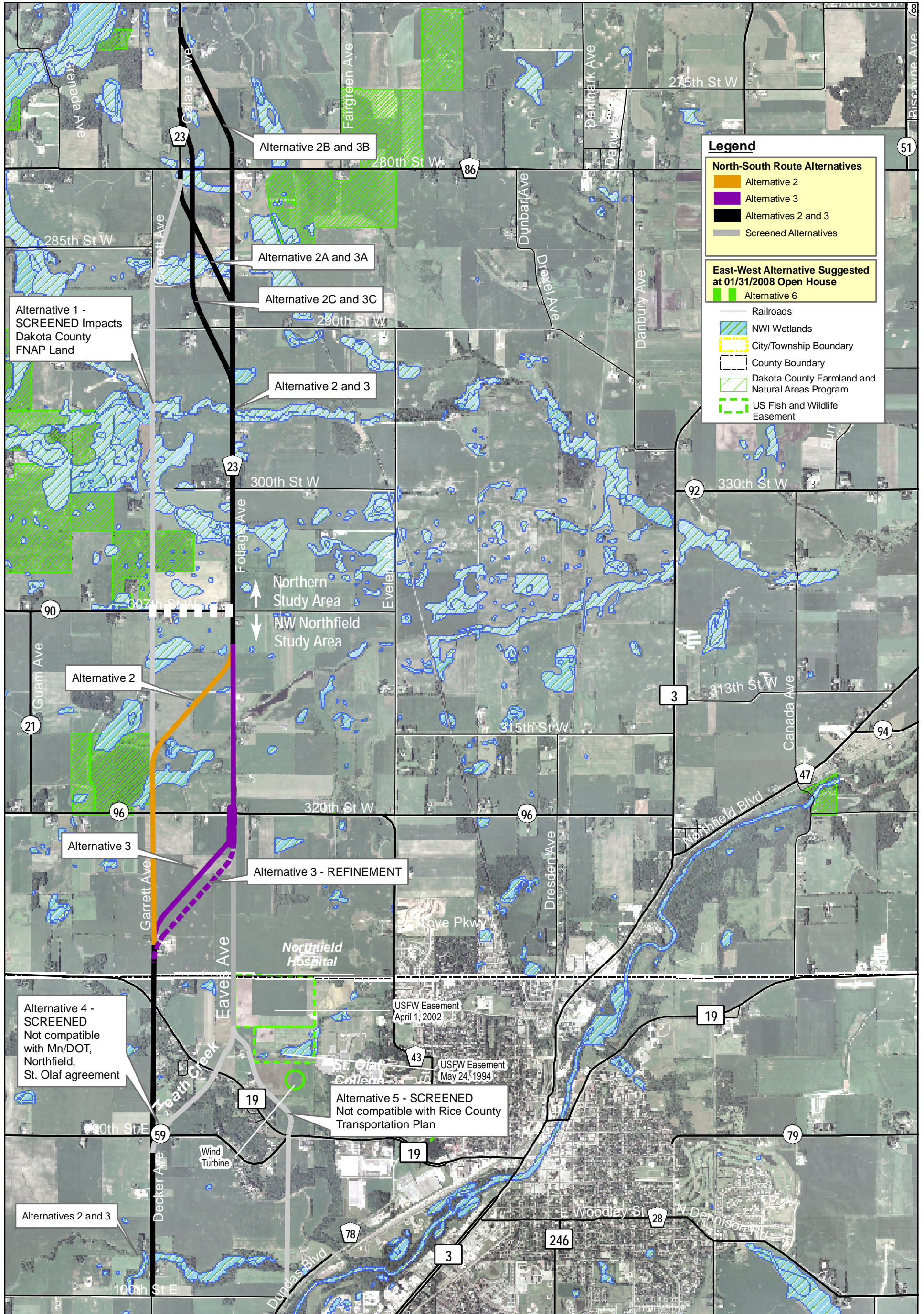
- Alternative 2 between 307th Street and 320th Street could not be modified to reduce the number of parcels impacted; therefore the Alternative 2 alignment was not changed.
- Alternative 3 between 320th Street and North Avenue was shifted slightly to the south. This reduced the number of parcels impacted from 6 (with the original Alternative 3 alignment) to 4; and from 3 landowners to 2 landowners. Although this new refined alignment does require the acquisition of an existing residence, it is expected that the roadway will be coordinated with the redevelopment of the site and would not require relocation.

Alternative	Number of Parcels	Number of Landowners	Relocations	Wetland (acres)	Number of Parcel Severances	Length of New Roadway Connection
Alternative 2	5	4—(Clay (2), Devney, Braun, Ohmann Farms)	0	2 acres	2	12,800 feet / 2.4 miles
Alternative 3	6	3—(Nasby, Langer (2), Sorem (3))	0	0 acres	2	7,200 feet / 1.4miles
Alternative 3 Revised	4	2—(Langer, Sorem (3))	1 (Sorem)	0 acres	2	7,200 feet / 1.4miles

The refinement of Alternative 3 between 320th Street and North Avenue is considered an improvement because of the reduction in the number of parcels and landowners impacted. The refined Alternative 3 replaced the original Alternative 3.

6.2.2 Northern Study Area Alternative Alignments

Refinements to alternatives in the Northern Study area were also considered to determine if an alignment other than Alternative 2A/3A or 2B/3B would minimize farmland severances and make better use of existing parcel boundaries. A new northern alternative—Alternative 2C/3C - was developed as shown on **Figure 7**. Alternative 2C/3C maximizes use of existing parcel boundaries between Garret Avenue and Foliage Avenue and minimizes severances of the affected parcels. A comparison of impacts for the A, B, and C northern alternatives are summarized in **Table 4**.



Northwest Northfield Highway Corridor Study

State Highway

County State Aid Highway (CSAH)

County Road

0 1,500 3,000 6,000 Feet

Figure 7

Alternative Screening and Refinement

07/14/08

TABLE 4
Northern Study Area Alignment Comparison of CSAH 23 Realignment Options (in Eureka Township)

Alternative	# of Parcels	Number of Landowners	Relocations	Wetland (acres)	Number of Parcel Severances	Length of New Roadway Connection
Alternative 2A/3A	4	4—(Olinger, McCarthy, Lorence, Fredrickson)	1 (Lorence)	2.5 acres	4—(Olinger, McCarthy, Lorence, Fredrickson)	5,000 feet / apprx. 1 mile
Alternative 2B/3B	7	5—(Malecha, 9-M Corp., Groves (2), Storlie (2), Fredrickson)	1 (Groves)	0 acres	4—(9-M Corp, Groves, Storlie, Fredrickson)	5,000 feet / apprx. 1 mile
Alternative 2C/3C	8	8—(Groves, Storlie, McCarthy, Olinger, Lorence, Volkmeier, Fredrickson, Kuyper)	0	4 acres	2—(Kuyper, Fredrickson)	10,000 feet / apprx. 2 mile

Alternative 2C/3C would impact more parcels (8 compared to 4 for A and 7 for B) and more landowners (8 landowners in Alternative C compared to 4 for A and 5 for B) than alternatives A or B. Based on the comparison of the new Alternative 2C/3C to the original 2A/3A and 2B/3B, Dakota County determined that 2C/3C does not provide substantial advantages over the alignment the 2A/3A or 2B/3B alternatives. Therefore, Alternative 2C/3C option was not carried forward to the final screening.

6.2.3 Northern Study Area Conclusions

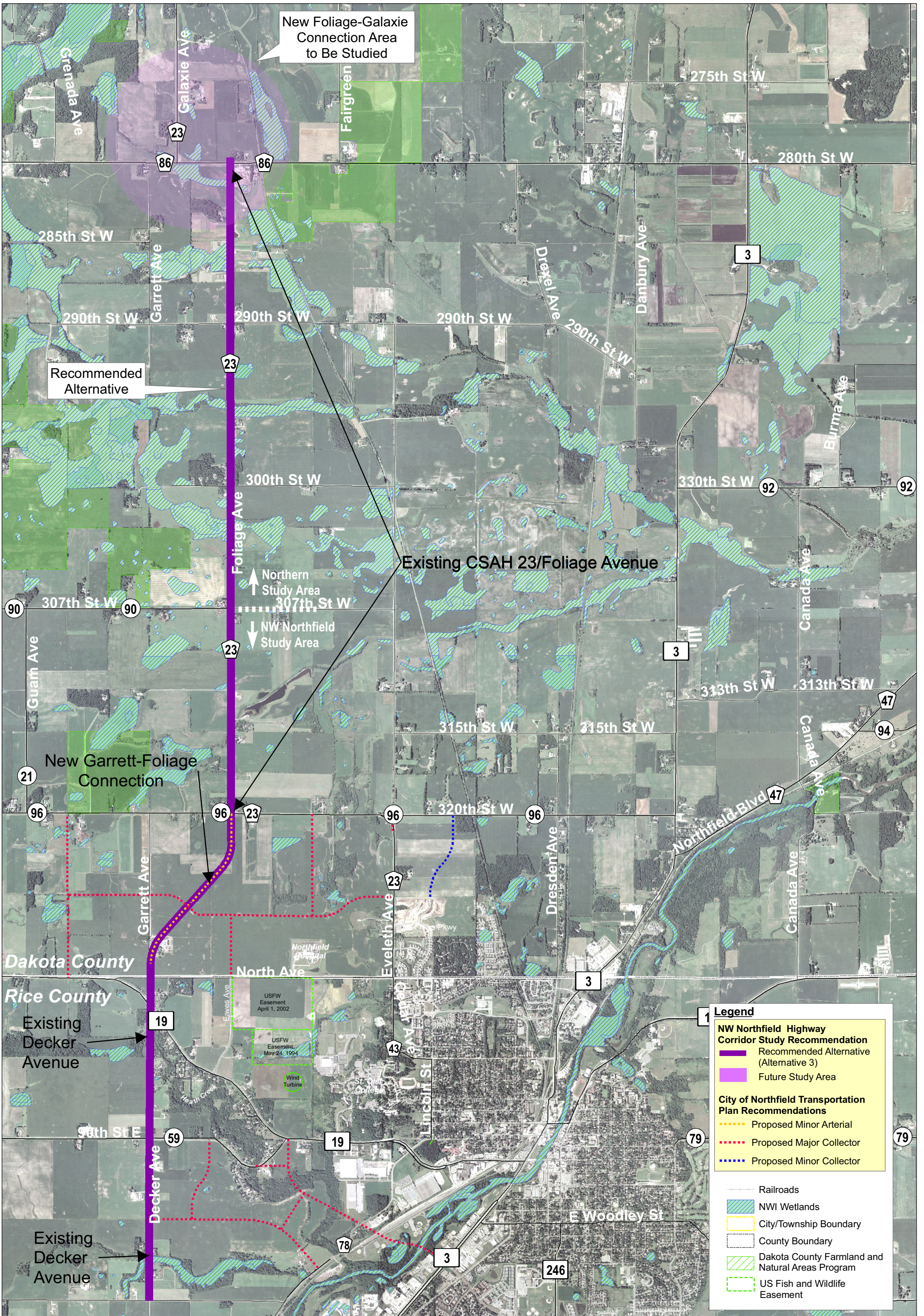
While the discussion above documents development, evaluation, refinement, and screening of alternatives in the northern study area, the County has opted not to identify a recommended alternative in this area for the following reasons:

- The discontinuity of CSAH 23 at CSAH 86 does not currently experience operational or safety issues, but could create problems in the future as traffic volumes grow.
- Alignment modifications to provide for a direct connection of CSAH 23 at CSAH 86 are not warranted in the foreseeable future.

However, a new alignment study area will be identified on the County's Plat Review Needs Map and in the Transportation Plan to allow for a study to take place when township zoning ordinances change, when development is proposed in the area, or when the physical condition or safety of either CSAH 23 or CSAH 86 in this area indicates the need for improvement. The preliminary alternative evaluation completed in this study will be revisited during development of this future study.

6.3 Final Alternative Alignment Screening & Recommendations

Figure 8 identifies the recommended preferred alignment in the NW Northfield Study area, the recommended alignment study in the Northern Study area, and the area recommended for a future study. A summary of factors supporting the recommendations is provided below.



- State Highway
- County State Aid Highway (CSAH)
- County Road



0 0.25 0.5 1 Miles

Northwest Northfield Highway Corridor Study

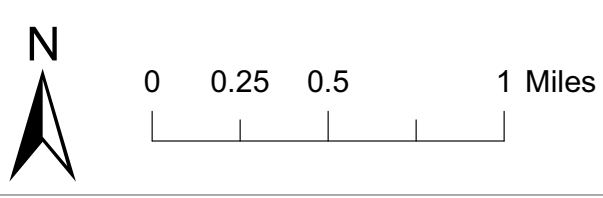
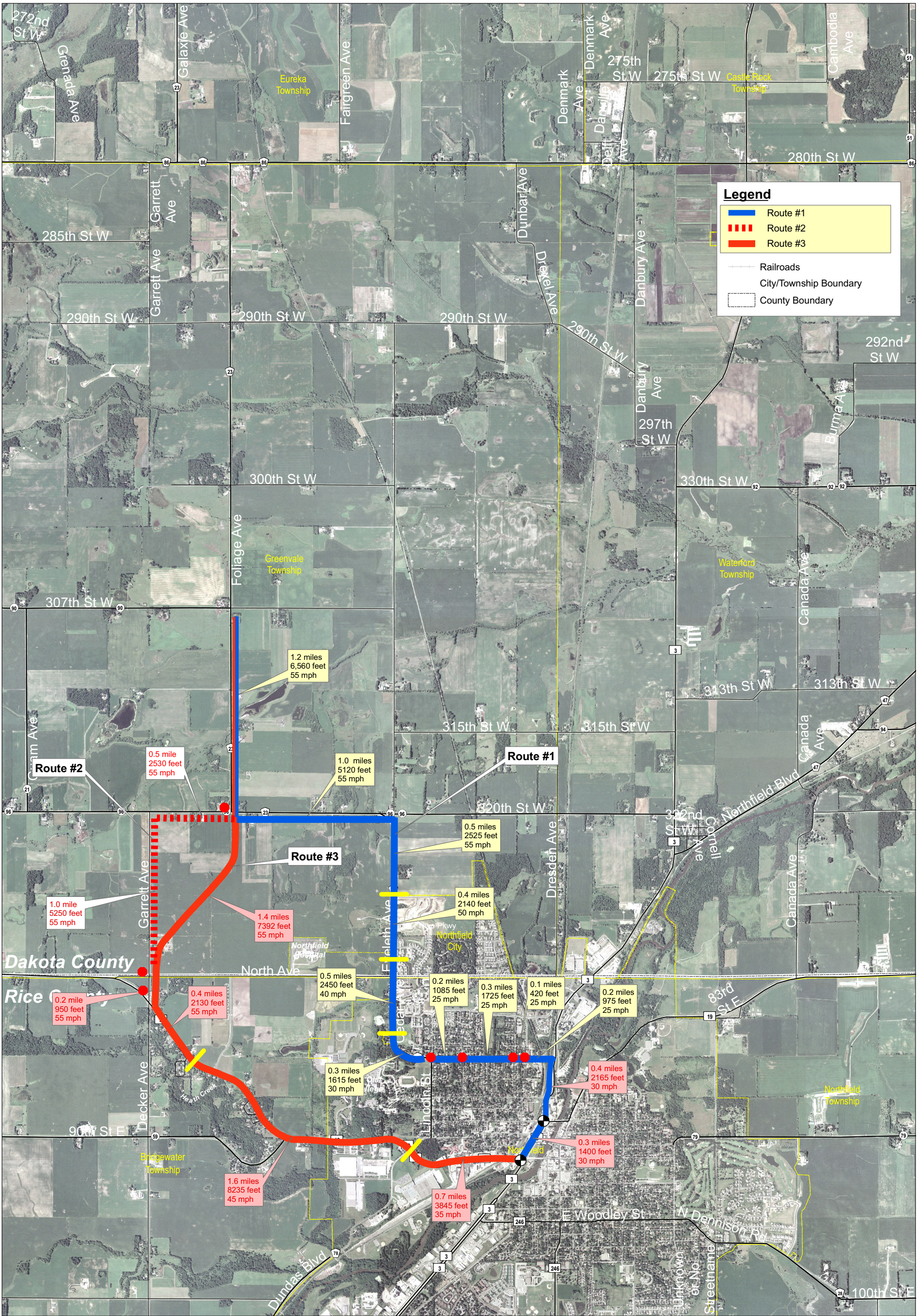
Figure 8

Recommended Alignment for NW Northfield Study & City of Northfield's Planned Transportation Network

6.3.1 Northwest Northfield CSAH 23/43 North-South Connection

The final alternative screening compared the Alternative 2 and refined Alternative 3 alignments using the following criteria:

- **Compatibility with City's Planned Economic Development Area**—The new highway right-of-way for Alternative 3 is largely within the area planned for economic development. This simplifies the right-of-way acquisition process for Alternative 3 and makes it an integral part of the supporting roadway network within the City's planned development area. Alternative 2, located north of the planned development area would require right-of-way from land not planned for development and a new road on this alignment would not support the land development to the south.
- **Ability to Implement with Planned Development**—Alternative 3 is located within the City's planned economic development area and a request by a landowner to be annexed into the city confirms the near-term plans for development. Alternative 2 is outside of the area planned for development and therefore a roadway on new alignment would not be considered a benefit.
- **Miles of Road Construction Required to Provide Connectivity**—Alternative 3 requires the construction of approximately 1.4 miles of new roadway to make the Garrett-Foliage Connection (TH 19 to 320th Street). Alternative 2 requires the construction of almost 2.4 miles of new construction (TH 19 to just south of 307th Street). Based on typical county highway construction costs, implementing Alternative 2 would cost approximately \$1.5 million more than Alternative 3.
- **Alignment Impacts**—While Alignment 3 has more total parcels impacted, the number of parcels on the new alignment is less than Alternative 2. Alternative 3 impacts more parcels because it follows existing Foliage Avenue for a further distance, and would require minimal right-of-way on either side for expansion, but not total parcel acquisition.
- **Ability to Attract Regional Trips** – The ability to divert traffic from the existing CSAH 23/43 alignment in Northfield is a function of providing a travel path with shorter travel times and fewer indirect movements. Travel times were collected on July 11, 2008 for two existing travel routes into Northfield shown in **Figure 9**.
 - Route #1 is the existing, signed CSAH 23/43 starting at the intersection of CSAH 23/Foliage Avenue and 307th Street, follows the signed CSAH 23 route along 320th Street and Eveleth Avenue into the city limits of Northfield, then used Greenvale Avenue and TH 3 to downtown Northfield. This route was 5 ¼ miles long and took an average of 8 minutes to travel that included delay at multiple turns, stops and traffic signals.
 - Route #2 was from the intersection of CSAH 23/Foliage Avenue and 307th Street, and used 320th Street, Garrett Avenue, and TH 19 into downtown Northfield. This route had an average total travel time of 8 ½ minutes and included approximately 5 ½ miles.



Northwest Northfield Highway Corridor Study

Figure 9
Travel Time Routes

- Route #3 provides a direct connection from Foliage Avenue to Garrett Avenue and then follows TH 19 into downtown Northfield. This route would be approximately 5 ¼ miles and was estimated to be approximately 7 ½ minutes of travel time.

With the shortest travel distance and travel time, Route 3 provides a travel time advantage that would result in the greatest probability of diverting traffic out of the residential neighborhoods along CSAH 23/43. Based on the ability to support the City’s planned development and the lower level of road construction necessary to make the Garrett-Foliage connection, Alternative 3 is recommended as the preferred alignment for the Northwest Northfield Study area.

6.3.2 Northern Connection—Long-term Corridor Identification

Alternative 3 is the recommended preferred alignment up to CSAH 86/280th Street, based on the number of parcel severances and wetland impacts, as well as the avoidance of FNAP lands. North of CSAH 86, future study of a new CSAH 23 alignment is recommended.

The future study would assess impacts at a level of detail appropriate for a corridor identification study. Initial investigation of impacts conducted for this study indicate that development of a continuous CSAH 23 alignment has potential to result in parcel severances and wetland impacts. For consistency with County planning practices, the alignment up to CSAH 86 and the recommended future study area will be added to the County’s Comprehensive Transportation Plan. Future study would be required if township zoning ordinances change, if development is proposed in the area, or if the physical condition or safety of either CSAH 23 or CSAH 86 indicated the need for improvement.

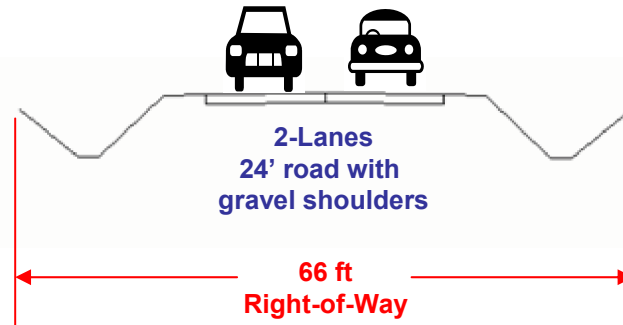
7.0 Roadway Characteristics for Recommended Alternative

The existing CSAH 23/43 is currently a two-lane road, with 66-foot right-of-way in the rural area north of 320th Street. The existing highway and right-of-way widths are shown in **Figure 10**. This roadway design does not meet the County’s current roadway design standards.

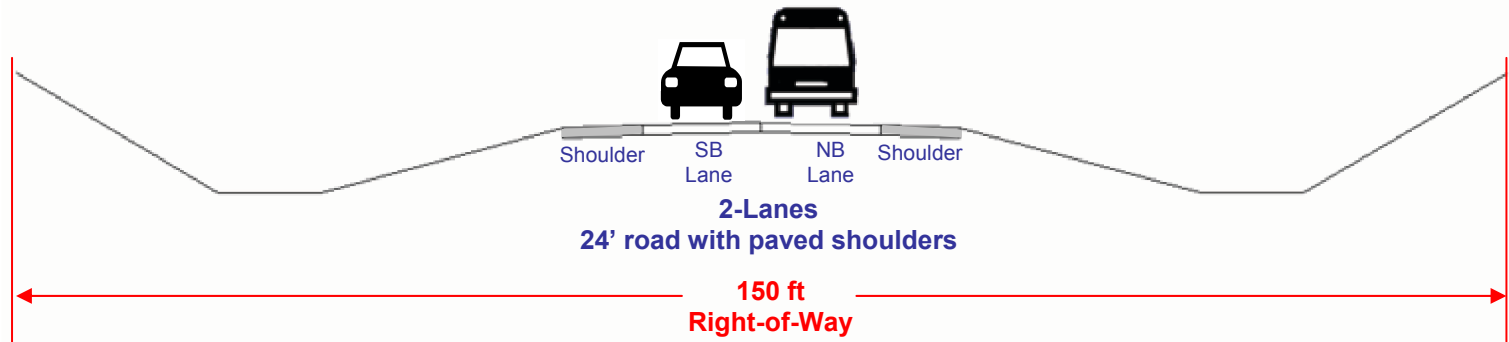
When Dakota County re-constructs CSAH 23 from the northern project limit (in Eureka Township) to the Northwest Northfield Study Area, it is anticipated that the County would use a two-lane rural highway design. The forecasted traffic volume (6,200 vehicles per day) is less than the volume established by Dakota County requiring construction of a multi-lane roadway. Also, the two-lane design would accommodate the continued rural land uses that are planned for this area. **Figure 10** includes an example of typical highway and right-of-way widths that Dakota County uses for this roadway type. Characteristics for the rural two-lane roadway include:

- 36-foot highway (including one lane of highway in both directions and shoulders)
- Approximately 150-foot right-of-way
- 55 mph design speed
- Left and right turn lanes at intersections high volume intersections

Existing CSAH 23/43
Rural Section



Future CSAH 23/43
Rural Section
(North of 320th Street)



Future CSAH 23/43
Urban Section
(South of 320th Street)

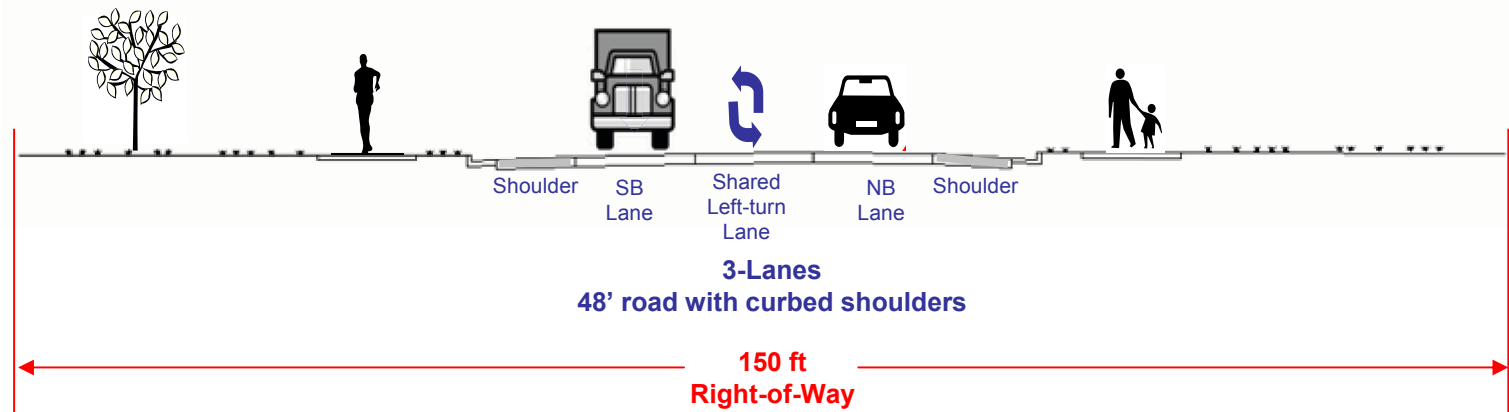


Figure 10
Typical Cross-sections

As noted throughout this study, the Northfield is anticipating that the northwestern part of the city will continue a trend of increased urbanization and future development. Dakota County, Rice County, and the City of Northfield would most likely consider a two-lane roadway designed to accommodate the forecast traffic volume (9,900 vehicles per day) and the urban land uses planned for this part of the CSSAH 23/43 alignment. Highway and right-of-way widths for an urban two-lane roadway are shown on **Figure 10**. Characteristics for the urban, three-lane roadway include:

- 48-foot highway (including one lane of highway in both directions, a shared left-turn lane, and curb and gutter)
- Approximately 150-foot right-of-way
- 35 mph design speed

The highway and right-of-way widths shown in **Figure 10** would best address operational and safety issues, and are consistent with the long-range plans of Dakota and Rice Counties.

8.0 Coordination with Future Studies & Projects

As noted in Section 1.2.4, this study was developed within a larger planning context, which includes potential projects by Dakota and Rice Counties, the City of Northfield, Mn/DOT, and others. Several comments were received from the PMT and/or the public during development of this study regarding the need for agency coordination; these are summarized below:

- **Need for Supporting Roadway Network**—The PMT noted throughout the study process that in addition to planning for a future north-south CSAH 23/43 alignment, a more complete transportation network would be needed in the Northwest Northfield Study area to support planned development. The City of Northfield has identified a potential local roadway network that would serve Northwest Northfield. This network of local roads is shown on **Figure 8**, along with the Recommended CSAH 23/43 alignment.
- **Potential Safety Issues at TH 19 and Re-aligned CSAH 23/43**—During development of this study, potential safety issues at the intersection of TH 19 and re-aligned CSAH 23/43 (on Garrett/Decker Avenues) was raised by the PMT and the public. Dakota County, Rice County, and the City of Northfield are aware of these issues and will work with Mn/DOT to address intersection design during the next phase of project development for CSAH 23, right-of-way preservation.
- **Study Alignments of TH 19**—Several times, the idea of re-aligning TH 19 to various locations was raised. Mn/DOT District 6 noted that the agency intends to study the location of the TH 19 alignment within the next few years. In late July 2008, Mn/DOT completed the *Northfield Area Access Management and Safety Plan for MN 19*.

9.0 Timing of Future Actions

9.1 Activities to Support Recommended Improvements

Table 5 provides general time frames for future actions CSAH 23/43 alignment.

TABLE 5
Timeline for Future Action for the CSAH 23/43 Recommended Alignment

Timeframe	Years	Action
1-2 Years	2009-2010	City of Northfield will complete a Master Plan for the NW Northfield Study area, which includes the 530 acres of land recently annexed by the City, including preservation of right-of-way for public roadways in the area.
3-5 Years	2011-2013	City of Northfield anticipates that development proposed for the NW Northfield Area will begin. The CSAH 23 alignment recommended in this study will be developed concurrently with this development.
5-10 Years	2013-2018	City of Northfield anticipates that development proposed for the NW Northfield area will be completed and operational. A supporting roadway network for this area will also be built during this time frame.

The schedule for implementing recommendations made in this study varies by area. Any future roadway construction will be coordinated with development. When the level of development in this area warrants, city services, including an improved CSAH 23/43 alignment with a supporting roadway network, will be constructed.

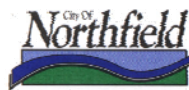
In the Northern Study Area, a new alignment study area will be identified on the County's Plat Review Needs Map and in the County's Transportation Plan (see **Figure 8**). A study of this vicinity will be completed when township zoning ordinances change, when development is proposed in the area, or when the physical condition or safety of CSAH 23 or CSAH 86 points toward the need for improvements.

9.2 Right-of-Way Acquisition

The acquisition of right of way for transportation facilities requires significant financial resources and is a time-consuming process. Without policies to guide an orderly process, needed improvement to the transportation system can suffer costly delays. In order to preserve the right-of-way required to implement the portion of CSAH 23 within Dakota County, the County will utilize available right-of-way preservation tools, including plat dedication for highway corridors to minimize future right-of-way acquisition costs. This means that if land owners along the recommended alternative propose to subdivide their land to facilitate development, Dakota County will require dedication of a highway corridor in the plan. In general, Dakota County will use right-of-way preservation tools to minimize future right-of-way acquisition costs.

10.0 Summary

This report will serve as a planning tool for Counties, Cities, Townships, St. Olaf College, and State, as they move forward with related studies and projects. Below is a summary of recommendations derived through the Northwest Northfield Highway Corridor Study.



10.1 Northwest Northfield CSAH 23/43 North-South Connection

Based on the initial screening, Alternatives 1, 4 and 5 were eliminated based on “Fatal Flaws” such as impacts to Dakota County FNAP lands and inconsistency with existing plans and agreements. Refinements were then considered for the remaining Alternatives 2 and 3 in an effort to minimize parcel impacts.

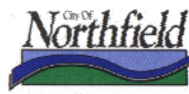
The final screening compared the two alternatives based on the planned development and parcel impacts. In the area at the south end of the study corridor Alternative 3 (refined) is the recommended preferred alignment primarily because of the proximity to and support for planned development by the City of Northfield and because it presents the greatest opportunity for diverting traffic from the existing CSAH 23/43 alignment. It is expected that project development for this improvement to CSAH 23 would be done concurrent with the planned land development activities.

10.2 Northern Connection—Long-term Corridor & Future Study Area Identification

As noted earlier, the initial reason for undertaking this study was to identify a continuous north-south connection of CSAH 23/43, in the area between TH 19 and CR 96/320th Street. However, based on comments received at the first Public Open House, the PMT decided to also examine potential future alignments of CSAH 23 north of CR 96/320th Street, which resulted in the addition of the Northern Area to this study.

Alternative 3 is the recommended preferred alignment up to CSAH 86/280th Street, based on the number of parcel severances and wetland impacts, as well as the avoidance of FNAP lands. For consistency with County planning practices, this new alignment will be added to the County’s Comprehensive Transportation Plan to protect the alignment from any future development.

CSAH 23 and CSAH 86 do not currently experience operational or safety issues. However, this may change if traffic volumes increase. As such, the area north of CSAH 86/280 Street is recommended for a future CSAH 23 alignment study. This area will be identified on the County’s Plat Review Needs Map and in the Transportation Plan. The study will take place when township zoning ordinances change, when development is proposed in the area, or when the physical condition or safety of either CSAH 23 or CSAH 86 in this area indicates the need for improvement.



**Attachment A—Summary of Public Comments from Open
Houses (January 31, 2008, May 1, 2008 & July 31, 2008)**

	CSAH 23												Improve TH 19			Improve CR 96		
	Extend CSAH 23/Foliage Ave to North Ave	Connect CSAH 23 S. to Eaves	Connect CSAH 23 to Hwy 19	Connect CSAH 23 west to Garrett-Decker	Improve/Pave N-S route from Lakeville to hospital	Consider CR 23 extension from north of study area (Eureka Twp.)	Widen CSAH 23/Foliage Ave	Improve Eaves to carry traffic to Hwy 19	Consider Residents along Decker if improved	Do not connect Cedar Ave to Decker via Eaves	Stipulations for TH 19/Eaves b/w City & Mn/DOT	Re-do overlay on CSAH 23 in conjunction with CR 96 Project	Don't close CSAH 23 in area 1/4 mile south of church	Widen Hwy 19	Move TH 19 north of Northfield for through traffic; 1-2 miles	North Ave. trail used by many. Trail south to TH 19 should be continued along TH 19 east to 5th St. if there's reconstruction	Connect/Pave CR 96 from Cedar/CSAH 23 to Hwy 3	Extend North Ave. to TH 3
Card 1	✓							✓										
Card 2																	✓	
Card 3			✓														✓	
Card 4		✓												✓	✓			
Card 5				✓													✓	
Card 6																		
Card 7												✓						
Card 8																		
Card 9																		
Card 10					✓												✓	
Card 11				✓					✓						✓		✓	
Card 12																	✓	
Card 13																		
Card 14																		
Note A1															✓			
Note A2							✓											
Note A3																✓		
Note A4													✓					
Note A5								✓										
Note A6		✓																
Note A7																		
Note A8													✓					
Note A9						✓												
Note B1																		
Note B2					✓												✓	
Note B3				✓													✓	
Note B4																	✓	
Note B5											✓							
Note B6																		
Note C1		✓		✓														
Note C2																		
Note C3																	✓	
Note C4				✓													✓	
Note C5			✓															
Note C6			✓															
Note C7																		
Note C8																		✓
Note C9																		
	1	3	3	5	2	1	1	1	1	1	1	1	1	2	3	1	9	1

	Address Safety/Speed Issues					Multi-Modal Issues			Other		
	Improve safety on Falk Ave (Cedar)	Turn back CH 43/CR 23 to City	"Undo" speed increase on CH 43/CR 23 within City Limits - too many access points; road to narrow; too much cross traffic	Hwy. 246 - Cut the MPH before middle school (after Jefferson 4-way stop -55 MPH)	Put sign indicating "End 30 MPH" on Armstrong Rd.-south to Dundas	Remove traffic from Cedar to west	Put walk/bike trail on E. 90th Rd.	Extend Ped/Bike trail along North Ave. if construction	Light Rail on PGR RR	Why is Jefferson Blvd. Bridge still under consideration?	Extend study area farther north
Card 1											
Card 2											
Card 3											
Card 4											
Card 5											
Card 6	✓										
Card 7											
Card 8		✓	✓								
Card 9				✓	✓						
Card 10											
Card 11											
Card 12						✓					
Card 13											✓
Card 14									✓		
Note A1											
Note A2											
Note A3											
Note A4											
Note A5											
Note A6											
Note A7											
Note A8											
Note A9											
Note B1											
Note B2											
Note B3											
Note B4											
Note B5											
Note B6	✓										
Note C1											
Note C2											
Note C3											
Note C4											
Note C5											
Note C6											
Note C7		✓									
Note C8											
Note C9											
	2	2	1	1	2	1	1	1	1	1	1

NW Northfield Open House #2 (05/01/08) Summary of Comments

Comment #		Favors Alternative					Against Alternative						
		Favors Alt. 3 - [some noted it provides best balance b/w meeting purpose of extending road and minimizing impacts (e.g., wetlands, residents)]	Favors Alts. 1, 2, & 3, however, recognizes environmental issues with Alts. 1 & 2	Favors Alts. 1, 2, & 3 - Good connection to TH 19; bypasses most St. Olaf issues	Alt. 2 - 2nd best option	Favors most direct route to TH 19; would best relieve neighborhood congestion (Lincoln St.)	Against Alts. 1 & 2 - runs through farm/home	Against Alt. 1A Route - impacts too many wetlands	Against "B" route (CSAH 23 meets CR 86) - concerns with: 1) intersection at CR 86, 2) future land values and ability to do anything with land due to uncertainty of road (dad owns farm)	Against Alts. 4 & 5 - impacts to St. Olaf; Heath Creek; Rice Creek (Alt. 5); St. Olaf Community opposed to both alternatives	Against Alt. 5 - St. Olaf community disapproves of Eaves realignment, regardless of earlier commitments of possibly allowing future Eaves realignment	Against Alt. 5 - Impacts St. Olaf Natural Lands & organic farm; would impede recreational & academic activities; separates lands from rest of campus	Against Alt. 5 - would endanger character of St. Olaf; inconsistent with ideas of restoration & sustainability
1	Card 1	✓											
2	Card 2			✓									
3	Card 3	✓							✓				
4	Card 4	✓											
5	Card 5	✓								✓	✓	✓	
6	Card 6	✓								✓			
7	Card 7	✓			✓				✓				
8	Card 8	✓							✓				
9	Card 9						✓						
10	Card 10	✓						✓					
11	Card 11								✓				
12	Card 12												
13	Card 13												
14	Card 14					✓							
15	Card 15												
16	Card 16												
17	Card 17												
18	Map 1												
19	Map 2												
20	E-mail 1												
21	E-mail 2	✓	✓						✓		✓		
		9	1	1	1	1	1	1	1	4	2	2	1

- * 9 of 21 commentors in favor of Alternative 3
- * 2 commentors concerned with Alternative 1 &/or 2 impacts to farm/home & wetlands
- * 1 commentor concerned with "B" routing
- * 4 commentors against Alternatives 4 and 5
- * 2 commentors against Alternative 5

NW Northfield Open House #2 (05/01/08) Summary of Comments

		Engineering			Other						TH 19-Related		
Comment #		North "B" Connection - Potential slope issue at north end diagonal	Alt. 3 - Move south diagonal tight to south side of south wetland	Alt. 3 - Quantify time, cost, etc. benefit of continuous connection (southern diagonal) to Garrett vs. jogged system	Use/improve existing roads (e.g., CSAH 23) as much as possible	Each alternative has advantages & disadvantages	Preserve farmland from roads; must protect food producing land from roads & housing	Consider effect of unbridled development on Minnesota's economy	Northfield development has impacted wetlands & caused erosion on Woodley Ave.; can't ignore environmental issues	Plan for commuter bike trail off road, or wide shoulders	Alt. 3 - Consider using CSAH 23 alignment to get TH 19 north to CR 96 where TH 19 would head east	Align Eastbound TH 19 with North Ave. Develop 5-leg roundabout for: both legs of TH 19, Garrett, Decker, & North Aves.	Coordinate with Mn/DOT re: timing of intersection plans & overlay in 2010; Coordinate with City Sorem development to accommodate roundabout; determine when 4 lanes will be built on TH 19
1	Card 1												
2	Card 2												
3	Card 3												
4	Card 4		✓										
5	Card 5												
6	Card 6												
7	Card 7												
8	Card 8												
9	Card 9				✓								
10	Card 10				✓								
11	Card 11												
12	Card 12												
13	Card 13									✓			
14	Card 14					✓							
15	Card 15						✓	✓					
16	Card 16							✓					
17	Card 17								✓				
18	Map 1	✓											
19	Map 2			✓									
20	E-mail 1										✓		✓
21	E-mail 2												
		1	1	1	2	1	1	1	1	1	1	1	1

NW Northfield Open House #3 (07/31/08) Summary of Comments

		Recommended Alignment					TH 19		
Comment #		Favors Garrett/Decker alignment for the north-south CSAH 23/43 alignment	Favors proposed east connection to Hwy. 3	Northfield needs "Ring Road;" 320th St. should be used for north side of ring road	Concerned about skewed intersection at TH 19 & Proposed Garrett/Decker alignment; safety issues	West to East movement of Alternative 3 should be moved farther north	Would like TH 19 re-routed/straightened to CR 96; remove east west truck traffic from Northfield streets	Wants TH 19 moved north and a round-about at intersection of TH 19 and proposed CSAH 23/43 alignment	TH 19 should be routed north before any updates are made to TH 19 west of Northfield. Plan along with new "Iron Bridge" near Waterford; enlarge "Iron Bridge" and create seamless link b/w TH 19 west & east
1	Card 1	✓		✓					
2	Card 2		✓						
3	Card 3					✓			
4	Card 4			✓			✓		
5	Card 5	✓							✓
6	Card 6								
7	Card 7								
8	Map 1				✓				
7	Map 2				✓		✓		
10	Map 3							✓	
		2		2	2	1	2	1	1

		Community & Environment				
Comment #		Truck traffic is increasingly heavy in NW Northfield Area	Current CSAH 23/43 route dumps high speed traffic into residential neighborhoods	Regrets that farms will be impacted, but road is badly needed	Pleased that no road is planned through St. Olaf's nature lands	"Department of Care & Trucks" mentality; we need more transit and ped/bike options; see "The End of Suburbia" before designing
1	Card 1					
2	Card 2	✓		✓		
3	Card 3					
4	Card 4				✓	
5	Card 5		✓			
6	Card 6					
7	Card 7					✓
8	Map 1					
7	Map 2					
10	Map 3					
		1	1	1	1	

