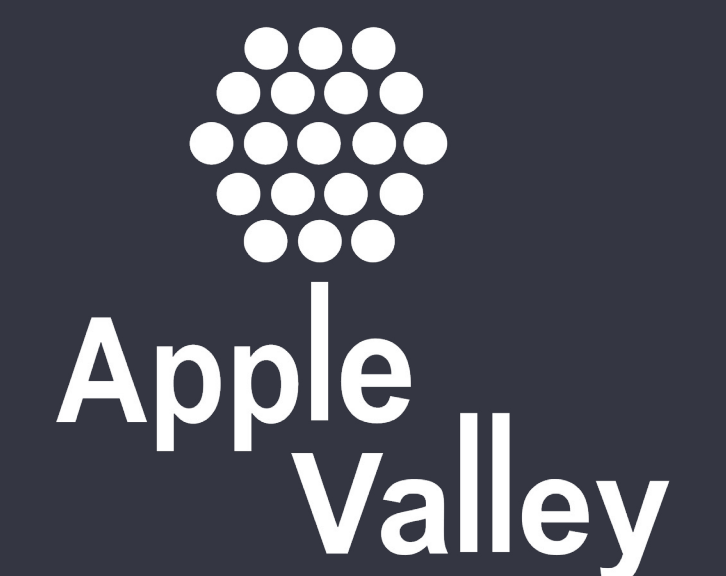


WELCOME

McAndrews Road Trail Study OPEN HOUSE



Project Purpose

To evaluate the future design of McAndrews Road between 140th Street and Galaxie Avenue in Apple Valley, including trail infrastructure, retaining walls, and roadway configuration.

REASON FOR EVALUATION

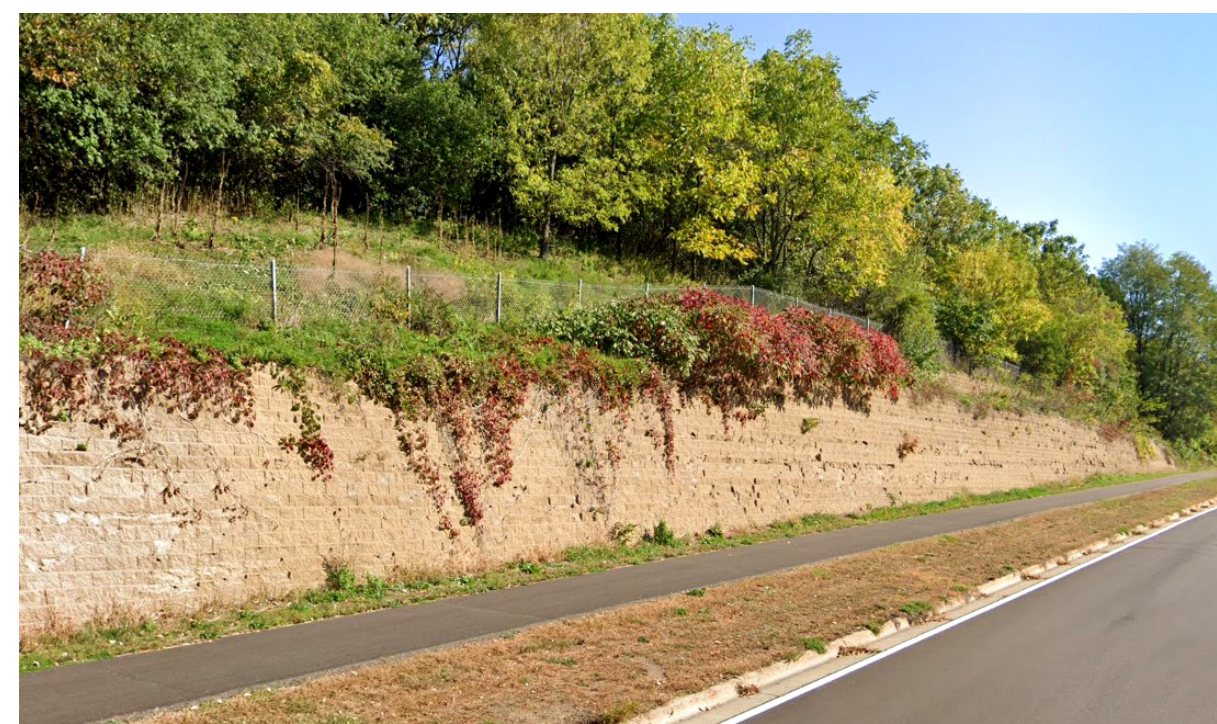
SCOPE OF PROJECT



TRAIL INFRASTRUCTURE

Dakota County's 2040 Transportation Plan identifies the need for a multimodal trail along the south side of McAndrews Road (between Garden View Drive and Galaxie Avenue). Having trails on both sides of County Highways allows for easy pedestrian and bicycle access and reduces need to cross these high speed roadways.

This project will evaluate the feasibility of adding a multimodal trail on the south side of McAndrews Road between 140th Street and Galaxie Avenue.



RETAINING WALLS

The existing retaining walls along this segment of McAndrews Road are deteriorating and/or damaged. The County has programmed these walls for repair or replacement within the next 5 years.

This project will identify a cost-effective rehabilitation or replacement plan for the existing retaining walls along McAndrews Road.



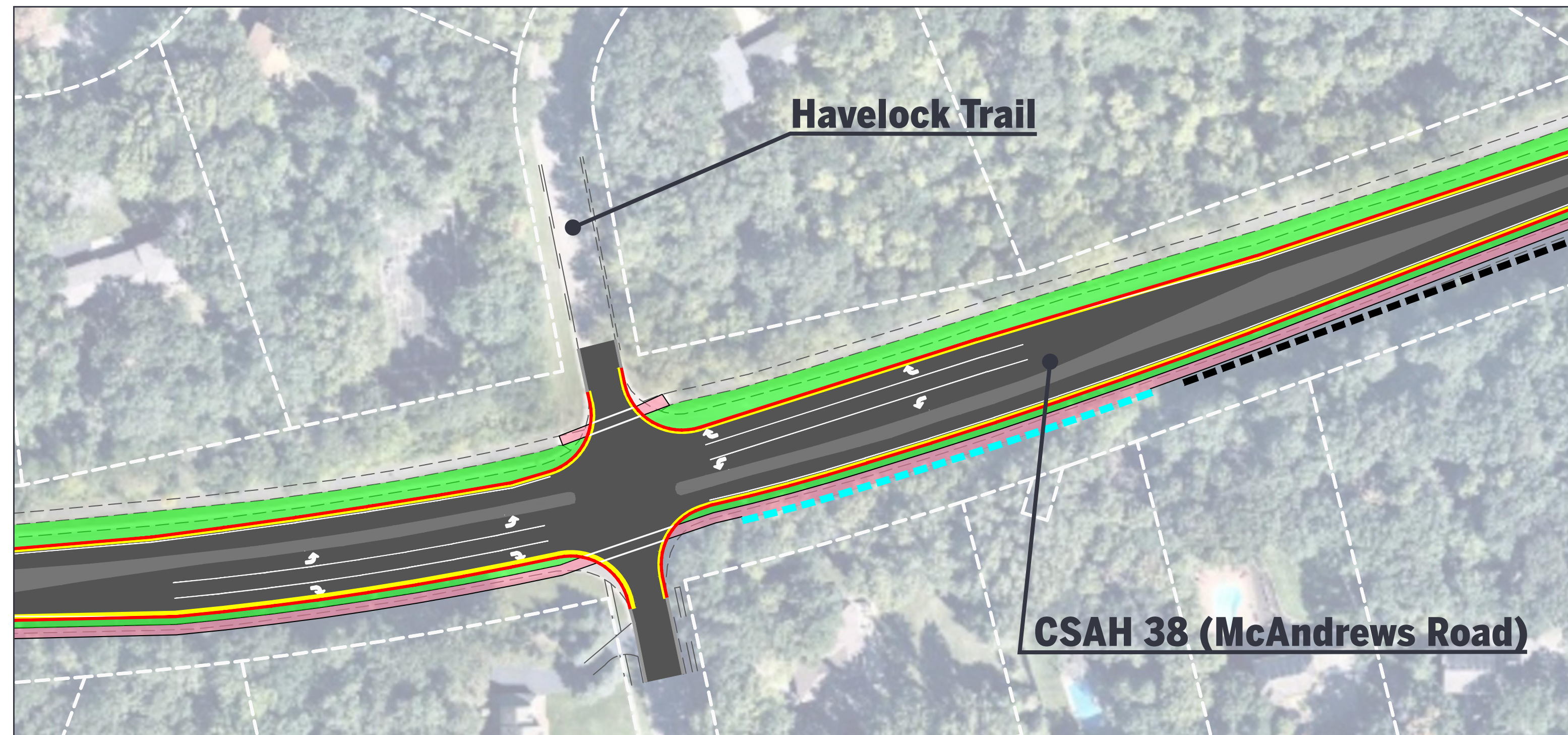
ROADWAY CONFIGURATION

Dakota County's 2040 Transportation Plan identifies this stretch of McAndrews Road for evaluation of a through-lane reduction. A through-lane reduction would provide motor safety, operations benefits, and allow space for a potential multi-use trail.

The project will evaluate a through-lane reduction along McAndrews Road between 140th Street and the Highway 77 Interchange.

Why Consider a Through-Lane Reduction Along McAndrews Road?

TYPICAL MCANDREWS ROAD THROUGH-LANE REDUCTION LAYOUT

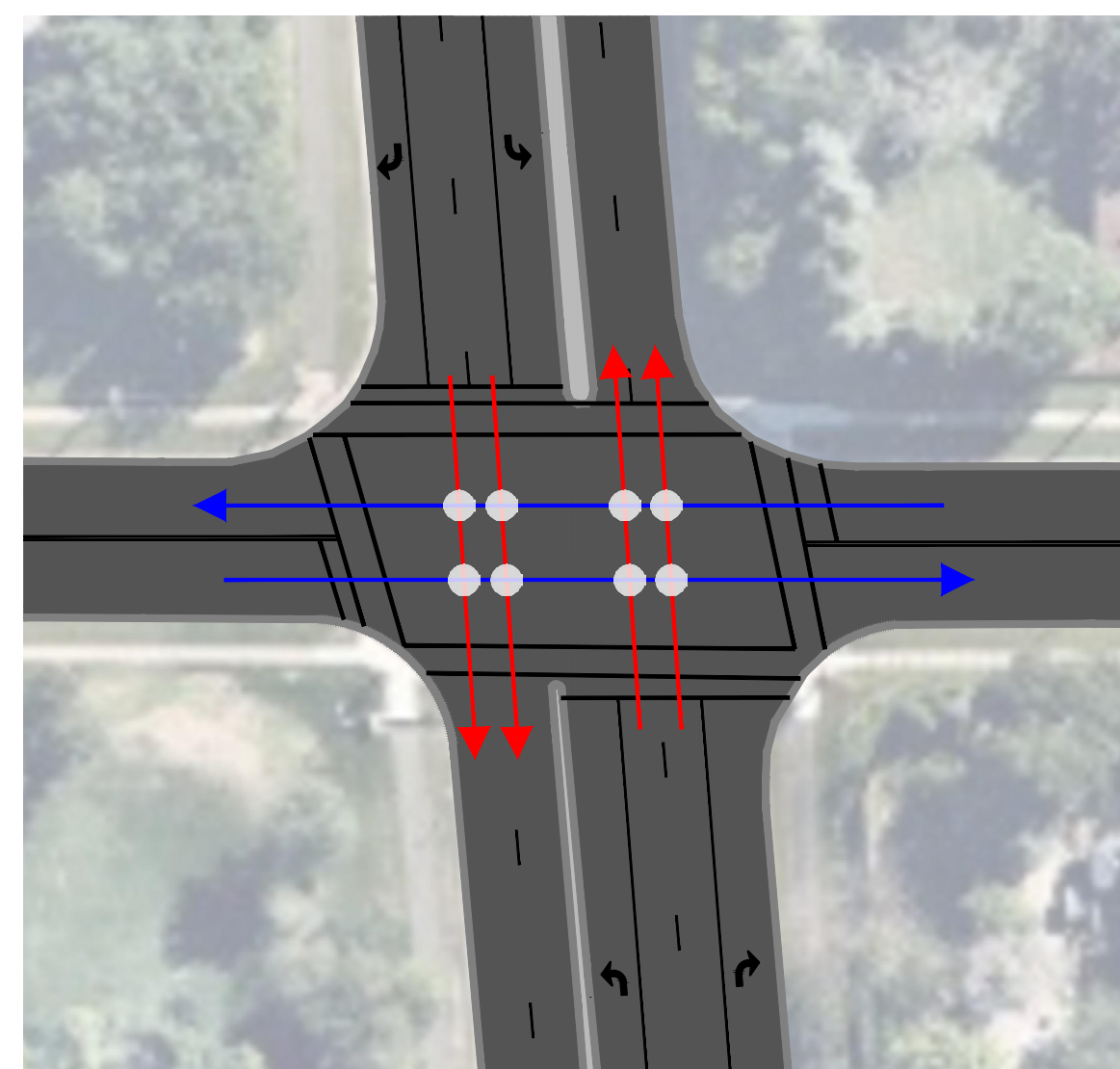


Benefits of a through-lane reduction:

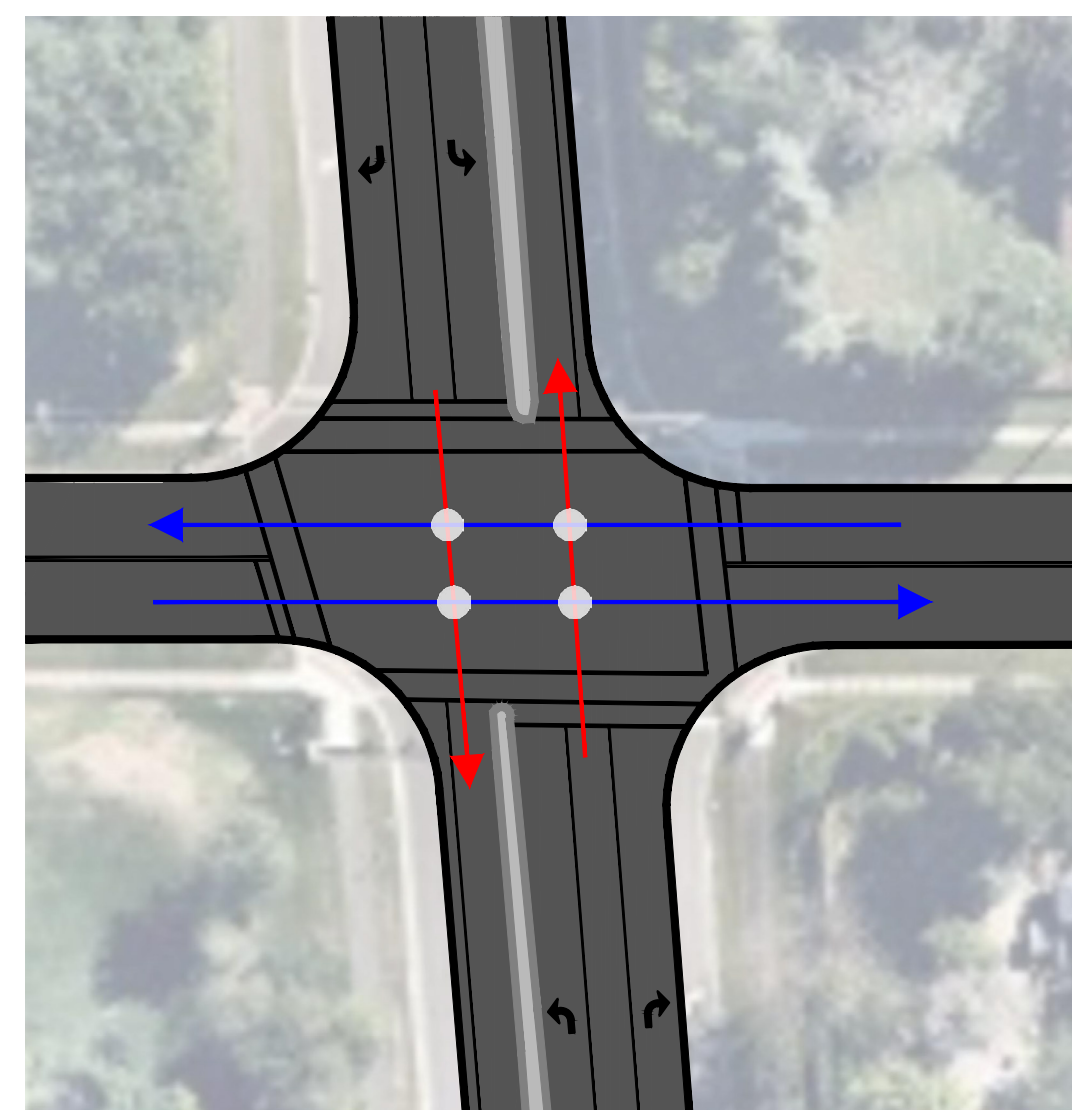
- ▶ Would have a minimal impact on traffic operations. A single through-lane with turn lanes in each direction would be correctly sized for future traffic volumes.
- ▶ Shortens side street crossing distances at intersections, compared to a 4-lane roadway.
- ▶ Provides space for other uses, such as trails.
- ▶ Reduces the number of conflict points. (see below)

REDUCING CONFLICT POINTS

4-LANES WITH TURN LANES



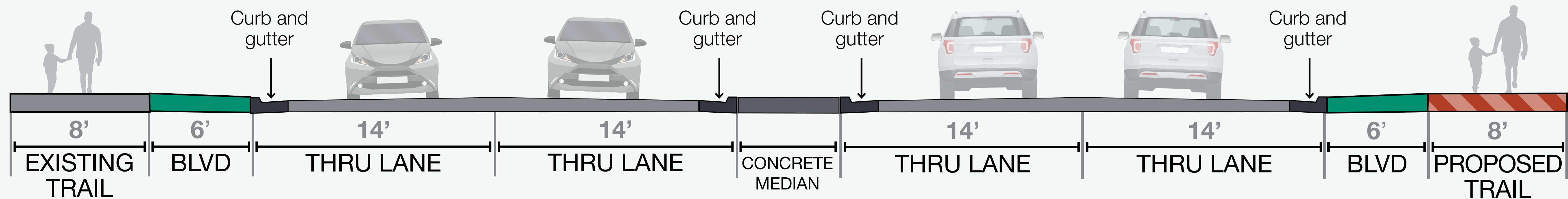
2-LANES WITH TURN LANES



Lane reductions reduce the number of conflict points by reducing the number of lanes vehicles need to intersect to make turns or cross the roadway. Fewer conflict points along a section of road ultimately reduces risk of future crashes.

Note: McAndrews Road only being reviewed for a through-lane reduction between 140th Street and the Highway 77 interchange. Traffic volumes East of Highway 77 warrant a 4-lane section.

Typical Section #1 - Off-Street Trail (No Through-Lane Reduction)



TYPICAL SECTION #1 Garden View Dr to Cedar Ave

Note: See overall project layout for additional Typical Section #1 details and potential trail improvements between Cedar Avenue and Galaxie Avenue.

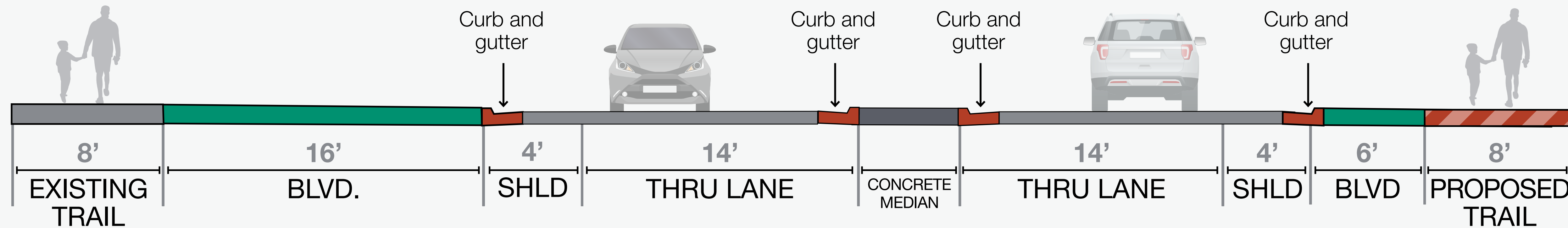
PROS

- ▶ Provides dedicated, off-street trail
- ▶ Requires minimal curb and gutter and pavement reconstruction
- ▶ Can be constructed as a standalone project
- ▶ Minimal impacts to traffic during construction

CONS

- ▶ Requires significant tree clearing/screening impacts
- ▶ Requires temporary easements from multiple properties
- ▶ Multiple new retaining walls would be needed

Typical Section #2 - Off-Street Trail with Through-Lane Reduction



TYPICAL SECTION #2 Garden View Dr to Cedar Ave

Note: See overall project layout for additional Typical Section #2 details and potential trail improvements between Cedar Avenue and Galaxie Avenue.

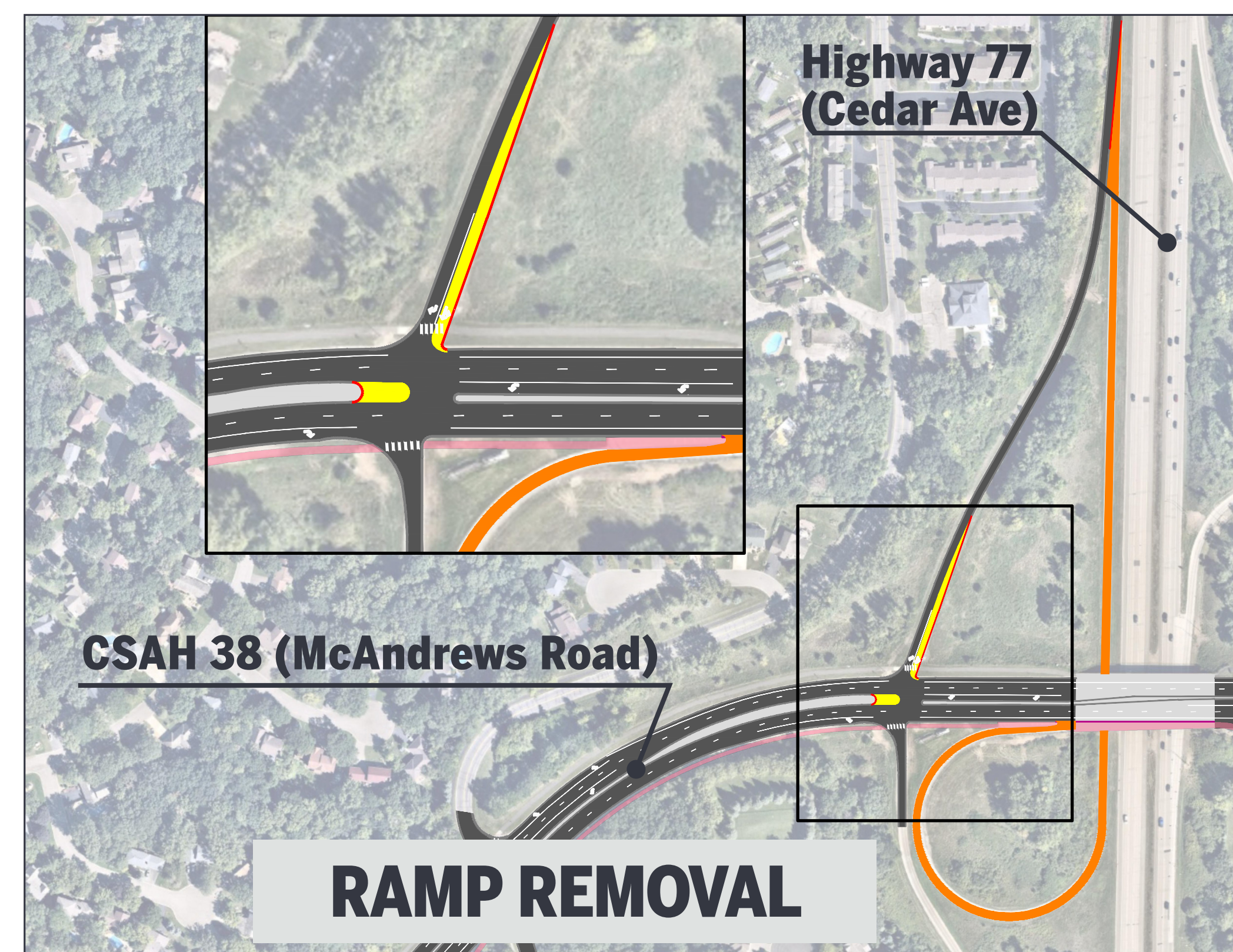
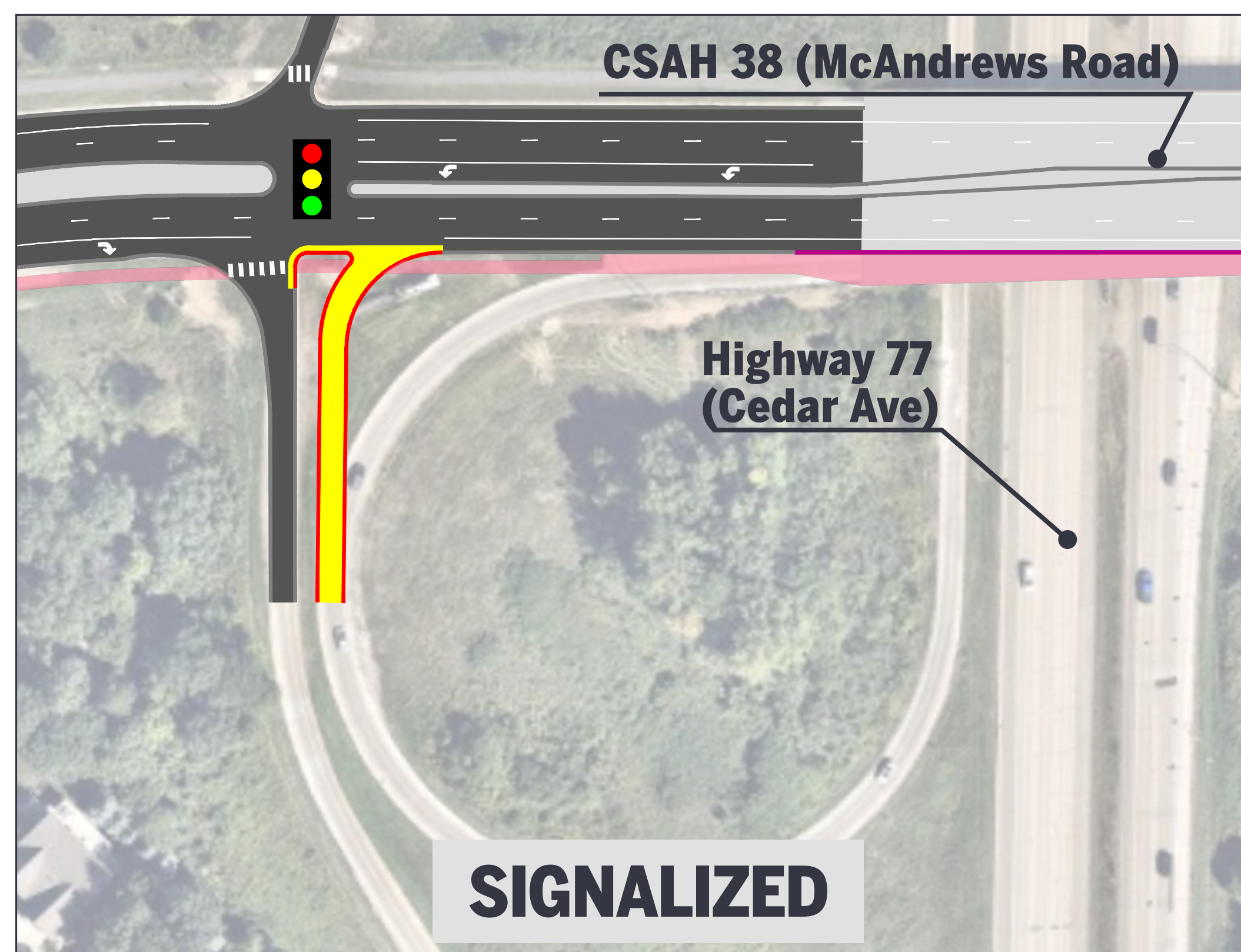
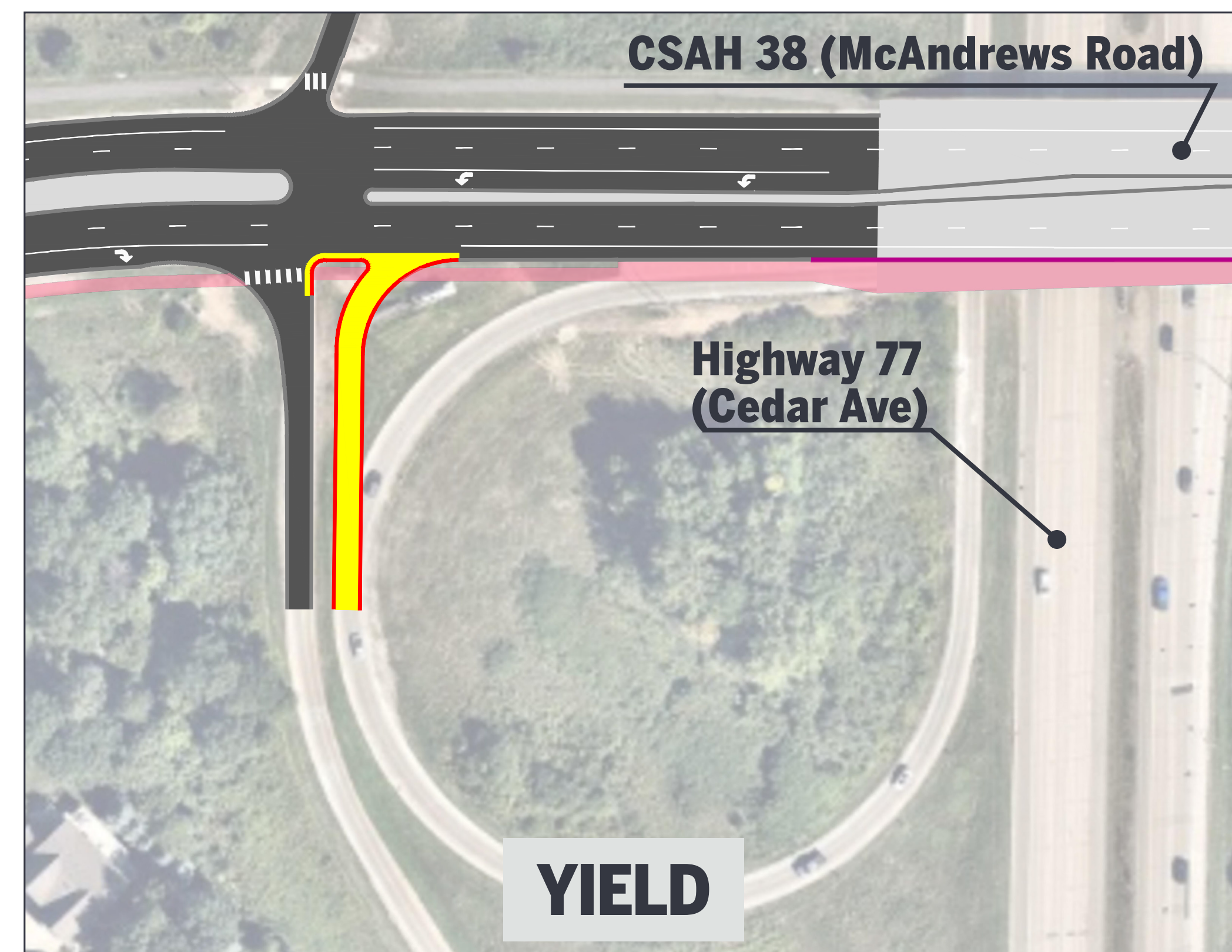
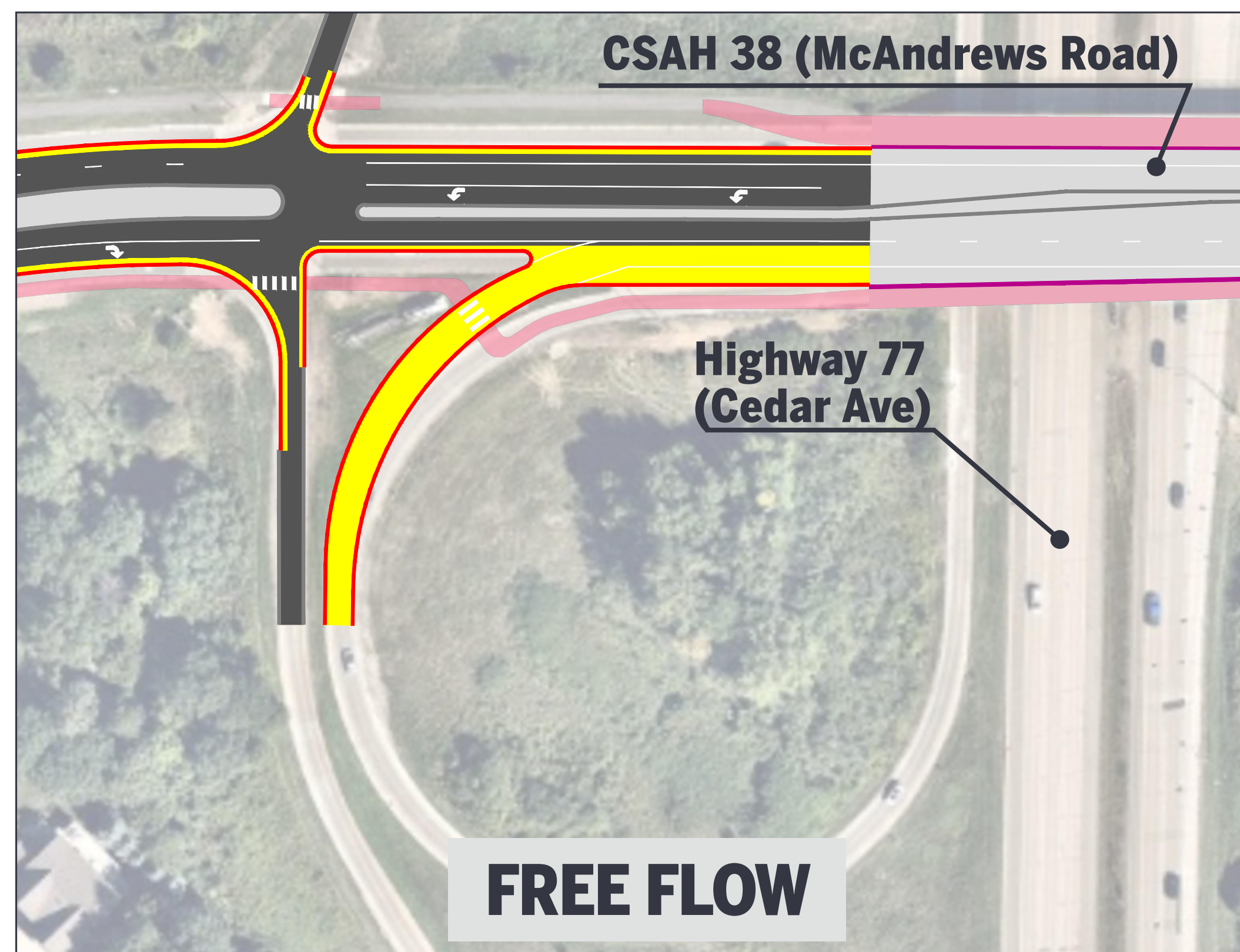
PROS

- ▶ Provides a dedicated, off-street trail
- ▶ Right-sizes roadway for current and future traffic volumes
- ▶ Reduces the need for new retaining walls
- ▶ Limits tree clearing and screening impacts compared to Typical Section #1
- ▶ Limits the need to acquire temporary easement

CONS










- ▶ Best implemented with a larger McAndrews Road roadway reconstruction project
- ▶ Requires reconstruction of curb and gutter, pavement, and utilities along McAndrews Road
- ▶ Traffic impacts during construction are required

Highway 77/McAndrews Road Interchange



- ▶ Modifications to the Highway 77/McAndrews Road interchange are necessary to implement trail improvements.
- ▶ The project team is currently evaluating traffic, constructibility, safety, and operations of multiple different options for the interchange.
- ▶ Additional information on potential interchange modifications will be available at the next open house.

LEGEND

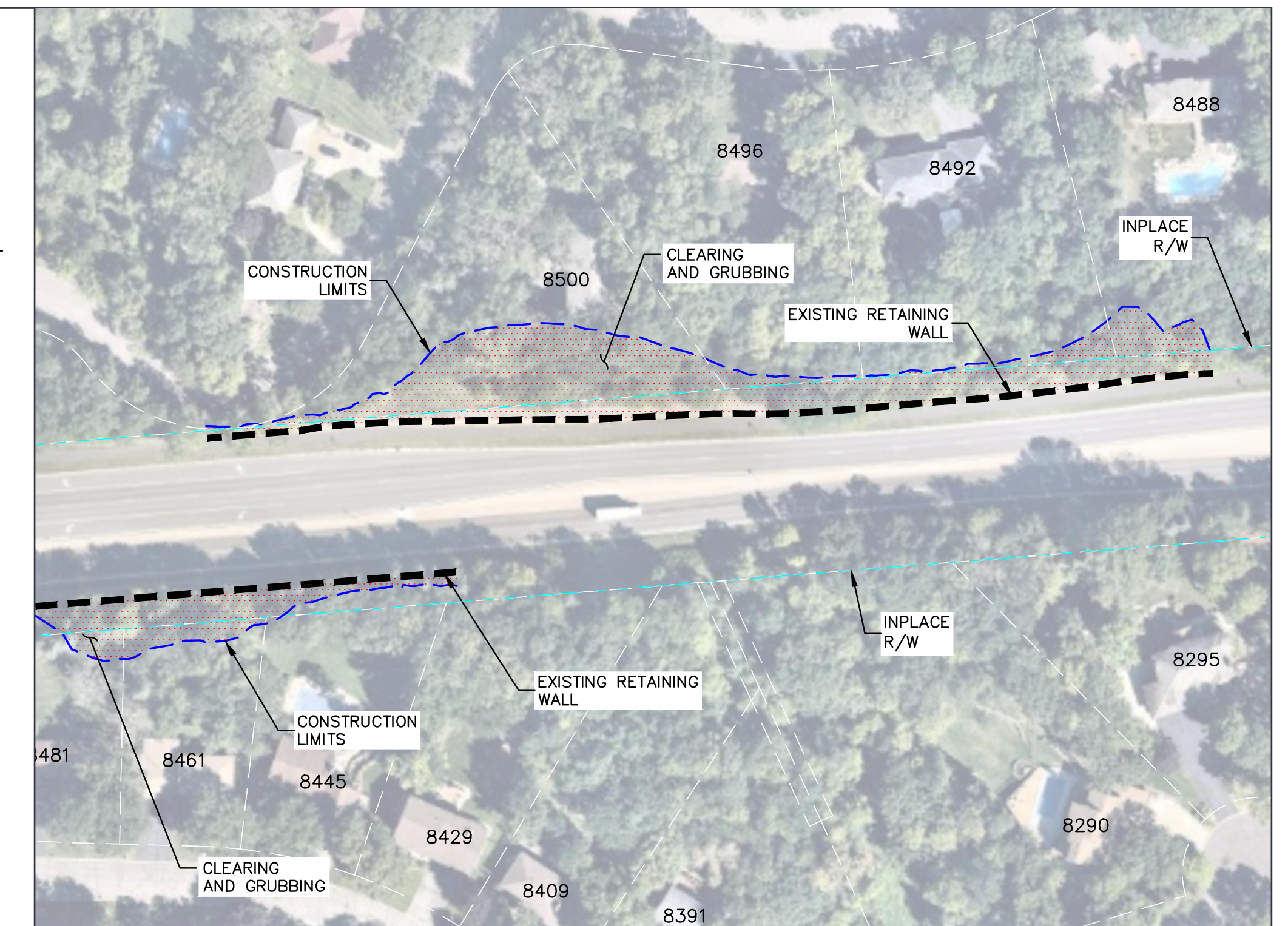
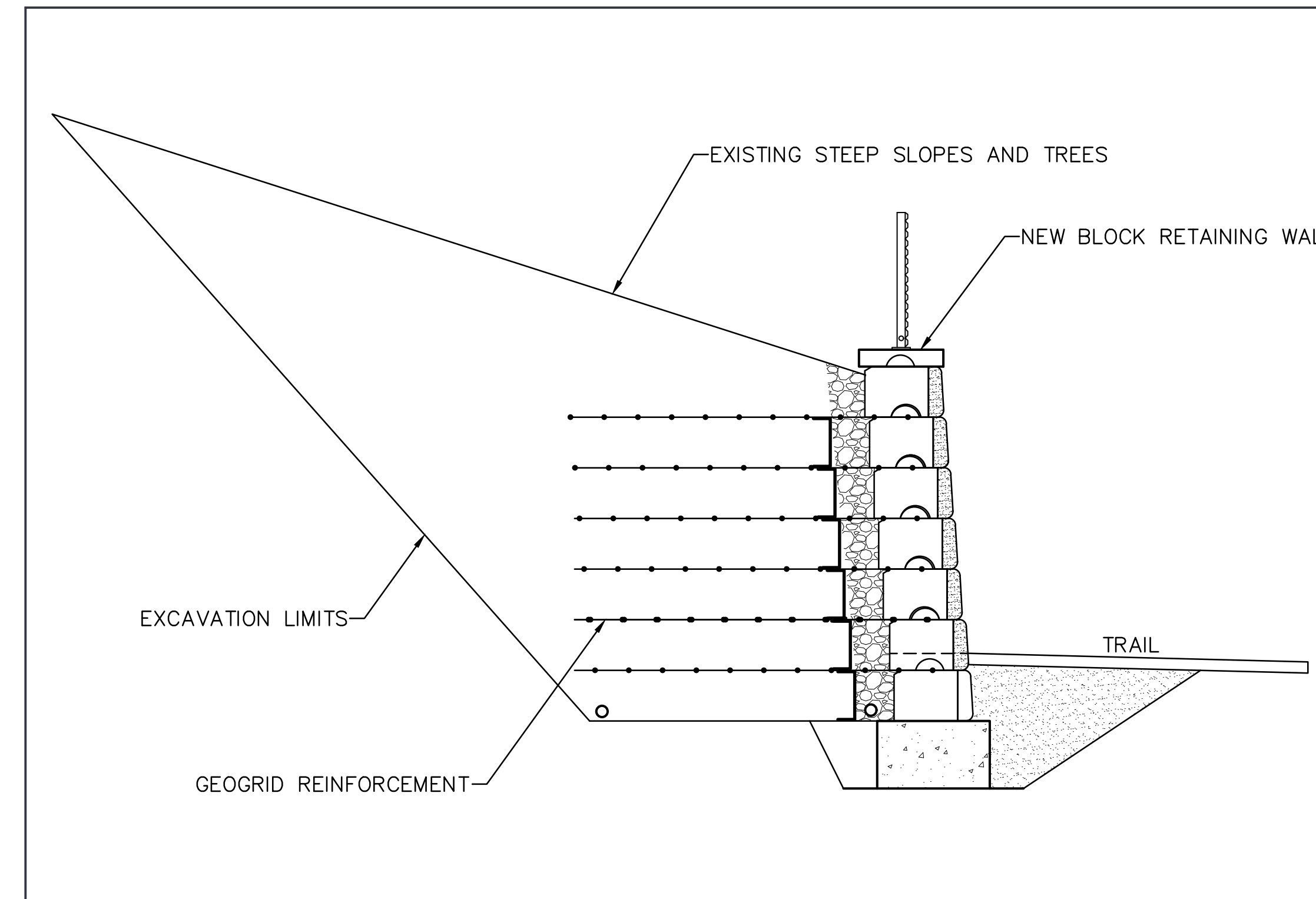
	EXISTING ROADWAY PAVEMENT
	PROPOSED ROADWAY
	EXISTING CONCRETE CURB AND GUTTER
	PROPOSED CONCRETE CURB AND GUTTER
	CONCRETE BARRIER
	PROPOSED TRAILS / WALKS
	EXISTING MEDIAN / CONCRETE PAVEMENT
	RAMP REMOVAL
	PROPOSED TRAFFIC SIGNAL

POTENTIAL INTERCHANGE MODIFICATION CONFIGURATIONS

Retaining Wall Rehabilitation/Reconstruction

- ▶ 3 existing retaining walls constructed in 1991 in project area
- ▶ Typical useful life for small block wall is 25 years
- ▶ These walls are programmed for replacement within the next 5 years
- ▶ Wall options being evaluated based on cost, constructibility, property impacts, tree clearing impacts, and aesthetics.

STANDARD BLOCK WALL RECONSTRUCTION OPTION

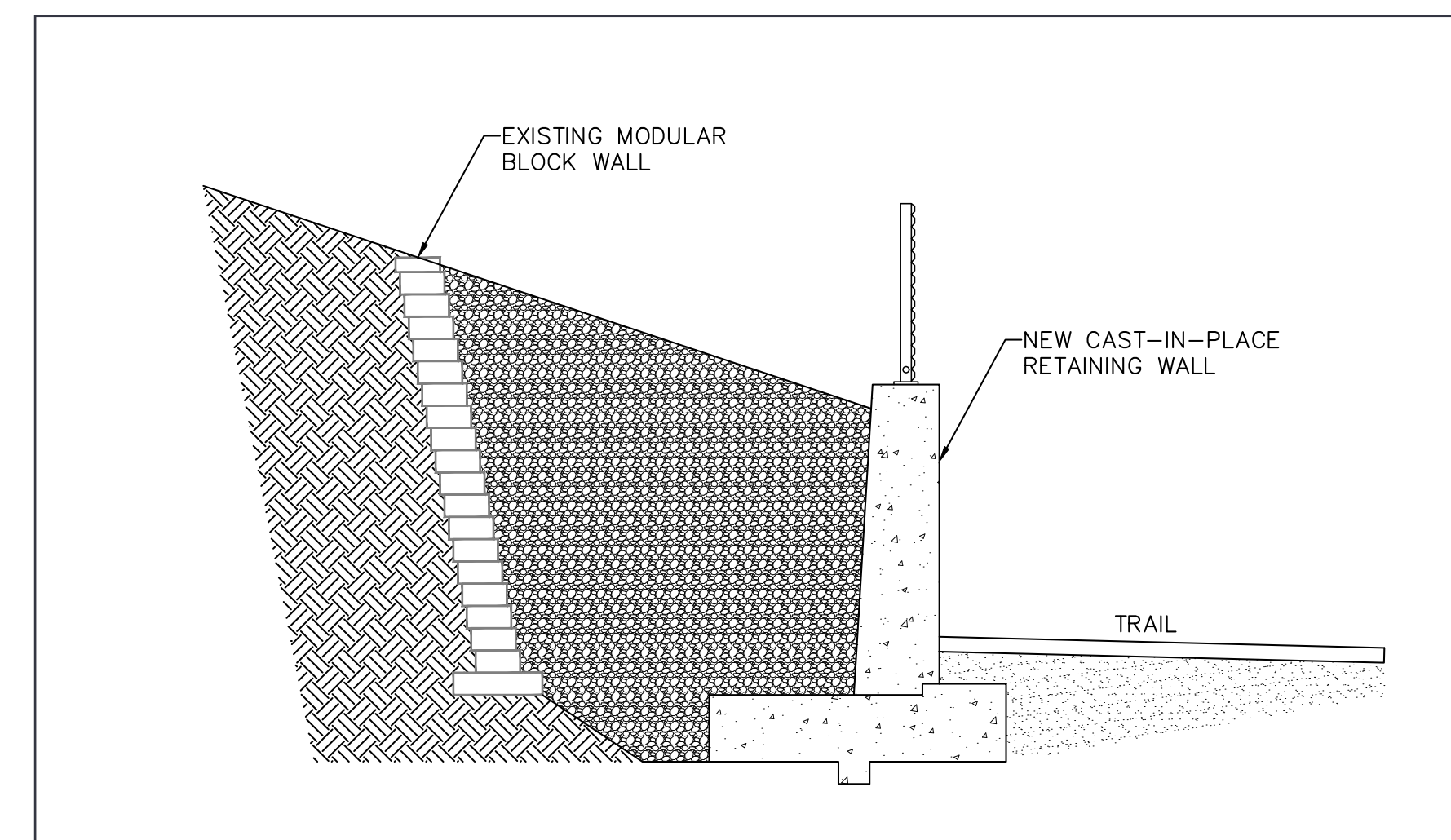


Standard Wall Reconstruction Impacts

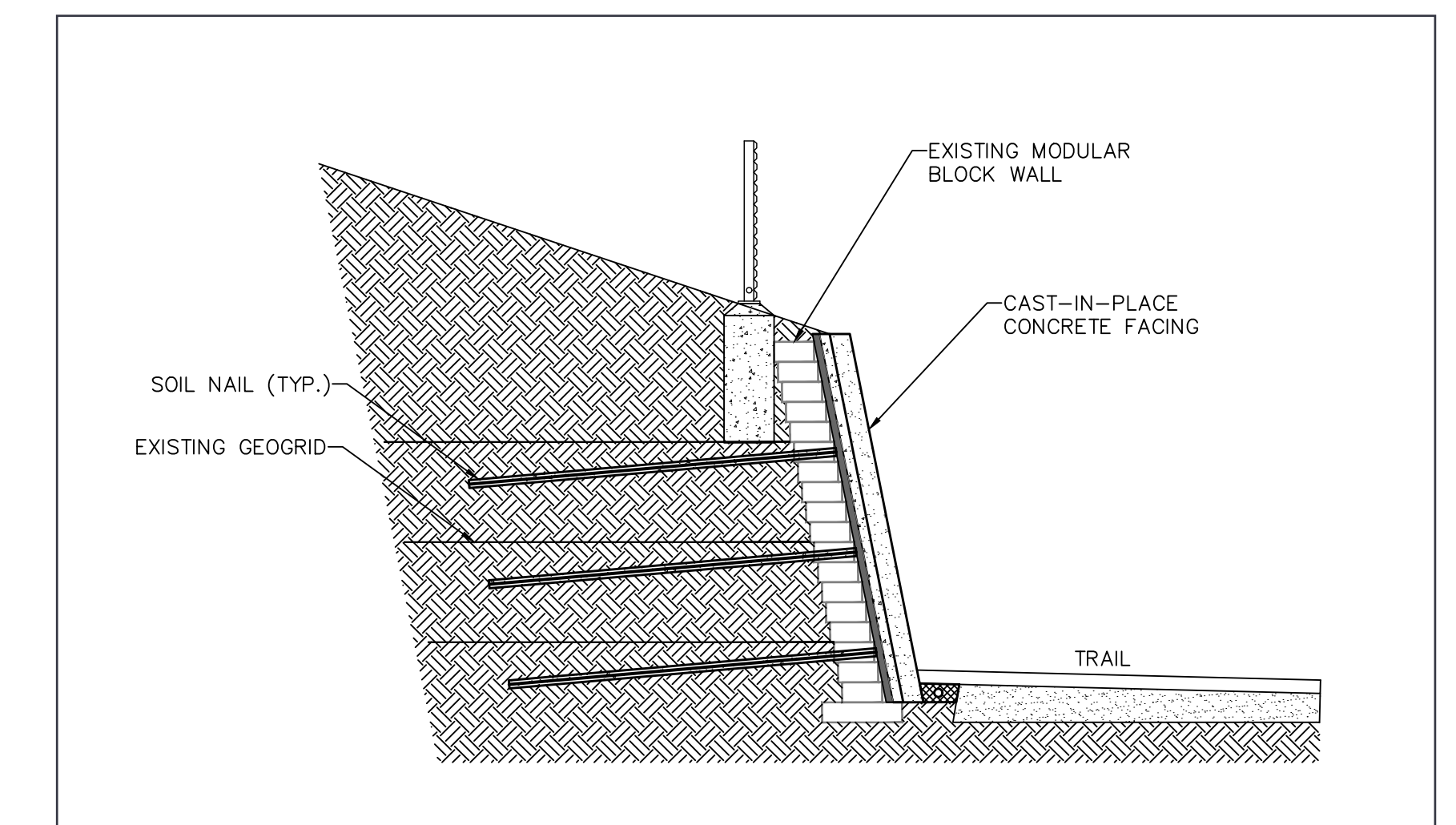
- ▶ Wall replacement/rehabilitation options being evaluated include:

REDUCED IMPACT RETAINING WALL RECONSTRUCTION OPTIONS

- ▶ Standard Block Wall Reconstruction
- ▶ Reduced Impact Retaining Wall Reconstruction Options:



Construct New Wall in Front of Existing Retaining Wall



Soil Nail Wall

- ▶ Construct new retaining wall in front of existing wall
- ▶ Construct new soil nail wall

Schedule/Next Steps

2022	2023							
DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
Data and Information Collection (Traffic Counts, Geotechnical Work, Topographic Survey, Site Visits)								
		Traffic Analysis						
				Open House #1				
		Trail and Alternatives Analysis						
						Draft Feasibility Report Recommendations		
							Open House #2	
								Final Feasibility Report

**The timing of any future design or study phase is not determined*