COUNTY ROAD 88
RECONSTRUCTION PROJECT

Open House #2
June 7, 2018
CR 88 Background

• Designated as a State Aid highway
  – Connects CR 47, City of Randolph, and Cannon Falls
  – Links to Lake Byllesby Regional Park and Cannon Golf Club

• Traffic Volumes (based on MnDOT counts)
  – Hwy 56 to Felton Avenue = 1850 vehicles per day (vpd)
  – Felton Avenue to Harry Avenue = 1500 vpd
  – Harry Avenue to Hwy 52 = 1700 vpd
  *CSAH 86 (Hwy 56 to Hwy 52) = 1500 vpd
Project Purpose

- Improve CR 88 roadway safety, traffic operations, and aging roadbed
Project Needs

- MN 56/CR 88 Intersection
  - Higher than average crash rate
  - Most recent data indicates increased frequency
- Posted speed is 55 mph; six curves are designed for 45 mph
- No turn lanes and narrow shoulders
- Multiple side-streets and driveways
- Poor bicycle and pedestrian accommodations
Crash Statistics

- **MN 56/CR 88 Intersection (2011-2015):**
  - Average crash rate = 0.77
  - Statewide crash rate = 0.25
  - Critical crash rate = 0.78
  - 2016 and 2017 data indicate a substantial increase

- **CR 88 Corridor (2011-2015):**
  - Average crash rate = 0.58
  - Statewide crash rate = 0.31
  - Critical crash rate = 0.85
Alternatives Analysis Process

• CR 88 from MN 56 to Gerlach Way
• MN 56/CR 88 intersection analyzed in detail
• Two phased screening process
• Public input
• Identify a recommended alternative
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Alternatives Analysis Study Area
Alternatives Analysis – Phase 1

• Identified a range of concepts
  – CR 88 corridor
  – MN 56/CR 88 intersection

• Initial Screening
  – Eliminated alignments due to various impacts/issues
  – Reduced number of options to evaluate in more detail

• Open House #1
  – Received public input regarding alternatives carried forward from the initial screening
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DRAFT

Alternative Under Consideration
Minimal property impacts
Reduced realignment length
Eliminates 3 curves

Potential Residential/Commercial Impact

Lake Byllesby

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Alternative Under Consideration
No realignment or turnback length
Does not achieve 55 mph design speed

County Road 88 Alignment Alternatives
Alt. A1 - Existing Alignment 45 mph
Alt. B1 - Partial Relocation 55 mph

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CSAH 88 Offset T-intersection Alts H1 and H2:
90 degree intersection angle
620 to 1140-foot partial offset from RR x-ing
Approx. 1250-foot realignment length
114-foot R/W width
No LBR Park impacts
No wetland impacts
TH 56 changes only at intersection
Alternatives Analysis – Phase 2

• Quantified more detailed technical data:
  – Property impacts
  – Roadway pavement data
  – Turnback length
  – Estimated costs

• Compiled matrices for the corridor and intersection evaluation
# CR 88 Alternatives – Evaluation Matrix

<table>
<thead>
<tr>
<th>CR 88 Alignment Alternatives</th>
<th>Roadway Impacts</th>
<th>Safety Impacts</th>
<th>Property Impacts</th>
<th>Cost*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min. Design Speed</td>
<td>CR 88 Length - MN 56 to Gerlach Way (miles)</td>
<td>CR 88 Turnback + New Roadways (miles)</td>
<td>Number of Horizontal Curves</td>
</tr>
<tr>
<td>Existing Alignment</td>
<td>Alt. A1</td>
<td>45</td>
<td>2.90</td>
<td>0.0</td>
</tr>
<tr>
<td></td>
<td>Alt. B1</td>
<td>55</td>
<td>2.88</td>
<td>0.6</td>
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<tr>
<td></td>
<td>Alt. B2</td>
<td>55</td>
<td>2.83</td>
<td>1.1</td>
</tr>
<tr>
<td>Partial Realignment</td>
<td>Alt. C2</td>
<td>55</td>
<td>3.06</td>
<td>1.0</td>
</tr>
</tbody>
</table>
# MN 56/CR 88 Intersection Evaluation Matrix

<table>
<thead>
<tr>
<th>MN 56/CR 88 Intersection Alternatives</th>
<th>CR 88 Realignment</th>
<th>Min. MN 56 Design Speed</th>
<th>Realignment Length (feet)</th>
<th>Roadway Impacts</th>
<th>Safety Impacts</th>
<th>Property Impacts</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Alt. H1 - Offset T S</td>
<td>65</td>
<td>1250</td>
<td></td>
<td>90 (no skew) east leg</td>
<td>18</td>
<td>620</td>
</tr>
<tr>
<td></td>
<td>Alt. H2 - Offset T N</td>
<td>65</td>
<td>1250</td>
<td></td>
<td>90 (no skew) east leg</td>
<td>18</td>
<td>1140</td>
</tr>
<tr>
<td>Roundabout Alts.</td>
<td>Alt. I1 - Roundabout S</td>
<td>65</td>
<td>5000</td>
<td></td>
<td>NA</td>
<td>8</td>
<td>480</td>
</tr>
<tr>
<td></td>
<td>Alt. I2 - Roundabout N</td>
<td>65</td>
<td>8050</td>
<td></td>
<td>NA</td>
<td>8</td>
<td>1100</td>
</tr>
</tbody>
</table>
Alternatives Analysis – Phase 2
Agency and Stakeholder Input

- Randolph Town Board
- Randolph City Council
- MnDOT Staff Meeting
- MnDNR & Dakota County Parks Meeting
- Progressive Rail Meeting
- Property Owner Meetings
Alternatives Analysis – Phase 2
Key Agency and Stakeholder Input

- Skewed railroad crossing is not a critical issue
- Priority to minimize impacts to residential properties
- Beneficial to increase distance between MN 56 railroad crossing and CR 88
- Traffic volumes do not warrant increased cost and land impacts associated with roundabout options
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Alternatives Analysis – Phase 2
Final Screening

• MN 56/CR 88 Intersection
  – Roundabout intersections eliminated due to higher costs and property impacts
  – H2 T-intersection preferred to H1 given increased intersection spacing and separation from railroad crossing

• CR 88 Corridor
  – C2 option eliminated due to significant property impacts and 90° railroad crossing not required by railroad
  – A1 option eliminated given substandard design and additional residential property impacts
  – B1 option eliminated given it does not connect to Option H2 and impacts more residential property compared to B2
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Recommended Alternative
Trail Planning – Status and Next Steps

• Byllesby Park Master Plan
  – Connection from west park to east park

• Mill Towns State Trail Master Plan
  – Connection from Cannon Falls to Northfield
  – New bridge / DNR preference on north side of the Cannon River

• Next Steps
  – Evaluate alignment alternatives (Old or New CR 88/Railroad ROW)
  – Future public and Township engagement
  – Establish preferred alignment
  – Establish funding and project approach
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Project Schedule

• Open House #2          June 2018
• Finalize Alternatives Study  June 2018
• Consider Alignment Adoption  July 2018
  (County Board)
• Design               2018–2019
• Current County program  2020 construction
  (Timing/staging of construction to be evaluated)
Frequently Asked Questions

Q: Why can’t CR 88 be a township road for lake homes?
A: CR 88 is currently operated by the County and provides regional benefits, such as access to Lake Byllesby Regional Park, Cannon Golf Club, and the Cities of Randolph and Cannon Falls in addition to access to homes. These regional benefits have been recognized by the State of Minnesota, as the road is designated as a State Aid Highway.

Q: Is the need for a trail driving the project?
A: No. The project is being driven by the condition of the road and safety issues associated with the road and intersections. In addition, the recommended realignment of CR 88 may not provide optimal connectivity between the parks. The DNR and Dakota Co. Parks are proposing to investigate alternative alignments for a potential trail.
Frequently Asked Questions

Q: Why is there a project on CR 88?
A: The existing roadbed is 50 years old and the pavement has experienced some cracking. The Hwy 56/CR 88 intersection has experienced several crashes in the past. The segment east of Fullerton, which was added to the project, has issues with pavement condition, safety at Harry Ave., and other items that need to be addressed. Given these issues, it is prudent to address the full corridor at the same time.

Q: What will this project do to my taxes?
A: The designation of CR 88 as a State Aid highway allows for the use of funds allocated by the State for reconstruction. This reduces the amount of County tax dollars used. In addition, the project would require no funding from Randolph Township. With a realignment, a portion of the existing road would be turned back to the Township, which could involve an impact. County staff would work with the Township to reduce the length of this as much as possible.
Questions

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Project Website:  www.dakotacounty.us, search County Road 88