

Comments and Responses

- What impact will this have on my taxes?

RESPONSE: The County will pay the cost to construct the project. No property assessments will be required. Because CR 88 is part of the State Aid highway system, the County will use resources provided by State transportation revenue sources. No significant change is anticipated in property value. Furthermore, CR 88 has been recognized by the State as regionally important enough to be a part of the County's State Aid system, thereby eligible for the use of State Aid funds, which provides a benefit to Dakota County taxpayers. The realignment options involve some length of the existing road that would be turned back, which was considered and was one of the criteria in the evaluation matrix for the alignments. The recommended alternative involves approximately 1 mile of additional roadway that would be turned back to the Township. The County is willing to work with the Township further on this.

- Why can't CR 88 remain a lake home road?

RESPONSE: In addition to providing access to many residences, CR 88 links CR 47, the City of Randolph and the City of Cannon Falls, and also provides connections to the Cannon Golf Club, Randolph High School, and Lake Byllesby Regional Park. It has been recognized by the State as regionally important enough to be a part of the County's State Aid highway system, thereby eligible for the use of State Aid funds, which benefits Dakota County taxpayers. This route has not been identified as a jurisdictional issue, and the County has not been approached by Sciota Twp, Randolph Twp, or the City of Randolph to discuss a potential turnback.

- Roundabout on 56, good Idea

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit with fewer impacts than a roundabout.

- Don't like whole new CR 88 - use as much of current CR 88 as possible

RESPONSE: This comment was noted and considered in the evaluation of the alignments. Alternative A1 (which follows the existing CR 88 corridor) is not recommended because it does not achieve the project design standards and impacts portions of several residential parcels. In addition, A1 does not allow implementation of the recommended Hwy 56/CR 88 intersection option (Alternative H2). The recommended CR 88 improvements (Alternative B2) does utilize the existing CR corridor east of Felton Ave.

- Quit avoiding showing bike trail. You'll be doing it regardless, so show this with options at same time

RESPONSE: A bike trail to connect the east and west portions of Lake Byllesby Regional Park was included in the Lake Byllesby Master Plan, authored by the Dakota County Parks Department. In addition, this area has been identified by the Minnesota Department of Natural Resources (MnDNR) as a potential corridor for the Mill Towns Trail. Although the proposed realignment would accommodate a potential trail, both Dakota County Parks and the MnDNR have expressed concern that the proposed CR improvements may not provide an optimal alignment to connect the two parks or the Mill Towns Trail. Both entities are proposing to evaluate alternative trail options in this area.

- Do not put a roundabout on 56! There is too much truck traffic, you are significantly reducing the speed limit, and people just don't understand how they are meant to work.

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit with fewer impacts than a roundabout.

- I was happy to hear you are not doing a new road just for a bike trail. I also am worried about the township taking on more road, knowing the cost would be passed on to the tax payer.

RESPONSE: The CR 88 roadbed is 50 years old and in need of repair and replacement. The length of turnback was a consideration during the evaluation process and was one of the criteria in the evaluation matrix for the alignments. The recommended alternative involves approximately 1 mile of additional roadway that would be turned back to the Township. The County is willing to work with the Township further on this.

- You would need to take 20' of my property and put the road about 30' from my living room. I do NOT want to see this happen. Will be a court battle. Find another plan. This will drop my home value significantly. Bad bad Idea.

RESPONSE: Property impacts will occur on the existing alignment to accommodate the proposed 114' roadway right-of-way. These impacts are part of the rationale for recommending Alternative B2. As the design progresses, efforts will be made to reduce property impacts while still achieving a safe roadway design.

- Leave the road the way it is but fix it. When are you going to rebuild this new road if it needs it. In 50 more years

RESPONSE: The current alignment of CR 88 has deficiencies that include an aging roadbed (50 years old) and curves that do not meet County standards for this type of highway, thereby increasing the likelihood of crashes including run off the road incidents. Realignment alternatives were considered due to difficulties in achieving a safer design on the existing alignment. The project team is recommending an offset T-intersection, realigned to the north, to address the issues at the Hwy 56/CR 88 intersection. With the recommended intersection improvement, leaving the majority of CR 88 as it exists is not feasible.

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- I1 - I2 - Do NOT like round-a-bouts

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit at a significantly lower cost than a roundabout.

- I agree with the proposed 114 RT of Way! SAFE!

RESPONSE: This comment has been noted.

- C2 Don't like because there's such limited access to homes, A1 I like this option as is to the east of Felton Ave., but would advise straightening Co. Rd. 88 in B2 west of Felton, H1 and B1 Intersection of Co. Rd. 88 is ok to the intersection businesses. B2* Like this the best-straight curves and still access to homes.

RESPONSE: The C2 alignment was proposed to provide a 90° crossing of the railroad. After further consultation with the railroad, it was determined that, while a perpendicular crossing may be ideal, it is not a requirement due to the use of gate arms and flashers at the crossing. Therefore, the C2 alignment was removed from consideration. Realignment alternatives were considered due to difficulties in achieving a safer design on the existing alignment. The project team is recommending an offset T-intersection, realigned to the north, to best address the issues at the Hwy 56/CR 88 intersection. The B2 alignment fits with the realigned offset T-intersection to the north and provides a design that allows for safe, efficient travel. As a result, B2 is the technical recommendation based on the study.

- The intersection at Harry Ave. & 88 is DANGEROUS! Poor sight lines at the large earth mound. People don't stop going north.

RESPONSE: The CR 88/Harry Avenue intersection is outside the scope of this study but is included as part of the reconstruction project. Potential improvements at the intersection will be investigated by the County as part of a future design process.

- Why are we moving the road to put a trail in?

RESPONSE: A potential trail is a consideration of this project and it possible no trail will be constructed as part of this project. A bike trail to connect the east and west portions of Lake Byllesby Regional Park is included in the Lake Byllesby Master Plan, authored by the Dakota County Parks Department. In addition, this area has been identified by the Minnesota Department of Natural Resources (MnDNR) as a potential corridor for the Mill Towns Trail. The recommended realignment would accommodate a potential trail, but both Dakota County Parks and the MnDNR have expressed concern that it may not provide an optimal alignment to connect the two parks or the Mill Towns Trail. Both entities are proposing to evaluate alternative trail options in this area.

- Intersection options - like roundabout options - it is a main intersection used by youth and school busses slowing down traffic would be good

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows that the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit with fewer impacts than a roundabout.

- Looking at all options I think A1 is the best plan! Other options consume too much A6 farmland impacting irrigation pivots

RESPONSE: This comment was noted and considered. The A1 alignment consists of a 45 mph design that does not meet County standards for this highway. In addition, the alignment involves impacts to many properties along the corridor. The project team does not feel that a lower design speed is justified based on the magnitude of the impacts associated with it. Realignment alternatives were considered due to difficulties in achieving a safer design on the existing alignment. In addition, the technical study included the evaluation of options for the Hwy 56/CR 88 intersection. Based on the technical study, the project team is recommending an offset T-intersection, realigned to the north, to best address the issues at the Hwy 56/CR 88 intersection. The B2 alignment fits with the realigned offset T-intersection to the north and provides a design that allows for safe, efficient travel. As a result, B2 is the technical recommendation based on the study.

- I like to keep up to date on the progress as it affects my property, Thank you.

RESPONSE: The project website at <https://www.co.dakota.mn.us/Transportation/PlannedConstruction/CR88/Pages/default.aspx> will regularly be updated with the most recent developments.

- I have lived in Randolph Twp for 50 years, I think A1 is the best option.

RESPONSE: This comment was noted and considered. The A1 alignment consists of a 45 mph design that does not meet County standards for this highway. In addition, the alignment involves impacts to many properties along the corridor. The project team does not feel that a lower design speed is justified based on the magnitude of the impacts associated with it. Realignment alternatives were considered due to difficulties in achieving a safer design on the existing alignment. In addition, the technical study included the evaluation of options for the Hwy 56/CR 88 intersection. Based on the technical study, the project team is recommending an offset T-intersection, realigned to the north, to best address the issues at the Hwy 56/CR 88 intersection. The B2 alignment fits with the realigned offset T-intersection to the north and provides a design that allows for safe, efficient travel. As a result, B2 is the technical recommendation based on the study.

- A1 – Support

RESPONSE: This comment was noted and considered. The A1 alignment consists of a 45 mph design that does not meet County standards for this highway. In addition, the alignment involves impacts to many properties along the corridor. The project team does not feel that a lower design speed is justified based on the magnitude of the impacts associated with it. Realignment alternatives were considered due to difficulties in achieving a safer design on the existing alignment. In addition, the technical study included the evaluation of options for the Hwy 56/CR 88 intersection. Based on the technical study, the project team is recommending Alternative H2 to best address the issues at the Hwy 56/CR 88 intersection. The B2 alignment fits with the realigned offset T-intersection to the north and provides a design that allows for safe, efficient travel. As a result, B2 is the technical recommendation based on the study.

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- The roundabout concept is an EXCEPTIONALLY BAD IDEA. Any realignment that cuts access off to Woody's spells the death of that business. See also: Hampton BP

RESPONSE: This comment was noted and considered as the intersection concepts were developed. The roundabout option would maintain access to businesses in this area. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring traffic to slow down. There can be a learning curve, but research shows that the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit with fewer impacts than a roundabout.

- I think after viewing the option that a roundabout north of 56 would be the safest route

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows that the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit at a significantly lower cost than a roundabout.

- As a city resident and drivers education instructor I really like the idea of a roundabout intersection at 56 & 86 intersection.

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows that the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit with fewer impacts than a roundabout.

- Agree completely with roundabout at 88 & 56. No matter what you do to straighten out the road, you cannot fix stupid inattentive drivers. Leave the road where it is.

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows that the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit with fewer impacts than a roundabout. The B2 alignment fits with the realigned offset T-intersection to the north and provides a design that allows for safe, efficient travel. As a result, B2 is the technical recommendation based on the study.

- Do not like road running behind my property. Do like a roundabout but will effect trucks & tractors. *Do like just straightening out the intersection.

RESPONSE: This comment was noted and considered as the intersection concepts were developed further. Roundabouts reduce the severity of crashes by reducing the number of conflict points and requiring all traffic to slow down. There can be a learning curve, but research shows that the public learns how to use single lane roundabouts quickly. Due to the lower traffic volumes on Hwy 56 and CR 88, the project team determined that the offset T-intersection (Alternatives H1 and H2) provide a substantial safety benefit at a significantly lower cost than a roundabout. The B2 alignment fits with the realigned offset T-intersection to the north and provides a design that allows for safe, efficient travel. As a result, B2 is the technical recommendation based on the study.

- Fix 88 & 56 interchange and widen existing 88 from 52 west to Gaylord Ave. and leave the rest as is.

RESPONSE: The current alignment of CR 88 has deficiencies that include an aging roadbed and curves that do not meet County standards for this type of highway, thereby increasing the likelihood of crashes. Realignment alternatives were considered due to difficulties in achieving a safer design on the existing alignment. The project team is recommending Alternative H2 to address the issues at the Hwy 56/CR 88 intersection. With the recommended intersection improvement, leaving the majority of CR 88 as it exists is not feasible.

- Really don't care about roundabouts, are the walking paths needed with a park for rec. Will all the new approaches increase safety along with alignment - really need graphic lane & turn depiction

RESPONSE: The CR 88 roadbed is 50 years old and in need of repair and replacement. Reconstructing the roadway and ditches allows for the opportunity to include an adjacent bike trail so pedestrians and bicycles do not have to use the shoulders. However a trail is only a consideration at this point and a trail may not be included with the project. All of the proposed alternatives would provide safety benefits including a likely reduction in run off the road crashes associated with the 45 mph curves.

- Harry Avenue is somewhat dangerous presently

RESPONSE: The CR 88/Harry Avenue intersection is outside the scope of this study but is included as part of the reconstruction project. Potential improvements at the intersection will be investigated by the County as part of a future design process.

- CR 88---Repair (NOT Realignment) and swap of Harry Ave. best serves the community and Dakota County Taxpayers. CR 88 between Randolph and Cannon Falls has always been a RESIDENTIAL road

RESPONSE: In addition to providing access to many residences, CR 88 links CR 47, the City of Randolph and the City of Cannon Falls, and also provides connections to the Cannon Golf Club, Randolph High School, and Lake Byllesby Regional Park. It has been recognized by the State as regionally important enough to be a part of the County's State Aid highway system, thereby eligible for the use of State Aid funds, which benefits Dakota County taxpayers. Dakota County reviews potential jurisdictional issues every 7-8 years through its Transportation Plan process. This route has not been identified as a jurisdictional issue, and the County has not been approached by Sciota Twp, Randolph Twp, or the City of Randolph to discuss a potential turnback.

- Do Lake residents really WANT faster (55 mph+) or heavier vehicles?

RESPONSE: CR 88 today is posted 55 mph which reflects its function as an important regional roadway. The roadway has 45 mph advisory signs, thereby increasing the likelihood of curve related crashes. Providing softer curves will improve the overall safety of the roadway.

- The oldest, shortest section of CR 88, from Gaylord to Cannon Falls, NEEDS repair. The longest section, from Fullerton to TH 56 is a solid, completely gravel-based, well-built road and was recently repaved.

RESPONSE: The CR 88 roadbed from Fullerton to Hwy 56, like the rest of the corridor, is 50 years old and in need of repair and replacement.

- What are the costs/benefits of repair vs realignment? What are the cost/benefits of each realignment alternative? >distance=>\$\$\$

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- RESPONSE:** As roads get older, they become increasingly expensive to maintain. Overlays do not last as long due to the deteriorating roadway structure. We are also taking into account the safety benefits that would come with reconstructing the roadway. Wider paved shoulders, flatter slopes, turn lanes, and flatter curves all reduce the chances for crashes, providing significant public benefits. Detailed cost/benefit analyses take a significant amount of effort and are therefore not typically done during the initial screening of alternatives. Conceptual cost estimates have been developed for the alignments and are included in the evaluation matrices.
- Because of the juxtaposition of lakeshore and railroad (RR) tracks, realignment will NOT decrease the number or radius of the curves; doing nothing to improve safety.
RESPONSE: CR 88 realignment alternatives do reduce the number of curves west of Felton Avenue and allow for smoother, higher radius curves which reduce the risk of crashes.
 - Realignment to straighten the CR 88/TH 56 intersection may actually decrease safety by cluttering site lines and confusing drivers.
RESPONSE: Squaring up skewed intersections realizes immediate safety benefits due to the better sight-distance and sight lines.
 - It is highly improbable MNDOT will allow slowing TH 56 traffic by placing a roundabout at the CR 88/TH 56 intersection just so the County can increase their speeds/tonnage.
RESPONSE: Roundabouts in rural, high-speed locations are designed to safely slow traffic on the approaches to the roundabout, and would improve safety and eliminate the problematic right-angle crashes at the current intersection. These are goals that MnDOT supports. A roundabout would not allow for higher speeds or vehicle weights.
 - Wouldn't a roundabout make seeing trains more difficult? What happens to traffic when trains cross TH 56? Would it create backups north and south of the roundabout?
RESPONSE: With any intersection alternative at CR 88/Hwy 56, the railroad crossing signals and gate arms will remain. As the design progresses in more detail, the interaction between the railroad crossing and the intersection alternative will be a factor in the selection of a preferred alternative. Generally speaking, the further north the intersection is located, the better in relation to the railroad crossing.
 - Is this sudden "need" to realign CR 88 due to the proposed Lake Byllesby Park expansion? EXPANSION = MORE TRAFFIC
RESPONSE: The CR 88 roadbed is 50 years old and in need of repair and replacement and reconstruction would also allow for safety improvements to be made. The need for the project is not related to any expansion of the Park. Reconstructing the roadway and ditches allows for the opportunity to include an adjacent bike trail so pedestrians and bicycles do not have to use the shoulders. However, a trail is only a consideration on this project. It is possible that no trail will be constructed.
 - Do Township residents want this extra expense?
RESPONSE: Based on the recommended improvements, the County would be responsible for the cost of the project. Furthermore, the County is proposing the use of State Aid funds for the proposed improvements. This benefits Dakota County taxpayers.
 - Why spend millions on CR 88 when Google brings you down Harry Avenue?
RESPONSE: The CR 88 roadbed is 50 years old and in need of repair and replacement, and reconstruction would also allow for safety improvements to be made.
 - Currently, Harry Avenue is too narrow and hilly for safe trailer travel. It is especially dangerous during planting and harvest.
RESPONSE: Harry Avenue is a township road and is likely designed to lower-speed local roadway standards.
 - Should Randolph Township give Harry Avenue to Dakota County and take CR 88?
RESPONSE: CR 88 links CR 47, the City of Randolph and the City of Cannon Falls, and also provides connections to the Cannon Golf Club, Randolph High School, and Lake Byllesby Regional Park. It has been recognized by the State as regionally important enough to be a part of the County's State Aid highway system, thereby eligible for the use of State Aid funds, which benefits Dakota County taxpayers. Dakota County reviews potential jurisdictional issues every 7-8 years through its Transportation Plan process. This route has not been identified as a jurisdictional issue, and the County has not been approached by Sciota Twp, Randolph Twp, or the City of Randolph to discuss a potential turnback.
 - Township Supervisors say they don't want anymore "turnbacks," but large sections of old CR 88 WILL become the Township's responsibility with ANY realignment. Those sections may become the new bike trail. How might that effect residents' property?
RESPONSE: No significant change is anticipated in property value.
 - Is CR 88 REALLY the County's highest priority and best use of taxpayer dollars? The Dakota County 2030 Transportation Plan states that "Goal 1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System." Will realignment improve flow or save as many lives as putting an overpass at CR 66 and TH 52 so people can get from Empire to Vermillion again; without being killed using those ill-conceived J-hooks! The CR 66/TH 52 overpass is identified in Dakota County's "Goal 6: Improvement and Expansion of Transportation Corridors Future Studies/Professional Services CP 66-16: CSAH 66 at Trunk Highway 52 Interchange Study in Vermillion Township and recommendations from the Trunk Highway 52 Interregional Corridor (IRC) Study."
RESPONSE: Existing CR 88 has deficiencies that include an aging roadbed (50 years old) and curves that do not meet the intended 55 mph travel speed which represent a safety concern including run off the road incidents. Achieving a design that meets the intended travel speed requires impacts to residential properties. Realignment alternatives were evaluated due to difficulties in achieving a safer 55 mph design on the existing alignment. The County has included design work for a future interchange at TH 52 & CR 66 in its Capital Improvement Plan as a first step in moving toward an interchange at that location. The Reduced Conflict Intersection (RCI) at that intersection and others along TH 52 have been shown to reduce crashes and crash severity along expressways like TH 52, and there has been a significant reduction in crashes at the CR 66 intersection specifically.
 - Is CR 88 realignment REALLY for road safety? Or is it for a "county pedestrian trail," as stated in Township Supervisor Mark Elliot email? State law doesn't allow taking land (eminent domain) for trails.
RESPONSE: An aging roadbed and the need for safety improvements constitute the need for the project. The location and inclusion of an adjacent trail is yet to be determined, but would be within the CR 88 right-of-way if constructed.
 - Is realignment so that Supervisors will enjoy increased property values by moving the current 55 mph roadway away from valuable lakeshore property and into low value AG land"?
RESPONSE: An aging roadbed and the need for safety improvements constitute the need for the project. We do not expect this project to significantly change property values.
 - Isn't that admitting CR 88 already allows for traffic moving at 55 mph?
RESPONSE: A 55 mph roadway with 45 mph curves presents a safety concern including increased potential for run off the road incidents. Because the aged CR 88 roadbed is in need of reconstruction, taking the opportunity to upgrade the roadway to provide for the posted speed limit is a logical design goal.

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- Is realignment retribution because low value AG land...has been under near constant threat of a change to an industrial use"?

RESPONSE: *The County is not the land use authority, and so is not familiar with the market pressures for land use changes in the area. An aging roadbed and the need for safety improvements constitute the need for the project.*

- What benefits will residents gain from a Regional Park which pays them 0% of Park fees and adds nothing to the community's economic activity or tax base?

RESPONSE: *Lake Byllesby Regional Park is a recreational resource available to all residents.*

- How many jobs and how much economic activity have they already gained from the industrial park or crops grown on the low value AG land"?

RESPONSE: *The County has not done such an analysis and does not consider it pertinent to the need for the project or the possible solutions to the transportation issues related to CR 88.*

- REPAIR (NOT Realignment) and swap of CR 88 is the option that best serves the community and Dakota County-ensuring everyone's property rights and safety.

RESPONSE: *This comment has been noted.*