

Comment	Response/Action
"Thank you for eliminating options with roundabout!!!"	This comment is noted. The offset-T Intersection safety improvement was recommended due to lower traffic volumes and cost.
"Thank you so much for you efforts on improving 88! Please make sure a trail is included with the new alignment!! It will be important for my family to have safe access to the Cannon Trail and will be a great way to encourage development of the area. It would be great to have a roundabout at 56/88 - would ease access to Randolph - I like the alignment choice for 88 that was chosen."	Space for a potential trail on the south side of CR 88 is included in the current project design. However, Dakota County Parks will determine as part of a separate study where a future trail will be located. While the offset-T Intersection is the recommended alternative due to lower traffic volumes and cost, a roundabout is not precluded in the future if warranted.
"Do hope that some consideration of completing the Mills Town Trail will be given. Use removed road where possible."	Space for a potential trail on the south side of CR 88 is included in the current project design. Dakota County Parks will determine as part of a separate study where a future trail will be located.
"On the current "preliminary" design, the road is shown to come right up to our property abutting our lilac hedge - would be appreciated not to come close to our house/property."	The road in question is a supporting roadway connection, which at this stage of the project is shown at a conceptual level. During preliminary and final design, the County will work with property owners to minimize property impacts to the extent practical, with a goal of supporting roadways using existing right-of-way or easements wherever practical. We will continue to work with land owners as the project progresses.
I'm concerned that Faith Ct will become busier as houses from Endress Ct, Enger Rd, and further down by the cemetery will access Faith Ct to get to CF - instead of backtracking to T at CR 88."	Increased volumes on Faith Ct. is a possibility with the removal of portions of the existing CR 88 alignment, primarily for trips destined to/originating from the Cannon Falls area. Based on speeds and roadway lengths, homes on Endress Way and to the east would likely tend to use new CR 88 for trips to and from the east, while homes west of Endress Way would likely tend to use Faith Ct. to access eastbound CR 88.
"Although I'm not thrilled to lose a chunk of property because of the plan, I do appreciate the kindness of the people who explained the process. Thank you."	This comment is noted and appreciated. During preliminary design, attempts will be made to minimize impacts wherever practical.
"This moves the right of way 23' from my door. My neighbors and I are consulting an attorney to understand our options. I have a well dug before 1856 and a home built in 1856 both historic and endangered by this project. Lower the speed limit, repave where it's at and don't move it!! Save our tax dollars. This stinks!! :("	A preliminary review of historic property databases did not identify any features in this location as historic. During preliminary and final design, attempts will be made to minimize impacts wherever practical. Lower speed limits on a State Aid County Roadway is not consistent with the function of the roadway as a regionally significant connection between Cannon Falls and Highway 47. The roadbed, not just the pavement, is in need of repair, and the existing alignment is not designed to current standards or to the posted speed.

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"Own land on 88:"	This comment is noted. We will continue to work with landowners as the project progresses.
<p>"95% of comments the 1st go round told you we - the community of Randolph - was NOT interested in this thinly veiled attempted for a park trail. You have not listened. Putting curves into what was a straight CR 86 hasn't decreased the accidents. Making the kids that live along the lake have to make a left turn (w/ all the distracting site lines) and then a quick right will create just as many accidents as the old, obtruse, E/W stop...and older citizens will just be confused....and what about Fire and Rescue vehicles coming from Randolph? Enjoy this - the blood will be on your hands. "</p>	<p>The potential for a future trail is not the purpose of this project. Dakota County Parks will determine as part of a separate study if and where a future trail would be located. It is expected that the recent improvements to the previously skewed CR 86/Highway 56 intersection will result in fewer crashes with the improved sight-lines. The offset T-Intersection removes the problematic through movement at the existing skewed CR 88/Highway 56 intersection which is expected to reduce the number of right-angle crashes. Sight lines at the north T-intersection will be improved with the new right angle approach as well as increased separation from the railroad crossing. The south T-intersection will be restriped to decrease the skew angle as much as possible and improve sight-lines. Standard signage will direct people approaching and along Highway 56 for CR 88 traffic. The additional travel time with the recommended alternative is estimated to be up to 90 seconds.</p>
Long term implications of maintenance of new township roads?	The design process is assessing ways to reduce the total amount of roadway turnback from County to Township jurisdiction. The County will continue to work closely with the Township throughout the design process.
Can the west leg of the MN 56/CR 88 intersection be "squared-up" better and does the railroad crossing shed impact sightlines?	The County does not anticipate reconstructing the identified intersection approach, however it will be reconfigured (squared-up) to the extent possible within existing right-of-way to improve sightlines. The railroad shed at the intersection does partially obscure the sightlines for eastbound CR 88 traffic. The County has a future project planned for CSAH 88 to the west of Highway 56. It is anticipated that additional intersection improvements could be considered as part of that process.
Need to retain access for proposed solar farms	Access will be retained.
Use existing roadway right-of-way to the extent possible to minimize need for new right-of-way.	Existing roadway right-of-way will be used to the extent possible to minimize impacts to private property.