HIGHWAY 52 CORRIDOR PLAN

IRC

VISION 52

Moving Minnesota

Highway 52

Interregional Corridor Management Plan

April 2002

Executive Summary

The purpose of the Highway 52 Interregional Corridor (IRC) Management Plan is to document the study process and key outcomes of the Highway 52 Interregional Corridor (IRC) Study.

This executive summary focuses on key elements of the study process including "Vision 52", the public involvement process, and the recommended Highway 52 IRC Management Plan, including the shared strategies needed to initiate the Implementation Plan.

The Highway 52 Interregional Corridor (IRC) Management Plan provides a vision for future improvements to the highway, known as "Vision 52", which will help protect and enhance the corridor to ensure that it provides for high speed, safe, and predictable travel conditions. It is only through the commitment of all responsible agencies that the recommendations and proposed improvements of this study can be realized.

The Highway 52 IRC Management Plan is one part of a broader statewide effort of identifying and assessing the needs of the most important highway corridors across the state. These critical Interregional Corridors (IRC) are the backbone of the statewide highway transportation network.

Interregional Corridors and the Moving Minnesota Plan

Moving Minnesota is a philosophy that recognizes that the key to meeting Minnesota's transportation needs is a long-term, statewide and multimodal strategy. Moving Minnesota further recognizes that transportation is key to healthy and vital communities. Moving Minnesota is a 10-year investment strategy that focuses on three basic initiatives: **A**dvantages for transit, **B**ottleneck removal, and **C**orridor connections. A key component of the Moving Minnesota Plan is the improvement and protection of important highway connections between Minnesota's regional trade centers (interregional corridors) to enhance competitiveness and the State's economic vitality. Highway 52 was selected as one of the interregional corridors (IRCs) for study in the Moving Minnesota plan.

Highway 52 Corridor

The segment of Highway 52 being studied begins at the interchange with I-494 in the Twin Cities and ends at the interchange with I-90 south of Rochester, a total of 80 miles. The 80-mile Highway 52 corridor encompasses 10 cities and many townships with land use ranging from primarily agricultural with pockets of urban communities (residential, commercial/industrial) to primarily urban land uses.

Highway 52 is currently a four-lane divided facility from the Twin Cities to the interchange with I-90. The extreme northern section of the corridor between I-494 and County Road 56 in Inver Grove Heights, as well as the southern section of the corridor from 55th Street NW to I-90 through Rochester is a fully grade-separated freeway facility. In addition, there are several other freeway interchanges at various key locations along the corridor.

Highway 52 Vision

The Highway 52 Corridor Study and Management Plan was completed in March 2000. The study found that Highway 52 is at risk for developing performance problems in the future based on increasing traffic volumes and the potential for signal proliferation at cross streets. Traffic volumes

on Highway 52 have increased steadily and are projected to reach between 29,125 and 86,775 vehicles per day by 2025, up from 17,550 to 46,800 in 2000. Traffic has also increased on the cross streets, which creates problems on Highway 52 as it becomes more difficult to merge onto the highway and signals are installed at these intersections. Due to the large number of access points along the corridor (approximately 4.5 per mile average), the potential for numerous signal installations are high.

Based on these issues, the following vision was developed for the Highway 52 corridor and provides the basis for "Vision 52":

- The ultimate vision for Highway 52 is to develop a fully access controlled, freeway facility. In this way, the corridor's function as a high-speed, high mobility corridor will be maintained.
- In the interim between realizing the ultimate vision, Highway 52 will be managed to ensure it continues to serve as the safest, most direct route, and highest mobility link for moving people and goods between Rochester and the Twin Cities.

To work toward the vision, seven strategies were identified for maintaining mobility on Highway 52 while transitioning to a freeway facility, as listed below.

- Strategy 1: Convert selected at-grade intersections to grade-separated interchanges.
- Strategy 2: Maintain existing levels of safety and mobility before the transition to a freeway is completed by building turn lanes, acceleration lanes and making other improvements as necessary.
- Strategy 3: Create a supporting local road network, where necessary, to serve new and existing interchanges.
- Strategy 4: Severely limit the installation of any additional traffic signals.
- Strategy 5: Close existing at-grade access and highway medians as needs arise.
- Strategy 6: Implement local planning and land development strategies that support the Highway 52 vision.
- Strategy 7: Establish a Highway 52 Internal Management Team (IMT).

Public Involvement Process

A comprehensive approach was taken to create participation opportunities for project stakeholders and interested persons. The IMT, Policy Advisory Committee (PAC), and Technical Advisory Committee (TAC) met regularly to provide guidance, recommendations, and key decisions for the development of the plan. Three Working Groups were formed as subgroups of the TAC, one for each of three key subareas including Hampton, Cannon Falls, and Hader, to focus on and recommend solutions for issues and concerns specific to these three areas. Two open house public meetings were held to show the progression of the study, present findings, receive feedback, and coordinate and gather comments and responses from the public. Press releases and local newspaper and electronic media coverage were provided during the development of the plan and a project web site was created (http://projects.dot.state.mn.us/seh/052).

Related Studies

There are several other studies and projects currently underway along the Highway 52 corridor. These studies respond to many of the issues, needs, and concerns that have been reaffirmed by, or identified as part of, the IRC Management Plan process. The studies and projects are listed below and described in more detail in Section 7.0.

- 117th Street Interchange Construction
- County Road 32 Extension Study
- Highway 52/42/55 Interchange Partnership Project
- Zumbrota Subarea Land Use/Transportation Plan
- Oronoco to Pine Island Subarea Study
- 75th Street/County Road 14 Interchange Construction
- Highway 14/52 Reconstruction (55th Street NW to Highway 63)

Corridor Management Strategies

Commitment, participation, cooperation, and action by the Highway 52 IRC partners can ensure the successful implementation of the Highway 52 IRC Management Plan. The following corridor management strategies should be pursued and implemented as appropriate.

Partnership Planning Studies

- Complete ongoing partnership studies:
  1. County Road 32/Cliff Road Study
  2. Highway 42/52/55 Interchange Study
  3. Zumbrota Land Use/Transportation Study
  4. Oronoco to Pine Island Subarea Study
- Conduct study to determine future east-west regional arterial needs between I-35, Highway 52, and Red Wing.
- Coordinate with the City of Cannon Falls on the development of their Comprehensive Plan.
- Conduct future study to determine the location and design of a new interchange at either Goodhue County Road 1 or County Road 9.

Corridor Preservation Strategies

- Adopt official maps to identify future interchange right-of-way.
- Adopt a land use, circulation, and access management plan for each new interchange area.
- If areas currently zoned agricultural or rural preservation, avoid rezoning for urban uses until right-of-way is acquired.

Access Management Strategies

- Incorporate Mn/DOT Access Management Guidelines into local subdivision and zoning regulations.

- Existing residential and commercial access may remain in use until alternative access is provided via local street network. Some access points may be converted to right-in/right-out only for safety reasons.
- Existing field access may remain in use until the area is developed for urban purposes. Field access will be consolidated or eliminated where possible.
- Existing public road intersections that are not planned as future interchange or overpass sites may remain in use until interchanges are constructed. Some intersections may be converted to right-in/right-out only for safety reasons.
- Existing public road intersections planned as future interchange or overpass may remain in use until reconstructed. Interim intersection improvements may be required including turn lanes and traffic signals with schedule and plan for removal.
- Amend Local Zoning Ordinances to establish a requirement for access to be provided from the local street network for properties fronting on Highway 52 as a criterion for approval of conditional use permits or new subdivisions.

Modal Strategies

- Pursue opportunities for development of park and pool facilities, especially at the time major projects, such as new interchanges, are being planned and designed.
- Mn/DOT and local governments should continue to coordinate with the appropriate transit providers to address the future need for and feasibility of transit services expansion.
- Enhance connection to Douglas State Trail with County Road 11 improvements.
- Pursue connections between Oronoco and Douglas State Trail.

Recommended IRC Management Plan – "Vision 52"

A range of alternatives were identified and evaluated based on a set of criteria identified during this study. The set of criteria is consistent with the technical criteria being applied to studies elsewhere along the Highway 52 corridor. From these alternatives, short-term improvements, 2025 Vision improvements, and Future Vision improvements (beyond 2025) were recommended.

"Vision 52" will be achieved by minimizing the need for additional signals and implementing appropriate access control strategies along the corridor. The "Vision" includes recommendations for new interchanges, at-grade intersection closures, and local supporting roadway improvements. Priorities were determined based on the ability to meet the corridor performance targets and address key safety issues. Investments will be staged according to demands on the corridor and funding priorities. The recommendations also include community planning and development control guidance to integrate new local development with land use controls that are appropriate in the Highway 52 corridor.

The complete "Vision 52" Implementation Plan is included in Section 8.0 and is summarized in Table ES-1.

Table ES-1
Vision 52 Recommendations and Implementation Plan

Segment	Description	Short-Term	Mid-Term (by 2025)	Long-Term (Post 2025)	Unresolved Issues
1	I-494 to Coates	▪ Construct 117th Street Interchange (programmed). ▪ Close access at Koch Refinery frontage road. ▪ Close Pine Bend Trail access after reconstructing the County Road 42 interchange. ▪ Close all remaining at-grade access in the Inver Grove Trail area. ▪ Reconstruct Highway 52/County Road 42 interchange. ▪ Construct trail with extension of 140th Street under Highway 52 in Rosemount.	No recommendations	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
2	Coates	▪ Close County Road 48 intersection and re-route traffic to County Road 46.	▪ Construct County Road 46 interchange. ▪ Close remaining at-grade access through Coates with County Road 46 interchange construction	No recommendations	
3	Coates to Hampton	No recommendations	▪ Construct County Road 66 interchange, close Highway52/CR62 intersection, and reroute CR 62 traffic to CR 66.	▪ Close all remaining at-grade access points as safety issues and/or opportunities arise.	
4	Hampton	▪ Reconstruct Highway 50/County Road 80 intersection. ▪ Construct County Road 47 overpass (highest priority safety improvement intersection on Highway 52 corridor).	No recommendations	▪ Construct half-diamond ramps to/from the north at County Road 47 and close remaining access between	▪ Provision for and construction of freeway ramps to/from the south at County Road 47.
5	Hampton to Cannon Falls	No recommendations	No recommendations	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
6	Cannon Falls	▪ Conduct study to determine future east-west regional arterial needs between I-35, Highway 52, and Red Wing. ▪ Coordinate with Cannon Falls on the development of their Comprehensive Plan to assist in determining the location of the southern interchange. ▪ Construct interchange in southern Cannon Falls to replace two existing traffic signals.	▪ Construct County Road 86 interchange.	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
7	Hader Area	▪ Continue to monitor safety at County Road 1 and 9 intersections. Consider modifications if safety concerns continue to grow such as median restrictions. ▪ Construct Highway 57 interchange.	▪ Construct interchange at either County Road 1 or County Road 9.	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	▪ Conduct study to determine preferred location for interchange between County Road 1 and County Road 9.
8	Zumbrota	▪ Implement any short-term recommendations developed as part of the Zumbrota Subarea Land Use and Transportation Study.	No recommendations	▪ Construct interchange on north side of Zumbrota (locations to be determined by the Zumbrota Subarea Study). ▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
9	Zumbrota to Pine Island	▪ Continue to monitor safety issues at the 480th Street intersection and consider appropriate improvement measures such as turn lane improvements, approach improvements, median restrictions).	No recommendations	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
10	Pine Island	▪ Enhance connections to Douglas State Trail with County Road 11 improvements.	▪ Construct new County Road 11 interchange.	▪ Implement recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
11	Pine Island to Oronoco	No recommendations	No recommendations	▪ Implement recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
12	Oronoco	▪ Begin implementing recommendations from the Oronoco to Pine Island Subarea Study as appropriate to address the safety issues at the north and south County Road 12 and Minnesota Avenue intersections. ▪ Pursue connections between Oronoco and Douglas State Trail. ▪ Construct County Road 12/112 interchange (south Oronoco) per recommendations from the Oronoco to Pine Island Subarea Study.	▪ Construct County Road 12 (north Oronoco) interchange per recommendations from the Oronoco to Pine Island Subarea Study.	▪ Implement remaining recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
13	Oronoco to Rochester	▪ Construct County Road 14/75th Street NW Interchange (programmned). ▪ Begin implementing recommendations from the Oronoco to Pine Island Subarea Study as appropriate to address the safety issues at 85th Street NW.	No recommendations	▪ Implement remaining recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
14	Rochester	▪ Reconstruct Highway 14/52 from a four-lane to six-lane freeway between 55th Street NW and Highway 63 south (programmed).	No recommendations	No recommendations	
15	Rochester to I-90	▪ Conduct study to determine need for and feasibility of reconstructing the I-90/Highway 52 interchange.	No recommendations	▪ Reconstruct I-90/Highway 52 interchange if recommended as part of feasibility study.	

Funding Priorities and Cost Estimates

The process for identifying the relative funding priorities is based on information provided through Mn/DOT's annual project programming and planning activities, as well as from the analysis compiled as part of the Highway 52 IRC Management Plan study process.

For funding purposes, three base categories have been established:

- Fiscally constrained improvements
- Strategic improvements
- Unconstrained improvements

All the improvements that have been identified within the fiscally constrained and strategic categories are needed within the 25-year planning horizon to address the safety and performance needs and are consistent with the freeway vision for Highway 52.

Table ES-2 summarizes the various proposed improvements discussed in this report by the three funding categories. The table further defines the improvements by one of four "staged" timing periods. Stage 1 is consistent with the short-term designation in the implementation table. Stages 2 and 3 comprise the mid-term time period, and Stage 4 is the long-term timeframe.

Preliminary cost estimates have been established for the improvements listed in Table ES-2. The costs are summarized by each funding category below.

Fiscally Constrained Improvements

- Non-Programmed Cost = $66,800,000 (not funded)
- Programmed Cost = $263,000,000 (partially funded)

Strategic Improvements

- Short-Term Needs (by 2015) = $34,050,000 (not funded)
- Long-Term Needs (by 2025) = $51,200,000 (not funded)

Unconstrained Improvements

- Total Cost = $43,150,000 (not funded)
- Estimates have not been developed to reflect cost of closing/redirecting remaining at-grade access points to attain full freeway vision

Total Cost of Improvements

- Non-Programmed Cost = $195,200,000 (not funded)
- Programmed Cost = $263,000,000 (partially funded)
- Grand Total (Non-Programmed and Programmed Costs) = $458,200,000

Table ES-2
Highway 52 IRC CMP
Summary of Improvements by Funding Category[1]
(Costs in 2001 Dollars)

FUNDING CATEGORY	TIMING/STAGING			
	Priority A, Stage 1, or 2002-2010	**Priority B, Stage 2 or 2011-2018**	**Priority C, Stage 3, 2019-2025**	**Priority D, Stage 4, Beyond 2025**
I. Fiscally Constrained Improvements: All projects identified in current STIP, Work Plan/Studies Plan, or current Long-Range Plan	117th Street interchange = $23,000,000 (programmed) County Road 14 interchange = $26,000,000 (programmed) Reconstruct Highway 14/52 = $214,000,000 (programmed)	Southern Cannon Falls interchange = $12,800,000 85th Street to Pine Island Subarea Study Improvements[2] = $54,000,000	N/A	N/A
Category I Subtotals	$263,000,000	$66,800,000	$0	$0
II. Strategic Improvements:				
A. Target Speed Performance: Those investments needed to bring speed up to IRC Guide target level, or preserve current performance	N/A	N/A	N/A	N/A
B. Safety Performance: Those investments that meet Al Pint's memo re: safety investment priorities.	Close Inver Grove Trail area access = $2,300,000 Close County Road 48 intersection[3] County Road 47 overpass = $3,000,000 County Road 42 interchange = 15,500,000 Reconstruct Highway 50/County Road 80 intersection = $450,000	Highway 57 interchange = $12,800,000 County Road 46 interchange = $12,800,000	County Road 66 interchange = $12,800,000 County Road 86 interchange = $12,800,000 County Road 1 or County Road 9 interchange = $12,800,000	N/A
Category II Subtotals	$21,250,000	$25,600,000	$38,400,000	$0
III. Unconstrained Improvements: All other investments	N/A	N/A	N/A	Close remaining at-grade access[4] Ramps at County Road 47 overpass = $650,000 Realign Highway 56 = $1,000,000 Zumbrota area improvements = $28,000,000 I-90/Highway 52 interchange = $13,500,000
Category III Subtotals	$0	$0	$0	$43,150,000
Subtotals by Staging Priority	$284,250,000	$92,400,000	$38,400,000	$43,150,000
CORRIDOR GRAND TOTAL	**$458,200,000**			

[1] Full funding for programmed improvements has not necessarily been secured. No funding has been identified for the non-programmed improvements, except for the County Road 47 overpass in Hampton.

[2] Includes the following improvements:

- Southern Oronoco interchange
- Oronoco overpass
- Oronoco local road improvements
- Pine Island interchange
- Northern Oronoco interchange

[3] Assumes closure of the median at the Highway 52/County Road 48 intersection.

[4] No cost estimates have been prepared.

Funding Sources

There are various sources that can be pursued in attempting to secure the required funding for the improvements outlined in the plan. At the state level, annual funding for projects in Mn/DOT's improvement program, as well as for programs, such as access management and cooperative agreements, will continue. In addition, special one-time allocations, such as the IRC funding program, may become available in the future, but are unpredictable. At the federal level, appropriations through TEA-21 can be pursued as through the efforts of the Highway 52 Freeway Partnership. However, at both the state and federal level, funding is limited, and the competition for funds is great. The continued organized efforts of all participants (Mn/DOT, counties, cities, townships) will be essential to improve the potential for funding the projects included in this plan.

Corridor Plan Endorsement

A key component of the Implementation Plan for the Highway 52 IRC Management Plan is the mutual support of the partnering agencies to initiate recommendations of the plan. Mn/DOT will lead the effort to pursue formal resolutions from all counties, cities, and townships along the Highway 52 corridor. Approved resolutions are attached in Appendix G.

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Highway 52 Interregional Corridor Management Plan

1.0 Introduction and Background

1.1 Report Purpose

The Highway 52 Interregional Corridor (IRC) Management Plan provides a vision for future improvements to the highway, which will help protect and enhance the corridor to ensure that it provides for high speed, safe, and predictable travel conditions. It is only through the commitment of all responsible agencies that the recommendations and proposed improvements of this study can be realized.

The Highway 52 IRC Management Plan is one part of a broader statewide effort of identifying and assessing the needs of the most important highway corridors across the state. These critical Interregional Corridors (IRC) are the backbone of the statewide highway transportation network.

1.2 Interregional Corridors and the Moving Minnesota Plan

Moving Minnesota is a philosophy that recognizes that the key to meeting Minnesota's transportation needs is a long-term, statewide and multimodal strategy. Moving Minnesota further recognizes that transportation is key to healthy and vital communities. Moving Minnesota is a 10-year investment strategy that focuses on three basic initiatives: **A**dvantages for transit, **B**ottleneck removal and **C**orridor connections.

- Increasing transit advantages over driving alone, including a significant increase in Twin Cities bus service, light rail, commuter rail and busway transit connection and transit service to all Minnesota counties will provide travel options Minnesotans want and need.

- Removing bottlenecks is a critical, cost-effective way to improve mobility and safety on urban highways and bridges.

- Improving and protecting the important highway connections between Minnesota's regional trade centers will enhance the competitiveness and economic vitality of the state.

Interregional Corridors (IRCs)

Mn/DOT began identifying key transportation corridors in February 1999 and adopted an Interregional Corridor system in January 2000 as part of the approval of the State Transportation Plan. The IRC system is illustrated in Figure 1. The goal of the IRC system is to enhance the economic vitality of the state by providing safe, timely, and efficient movement of goods and people. The emphasis of the system is on providing efficient connections between and among regional trade centers such as Rochester and the Twin Cities. The corridors tie the state together by connecting people with jobs, distributors, with manufacturers, shoppers with retailers, and tourists with recreational opportunities.

The IRC system is comprised of 2,930 miles of highways, which represent only two percent of all roadway miles in the state. However, this small percentage of highways accounts for one-third of all vehicle miles traveled and the use of these highways is increasing. Traffic volumes on the IRC system have risen by 50 percent in the last ten years and are expected to double by the year 2020. These growth trends further threaten the efficient movement of goods and people between the trade centers.

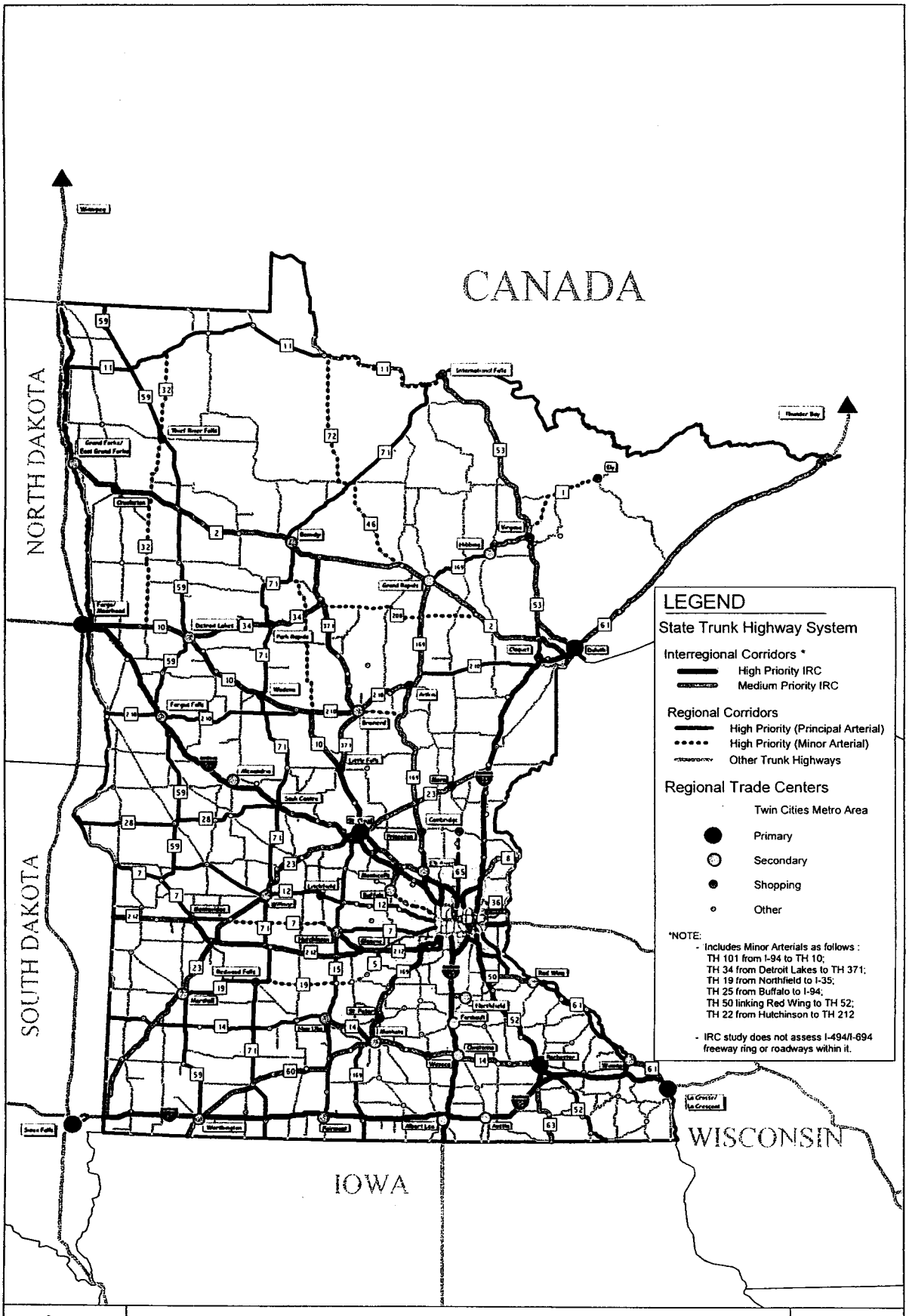
1.3 The Highway 52 Corridor

The segment of Highway 52 being studied begins at the interchange with I-494 in the Twin Cities and ends at the interchange with I-90 south of Rochester, a total of 80 miles. The 80-mile Highway 52 corridor encompasses 10 cities and many townships with land use ranging from primarily agricultural with pockets of urban communities (residential, commercial/industrial) to primarily urban land uses.

Highway 52 is currently a four-lane divided facility from the Twin Cities to the interchange with I-90. The extreme northern section of the corridor between I-494 and County Road 56 in Inver Grove Heights as well as the southern section of the corridor from 55th Street NW to I-90 through Rochester is a fully grade-separated freeway facility. In addition, there are several other freeway interchanges at various locations along the corridor. The Highway 52 IRC Study Area is illustrated in Figure 2.

1.4 Highway 52 Corridor Study and Management Plan – March 2000

The Highway 52 Corridor Study and Management Plan was completed in March 2000. The objectives of the study included the following:



IRC

Interregional Corridor System

FIGURE

1

Minneapolis
St. Paul
Maplewood
Lake Elmo
Edina
Inver Grove Heights
Eagan
Apple Valley
Rosemount
Coates
Vermillion
Lakeville
Hastings
Ellsworth
Hampton
Miesville
New Trier
Randolph
Cannon Falls
Goodhue
Dennison
Hader
Wanamingo
Faribault
Kenyon
Zumbrota
Mazeppa
Pine Island
Oronoco
Byron
Rochester

Hampton Area

Cannon Falls Area

Hader Area

HIGHWAY 52 CORRIDOR PLAN
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Figure 2

Study Area

Corridor Area

North

SEH

- Maintain the function of Highway 52 as a high priority IRC.
- Reduce conflicts at existing crossings and prevent additional points of access to the roadway.
- Foster planning partnerships and shared responsibility to coordinate highway access management
- Identify a series of coordinated transportation and land use investments and management actions aimed at achieving the long-term corridor vision of a freeway facility

Study Findings and Recommendations

The study found that Highway 52 is at risk for developing performance problems in the future based on increasing traffic volumes and the potential for signal proliferation at cross streets. Traffic volumes on Highway 52 have increased steadily from 1980 to 1998 and are projected to reach an average of more than 29,000 vehicles per day by 2020, a 57 percent increase from 1998 levels. Traffic has also increased on the cross streets, which creates problems on Highway 52 as it becomes more difficult to merge onto the highway and signals are installed at the intersections. Due to the large number of access points along the corridor (approximately 4.5 per mile average), the potential for signal installation is high.

Based on these issues, the following vision was developed for the Highway 52 corridor and provides the basis for "Vision 52":

- The ultimate vision for Highway 52 is to develop a fully access controlled, freeway facility. In this way, the corridor's function as a high-speed, high mobility corridor will be maintained.
- In the interim between realizing the ultimate vision, Highway 52 will be managed to ensure it continues to serve as the safest, most direct route, and highest mobility link for moving people and goods between Rochester and the Twin Cities.

To work toward the vision seven strategies were identified for maintaining mobility on Highway 52 while transitioning to a freeway facility, as listed below.

Strategy 1 – Convert selected at-grade intersections to grade-separated interchanges.

Strategy 2 – Maintain existing levels of safety and mobility before the transition to a freeway is completed by building turn lanes, acceleration lanes and making other improvements as necessary.

Strategy 3 – Create a supporting local road network, where necessary, to serve new and existing interchanges.

Strategy 4 – Severely limit the installation of any additional traffic signals.

Strategy 5 – Close existing at-grade access and highway medians as needs arise.

Strategy 6 – Implement local planning and land development strategies that support the Highway 52 vision.

Strategy 7 – Establish a Highway 52 Internal Management Team.

2.0 Study Purpose

2.1 IRC Management Planning Process

Minnesota's citizens and businesses expect quick, reliable, and safe travel with a minimum of stops, especially on longer trips. Delays cost money, affect the ability of businesses to meet customer expectations, and reduce the amount of time travelers have for other activities. Unfortunately, many key Minnesota highway corridors are under increasing growth and development pressures that threaten their ability to meet user expectations. As a result, Mn/DOT identified key transportation corridors and adopted an Interregional Corridor (IRC) System. Highway 52 has been classified as a "high priority" IRC in the statewide system.

As noted in Section 1.2, the "Moving Minnesota" initiative was launched during the 2000 legislative session that focuses on three basic transportation initiatives: advantages for transit; bottleneck removal; and corridor connections. It is the corridor connections piece that applies to the IRCs with the goal of improving and protecting the important highway connections between Minnesota's regional trade centers to enhance the competitiveness and economic vitality of the state. The corridors tie the state together by connecting people with jobs, distributors with manufacturers, shoppers with retailers, and tourists with recreational opportunities.

The 2000 transportation funding bill allocated $6 million to Interregional Corridor (IRC) management plans and partnership projects. The Highway 52 corridor was identified as a high priority IRC and one of seven IRC management plans.

2.2 IRC Mobility Performance Targets

In response to traffic growth trends and signal proliferation on the IRC system, Mn/DOT developed mobility performance targets. These targets provide a method for monitoring corridor performance, identifying problem areas, and assessing areas where additional investments are needed to improve overall performance. Mn/DOT selected "travel speed" as the most easily understood measure of performance by the public. Speed is indirectly a measure for travel time, the most common factor in making transportation choices. The minimum performance targets established for the IRC system are:

- 60+ miles per hour for High Priority IRCs
- 55+ miles per hour for Medium Priority IRCs

The IRC performance target for the Highway 52 corridor (I-494 to I-90), a High Priority IRC, is an average speed of 60+ mph.

2.3 Defining Mn/DOT's Core Transportation Philosophy for the IRC System

To assist in the creation of a central philosophy for the standardization of policies and strategies for the IRCs, Mn/DOT developed a core philosophy. The core philosophy is based on Governor Ventura's Smart Growth Initiative, which identifies four main principles as its foundation:

- Land Use Stewardship – to promote responsible and integrated environmental, land use, access, and transportation planning decisions in a cooperative setting between units of government;
- Efficiency – to maximize the use of existing transportation facilities and services and aim resources at solutions which enhance the State's economic vitality and provide the greatest long-term benefits at the lowest long-term costs;
- Choice – to provide customers with transportation options and modal access choices and meaningful involvement opportunities in the decision-making process; and,
- Accountability – to hold the public and private sectors accountable for their impacts of their land use and access decisions, yet encourage planning to share investments and responsibilities to achieve desired transportation system goals.

2.4 IRC Policies

To further define the core philosophy principles, Mn/DOT developed IRC goals and policies to guide management of key planning and investment decisions. These policy areas are as follows:

Policy 1: Corridor Plan Development
Policy 2: Land Use Planning
Policy 3: Right-of-way Preservation
Policy 4: Prioritization and Investments
Policy 5: Uniformity of Performance
Policy 6: Safety Targets
Policy 7: System Modification

Goals and policies are further defined in Mn/DOT's publication entitled *Interregional Corridors -- Guide for Plan Development and Corridor Management.* Although each of the goals and policies are equally important, Policy 5, Uniformity of Performance, is critical in planning and investment decisions because it provides for the consistent application of access controls and reduction of traffic signal proliferation.

2.5 Purpose for and Key Elements of the Highway 52 IRC Management Plan

The purpose of the Highway 52 IRC Management Plan is to develop a comprehensive and coordinated plan for the entire Highway 52 corridor based on the guiding philosophy and policies of the statewide IRC system. In accordance with the guiding IRC framework, the Highway 52 plan is centered on nine key elements. A brief description of these elements follows.

1. Long-range corridor visions are a required element of the plan.

Through a collaborative process between Mn/DOT, local project partners, state and local agencies, and stakeholders, a corridor vision must be defined to establish how a corridor will ultimately perform.

2. Creation of corridor management plans is expected to be a partnership effort.

Using the same collaborative process described above, IRC partners are expected to support the vision by providing an environment for ongoing decision-making and a forum for communicating community values and other interests.

3. The corridor management plans will be performance-based.

To protect the long-term mobility of the IRC corridors, solutions identified in the corridor management plans will be directed at maintaining performance, minimizing or halting performance degradation, or improving corridor performance; problem areas will be identified based on performance; solutions will be based on ability to improve performance; and timing of improvements will be based on the level or risk.

4. Other corridor and modal planning efforts will be incorporated into corridor management plans.

Performance on the entire corridor will be examined to determine base level performance and problem areas; current and previous studies affecting the corridor will be researched and assessed; and ongoing project-level studies may need to be adjusted to conform to the final corridor management plan.

5. Land use, access, and transportation will be integrated.

Local land use plans, local supporting roadway systems, access spacing guidelines, and development accountability for land use, transportation, and environmental impacts will become integrated in the corridor management plan.

6. Corridor management plans should begin with an initial scoping process.

A strategy will be developed to address anticipated issues in the corridor study and guide its development.

7. Modal activities will be part of the corridor management plans.

The integration of modal issues, including their access, activities, and facilities in the corridor, will be addressed in the IRC Management Plan.

8. A financial feasibility analysis will be required.

The availability of current and future funds will be compared to the cost of the identified performance-based needs will be provided, including project prioritization and partnering options to jointly advance the programming of project funding.

9. An Implementation Plan will identify priority improvements, required actions, and responsibilities.

An implementation and staging plan identifying short-, mid-, and long-term improvements will be assigned a timeframe and prepared using the IRC goals and policies as a guide.

3.0 Project Organization and Public Outreach

A comprehensive approach was taken to create participation opportunities for project stakeholders and interested persons (see Appendix A). Several committees were formed to assist in the IRC Management Plan process and to serve as a conduit for public outreach. The members of these committees (see Appendix B) were tasked with providing guidance, recommendations, and key decisions for the Highway 52 IRC Management Plan development. The study process is illustrated in Figure 3.

3.1 Highway 52 IRC Project Management

The Highway 52 IRC Project Managers are Dale Maul, Mn/DOT District 6-Rochester Planning Director, and Sherry Narusiewicz, Principal Planner/IRC Coordinator, Mn/DOT Metropolitan Division. The professional services firm of Short Elliott Hendrickson Inc (SEH) provided technical and committee support for the preparation of the plan and assistance in public involvement activities.

3.2 Internal Management Team (IMT)

The Highway 52 IMT consists of Mn/DOT district/division staff; Mn/DOT Interregional Corridor Manager; Dakota, Goodhue, and Olmsted County staff; Rochester Olmsted Council of Governments (ROCOG); and the Twin Cities Metropolitan Council. The purpose of this committee is to identify and discuss internal issues, review technical material, and provide overall guidance for the project.

3.3 Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC)

The Policy Advisory Committee (PAC) is comprised of elected officials from the counties, cities and townships along the corridor. The Technical Advisory Committee (TAC) is made up of agency, city and township staff and/or appointed citizens with knowledge of local issues, land use and planned growth. The primary responsibilities of the PAC include providing project information to their constituents, discuss and recommend funding strategies while the primary role of the TAC is to review development and transportation issues and concerns along the corridor and make recommendations regarding priorities for implementation.

Each of these groups was initially formulated during the Highway 52 Corridor Study and Management Plan completed in March 2000. The membership of the committees was carried over from the previous study, however, the groups agreed during the IRC Management Plan process that it would be more efficient to meet jointly in order to share discussion between staff and elected officials, as well as to expedite the study process.

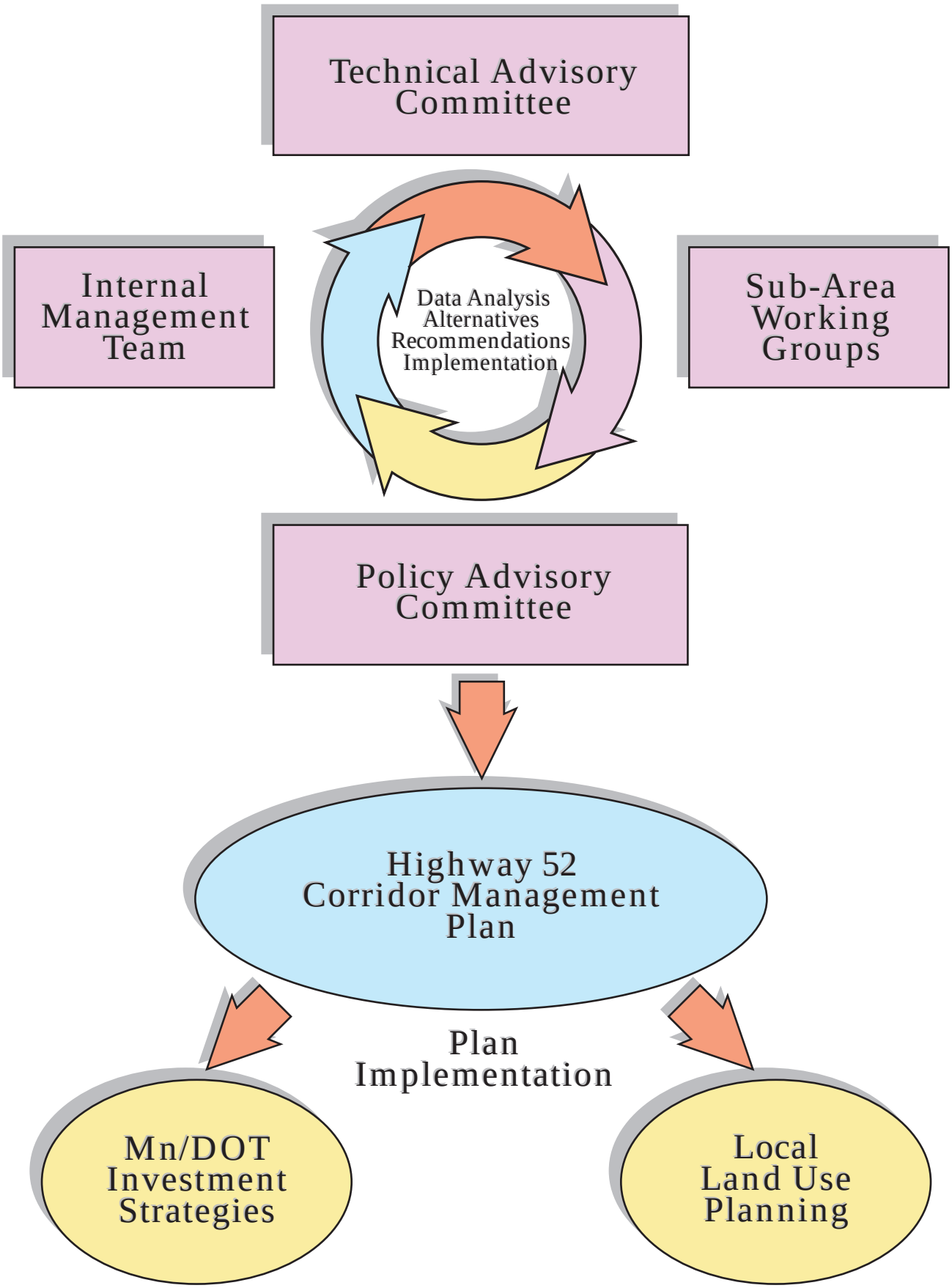


Figure 3

Highway 52 Corridor Management Plan Development Process

3.4 Working Groups

Three Working Groups were formed as subgroups of the TAC, one for each of the three subareas of Hampton, Cannon Falls, and Hader that were identified from the onset of the study process as critical locations along the corridor. These groups are comprised of community representatives and are intended to focus on and recommend solutions for localized issues and concerns. The Working Group process for each of the three subareas is described in detail in Section 5.2.

3.5 Open House Public Meetings

Two open house meetings were held in July 2001 along the Highway 52 corridor as part of the study process. The open houses provided the public with an opportunity to provide comments and learn about the study process, preliminary issues, draft traffic forecasts, preliminary interchange concepts and alternatives, and access management guidelines/principles.

3.6 Press Releases, Announcements, and Electronic Information

Mn/DOT's District 6-Rochester and Metropolitan Divisions prepared press releases and provided local newspaper and electronic media coverage during the development of the IRC Management Plan. A significant source of information for interested persons is the project Internet web site. Located at http://projects.dot.state.mn.us/seh/052, the web site provides a summary of all project-related activities and documentation.

3.7 Related Studies

In addition to the organization and outreach efforts associated with the IRC Management Plan, there are numerous other transportation improvement studies underway along the Highway 52 corridor between I-494 and I-90. Each of these efforts, which are described in detail in Section 7.0, have and continue to include extensive public outreach and involvement activities focused on gathering and addressing the concerns, comments, questions, and suggestions of the affected stakeholders.

4.0 Issue Identification and Confirmation

Using the IRC philosophy, goals, policies, and plan framework references, the Highway 52 corridor was examined at a scoping level to reaffirm previous issues and identify new issues and concerns, and to establish base-level performance characteristics.

Project committees with a task focus were established as previously discussed. These committees were engaged when base level data were being collected and could be presented for discussion.

A summary of base-level data collection is as follows.

4.1 Environmental and Cultural Resource Assets

The Minnesota Department of Natural Resources (MnDNR) was consulted and provided a review of the Minnesota Natural Heritage Database to determine the existence of any rare plant or animal species or other significant natural features known to occur within an approximate one-mile radius of the Highway 52 corridor.

There were 326 occurrences of rare species or natural communities identified in the MnDNR's review. Upon further review of the information it was determined that only 29 rare plant species and 15 rare animal species were found within a one-mile radius of the Highway 52 corridor. The primary locations of environmental occurrences and natural communities that were identified are associated with river valleys found adjacent to or that cross the highway corridor.

The landscape in which the corridor is located is scattered with areas of wetland, prairie, and forest communities and associated plant and animal species. However, a relatively small number of these wetland, prairie, and forest communities are located immediately adjacent to or within the Highway 52 right-of-way.

Cultural resources such as archaeological sites and historic standing structures were reviewed for the Highway 52 corridor using MnModel. This computer model depicts archaeological constraints at the ground surface. It is interpreted from known archaeological site locations, probabilistic models based on the distribution of known sites as of 1997, and locations of a sample of previous archaeological surveys. The model also considers Landscape Suitability Rankings in areas where that information is available. The model assists Mn/DOT in avoiding archaeological sites that may potentially be impacted as a result of a highway improvement project. Though not specifically identified, archeological resources are considered to be significant prehistoric features and historic structures and generally consist of residences, businesses and farmstead structures along the Highway 52 corridor. Similar to the environmental occurrences and natural

communities, the highest potential for archeological occurrences would be located in areas associated with river valleys that are adjacent to or cross the Highway 52 corridor.

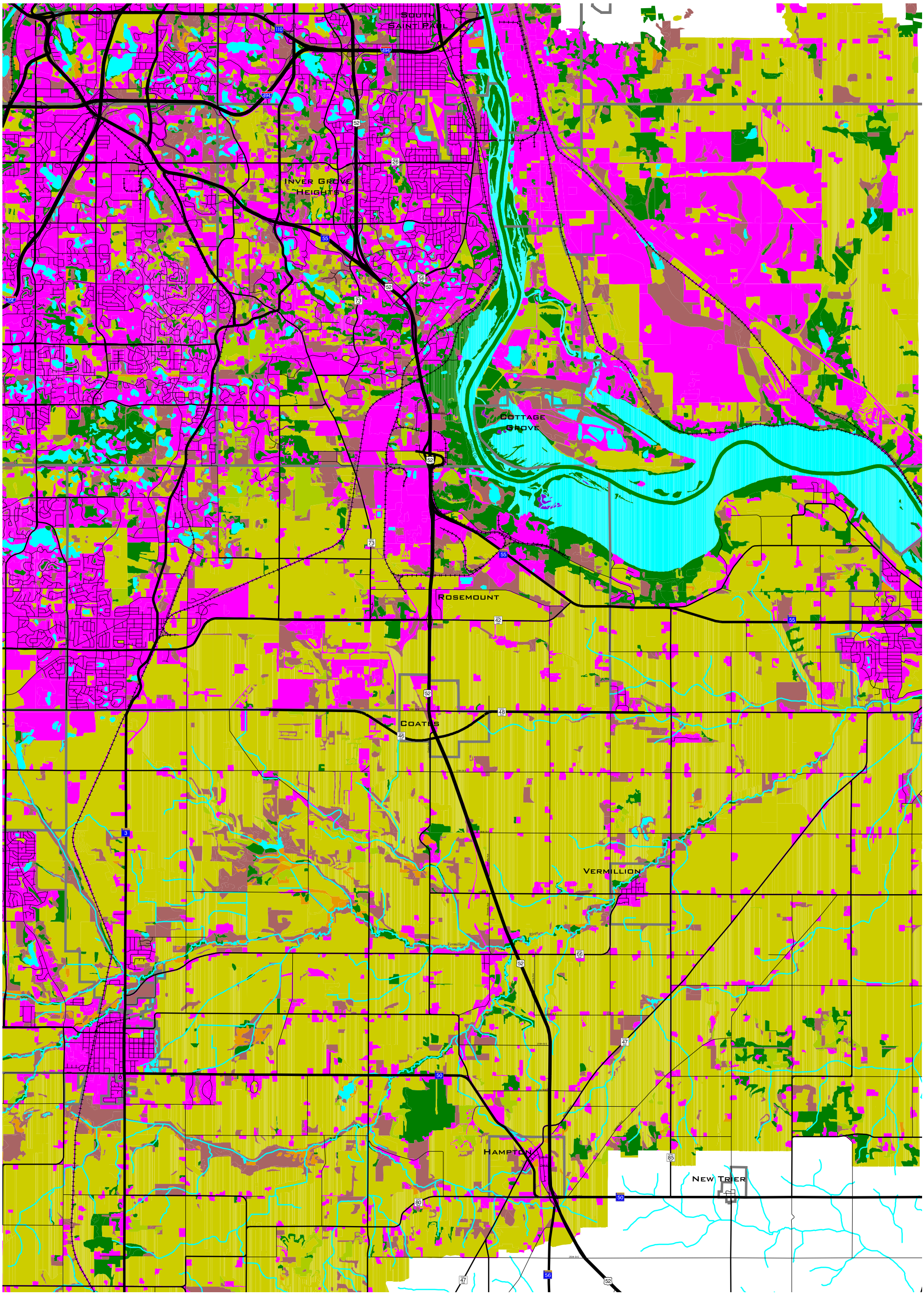
Additional natural resources information for the Highway 52 corridor was obtained through the use of the "Minnesota Land Cover Classification System (MLCCS) data that has been collected for much of the Dakota County portion of the study corridor. The portion that falls within close proximity to the Highway 52 corridor is illustrated in Figure 4. The classification system consists of five hierarchical levels. At the most general level, land cover is divided into either Natural/Semi-Natural cover types or Cultural cover types. The Natural/Semi-Natural classification system is a hybrid of the National Vegetation Classification System (NVCS) and the Minnesota Natural Heritage plant communities. The NVCS is used for Levels 1, 2, and 3 of the system (the coarser levels), while Levels 4 and 5 use the Minnesota Natural Heritage system to more explicitly identify plant community types and locations.

The MLCCS is a relatively new tool that was developed by the MnDNR in cooperation with other state, federal, and local agencies. The system is unique in that it categorizes urban and built up areas in terms of vegetation land cover instead of land use, thus creating a land cover inventory especially useful for resource managers and planners when examining future project.

Furthermore, wildlife corridors and natural resource patches have been identified by the MnDNR for the Dakota County portion of the Highway 52 corridor. The general location of these natural resource areas is illustrated in Figure 5. These wildlife corridors and natural resource patches were created by analyzing GIS base layers, such as the land cover from the MLCCS; native plant communities and rare species occurrences from the Natural Heritage Information Systems; rivers, lakes, and streams; and the Farmlands and Natural Areas analysis done by Dakota County. Other information used included known wildlife habitat areas, trout streams and other important aquatic areas, steep slopes, soils, and greenways mapped by local governments.

Dependent on the scope and scale of future improvements along the corridor, varying levels of more detailed environmental review will be required in order to better assess the overall effects of highway improvements on the natural, social, and cultural environments.

(The reader is referred to Technical Memorandum No. 1 for additional detailed environmental and cultural resource asset information.)



VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

MINNESOTA LAND COVER CLASSIFICATION SYSTEM

FIGURE 4

LEGEND

- ARTIFICIAL SURFACES AND ASSOCIATED AREAS
- PLANTED OR CULTIVATED VEGETATION
- FORESTS
- WOODLAND
- SHRUBLAND
- HERBACEOUS
- NONVASCULAR VEGETATION
- SPARSE VEGETATION
- WATER
- DNR STREAMS
- MUNICIPALITIES
- ROADS
- RAILROAD
- COUNTY

8000 0 8000 Feet

OVERVIEW MAP

MINNESOTA LAND COVER CLASSIFICATION SYSTEM
FROM MINNESOTA DNR, AND NATIONAL PARK SERVICE

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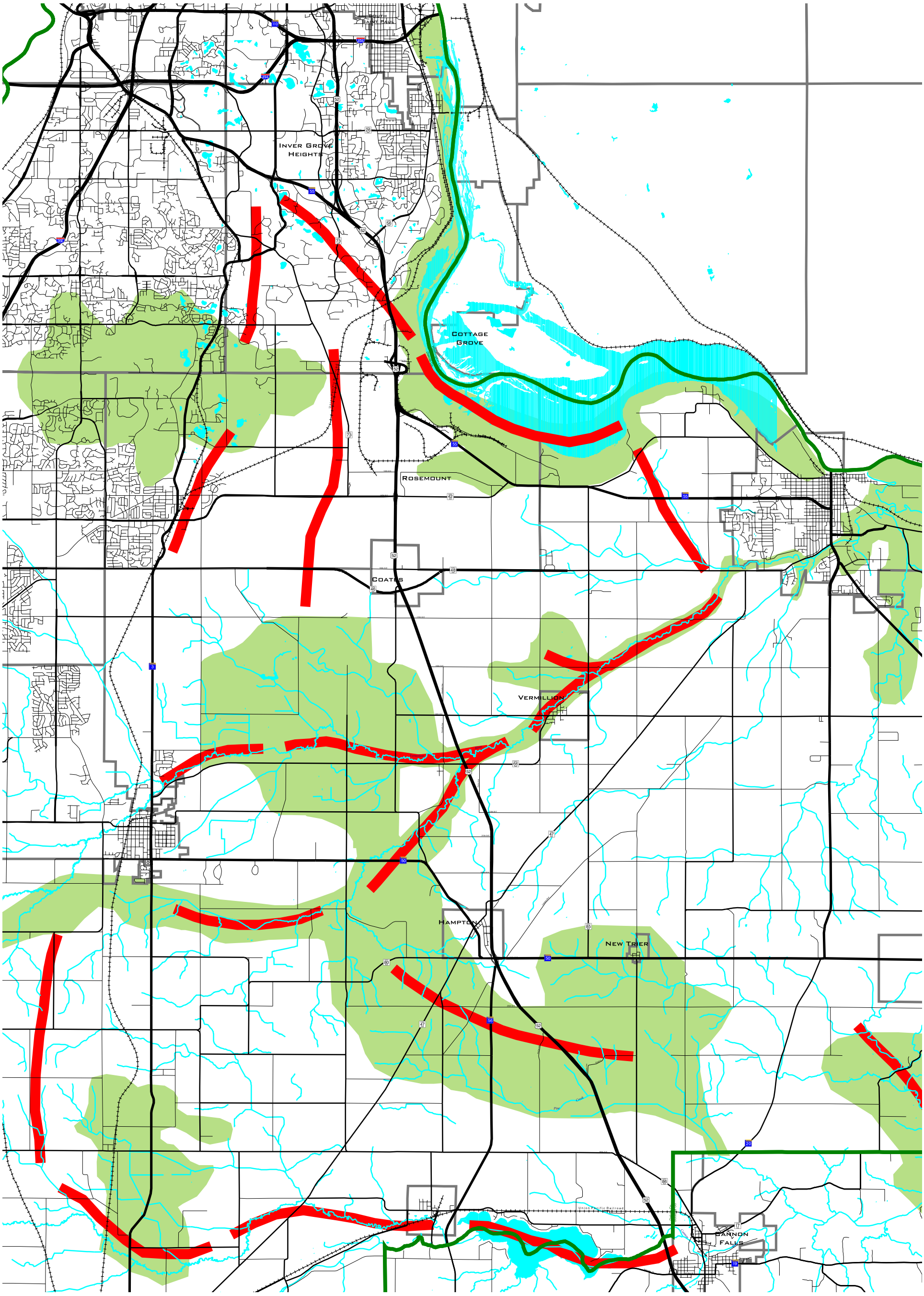

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

NATURAL RESOURCE PATCHES AND WILDLIFE CORRIDORS

FIGURE 5

NATURAL RESOURCE PATCHES AND WILDLIFE CORRIDORS FROM HIGHWAY 52 CORRIDOR MnDOT AND DNR WORKSHOP, FEBRUARY 26, 2002.

LEGEND

- WILDLIFE CORRIDORS
- NATURAL RESOURCE PATCHES
- WATER
- DNR STREAMS
- MUNICIPALITIES
- ROADS
- RAILROAD
- COUNTY

10000 0 10000 Feet

OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

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4.2 Growth Area Segmentation

Using the IRC Management Plan guidelines, fifteen growth area segments were determined along the Highway 52 corridor based on adjacent land use characteristics and trends. The growth area segments were established to facilitate conducting and presenting the technical analysis conducted along the corridor, including the traffic, performance, safety, and access information detailed below. Four growth area classifications were identified and are described below.

- Urban Areas – Rochester is designated as an Urban Area. This area is considered to be fully developed. This designation identifies the areas being developed at an urban density characteristic of metropolitan areas. Continued growth and outward expansion is expected to occur, and the potential for redevelopment or infill within the existing urban area is anticipated. Factors that influence the growth or redevelopment are stable or increasing populations, an accessible and mobile highway network and a stable or increasing business climate.

- Small Rural Centers – Small Rural Centers include the Cities of Coates, Hampton, Zumbrota, Pine Island, and Oronoco.

- Planned Growth Areas – Communities designated as Planned Growth Areas along the Highway 52 corridor are partially developed or developing areas where growth is presently occurring or has the potential to develop in the next 10 to 20 years. The southern Twin Cities along with Cannon Falls and the areas north and south of Rochester have been identified as Planned Growth Areas.

- Rural Areas – The remainder of the corridor is designated as rural.

The growth area segments identified for the Highway 52 corridor are illustrated in Figure 6.

(The reader is referred to Technical Memorandum No. 2 for additional detail on the growth area segmentation.)

4.2.1 Land Use and Relationship to Growth Area Segmentation

Five of the fifteen growth area segments along the Highway 52 corridor are located in rural areas. The land uses in these rural areas is primarily agricultural with intermittent rural residential areas, and pockets of natural resource settings (i.e. wetlands, designated woodlands, etc.)

Figure 6 – Growth Area Segmentation

11 x 17

1 Planned Growth: I-494 to Coates
Distance: 10.7 Miles

2 Small Rural Center: Coates
Distance: 0.9 Miles

3 Rural Area: Coates to Hampton
Distance: 6.6 Miles

4 Small Rural Center: Hampton
Distance: 1.2 Miles

5 Rural Area: Hampton to Cannon Falls Area
Distance: 4.9 Miles

6 Planned Growth: Cannon Falls Area
Distance: 6.3 Miles

7 Rural Area: Cannon Falls Area to Zumbrota
Distance: 13.5 Miles

8 Small Rural Center: Zumbrota
Distance: 4.9 Miles

9 Rural Area: Zumbrota to Pine Island
Distance: 2.9 Miles

10 Small Rural Center: Pine Island
Distance: 3.4 Miles

11 Rural Area: Pine Island to Oronoco
Distance: 2.7 Miles

12 Small Rural Center: Oronoco
Distance: 2.4 Miles

13 Planned Growth: Oronoco to Rochester
Distance: 4.4 Miles

14 Urban Growth Area: Rochester
Distance: 8.0 Miles

15 Planned Growth: Rochester to I-90
Distance: 5.8 Miles

HIGHWAY 52 CORRIDOR PLAN
Moving Minnesota

Figure 6

Growth Area Segmentation

X Planned Growth
X Small Rural Center
X Rural Area
X Urban Growth Area

North

August 2001

Areas designated as Planned Growth Areas and Urban Growth Areas along the Highway 52 corridor are comprised of developed or developing land uses. The cities within the Planned Growth Areas and Urban Growth Areas have expanding residential, commercial, and industrial land uses.

4.3 Environmental Justice

Consistent with the spirit of the Environmental Justice Executive Order, Mn/DOT is committed to working in partnership with the Federal Highway Administration (FHWA) to follow all applicable environmental justice regulations. As part of the project development process for all federally funded improvements, Mn/DOT will identify and address, as appropriate, potential disproportionately high and adverse human health, economic, or environmental effects on minority and low-income populations. It is expected that the environmental justice assessment will be conducted as part of the environmental documentation (i.e. Project Memorandum, Environmental Assessment, or Environmental Impact Statement) that is required to attain project approval.

A review of the Highway 52 corridor demographics was conducted to determine, at a high-level, the relative location and concentrations of low-income and minority populations. Table 1 summarizes the results of the research.

Table 1
Minority and Low-Income Populations along the Highway 52 Corridor[1]

County	Total Population	Minority Population	Low-income Population[2,3]
Dakota County	23,308	1,421	787
Goodhue County	23,795	623	1,473
Olmsted County	62,767	7,432	3,469
Total	**109,870**	**9,476**	**5,729**

Source: U.S. Census Bureau, 1990 (income) and 2000 (population).
Notes:
1 All statistics were calculated using Census information for all census tracts adjacent to Highway 52 from I-494 to I-90.
2 Determined using 1989 household income statistics, which are the most recent available.
3 The poverty level was defined by the U.S. Census Bureau as $12,674 for the average family of four in 1989. Because income information is presented in categories or ranges, household income below $12,500 was considered low-income for the purposes of this analysis.

4.4 Traffic Forecasts

Average daily traffic volumes (ADT) were obtained for the corridor and growth rates were applied to obtain ADTs for the Year 2025 (the defined forecast year). The growth rates for Highway 52 were developed as part of the March 2000 Highway 52 Corridor Study. The Year 2025 volumes for Highway 52 range from 29,125 vehicles per

day (vpd) north of Pine Island (Segment 9) to 86,775 vpd in Rochester (Segment 14).

Traffic volumes were also projected for the state highways and county roads crossing Highway 52 in the study area. The counties included in the study area are Dakota, Goodhue, and Olmsted. Each county provided a growth factor and these growth factors were used on the identified roads crossing Highway 52 where information from Mn/DOT was not already available.

Figures 7a and 7b present the existing traffic and year 2025 forecast traffic volumes for Highway 52 and the state and county highway system that intersects with Highway 52.

(The reader is referred to Technical Memorandum No. 3 for a detailed analysis of the traffic forecasting procedure.)

4.5 Corridor Performance – Speed

A travel time study was performed on the Highway 52 corridor to accurately measure the Corridor's current performance. Future performance was then calculated based on a prediction of travel speed that considers delays expected to be caused by future traffic growth and the risk of additional traffic signals installed on the mainline highway corridor.

4.5.1 Existing and Future No-Build Performance

The travel time study indicated that the existing average corridor travel speed is 66 mph, which exceeds the target of 60+ mph. Table 2 details the average travel speeds for each segment.

The next step in the analysis was to assign the year 2025 forecast traffic volumes assuming no highway improvements. The analysis indicated that the year 2025 average travel speed will drop to 52 mph under the no-build conditions with only six segments maintaining target speeds.

- Cannon Falls to Zumbrota (Segment 7)
- Zumbrota (Segment 8)
- Zumbrota to Pine Island (Segment 9)
- Pine Island (Segment 10)
- Pine Island to Oronoco (Segment 11)
- Rochester to I-90 (Segment 15)

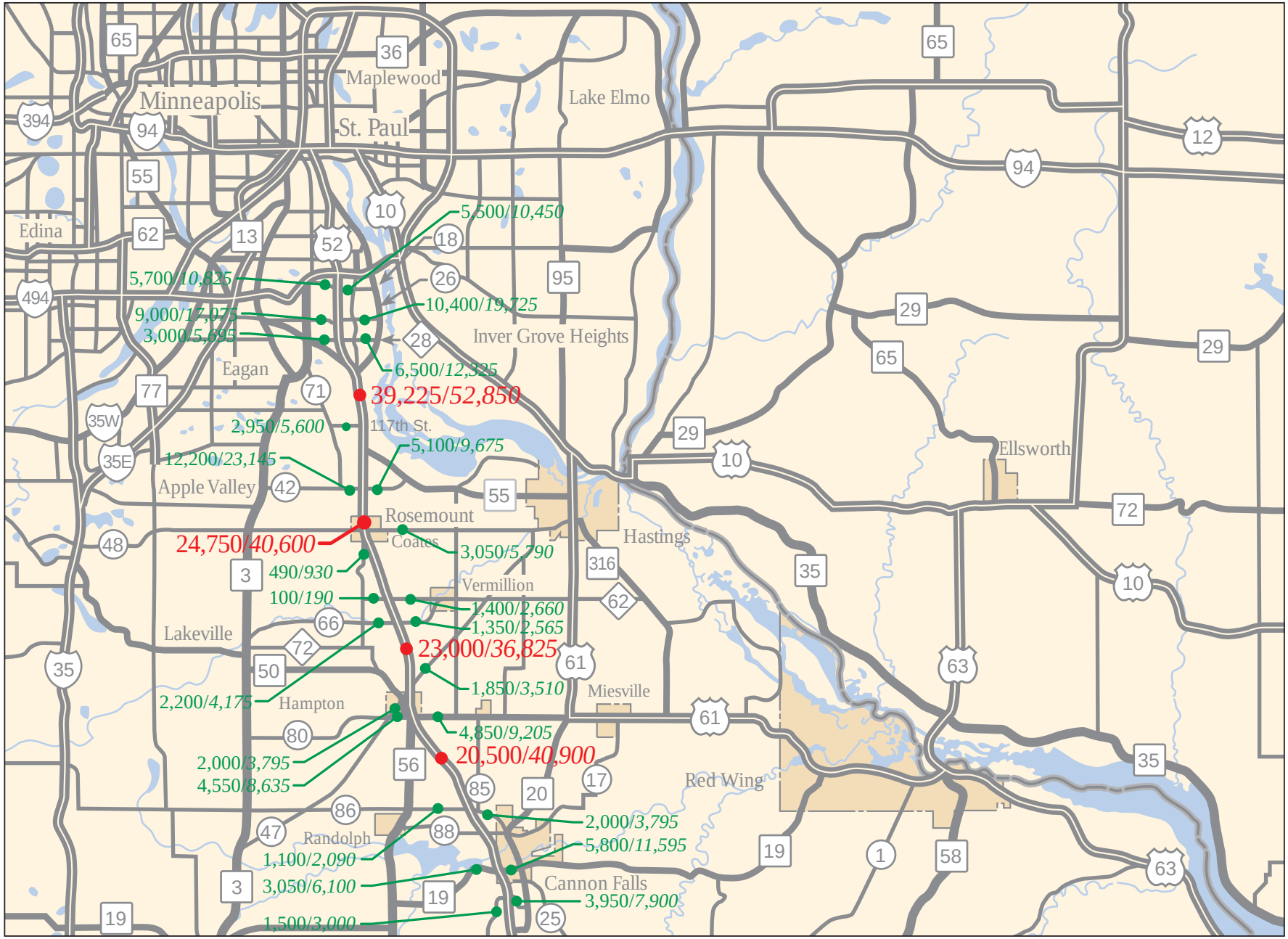


Figure 7a

Existing and Forecast Traffic Volumes - North

Existing Traffic Volumes* — Future (2025) Traffic Volumes

0000/*0000*

* Volumes for Trunk Highways are from 2000; volumes for county roads are from 1999.

North

July 2001

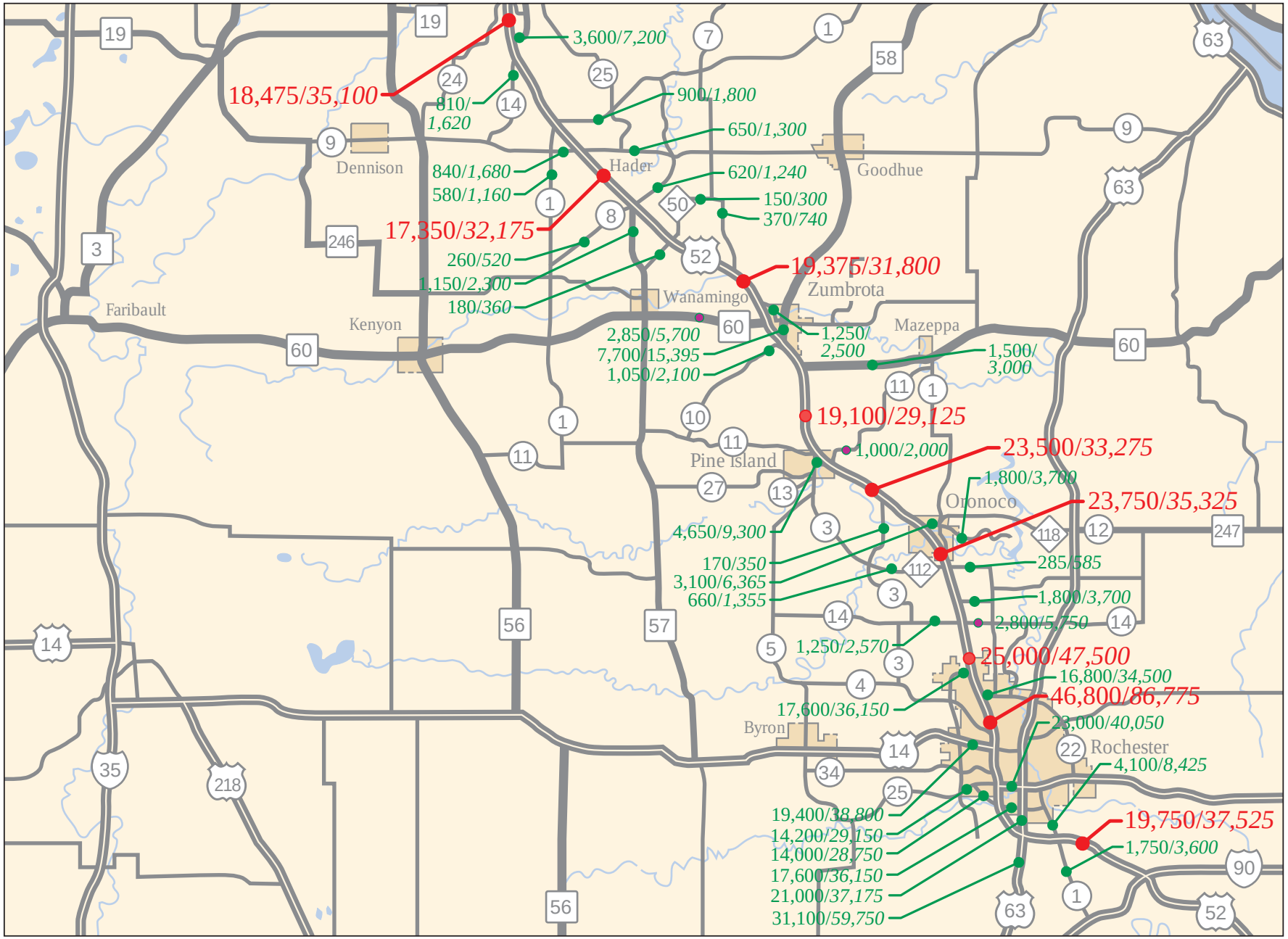


Figure 7b

Existing and Forecast Traffic Volumes - South

Existing Traffic Volumes* — Future (2025) Traffic Volumes

0000/*0000*

* Volumes for Trunk Highways are from 2000; volumes for county roads are from 1999.

North

July 2001

The speeds on the remaining segments will range from 37 to 58 mph. The drop in performance is a result in increased congestion and the substantial delay associated with increased signalization at major intersections. The analysis identified that up to 14 additional traffic signals would be required by the year 2025 in response to traffic growth not only on Highway 52, but also the intersecting roadways. Figure 8 graphically illustrates the existing and future no-build corridor performance by segment.

4.5.2 Programmed Improvements Performance

The next step in the evaluation was to determine the effect of implementing the two programmed improvements (117th Street and County Road 14 interchanges). As indicated in Table 2, both Segment 1 and Segment 13 would meet the performance goal with these improvements. However, more importantly, the programmed improvements result in a very significant improvement in the overall corridor performance by increasing the overall corridor travel speed from 52 mph to 59 mph. This significant increase reflects the relative impact of these two improvements, which are located in the portions of the corridor with the highest traffic volumes.

4.5.3 Full Build Performance

The next step in the performance analysis was to determine the travel speed impact assuming all the proposed highway improvements, as defined in Section 5.3, were implemented by the year 2025. The analysis showed that four additional segments would improve to the 60+ mph target speed and the overall corridor travel speed would increase to 64 mph. The segments include:

1. Coates (Segment 2)
2. Hampton (Segment 4)
3. Cannon Falls area (Segment 6)
4. Oronoco (Segment 12)

Figure 9 graphically illustrates the future no-build, programmed, and full build corridor performance by segment.

4.5.4 2025 Vision Performance Requirements

The last step in the performance analysis focused on determining what improvements are required to attain the 60+ mph speed target for the overall corridor. The previous sections noted that the programmed improvements would result in a 59 mph average speed while the full build scenario has a 64 mph average travel speed. After testing all possible matches of the different scenarios, the technical analysis concluded that implementation of any one of the following segments would raise the overall corridor travel speed to 60 mph.

HIGHWAY 52 TRAVEL TIME SUMMARY
Existing and Year 2025 No-Build

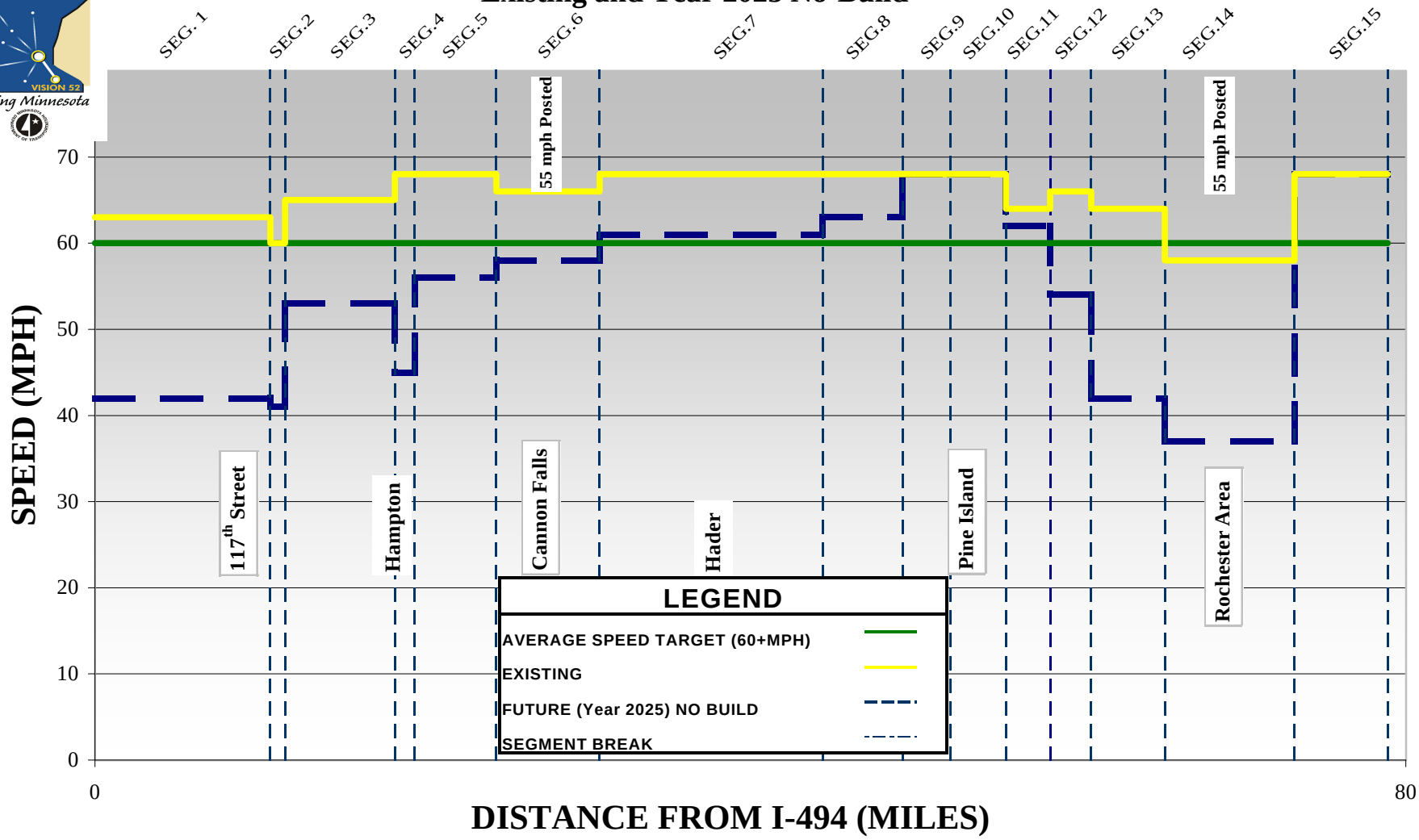


Figure No. 8

Table 2
Corridor Speed Performance 1/
Vision 52 Study

Segment	Description	Existing Segment Performance		Future Segment Performance No Build		Future Segment Performance Programmed 2/		Future Segment Performance Full Build 3/	
1	I-494 to North Limits of Coates	63 mph	At Target	42 mph	Below Target	63 mph	At Target	66 mph	Above Target
2	Coates	60 mph	Below Target	40 mph	Below Target	40 mph	Below Target	65 mph	At Target
3	South Limits of Coates to North Limits of Hampton	65 mph	At Target	52 mph	Below Target	52 mph	Below Target	58 mph	Below Target
4	Hampton	68 mph	Above Target	48 mph	Below Target	48 mph	Below Target	68 mph	Above Target
5	South Limits of Hampton to Dakota County 86	68 mph	Above Target	56 mph	Below Target	56 mph	Below Target	56 mph	Below Target
6	Dakota County 86 to Goodhue County 14 - (Cannon Falls Area)	66 mph	Above Target	58 mph	Below Target	58 mph	Below Target	68 mph	Above Target
7	Goodhue County 14 to Goodhue County 7	68 mph	Above Target	62 mph	At Target	62 mph	At Target	66 mph	Above Target
8	Goodhue County 7 to Highway 60 - (Zumbrota Area)	68 mph	Above Target	61 mph	At Target	61 mph	At Target	68 mph	Above Target
9	Highway 60 to North Limits of Pine Island	68 mph	Above Target	68 mph	Above Target	68 mph	Above Target	68 mph	Above Target
10	Pine Island	68 mph	Above Target	68 mph	Above Target	68 mph	Above Target	68 mph	Above Target
11	South Limits of Pine Island to North Limits of Oronoco	64 mph	At Target	62 mph	At Target	62 mph	At Target	64 mph	At Target
12	Oronoco	66 mph	Above Target	47 mph	Below Target	47 mph	Below Target	66 mph	Above Target
13	South Limits of Oronoco to North Limits of Rochester	64 mph	At Target	43 mph	Below Target	63 mph	At Target	68 mph	Above Target
14	Rochester	58 mph	Below Target	37 mph	Below Target	55 mph	Below Target	55 mph	Below Target
15	South Limits of Rochester to I-90	68 mph	Above Target	68 mph	Above Target	68 mph	Above Target	68 mph	Above Target
	CORRIDOR AVERAGE	66 mph	Above Target	52 mph	Below Target	59 mph	Below Target	64 mph	At Target

Notes:
1/ Target speeds are defined as follows:
- o 59mph or less = below target
- o 60 to 65 mph = at target
- o 66+mph = above target

2/ Assumes construction 117th Street interchange and County Road 14 (75th Street NW) interchange.
3/ Assumes construction of all improvements along Highway 52 specified in Section 5.3.

HIGHWAY 52 TRAVEL TIME SUMMARY
Year 2025 No-Build, Programmed, and Full Build

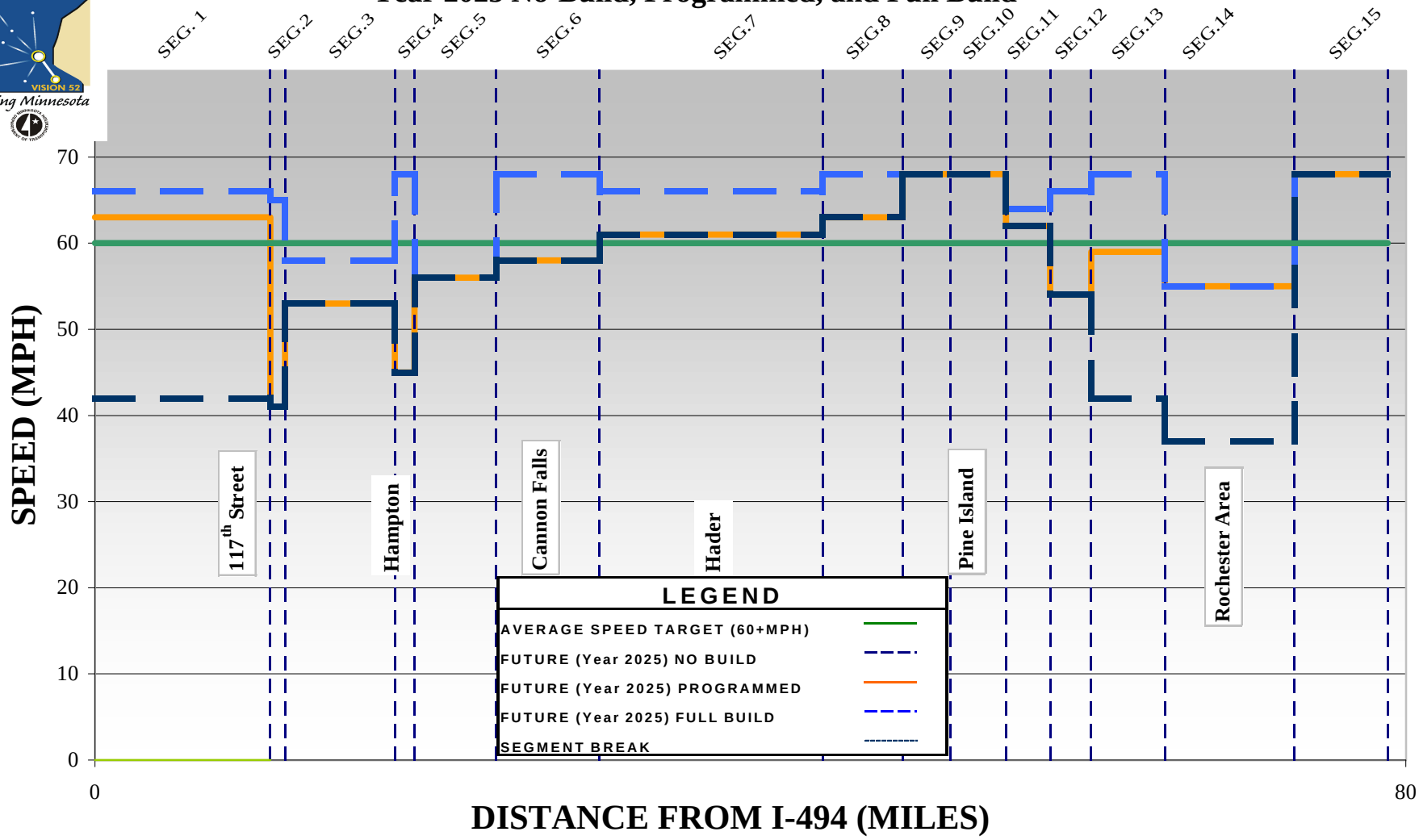


Figure No. 9

- Segment 1 – Inver Grove Trail area access removal
- Segment 2 – Coates
- Segment 3 – CSAH 66 interchange/CSAH 62 closure
- Segment 4 – Hampton
- Segment 6 – Cannon Falls
- Segment 7 – Hader area
- Segment 12 – Oronoco area

(The reader is referred to Technical Memorandum No. 3 for a detailed description of the speed performance assessment.)

4.6 Corridor Safety Evaluation

The intent of the safety/crash analysis for the Vision 52 Corridor Study is to identify segments and intersections that experience unusually high crash occurrences and to prioritize locations for potential safety improvement project recommendations that can provide the most benefit in terms of the potential to reduce crashes.

Given the length of the Highway 52 corridor along with the number of access points, it is difficult to provide a rigorous safety analysis that would include detailed crashes and severity rates per million vehicle miles. Crashes and severity rates are the standard statistically valid method employed by Mn/DOT and other state DOTs in assessing safety and in identifying safety improvement projects.

There is a lack of sidestreet traffic volume data at many intersection locations along the Highway 52 corridor needed to perform the calculation of intersection crash rates. In addition, coding errors are inherent in large data sets. Based on these two factors, it was determined by the IMT that the standard crash rate comparison would not be adequate and could result in safety concern locations being overlooked.

Based on the above, several types of crash data analyses and timeframes were used to ensure that all safety concern locations were identified and prioritized.

Another factor considered in the safety analysis is to inventory those Highway 52 study corridor locations that have been identified for improvement. These projects are those that Mn/DOT has currently programmed and/or fiscally constrained for improvement. Mn/DOT's top 200 list of High Frequency Crash Intersections has been used to identify these improvement locations.

4.6.1 Overview of Crashes

Mn/DOT provided crash information along a 79.5-mile segment of Highway 52, from I-494 to I-90, for the 5-year period between January 1, 1996 and December 31, 2000. The location, type, and

severity of the crashes was obtained from the data and used in the analysis.

Highway 52 was divided into 15 segments for the purpose of this Highway 52 IRC Study. These 15 segments were analyzed individually.

A total of 2,647 crashes occurred along the 79.5-mile corridor during the 5-year period. Of these crashes, 1,840 (approximately 70 percent) were property damage crashes. There were 778 (approximately 29 percent) personal injury crashes, and 29 (approximately 1 percent) crashes involving fatalities. Of the 228 personal injury crashes, 504 of these crashes were severity type C, which are noted as possible injury crashes.

A summary of the crash data is shown graphically in Figure 10.

4.6.1 Segment Evaluation

Crash rates and severity rates were calculated by the 15 corridor segments identified by the IMT. The segment crash rates are compared to statewide averages for similar type facilities. This measure provides a macro level assessment of where safety problems may be occurring, but can miss isolated intersections that have safety deficiencies.

The calculated crash rates by segment are summarized in Table 3 and shown graphically in Figure 11. Crash rates along the 79.5-mile Highway 52 corridor range from 0.4 to 1.1 crashes per million vehicle miles. Table 3 also shows a comparison of the crash and severity rates for these sections to statewide average crash and severity rates for comparable trunk highway segments (Mn/DOT Crash Data, 1988 to 2000).

As shown, Segment 2 (Coates area) and Segments 12, 13, and 14 (Oronoco to Rochester) all exceed statewide average crash rates.

Twelve of the fifteen segments have severity rates that exceed statewide averages. Segments 1, 6, and 10 have severity rates below statewide averages. None of the segments are above 25 percent of the statewide average, which is typically used as the standard margin of concern.

Corridor Statistics (1996-2000)

1,840	Property Damage Crashes
778	Personal Injury Crashes
29	Fatality Crashes
2,647	Total Crashes

Segment 1

402	Property Damage Crashes
154	Personal Injury Crashes
5	Fatality Crashes
561	Total Crashes

Segment 2

24	Property Damage Crashes
22	Personal Injury Crashes
0	Fatality Crashes
46	Total Crashes

Segment 3

57	Property Damage Crashes
32	Personal Injury Crashes
0	Fatality Crashes
89	Total Crashes

Segment 4

36	Property Damage Crashes
22	Personal Injury Crashes
1	Fatality Crash
59	Total Crashes

Segment 5

25	Property Damage Crashes
11	Personal Injury Crashes
0	Fatality Crashes
36	Total Crashes

Segment 6

128	Property Damage Crashes
57	Personal Injury Crashes
1	Fatality Crash
186	Total Crashes

Segment 7

226	Property Damage Crashes
119	Personal Injury Crashes
4	Fatality Crashes
349	Total Crashes

Segment 8

84	Property Damage Crashes
38	Personal Injury Crashes
3	Fatality Crashes
125	Total Crashes

Segment 9

25	Property Damage Crashes
18	Personal Injury Crashes
2	Fatality Crashes
45	Total Crashes

Segment 10

58	Property Damage Crashes
23	Personal Injury Crashes
0	Fatality Crashes
81	Total Crashes

Segment 11

37	Property Damage Crashes
16	Personal Injury Crashes
2	Fatality Crashes
55	Total Crashes

Segment 12

77	Property Damage Crashes
42	Personal Injury Crashes
4	Fatality Crashes
123	Total Crashes

Segment 13

119	Property Damage Crashes
44	Personal Injury Crashes
2	Fatality Crashes
165	Total Crashes

Segment 14

484	Property Damage Crashes
156	Personal Injury Crashes
4	Fatality Crashes
644	Total Crashes

Segment 15

58	Property Damage Crashes
24	Personal Injury Crashes
1	Fatality Crash
83	Total Crashes

Minneapolis
St. Paul
Maplewood
Edina
Eagan
Inver Grove Heights
Rosemount
Coates
Vermillion
Hastings
Ellsworth
Hampton
Miesville
New Trier
Randolph
Cannon Falls
Goodhue
Dennison
Hader
Wanamingo
Mazeppa
Zumbrota
Faribault
Pine Island
Oronoco

HIGHWAY 52 CORRIDOR PLAN
IRC
VISION 52
Moving Minnesota

Figure 10

Overview of Crash Data

X Planned Growth
X Small Rural Center
X Rural Area
X Urban Growth Area

North

SEH

January 2002

Table 3
Crash Summary by Segment (1996-2000)

Segment	Length (mi.)	2000 ADT	Crash Severity				Crash Rates[1]		Severity Rates[2]	
			Fatal	Personal Injury	Property Damage Only	Total	TH 52	Statewide Averages	TH 52	Statewide Averages
1	10.85	39,208	5	154	402	561	0.7	0.9	1.4	1.9
2	0.90	24,750	0	22	24	46	**1.1**	0.9	**2.8**	1.9
3	6.60	23,000	0	32	57	89	0.3	0.9	0.7	1.9
4	1.70	25,000	1	22	36	59	0.8	0.9	1.7	1.9
5	4.05	20,500	0	11	25	36	0.2	0.9	0.5	1.9
6	6.65	18,467	1	57	128	186	0.8	0.9	1.6	1.9
7	15.25	17,350	4	119	226	349	0.7	0.9	1.5	1.9
8	3.60	19,367	3	38	84	125	**1.0**	0.9	**2.1**	1.9
9	2.65	19,100	2	18	25	45	0.5	0.9	1.3	1.9
10	3.80	21,300	0	23	58	81	0.5	0.9	1.0	1.9
11	2.90	23,500	2	16	37	55	0.4	0.9	1.0	1.9
12	2.30	23,750	4	42	77	123	**1.2**	0.9	**2.9**	1.9
13	3.80	25,000	2	44	119	165	**1.0**	0.9	1.8	1.9
14	8.90	46,800	4	156	484	644	**0.8**	0.6	**1.5**	1.2
15	5.20	19,750	1	24	58	83	0.4	0.6	0.9	1.2
Totals	**79.15**		**29**	**778**	**1840**	**2647**				

Notes:
1.) Crash rates are accidents per million vehicle miles.
2.) Severity rates are weighted accidents per million vehicle miles. Weight factors are as follows:
fatal = 10; personal injury = 4; property damage only = 1.
3.) Statewide average crash and severity rates are for comparable highway type. Statewide rates provided by Mn/DOT, 1998 to 2000.
1.0 Indicates Segment rate that exceeds statewide average.

Segment 1
0.7/0.9
[1.4/1.9]

Segment 2
1.0/0.9*
[2.8/1.9]*
*Exceeds Average

Segment 3
0.3/0.9
[0.7/1.9]

Segment 4
0.8/0.9
[1.7/1.9]

Segment 5
0.2/ 0.9
[0.5/1.9]

Segment 6
0.8/0.9
[1.6/1.9]

Segment 7
0.7/0.9
[1.5/1.9]

Segment 8
1.0/0.9*
[2.1/1.9]*
*Exceeds Average

Segment 9
0.5/0.9
[1.3/1.9]

Segment 10
0.5/0.9
[1.0/1.9]

Segment 11
0.4/0.9
[1.0/1.9]

Segment 12
1.2/0.9*
[2.9/1.9]*
*Exceeds Average

Segment 13
1.0/0.9*
[1.8/1.9]
*Exceeds Average

Segment 14
0.8/0.6*
[1.5/1.2]*
*Exceeds Average

Segment 15
0.4/0.6
[0.9/1.2]

Minneapolis
St. Paul
Maplewood
Lake Elmo
Edina
Eagan
Inver Grove Heights
Rosemount
Coates
Vermillion
Hastings
Ellsworth
Hampton
Miesville
New Trier
Randolph
Cannon Falls
Goodhue
Hader
Dennison
Wanamingo
Kenyon
Faribault
Mazeppa
Zumbrota
Pine Island
Oronoco

Figure 11

Crash Rates by Segment

Segment Rate → Crash Rate 0.0/0.0 ← State Average

Severity Rate [0.0/0.0]

North

January 2002

4.6.2 Intersection Evaluation

Intersections along the Highway 52 corridor were evaluated three different ways. The first method was an evaluation of intersection crash rates, the second was prioritization of intersections by different criteria, and the third method was identifying intersections ranked in the top 200 statewide intersection list.

4.6.2.1 Major Intersection Crash Rates

Crash rates for 59 major intersections along the corridor were calculated. This methodology provides a good indication of major intersection safety deficiencies. However, many intersections along the Highway 52 corridor do not include side street traffic volumes that may overstate the calculated crash rate. In addition, slight coding errors in terms of milepost location can result in miscalculations in total intersection crash and severity rates.

Crash rates for major intersections are summarized in Table 4. This crash rate analysis indicates the following intersection locations exceed a crash rate of 1.0 crashes per million vehicle miles (MVM):

- 117th Street East – Crash rate 2.13 crashes per MVM
- County Road 9 – Crash rate 1.37 crashes per MVM
- County Road 14 (75th Street NW) – Crash rate 1.16 crashes per MVM

The 117th Street intersection is programmed for replacement with an interchange as discussed later in this section.

4.6.2.2 Composite Intersection Ranking

A composite ranking of Highway 52 intersection locations was developed based on four crash/traffic activity measurements; traffic volumes, number of fatal crashes, total number of crashes, total number of probable correctable crashes with mitigation (defined as angle type crashes for the Highway 52 corridor). Although this methodology does not follow established statistically valid crash analysis methodology, it does account for four major factors that are indicators of increased crash potential and those locations that have the potential for improvements that reduce crash potential.

Table 4

Crash Data By At-Grade Intersection (1998-2000)

Number	Seg.	Intersection with TH 52	Type of Accident							Total	Fatal	Crash Rate
			RE	SS	LT	ROR	RA	HO	?			
1	1	Inver Grove Trail	3	2	0	6	5	0	3	19	0	0.44
2	1	105th Street East	2	2	0	2	1	0	0	7	0	0.16
3	1	Clark Road	1	0	0	0	1	1	1	4	1	0.09
4	1	111th Street East	3	1	0	2	0	0	2	8	0	0.19
5	1	117th Street East	63	8	0	5	9	0	14	99	2	**2.13**
6	1	Public Road	1	1	0	0	0	0	1	3	2	0.07
7	1	Pine Bend Trail	0	3	0	3	1	1	2	10	1	0.30
8	1	Koch Entrance	2	0	0	3	0	0	1	6	2	0.18
9	1	140th Street East	0	3	0	1	2	0	1	7	0	0.22
10	2	160th Street / CR 48	1	3	4	5	5	0	3	21	0	0.69
11	2	CR 81 / Frontage Road	0	1	0	0	4	0	0	5	1	0.19
12	3	180th Street	0	0	0	2	1	0	0	3	1	0.11
13	3	CR 62 (190th Street)	4	2	0	3	2	0	2	13	1	0.50
14	3	CR 66 (200th Street)	4	0	0	2	6	4	0	16	1	0.59
15	3	215th Street	0	0	0	2	0	0	1	3	0	0.11
16	3	222nd Street	0	0	0	2	1	0	1	4	0	0.15
17	4	CSAH 47	1	1	2	1	13	0	1	19	4	0.67
18	4	Park Street / Frontage Road	1	2	1	2	2	0	0	8	0	0.28
19	5	250th Street	1	1	0	1	1	0	0	4	0	0.17
20	5	Goodwin Avenue / residential	0	0	0	3	0	0	0	3	0	0.13
21	5	CSAH 86	1	1	1	3	11	0	1	18	2	0.78
22	6	CR 24 West	14	1	0	0	4	0	3	22	4	0.95
23	6	65th Avenue / CR 24 North	8	3	1	3	3	0	4	22	2	0.91
24	6	327th Street Way	1	0	0	0	4	0	1	6	0	0.28
25	6	Highview Road	1	1	0	0	4	0	2	8	0	0.38
26	7	CR 14	1	0	0	3	2	1	3	10	1	0.48
27	7	Skunk Holm Road	1	1	0	7	2	0	6	17	0	0.80
28	7	360th Street Way	0	0	0	4	2	0	2	8	0	0.38
29	7	CR 1 (east)	2	0	1	2	2	0	0	7	1	0.33
30	7	CR1 (south)	2	0	0	2	1	0	1	6	0	0.30
31	7	CR9	1	0	0	7	12	0	6	26	1	**1.37**
32	7	110th Avenue	1	0	0	1	0	0	2	4	0	0.21
33	7	CR 8	4	1	0	0	8	0	1	14	4	0.77
34	7	CR 50	2	0	0	0	2	0	0	4	0	0.23
35	7	420th Street	2	0	0	2	2	0	1	7	0	0.38
36	7	142nd Street Way	0	0	0	3	0	0	1	4	0	0.22
37	8	CR 7 and Sherwood Trail	2	1	0	4	0	0	2	9	0	0.49
38	8	165th Avenue	0	0	0	1	1	0	0	2	0	0.10
39	8	440th Street	0	0	0	0	1	0	1	2	0	0.10
40	8	CR 68	0	1	0	1	3	0	2	7	2	0.36
41	9	480th Street	1	1	0	0	1	1	1	5	3	0.23
42	9	490th Street	2	0	0	2	1	0	2	7	1	0.32
43	9	500th Street	1	2	0	0	3	0	1	7	1	0.32
44	10	210th Avenue	1	0	0	1	0	0	7	9	0	0.41
45	10	520th Street	1	0	0	1	0	0	0	2	2	0.09
46	11	CR 31/ field entrance	0	0	0	2	0	0	0	2	0	0.09
47	11	Wazionja Rd	1	1	0	0	1	0	3	6	0	0.22
48	12	Frontage Road	2	1	0	1	2	1	1	8	1	0.30
49	12	CR 12	6	2	0	2	15	0	3	28	1	0.96
50	12	1st Street NW	4	0	0	5	1	0	1	11	1	0.41
51	12	7th Street SW	1	0	0	2	0	0	3	6	0	0.22
52	12	Minnesota Avenue	3	2	0	3	3	0	4	15	1	0.55
53	12	2nd Avenue SE	1	0	0	1	1	0	2	5	0	0.18
54	12	CR 112 (100th Street NW)	3	3	0	5	7	0	3	21	2	0.78
55	13	90th Street NW	2	0	0	1	0	0	0	3	0	0.11
56	13	CR 154 (85th Street NW)	4	2	1	7	7	0	3	24	0	0.85
57	13	CR 14 (75th Street NW)	3	2	0	3	18	1	6	33	2	**1.16**
58	13	65th Street NW	5	0	0	4	3	1	8	21	3	0.71

1.0 Crash rate exceeds average

RE =Rear End
SS = Side Swipe
LT =Left Turn
ROR=Ran off Road
RA =Right Angle
HO=Head on
?=Unknown

The composite ranking process was a method developed to prioritize intersections for improvements based on criteria related to safety. The process involved identifying independent variables and ranking all intersections by each variable. For example, one of the independent variables used was total crashes. For this category, each intersection was ranked by total crashes in ascending order (most crashes to lowest). Intersections with the same number of crashes were given the same ranking. The highest value was assigned a one, the second highest a two, etc. Combining the ranking value for each intersection for the four criteria developed the composite ranking. Since the worst condition was assigned the lowest number value, the intersections with the lowest composite score were the highest priority intersection for improvement for safety purposes.

The four criteria (independent variables) used for ranking purposes included total number of crashes, daily traffic volumes, fatality crashes, and correctable crashes. The ranking tables for each of the four criteria and total composite ranking are included in Technical Memorandum No. 3. Correctable crashes were identified as right angle crashes. This was due to the likely mitigation steps for the corridor would involve a median closure or grade separation. Traffic volumes were introduced as criteria to account for increased exposure of vehicles for potential conflict. The total number of fatal crashes by location for 17 years was another criteria used, to account for severity concerns. Finally, the total number of crashes by location was used.

The composite ranking for the top 25 intersections is summarized in Table 5, and the locations are illustrated in Figure 12.

4.6.2.3 Statewide High Crash Cost Intersection

The Mn/DOT Office of Program Delivery has established a list of high frequency crash intersections and of high frequency crash segments based on crash cost. Segments and intersections within this list will be targeted for safety improvement money. Each location will require further study, feasibility, and a strong cost-benefit ratio to ensure safety funding for a project.

The initial lists have been prepared from a listing of all intersection and section locations in the state. Within the master list, the top 200 intersection locations and 150 sections by crash cost were identified for priority safety improvement consideration. From this priority pool, 40 intersection/sections will be programmed per year starting in 2002 for improvement. Six intersections located in the Highway 52 study corridor are part of the top 200 intersection list.

Table 5
Top 25 Priority At-Grade Intersections

Location	County	Segment	Priority Ranking
County Road 47	Dakota	4	1
117th Street East	Dakota	1	2
County Road 14 (75th Street NW)	Olmsted	13	3
65th Street NW	Olmsted	13	4
County Road 24 West	Goodhue	6	5
County Road 12 (south Oronoco)	Olmsted	12	6
County Road 12 (north Oronoco)	Olmsted	12	7
Highway 57/County Road 8	Goodhue	7	8
County Road 86	Dakota	6	9
Koch Refinery Frontage Access	Dakota	1	10
Koch Refinery Entrance	Dakota	1	10
Inver Grove Trail	Dakota	1	11
65th Avenue / County Road 24 North	Goodhue	6	12
County Road 154 (85th Street NW)	Olmsted	13	13
Pine Bend Trail	Dakota	1	13
County Road 48	Dakota	2	14
County Road 66 (200th Street)	Dakota	3	15
Minnesota Avenue	Olmsted	12	16
Clark Drive	Dakota	1	17
480th Street	Goodhue	9	17
County Road 9	Goodhue	7	18
County Road 62 (190th Street)	Dakota	3	19
1st Street NW – Oronoco	Olmsted	12	19
111th Street East	Dakota	1	20
105th Street East	Dakota	1	21

* These locations are illustrated in Figure 12. There is a clustering of high crash intersections in Dakota County and in Olmsted County.

There are six intersections along the Highway 52 study corridor that are part of the top 200 intersection list and are summarized by crash cost rank in Table 6.

Table 6
Highway 52 High Crash intersections within the Top 200 Statewide Cost of Crash Ranking

Highway 52 at	Mn/DOT District	Cost per intersection	Cost rank
CSAH 48 (160th Street)	Metro	$1,129,000	83
117th Street	Metro	$1,082,00	91
TH 57/CR 8	6	$955,000	117
CSAH 24 (north junction)	6	$946,000	119
CSAH 14	6	$803,000	165
CSAH 9	6	$761,000	186

#17 Priority Ranking
Clark Drive

#20 Priority Ranking
111th Street East

#21 Priority Ranking
105th Street East

#10 Priority Ranking
Koch Refinery Frontage Access

#10 Priority Ranking
Koch Entrance

#19 Priority Ranking
County Road 62
(190th Street)

#11 Priority Ranking
Inver Grove Trail

#2 Priority Ranking
117th Street East

#13 Priority Ranking
Pine Bend Trail

#14 Priority Ranking
County Road 48 (160th Street)

#15 Priority Ranking
County Road 66 (200th Street)

#1 Priority Ranking
County Road 47

#9 Priority Ranking
County Road 86

#12 Priority Ranking
65th Avenue

#5 Priority Ranking
County Road 24 (West)

#18 Priority Ranking
County Road 9

#8 Priority Ranking
Highway 57 / County Road 8

#17 Priority Ranking
480th Street

#16 Priority Ranking
Minnesota Ave.

#19 Priority Ranking
1st Street NW

#6 Priority Ranking
County Road 12
(South Oronoco)

#7 Priority Ranking
County Road 12
(North Oronoco)

#3 Priority Ranking
County Road 14
(75th Street NW)

#13 Priority Ranking
County Road 154
(85th Street NW)

#4 Priority Ranking
65th Street NW

Minneapolis
St. Paul
Maplewood
Lake Elmo
Inver
Rosemount
Hampton
New Trier
Randolph
Red Wing
Ellsworth
Goodhue
Hader
Wanamingo
Faribault
Kenyon
Zumbrota
Mazeppa
Pine Island
Oronoco

Figure 12

Top 25 Priority Intersections Based on Crash / Volume Criteria

Top 5 Intersections

Top 10 Intersections

Top 25 Intersections

Corridor Area

North

January 2002

4.6.3 Crash Data Analysis Conclusions

Comparison of the four types of methodologies used for the safety/crash analysis indicates the composite ranking provides a valid assessment of safety deficiencies and priority needs for the Highway 52 corridor. Some key comparisons that support this conclusion are described below.

1. Segments 2, 12, 13, and 14 were identified as corridor segments that exceed statewide average crash rates. Key intersections in three of these segments were included in the top 20 composite intersection rankings:

   Segment 2 (CR 48)
   Segment 12 (CR 112, CR 12, Minnesota Avenue)
   Segment 13 (CR 14, 65th Street NW, CR 154)

   Segment 14 is characterized by interchanges, and therefore, did not have intersections that made the composite list.

2. The three intersections that had crash rates that exceeded the threshold of 1.0 crashes per MVM are all included in the top 20 on the composite ranking list:

Location	Composite Ranking
117th Street East	2
County Road 9	18
CR 14	3

3. The Highway 52/CSAH 47 within Segment 2 was part of a more detailed crash analysis performed by Mn/DOT Metro Division. This analysis concluded that the intersection was considered to have one of the worst crash conditions with the highest likelihood of being correctable. Coincidentally, the composite ranking system performed for the Highway 52 corridor ranked this intersection as the number one priority intersection for improvement for safety factors.

4. All of the Highway 52 corridor locations identified on the top 200 list of Statewide High Frequency Crash Intersections are in the top 20 on the composite ranking list:

Location	Composite Ranking
CSAH 48 160th Street	14
117th Street	2
Highway 57 & CR 8/Hader	8
N. Jct CSAH 24/Cannon Falls	5
CSAH 14/N. of Rochester	3
CSAH 9	18

(The reader is referred to Technical Memorandum No. 3 for a detailed description of the safety analysis.)

4.7 Access Assessment/Management

Access management is an effort to maintain the effective flow of traffic and the safety of all roads while accommodating the access needs of adjacent land development. Successful access management requires cooperation between land use and transportation interests in order to protect the public's investment on Minnesota roads.

Access management reduces congestion and crashes; preserves road capacity and postpones the need for roadway widening; reduces travel time for the delivery of goods and services; provides easy movement to destinations; and promotes sustainable community development.

Mn/DOT established the Access Management Section of the Office of Investment Management to study and develop recommendations for land use planning, engineering, and legal practices that affect the operational efficiency and safety of all functional categories or roadways. Since then, an Access Management Technical Committee worked at developing a comprehensive set of access management guidelines. A summary of these guidelines is included in Appendix D. The complete Access Management Guidelines Technical Memorandum can be obtained from Mn/DOT's Office of Investment Management or at their website: www.oim.dot.state.mn.us/access/index.html.

There are a host of management "tools" that can be used to attain the desired access management guidelines. Tools that are recommended for the Highway 52 corridor are listed below:

- Review process for changes in land use (or land use density) for existing access points, as well as proposed new access points.
- Limit number of access points for individual properties.
- Consolidate access plans for new subdivisions.
- Shared access for adjacent properties/cross easements.
- Frontage/backage roads.
- Restricted intersection-turning movements at minor intersections.
- Access alignments opposite existing / access drives.
- Local land use decisions.
- Separation of driveways / minor streets from major intersections.

Access management was used as input into an evaluation tool for the alternative development process recognizing the goal of transitioning Highway 52 to a freeway level of services and the need for short-, mid-, and long-term improvement plans to achieve this goal.

Table 7 summarizes recommended land use and access management transition strategies, including policies and implementation responsibilities, for the Highway 52 corridor.

Table 7
Summary of Recommended Land Use and Access Management Strategies

Situation	Policy	Implementation Responsibility
Existing Parcels-Field Entrances	May remain in use until area is developed for urban purposes. However, given high speed, high volume nature of traffic on Highway 52, farmers should be advised to seek alternative paths of access.	*Local Land Use Authority
	Consolidate and eliminate field accesses.	Mn/DOT and Local Land Use Authority-Place requirements in zoning ordinances. Language to classify existing field accesses as legal non-conforming uses may be used to restrict intensification of use. This may be implemented through the use of an "overlay zone district".
Existing Parcels-Farmstead or residential driveways	May remain in use until alternate access is provided via local street network	Local Land Use Authority-Zoning Ordinance should prohibit direct property access to Highway 52, making these legal non-conforming accesses. For purposes of access management, Access Types I & II (see Mn/DOT Access Management Guidelines – Appendix D) may be permitted on an interim basis.
	May be converted to right-in/right-out only driveways if analysis indicates medium to high conflict risk potential or increased crash rates.	Mn/DOT under guidance provided in Access Management Guidelines (Appendix D)
Existing Parcels-Commercial	May remain in use until alternative access is provided via local street network.	Local Land Use Authority-Zoning Ordinance should prohibit direct property access to Highway 52, making these legal non-conforming accesses. For purposes of access management, Access Types I & II (see Mn/DOT Access Management Guidelines – Appendix D) may be permitted on an interim basis.
	May be converted to right-in/right-out only driveways if analysis indicates medium to high conflict risk potential and increased crash rates.	Mn/DOT under guidance provided in Access Management Guidelines (Appendix D)
	Zoning should require redevelopment of existing sites to be subject to a Conflict Gap Analysis with maximum limitation provided by Access Type II in Access Management Guidelines (Appendix D). Significant expansion or redevelopment should be permitted only if alternate access is provided.	Local Land Use Authority-Place requirement in zoning ordinances. Access Management "exception" process should be applied to lower volume uses (Access Type I or II) and "deviation" process of Access Management Guidelines to all other uses (see guidelines in Appendix D).
	If development is governed by a conditional use permit, expansion or modification of the existing use should be subject to a Conflict Gap Analysis with maximum limitation provided by Access Type I & II in Access Management Guidelines (Appendix D).	Local Land Use Authority-Place requirement in zoning ordinances. Access Management "exception" process should be applied to lower volume uses (Access Type I or II) and "deviation" process of Access Management Guidelines to all other uses (see guidelines in Appendix D).

Situation	Policy	Implementation Responsibility
Existing Public Road Intersections-Not planned as future interchange or overpass	May remain in use until interchanges are constructed. May be converted to right-in/right-out only intersections if analysis indicates a medium to high conflict risk potential or increased crash rates. Conversion to a right-in/right-out may also require analysis at an intersection where left turning traffic is being diverted. Once an interchange is constructed, public intersections located within one-mile of the new interchange should be closed and redirected to the local street network. Restricting access at state aid highway intersections will need to be addressed to account for potential loss of state aid funding eligibility.	Mn/DOT in coordination with local land use and road authority.
Existing Public Road Intersection planned as a future interchange or overpass	May remain in use until reconstructed. Interim intersection improvements may be required including turn lanes and traffic signals with schedule and plan for removal.	Mn/DOT in coordination with local road authority.
Existing Vacant Parcels	Local zoning ordinances should specify that all new development within the Highway 52 corridor should be designed with access from the local supporting street network. If local access is not available, direct access to Highway 52 may be allowed on an interim basis only, provided the site is designed to accommodate a shift in access to the local street network when it is available.	Local Land Use Authority-Place requirement in zoning ordinance. This may be accomplished through the use of an "overlay zone district".
Rezoning	Rezoning for urban residential, commercial or industrial uses should be contingent on the availability of a local road network to provide access.	Local Land Use Authority-Place policy in comprehensive plan, also establish findings for approval of subdivision, site plan, or conditional use permit that may be associated with a rezoning of property.
Conditional Use Permits	Local zoning ordinances should specify that conditional uses (i.e. commercial use in Agricultural District) are allowed only if access is provided from the local street network.	Local Land Use Authority-Place requirement in zoning ordinances
New Subdivisions (Lot splits and plats)	Local zoning ordinances should require that all new subdivisions be designed with access provided from the local street network, connecting to Highway 52 at identified future interchange locations. If local access is not available, direct access to Highway 52 may be allowed on an interim basis only, provided the site is designed to accommodate a shift in access to the local street network when it is available. Interim access should be subject to a Conflict Gap Analysis with maximum limitation provided by Access Type I & II in Access Management Guidelines (Appendix D)	Local Land Use Authority-Place requirement in subdivision ordinance. Amend comprehensive plan to identify future connections to Highway 52, and provide concept map of local supporting collector system that should be developed as land is subdivided.
Interchange Right-of-Way Preservation	Adopt an official map to identify future interchange right-of-way If area is currently zoned agricultural or rural preservation avoid rezoning for urban uses until right-of-way is acquired.	Local land use authority with technical support from Mn/DOT or Dakota/Goodhue/Olmsted Counties. EAW's should be completed using general footprint layouts prior to official map adoption.

Situation	Policy	Implementation Responsibility
Interchange Area Access Management	Adopt a land use, circulation and access management plan for each new interchange area.	Local Land Use Authority with technical support from Mn/DOT and local road authorities.
Local Supporting Access Roads	Develop a local road network to provide access and connectivity to Highway 52 at planned interchanges.	Local land use authority in cooperation with Mn/DOT
	Design new road system to provide access to existing developed parcels currently taking access from Highway 52.	
	Gaps in the local network resulting from previously subdivided and developed property should be corrected over time by locally initiated improvement projects. These projects may be eligible cost sharing with Mn/DOT under the cooperative agreement program.	

* Local Land Use Authority and Local Road Authority refer to cities and counties with jurisdictional control along the Highway 52 corridor.

(The reader is referred to Technical Memorandum No 4, Access Evaluation, for a more detailed description of access management and spacing criteria recommendations for the Highway 52 corridor.)

4.8 Modal Issues and Plans

Modal information for the Highway 52 corridor were obtained from three sources.

1. Anecdotal information was recorded from IRC committee members and the public and then field-verified and checked with available data; and

2. Two Focus Group meetings were held in which freight shippers and carriers were queried about issues faced in transporting commodities in the Highway 52 corridor.

3. An IRC Transit Workshop was held to assemble transit stakeholders to identify issues and concerns relative to IRC corridors. Staff from area transit agencies, bus companies, and Mn/DOT attended.

4. Interviews of area firms with trucking operations (see Technical Memorandum No. 5). Among those interviewed were five freight hauling companies and one school bus company along with Red Wing City and Port Authority staff.

4.8.1 Inventory of Modal Facilities

The following modal facilities and services were identified in the corridor:

- At-grade railroad crossing near 117th Street (to be removed and replaced north of 140th Street with construction of 117th Street interchange) and south of Dakota County Road 86 near Cannon Falls.

- Limited inter-city bus service including commuter service between Rochester and the Twin Cities and private commuter service into Rochester provided by Mayo Medical Center.
- South St. Paul airport east of Highway 52 near north study area limits. Reliever airport for Minneapolis-St. Paul International Airport.
- Rochester airport south of Highway 52 in Rochester. Commercial passenger and significant air cargo services.
- Park and pool lot at Highway 52 and Highway 50 in Hampton.
- Other informal park and ride lots in the Rochester area (see Figures 13A-13J).
- Douglas State Recreational Trail in Pine Island.

4.8.2 Modal Plans

Two major modal initiatives are being studied that relate to the Highway 52 corridor.

- MIRTS – A section of land near the Koch Refinery in Rosemount has been identified as a possible location for a new major facility for transferring cargo between rail and trucks. It is anticipated that a substantial amount of trucking access to and from the facility would be via the Highway 52 and County Road 42 interchange.
- High Speed Rail – Mn/DOT together with local planning partners has begun a study to assess the feasibility of a high speed rail corridor between the Twin Cities and Rochester. Highway 52 represents the eastern boundary of the study area.

4.8.3 Summary of Issues

Existing modal issues identified in the Highway 52 corridor include:

- Accessibility problems
- Inadequate feeder systems
- Inadequate land use densities to support transit services
- Increasing general population without available park and ride/park and pool lots.
- Freight traffic would benefit from removal of traffic signals and at-grade intersections
- Inadequate pedestrian and bicyclist facilities within and between communities

Future modal issues and needs for the Highway 52 corridor include:

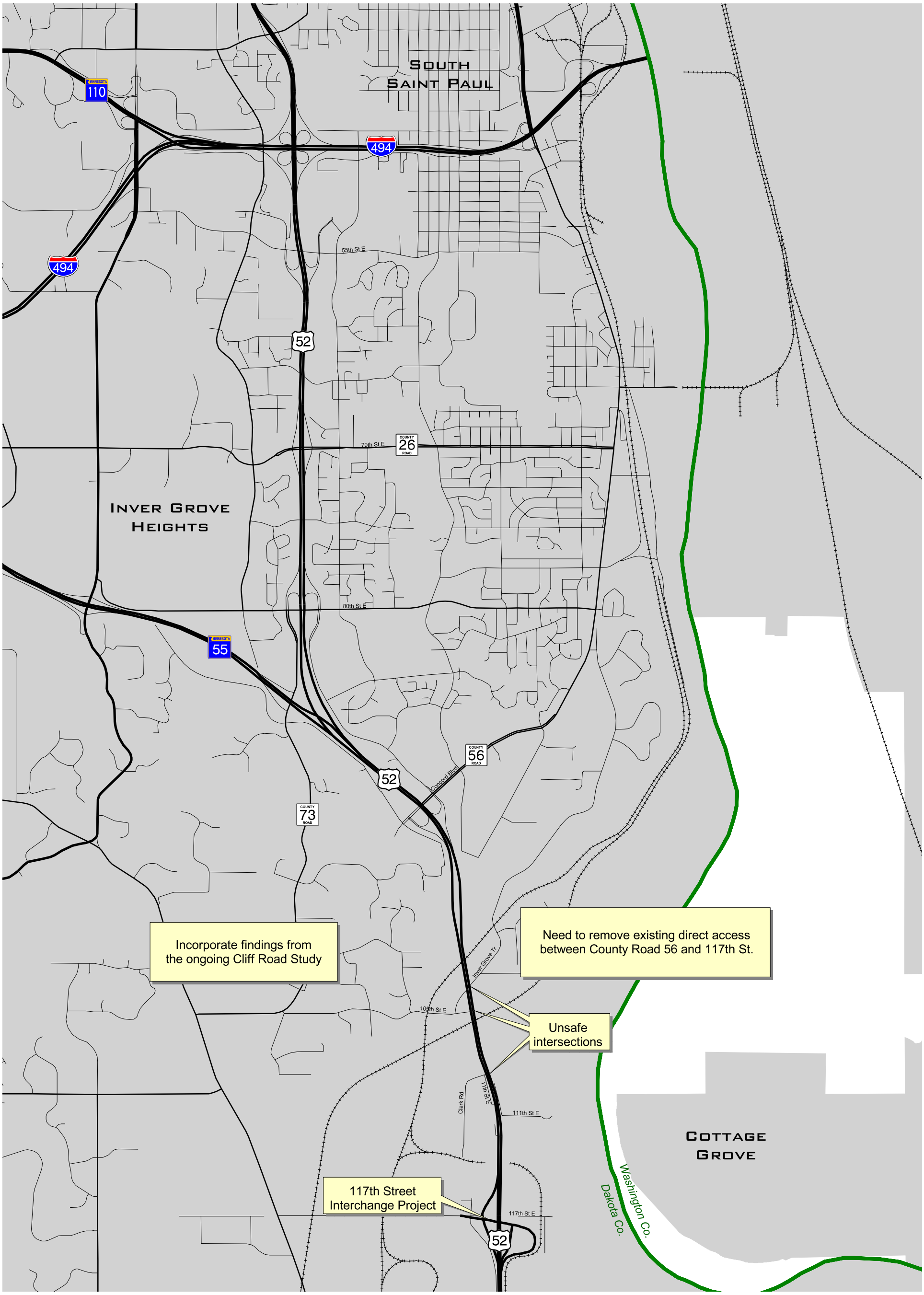
- Need for improved bus service in Rochester area and Twin Cities area
- Transit connection between Twin Cities and Rochester Airport
- Passenger service bus line transfer station in Rochester
- Sharing of transit facilities between bus companies
- Conduct a study to determine the feasibility of transit facilities and Metro Area connections

4.9 Summary of Observed and Participant-Identified Issues

Traffic, land use, and environmental data were collected and discussed at the project committee meetings and with the public at open houses. The full listing of issues was compiled into a comprehensive table that noted the specific issues and included the action or resolution addressing the issues. This table is included in Appendix C and Technical Memorandum No. 6. Technical Memorandum No. 7 describes snow-related issues along the corridor.

In addition to the detailed listing, the corridor issues were also summarized and referenced onto maps. These maps are attached as Figures 13A-13J. As can be seen in review of the maps common issues include:

- Safety
- Traffic growth
- Poor visibility
- Access concerns
- Narrow medians
- Need for turn lanes



VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

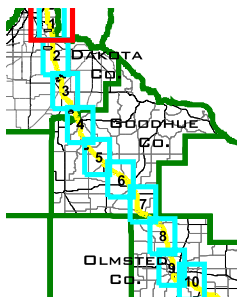
ISSUES MAPPING FIGURE 13A

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
THIS IS ONLY A REPRESENTATIVE SUMMARY OF ISSUES.
A DETAILED LIST CAN BE FOUND AT
http://projects.dot.state.mn.us/seh/052/ (CURRENT AS OF 09/13/01)

LEGEND

- MAJOR ROADS
- MINOR ROADS
- RAILROAD
- COUNTY LINE
- MUNICIPALITIES
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet



OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

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Incorporate findings from Highway 52/42/55 Study

Substandard interchange design causes congestion and unexpected movements

Heavy truck traffic

UP rail crossing realignment. A part of 117th Street interchange project. Highway 52 bridge length accommodations. Future 140th Street crossing realignment from Highway 52/55/42 Study.

High traffic volumes affect safety north of County Road 42

Insufficient capacity under bridge

Poor visibility, traffic congestion

Need interchange upgrade

Need acceleration/ deceleration lanes

Poor visibility

Substantial cross-traffic and turning traffic conflicts through Coates

Access closer

Need future interchange at new County Road 46 interchange

County Road 62 intersection closure with future County Road 66 Interchange

Union Pacific R

Pine Bend Tr

COUNTY 73 ROAD

MINNESOTA 55

140th St E

ROSEMOUNT

145th St E

COUNTY 42 ROAD

52

160th St E

COUNTY 48 ROAD

COATES

COUNTY 46 ROAD

Clayton Ave

170th St E

180th St E

Donnelly Ave

VERMILLION

190th St E

COUNTY 62 ROAD

Donnelly Ave

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13B

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
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http://projects.dot.state.mn.us/seh/052/ (CURRENT AS OF 09/13/01)

LEGEND

- MAJOR ROADS
- MINOR ROADS
- RAILROAD
- COUNTY LINE
- MUNICIPALITIES
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet

N W E S

OVERVIEW MAP

1 2 DAKOTA CO. 3 4 GOODHUE CO. 5 6 7 8 OLMSTED CO. 9 10

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

04/03/02
AMNDOT0119.00 sh

Need future interchange

High accident intersection. Future overpass and half diamond interchange.

Confusing intersection and poor visibility. Future reconstruction of intersection.

Hard to cross highway

Farm entrance access issues

Need assess to businesses relying on drive by traffic. Construct parallel frontage road.

Need acceleration/ deceleration lanes

Interchange difficult for trucks. Poor sight distance

Realign Highway 56

Sight distance problems

Need acceleration/ deceleration lanes Side street delay

Intersection volumes over-capacity without improvement

Farmers owning land on both sides of TH 52 will be negatively impacted

Blowing snow and Speeding, downhill grade

Need acceleration lanes

HAMPTON

NEW TRIER

COUNTY 66 ROAD

COUNTY 47 ROAD

COUNTY 85 ROAD

MINNESOTA 50

MINNESOTA 56

52

Elaine Ave

210th St E

215th St E

222nd St E

240th St E

250th St E

Northfield Blvd

Lewiston Blvd

Lincoln St

Park St

Fischer Ave

Goodwin Ave

Gould Tr

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13C

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
THIS IS ONLY A REPRESENTATIVE SUMMARY OF ISSUES.
A DETAILED LIST CAN BE FOUND AT
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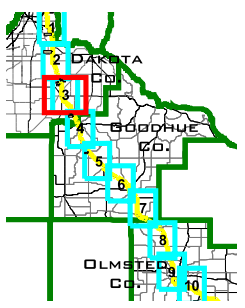
LEGEND

- MAJOR ROADS
- MINOR ROADS
- RAILROAD
- COUNTY LINE
- MUNICIPALITIES
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet

N W E S



OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

04/03/02
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Need acceleration lanes

Inadequate median width

Need future intersection

Potential extension County Road 86 (280th Street) east from Highway 52 potential Highway 19 reliever

Side street delay, safety, and poor geometrics

Safety issues at County Road 86

Importance of County Road 86 as the primary east-west trunk route between I-35 and Highway 52

At-grade railroad crossing

Need future interchange at either location with signal removal, safety concerns.

Concerns about access to highway dependent business

Increasing crossing delay at traffic signals

Potential need for long-term interchange between 327th Street Way and Skunk Hollow Road.

Speeding, downhill grade

Dangerous intersection

Through truck traffic issues on Highway 19. However, Highway 19 bypass not justified.

280th St E
Rochester Blvd
Union Pacific Railroad
295th St E
Dakota Co.
Goodhue Co.
CANNON FALLS
W Main St
State Hwy 19
County Hwy 24
327th St Way
Highview Rd
57th Ave
County Hwy 14
Skunk Hollow Rd

MINNESOTA 20
MINNESOTA 19
52
COUNTY 86 ROAD
COUNTY 17 ROAD
COUNTY 24 ROAD
COUNTY 25 ROAD
COUNTY 14 ROAD
P

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13D

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
THIS IS ONLY A REPRESENTATIVE SUMMARY OF ISSUES.
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LEGEND

MAJOR ROADS
MINOR ROADS
RAILROAD
COUNTY LINE
MUNICIPALITIES
SNOW & ICE ISSUES
PARK & RIDE APPROX. LOCATIONS

3000 0 3000 Feet

OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

04/03/02
AMNDOT0119.00 sh

Unsafe Intersection

Inadequate median width

360th St Way

County Hwy 1

COUNTY 1 ROAD

County Road 1 is an important link between southern Goodhue County and Red Wing

Poor visibility, safety concerns

Need acceleration lanes

County Hwy 1

Potential second priority interchange at County Road 1 and/or County Road 9

COUNTY 1 ROAD

Heavy truck traffic (to Red Wing)

Farmland access

90th Ave

Unsafe intersection

County Road 9 is the only continuous east-west route across Goodhue County

Inadequate median width, poor visibility (skew alignment)

County Hwy 9

COUNTY 9 ROAD

Blowing snow, icy roads, poor visibility

100th Ave

52

Difficult to cross Highway 52 with farm equipment

110th Ave

COUNTY 8 ROAD

Truck crossing difficult because of narrow medians along Highway 52

Poor visibility

Potential future intersection

County Hwy 8

Poor sight distance

Heavy truck traffic and poor visibility

Wanamingo Fire and Rescue issues with potential Highway 57 access closure

State Hwy 57

COUNTY 8 ROAD

Icy roads, poor visibility

415th St

MINNESOTA 57

P

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13E

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
THIS IS ONLY A REPRESENTATIVE SUMMARY OF ISSUES.
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LEGEND

- MAJOR ROADS
- MINOR ROADS
- RAILROAD
- COUNTY LINE
- MUNICIPALITIES
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet

OVERVIEW MAP

DAKOTA CO.
GOODHUE CO.
OLMSTED CO.

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

04/03/02
AMNDOT0119.00 sh

Drifting snow

Heavy truck traffic

Need acceleration/ deceleration lanes

Need acceleration/ deceleration lanes

Difficult entering Highway 52

Inadequate median width

Private access problems due to speeding

Difficult crossing, poor visibility

River crossing (narrow bridge)

Consolidate assess

Need turn lanes

Heavy truck traffic, safety concerns

415th St

420th St

440th St

445th St

County Rd 50

135th Ave

142nd Ave Way

145th Ave Way

County Hwy 7

Sherwood Tr

165th Ave

180th Ave

COUNTY 7 ROAD

COUNTY 6 ROAD

COUNTY 68 ROAD

COUNTY 10 ROAD

52

MINNESOTA 60

State Hwy 60

P

ZUMBROTA

Main St

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13F

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
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LEGEND

MAJOR ROADS
MINOR ROADS
RAILROAD
COUNTY LINE
MUNICIPALITIES
SNOW & ICE ISSUES
PARK & RIDE APPROX. LOCATIONS

3000 0 3000 Feet

OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

04/03/02
AMNDOT0119.00 sh

Need acceleration lanes

Poor visibility, blowing snow

Access problems, Inadequate median width

Downhill grade

Need interchange

Safety concerns, eliminate northbound access, need acceleration lane

Need future interchange

Poor visibility

Heavy truck traffic

Need acceleration/ deceleration lanes

Main St

180th Ave

State Hwy 60

480th St

490th St

52

500th St

3rd Ave NW

195th Ave

1st Ave NW

N Main St

3rd Ave NE

County Hwy 11

210th Ave

520th St NW

Goodhue Co.

Olmsted Co.

County Hwy 31

PINE ISLAND

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13G

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
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LEGEND

- MAJOR ROADS
- MINOR ROADS
- RAILROAD
- COUNTY LINE
- MUNICIPALITIES
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet

OVERVIEW MAP

04/03/02
AMNDOT0119.00 sh

Heavy truck traffic

Need interchange, inadequate median width

Safety congestion

Need acceleration/ deceleration lanes

Consolidate access

Safety concerns, poor visibility on bridge

Need future interchange

Need acceleration/ deceleration lanes

Heavy truck traffic

Consolidate access

Poor visibility, need turn lanes

Future interchange construction

Inadequate median width

Heavy truck traffic, poor visibility

Future overpass construction

ORONOCO

ROCHESTER

COUNTY 31 ROAD

COUNTY 18 ROAD

59th Ave NW

120th St NW

5th St NW

1st St NW

Center St W

7th St SW

Minnesota Ave S

2nd Ave SE

12th St SW

100th St NW

90th St NW

85th St NW

75th St NW

65th St NW

55th St NW

12 COUNTY

18 COUNTY

14 COUNTY

52

P

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13H

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
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LEGEND

- MAJOR ROADS
- MINOR ROADS
- RAILROAD
- COUNTY LINE
- MUNICIPALITIES
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet

OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH

04/03/02
AMNDOT0119.00 sh

Highway reconstruction
from 75th Street to Highway 63

ROCHESTER

55th St NW
41st St NW
37th St NW
31st Pl NW
23rd St NW
19th St NW
16th St NW
14th St NW
7th St NW
Civic Center Dr NW
US Hwy 14
Salem Rd SW
16th St SW
Maywood Rd SW
S Broadway Ave
11th Ave SE

52
22 COUNTY
4 COUNTY
14
63 COUNTY
P

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13I

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
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LEGEND

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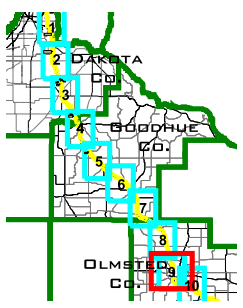
- PARK & RIDE APPROX. LOCATIONS

3000 0 3000 Feet

OVERVIEW MAP



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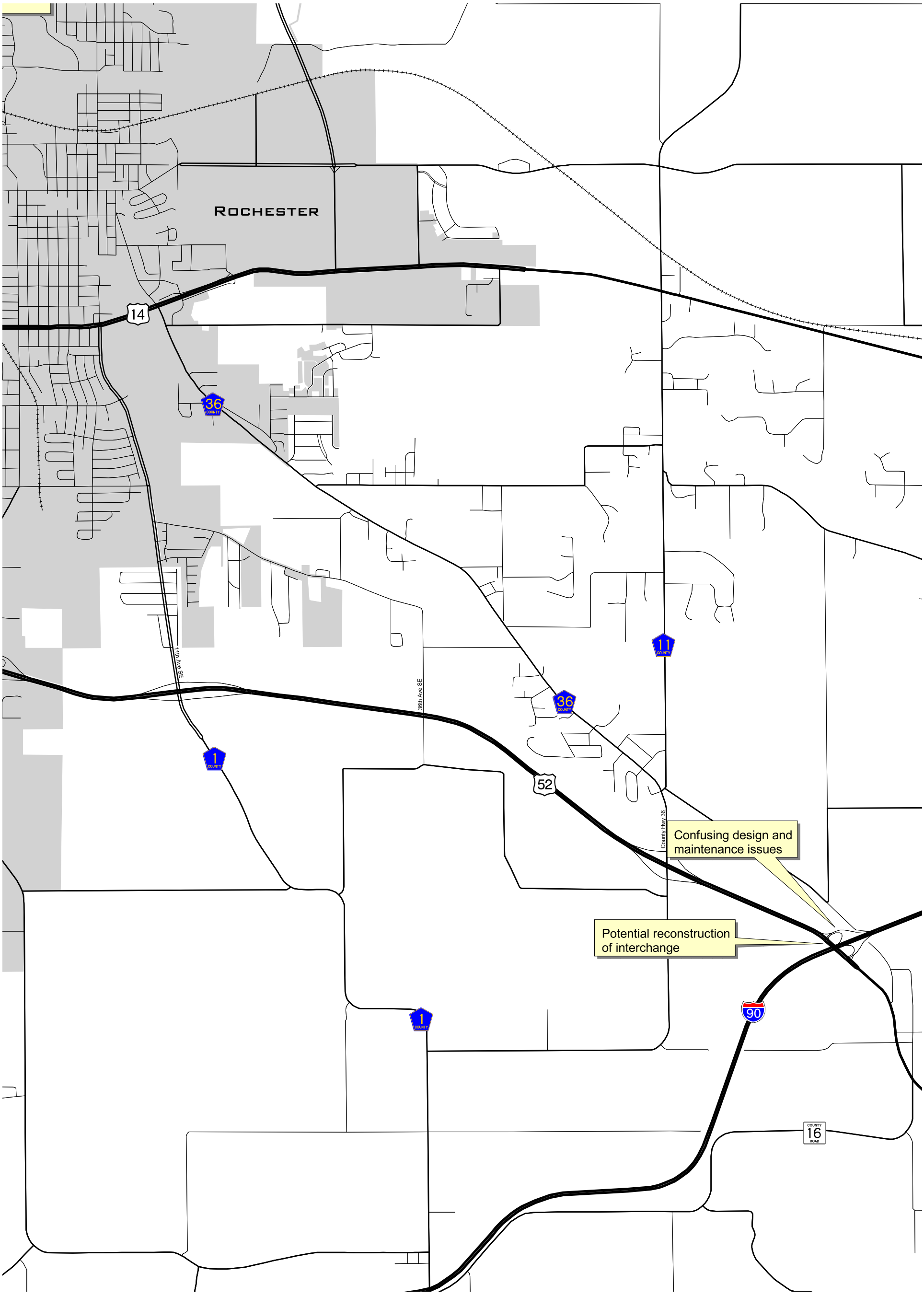

VISION 52

TH52 MANAGEMENT PLAN CORRIDOR STUDY

ISSUES MAPPING FIGURE 13J

CORRIDOR ISSUES IDENTIFIED REFLECT OPINIONS OF COMMUNITIES.
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LEGEND

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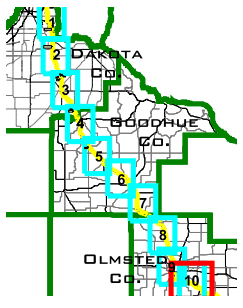
- SNOW & ICE ISSUES
- PARK & ROAD APPROX. LOCATIONS

3000 0 3000 Feet



OVERVIEW MAP

MINNESOTA DEPARTMENT OF TRANSPORTATION

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5.0 Alternative Improvements

Beyond the identification of issues and conducting the corridor performance evaluation consistent with the statewide IRC objectives, another major element of the IRC Management Plan was the identification and evaluation of improvement alternatives required to address the performance needs and safety issues along the corridor.

To remain consistent with the performance evaluation so that improvements could be tested to determine their effectiveness in helping to attain the performance target, the identification and evaluation of alternatives was conducted and is presented by the 15 growth segments defined in Section 4.0.

5.1 Scope of Alternatives

The Highway 52 corridor has been and continues to be a focus point for transportation improvements. This trend is evidence of the growing traffic volumes and increasing safety issues. The March 2000 Highway 52 Corridor Study and Management Plan identified those areas where future improvements such as new interchanges and intersection closures should be pursued consistent with the freeway vision. Further studies and design on several of the areas have already been undertaken and are summarized in Section 7.0. The March 2000 study also identified numerous other improvements required in order to continue to work toward the ultimate freeway vision. This section focuses on those areas and presents technical data that has been compiled to assist in determining relative improvement priorities for the corridor.

5.2 Subarea Studies

Of special consideration, and consistent with the March 2000 study recommendations, more detailed study was concentrated on three subareas along Highway 52 where issues were deemed especially complex including:

- Hampton Area
- Cannon Falls Area
- Hader Area

The results of each subarea study process is included below. A more detailed Technical Memorandum has been prepared for each subarea (Technical Memorandum Nos. 8, 9, 10, and 11) and is included in the compilation of Technical Reports (bound separately).

5.2.1 Hampton Subarea

The segment of Highway 52 through Hampton was first identified in the Highway 52 Corridor Study and Management Plan, March 2000,

as a location with existing and increasing traffic issues. The study noted several issues through this area including:

- Need for interchange at County Road 47
- Need for acceleration/deceleration lanes
- Dangerous intersections
- Access issues (township roads, fields, farmsteads)
- Substandard curve at Highway 50 and County Road 80 intersection

Based on these issues, different improvement concepts were developed and reviewed. The March 2000 Corridor Study concluded with the following recommendations:

- Close the County Road 47 intersection
- Realign County 47 via a new alignment east of Highway 52 to connect with Highway 50
- Reconstruct the Highway 50 interchange including relocation of the Highway 56 alignment east of Highway 52.

5.2.1.1 Hampton Area Working Group

At the onset of the Highway 52 IRC Management Plan, the Hampton Area Working Group was established to focus on the issues specific to the Hampton area, develop options to address the issues, evaluate those options, and ultimately identify a preferred solution(s) for improvements.

The Working Group was comprised of representatives from the surrounding communities including business and property owners, Dakota County, and Mn/DOT. The Group met four times over the course of the study.

5.2.1.2 Alternatives Identification

Based on input received from the Working Group and the public, a preliminary set of improvement concepts was developed. These included:

- Alternative 1 – Close County Road 47, realign County Road 47 via a new north-south alignment east of Highway 52, and realign Highway 56 to connect at the Highway 50/County Road 80 intersection.
- Alternative 2 – Construct a County Road 47 overpass, reroute County Road 47 traffic destined to Highway 52 via a new north-south alignment east of Highway 52, and realign Highway 56 to connect at the Highway 50/County Road 80 intersection.

- Alternative 3 – Close County Road 47, realign County Road 47 via Goodwin Avenue (County Road 85), and realign Highway 56 to connect at the Highway 50/County Road 80 intersection.

- Alternative 4 – Construct a County Road 47 overpass, reroute County Road 47 traffic destined to Highway 52 via Goodwin Avenue (County Road 85), and realign Highway 56 to connect at the Highway 50/County Road 80 intersection.

- Alternative 5 – Construct a half-diamond interchange at County Road 47, reroute County Road 47 traffic destined to Highway 52 southbound to a new north-south alignment east of Highway 52, and realign Highway 56 to connect at the Highway 50/County Road 80 intersection.

- Alternative 5a – Construct a half-diamond interchange at County Road 47, reroute County Road 47 traffic destined to Highway 52 southbound via Goodwin Avenue (County Road 85), and realign Highway 56 to connect at the Highway 50/County Road 80 intersection.

- Alternative 6 – Construct a split-diamond interchange at Highway 50 and County Road 47. Access to/from Highway 52 south would be provided at Highway 50, and access to and from north Highway 52 would be provided via County Road 47. The two partial access interchanges would be connected via frontage roads parallel to Highway 52. This alternative also includes the realignment of Highway 56 to connect at the Highway 50/County Road 80 intersection.

5.2.1.3 Alternatives Evaluation

Tier I Evaluation

A series of evaluating criteria, consistent to the extent possible with other technical criteria being applied to studies elsewhere along the corridor, was compiled and applied to the seven alternatives in the Hampton area. The Tier I evaluation was presented, reviewed, and discussed by the Working Group. Based on the information provided, the Working Group concluded that Alternative 4 (County Road 47 overpass and Highway 56 realignment) and Alternative 5a (County Road 47 half-diamond interchange with the Highway 56 realignment) should be carried forward for further consideration in the evaluation process because it is critical that at a minimum County Road 47 be maintained as a through route between Northfield and Hastings bisecting Dakota County from southwest to northeast.

Tier II Evaluation

Additional analysis was conducted on the two remaining alternatives. The analysis focused on financial considerations including cost

estimates and benefit-cost calculations, as well as more detailed traffic information including turning movement counts at the County Road 47 intersection with Highway 52.

Beyond making a decision on the long-term solution for the Hampton area (Alternative 4 versus Alternative 5a), the Working Group needed to make decisions on relative priorities for improvements for the short-term because of the pressing need to address the safety problems at the County Road 47 intersection. To assist in making these decisions, the various improvements being considered were broken out into separate elements as shown below.

- Element 1 – Close County Road 52/County Road 47 Intersection and Divert County Road 47 to County Road 85
- Element 2 – Close Highway 52/County Road 47 Intersection and Construct County Road 47 Bridge over Highway 52 (assumes no upgrades to County Road 85 or Highway 50 intersections)
- Element 3 – Reconstruct Highway 50/County Road 80 Intersection
- Element 4 – Realign Highway 56
- Element 5 – Frontage Road/Secondary Road Improvements
- Element 6 – County Road 47 Half-Diamond Interchange Ramps

The Working Group concluded that the half-diamond ramps at County Road 47 should be inplace before the remaining at-grade accesses are closed.

Based on a review of each element, the Working Group was able to select shorter term improvements to address the immediate safety need at the County Road 47 intersection and also accommodate the longer term "ultimate" improvement plans.

5.2.1.4 Recommendations

Based on the analysis and discussion, the Working Group concluded with the following recommendations (listed in priority order) for the Hampton area as part of "Vision 52" (see Appendix E):

1. Constructing an overpass at County Road 47 is the priority (Element 2). The cost of the overpass is not significantly greater than the option of closing the County Road 47 intersection (Element 1) and making the required improvements to other roadways to accommodate the diverted traffic.
2. Reconstruct the Highway 50/County Road 80 intersection (Element 3). This intersection is a significant issue that will continue to get worse with increasing traffic levels. Reconstruction

of this intersection will also accommodate the future realignment of Highway 56 (Element 4).

3. Construct half-diamond ramps at County Road 47 (Element 6). The City of Hampton requested that the ramps should be constructed to accommodate potential future "loop" ramps between County Road 47 and Highway 50 to/from the south if and when the need arises and funding is available.

4. Construct frontage road and secondary road improvements (Element 5). This element includes frontage roads parallel to Highway 52 and related improvements to some city streets to maintain access and traffic circulation after all the at-grade access locations through Hampton are closed. The Working Group agreed that these improvements need to be in place before the existing at-grade intersections along Highway 52 are closed between Highway 50 and County Road 47.

5. Realign Highway 56 (Element 4). This improvement will relocate Highway 56 to the west of the Highway 50/52 interchange and connect it with the reconstructed Highway 50/County Road 80 intersection.

5.2.2 Cannon Falls Subarea

The segment of Highway 52 through Cannon Falls was first identified in the Highway 52 Corridor Study and Management Plan, March 2000, as a location with existing and increasing traffic issues. The study noted several issues through this area including:

- Need for interchange at County Road 86
- Need for interchange to replace the two existing traffic signals in southern Cannon Falls
- Need for acceleration/deceleration lanes
- Inadequate median widths
- Dangerous intersections
- Side street crossing delays

Based on these issues, different improvement concepts were developed and reviewed. The March 2000 Corridor Study concluded with the following recommendations:

- Construct new interchange at County Road 86
- Maintain existing overpass at County Road 88
- Construct a new interchange in southern Cannon Falls to replace the two existing traffic signals

- Address need for Highway 19 bypass of Cannon Falls

5.2.2.1 Cannon Falls Area Working Group

At the onset of the Highway 52 IRC Management Plan, the Cannon Falls Area Working Group was established to focus on the issues specific to the Cannon Falls area, develop options to address the issues, evaluate those options, and ultimately identify a preferred solution(s) for improvements.

The Working Group was comprised of representatives from the surrounding communities including business and property owners, Dakota and Goodhue Counties, and Mn/DOT. The Working Group met three times over the course of the study.

5.2.2.2 Alternatives Identification

Building off the preliminary recommendations from the March 2000 Corridor Study and to facilitate the analysis and decision making process, the Cannon Falls area was further divided into three subareas:

1. County Road 86
2. Southern Cannon Falls Interchange
3. Highway 19 Bypass

Based on input received from the Working Group and the public, a preliminary set of improvement concepts were developed for each subarea. These included:

County Road 86

- Alternative A – Construct a diamond interchange
- Alternative A2 – Construct a diamond interchange with a connection to a future 280th Street extension
- Alternative B – Construct a folded diamond interchange
- Alternative B2 – Construct a folded diamond interchange with a connection to a future 280th Street extension

Southern Cannon Falls Interchange

- Option 1 – Construct an interchange at the north traffic signal (County Road 24)
- Option 2 – Construct an interchange between the north and south traffic signals
- Option 3 – Construct an interchange at the south traffic signal
- Option 4 – Construct an interchange south of the southern signal

- Option 5 – Construct a split interchange at the north and south signals

Highway 19 Bypass

- Option 1 – Construct a north Cannon Falls bypass. It was assumed that a north bypass would cross Highway 52 at the new County Road 86 interchange

- Option 2 – Construct a new north route including the extension of County Road 86 east to Highway 20 (via 280th Street)

- Option 3 – Construct a southern bypass of Cannon Falls. It was assumed that a south bypass would cross Highway 52 at the new interchange location in southern Cannon Falls.

- Option 4 – No bypass

5.2.2.3 Alternatives Evaluation

After developing some of the initial improvement concepts and initiating the evaluation process, it became apparent that more information regarding future land development in the Cannon Falls area would be needed to appropriately evaluate the various improvement options. Mn/DOT, with the agreement and support of the City of Cannon Falls, directed SEH to prepare a conceptual 2025 Vision for potential land use change in the Cannon Falls area and to define the transportation issues and needs that will result for the broader community.

Two meetings were held with Cannon Falls, Goodhue County, Mn/DOT staff, and other interested parties including Cannon Falls Township and area property owners. The technical material developed and reviewed by this group is documented in the *Cannon Falls Area Land Use and Transportation System Assessment Memorandum* (Technical Memorandum No. 11) and was used in the evaluation of the improvement options.

Similar to the process followed in the Hampton and Hader areas, a series of evaluating criteria, consistent to the extent possible with other technical criteria being applied for studies elsewhere along the corridor, was compiled and applied to the various improvement alternatives in the Cannon Falls area. The information from the land use and transportation system assessment was incorporated into the technical evaluation.

5.2.2.4 Recommendations

Based on the information provided in the evaluation process, the Working Group concluded the following (see Appendix E):

- County Road 86 subarea – An interchange should continue to be pursued. A decision on the design of the interchange was not made because there are trade-offs with both the standard diamond and the folded diamond design. A final decision on the interchange layout will be made after more detailed information is available and reviewed as part of further design studies.

- Southern Cannon Falls Interchange – An interchange should be constructed at either the north (County Road 24) or south (320th Street) traffic signal. A decision on which location to pursue will be made through the comprehensive planning process just initiated by the City of Cannon Falls.

- Highway 19 Bypass – The Working Group concluded that Option 2 (County Road 86 extension between Highway 52 and Highway 20) should be pursued as part of a broader study of County Road 86 and its growing importance as the key east-west arterial across southern Dakota County. The group concluded that information from interviews of trucking related firms, as well as traffic data on Highway 19 did not indicate a significant enough need to justify the costs and environmental issues associated with a new bypass alignment.

5.2.3 Hader Subarea

The segment of Highway 52 through the Hader area was first identified in the Highway 52 Corridor Study and Management Plan, March 2000 as a location with existing and increasing traffic issues. The study noted several issues through this area including:

- Inadequate median width for truck storage
- Poor visibility (skewed intersections)
- Need for acceleration lanes
- Need for access consolidation (township roads, fields, farmsteads)
- Increasing crashes at intersections

Based on these issues, different improvement concepts were developed and reviewed. The March 2000 Corridor Study concluded with the following recommendations:

- Preserve right-of-way for a future interchange at Highway 52/County Road 9

- Realign County Road 1 to link with County Road 9 to link with the proposed interchange

- Construct a bridge at Highway 52/Highway 57-County Road 8

- Construct a new roadway between Highway 57-County Road 8 and County Road 9 to provide a link to Highway 52 for Highway 57-County Road 8 traffic

5.2.3.1 Hader Area Working Group

At the onset of the Highway 52 IRC Management Plan, the Hader Area Working Group was established to focus on the issues specific to the Hader area, develop options to address the issues, evaluate those options, and ultimately identify a preferred solution(s) for improvements.

The Working Group was comprised of representatives from the surrounding communities, Goodhue County, and Mn/DOT. The Working Group met four times over the course of the study.

5.2.3.2 Alternatives Identification

Based on input received from the Working Group and the public, a preliminary set of improvement concepts was developed. These included:

- Alternative 1 – Highway 57 interchange and County Road 9 overpass with a reroute of County Road 1
- Alternative 2 – County Road 9 interchange with a Highway 57 underpass and a reroute of County Road 1
- Alternative 3 – Highway 57 and County Road 9 interchanges with a County Road 1 reroute
- Alternative 4 – Highway 57 and County Road 1 interchanges with a County Road 9 overpass
- Alternative 5 – County Road 50 and County Road 9 interchanges, an underpass at existing Highway 57, and a reroute of County Road 1 (this option was suggested at the July 23 open house)

5.2.3.3 Alternatives Evaluation

Tier I Evaluation

A series of evaluating criteria, consistent to the extent possible with other technical criteria being applied to studies elsewhere along the corridor, was compiled and applied to the five alternatives in the Hader area. The Tier 1 Evaluation was presented, reviewed, and discussed by the Working Group. Based on the information provided, the Working Group concluded that Alternative 3 (Highway 57 and County Road 9 interchanges with a County Road 1 reroute) and Alternative 4 (Highway 57 and County Road 1 interchanges with a County Road 9 overpass) should be carried forward for further consideration in the evaluation process because it is critical that access be maintained at

Highway 57 and that access also be provided at either County Road 1 or 9.

Tier II Evaluation

Additional analysis was conducted on the remaining alternatives. The analysis focused on financial considerations including cost estimates and benefit-cost calculations, as well as more detailed traffic information including turning movement counts at the County Road 1 and County Road 9 intersections with Highway 52.

In the review of the Tier II evaluation material, the Working Group decided a third option should be considered to address the County Road 1 and County 9 access issue. The suggested option (Alternative 6) would include a "split-diamond" interchange configuration between County Roads 1 and 9 with a parallel frontage road system along Highway 52 connecting the two partial access interchanges. Under this scenario, access to and from the north would be provided at County Road 1, and access to and from the south would be provided at County Road 9.

5.2.3.4 Recommendations

Based on the analysis and discussion, the Working Group concluded with the following recommendations for the Hader area as part of "Vision 52" (See Appendix E):

- Highway 57 (County Road 8) is the priority location for a new interchange
- An intersection in the County Road 1/County Road 9 area is a secondary priority, and additional study will be required to finalize the location of this intersection. The turning movement study concluded that County Road 9 would offer the better location. Goodhue County has expressed support for the County Road 9 location because it better serves the interconnecting countywide and regional transportation systems. An issue has been raised about providing access for adjacent properties if the County Road 1 intersection was removed. Additional study to address access to properties near County Road 1 and to the north of County Road 1 is required before an intersection location and configuration can be recommended.

5.3 Improvement Alternatives

Table 8 provides an overview of the major improvements being considered or developed along the corridor either as part of previous studies, ongoing analyses, or as part of the Highway 52 IRC committee and public involvement process.

Several conceptual improvements developed within various study segments along the corridor are included in Appendix E.

Table 8
Summary of Improvement Alternatives

Segment	Improvement Alternate
Segment 1 – I-494 to Coates	• Remove at-grade access between Dakota County Road 56 (Concord Blvd.) and 117th Street (see Section 7.2) • Construct 117th Street interchange (see Section 7.1) • Reconstruct Dakota County Road 42 interchange (see Section 7.3)
Segment 2 – City of Coates	• Construct Dakota County Road 46 interchange • Close Dakota County Road 48
Segment 3 – Coates to Hampton	• Construct Dakota County Road 66 interchange • Close Dakota County Road 62 interchange
Segment 4 – City of Hampton	• Close Dakota County Road 47 intersection (options addressed as part of Subarea study – see section 5.2)
Segment 5 – Hampton to Cannon Falls	• No proposed improvements within the year 2025 planning horizon
Segment 6 – Cannon Falls Area	• Construct Dakota County Road 86 interchange • Construct interchange in southern Cannon Falls to replace two existing traffic signals • Detailed evaluation of Cannon Falls area presented in Section 5.2
Segment 7 – Hader Area	• Close at-grade intersections at State Highway 57 and Goodhue County Roads 1 and 9 and construct one or more interchanges • Detailed evaluation of Hader area presented in Section 5.2
Segment 8 – Zumbrota	• Construct interchange in northern Zumbrota area (see Section 7.4)
Segment 9 – Zumbrota to Pine Island	• No proposed improvements within the year 2025 planning horizon
Segment 10 – Pine Island	• Construct interchange at north end of Pine Island (see Section 7.5)
Segment 11 – Pine Island to Oronoco	• Close remaining at-grade access (see Section 7.5)
Segment 12 – Oronoco	• Construct interchange at Olmsted County Road 12 north of Oronoco (see Section 7.5) • Construct interchange at Olmsted County Road 12/112 south of Oronoco (see Section 7.5)
Segment 13 – Oronoco to Rochester	• Construct interchange at Olmsted County 14 (see Section 7.6)
Segment 14 – Rochester	• Reconstruct Highway 52 to a six-lane freeway (see Section 7.7)
Segment 15 – Rochester to I-90	• No proposed improvements within the year 2025 planning horizon

5.4 Evaluation of Alternatives

The next step in the study process was to evaluate the options presented above to assist in determining the relative need for the improvement and illustrate how each compares against the other options along the corridor. The evaluation process was designed and conducted based on the following assumptions:

- Any project currently programmed for construction was assumed as a given and was not addressed in the evaluation. This includes the 117th Street interchange in Rosemount, the Olmsted County Road 14 interchange in Rochester, and the reconstruction of Highway 14/52 through Rochester. Furthermore, the reconstruction of the County Road 42 interchange is not included in the technical evaluation because it focuses on improvements to the operations

on County Road 42 and the surrounding local road system and not the Highway 52 mainline, which is the focus of the evaluation in this report.

- All remaining (non-programmed) improvements were evaluated at the same level of detail. As noted in Section 7.0 there is a substantial amount of on-going work in the corridor that has generated varying degrees of technical information. For purposes of conducting a comparative evaluation of all improvements a consistent level of analysis was required.

Two major technical efforts were conducted to facilitate the evaluation process including; cost estimating and benefit-cost analysis. Each is summarized below. The results of the technical analysis are summarized by study segment along with the major study recommendations are illustrated on the graphics in Appendix F.

5.4.1 Generalized Cost Estimates

Given the high-level planning nature of this study and the limited amount of design information available, the cost estimating for purposes of conducting the benefit-cost analysis was built from broad based assumptions with the intent to generate representative costs for the various improvements to provide a common level of information.

It is important to emphasize that the generalized cost estimates were prepared so that each of the segment alternatives could be evaluated from a common perspective in the benefit-cost analysis.

The generalized costs are based on an interchange cost of $7,500,000 at each interchange location to develop a consistent cost model. In addition, contingencies were added to cover service roads, utilities, and right-of-way and a separate contingency was set and applied to all of the estimates to account for program development and delivery costs. Mn/DOT's LWD cost estimating procedure was applied to those locations where only supporting road improvements are proposed. For example, the Inver Grove Trail area alternatives, which are presented in Appendix E.

Section 8.0 includes a presentation of the latest and most refined cost estimates for the entire corridor.

5.4.2 Benefit-Cost Analysis

A benefit-cost analysis was conducted for the "Vision 52" improvements. The results of the benefit-cost analysis were used to provide input into prioritizing the improvements between the major project segments. The approach used to define improvement benefits and costs is based on methodology developed by Mn/DOT's Office of Investment Management and is noted to be most useful for high-level planning studies, such as those being performed for the IRCs. Specific

projects that evolve from the IRC Management Plan will require a more detailed benefit-cost analysis to determine their economic value. The following discussion summarizes the assumptions used in this benefit-cost analysis and the details can be found in Technical Memorandum No. 13.

Due to the limited information available, certain assumptions were made in the benefit-cost analysis. A 20-year benefit period was identified for this analysis (based on a 2005 construction year and ending in 2025). Benefits begin accruing in 2006. The monetary benefit for each improved segment was quantified using vehicle miles traveled (VMT), vehicle hours traveled (VHT), and crashes. The cost estimates were determined from Mn/DOT's LWD analysis, available information for specific segments from Mn/DOT, and unit cost assumptions. The 2025 forecasted traffic volumes for each Highway 52 segment was invariable between the no-build or build scenarios.

Other roadways potentially affected by improvements in each segment of Highway 52 were not included in the traffic analysis, thus miles of roadway were constant and resulted in no change in VMT between build and no-build. Reduced VHT and crash reduction benefits were quantified based on improvements in the facility type (i.e. change from rural expressway to freeway), congestion reduction, and signal delay reduction. Peak hour travel times per vehicle were generated for each year in the 20-year benefit period and converted to daily values. Segments 1 and 14 experience a 6-hour peak period, while the remaining segments experience a 2.4-hour peak period. Fatality accidents were given special consideration for the benefit-cost analysis. The consideration involved a review of repeating fatality accidents over a 17-year crash history that would not occur under the "Vision 52" plan. The costs of fatalities that were identified as being correctable as a result of the mitigation plan were quantified by segment and divided by 17 years to determine the annual reduction in fatal accident costs.

The costs were determined using construction, structures, right-of-way, and traffic signals, from which the remaining capital value was subtracted. A discount rate equal to 4.5 percent was used to determine the remaining capital value. Improvements that are currently programmed (Highway 52/117th Street interchange in Segment 1, Highway 52/CSAH 14 interchange in Segment 13, and Highway 14/52 improvements in Rochester in Section 14) are not included in this analysis. As cited in the previous section, a base interchange cost of $7,500,000 was developed and applied at each interchange location in order to develop a consistent cost model for the corridor. Contingencies have been added to this cost to cover service roads, utilities, and right-of-way. In addition, a separate contingency has been

established and applied to all of the estimates to account for program development and delivery costs (see Technical Memorandum No. 12 for more details).

A summary of the benefit-cost analysis appears in Table 9.

Table 9
Benefit-Cost Analysis Results

Segments	Limit	Description	Length (miles)	B/C Ratio
1[A]	I-494 to Coates	Inver Grove Trail area realignment access closure	10.7	3.9
2	Coates	New interchange at CR 46. Close CSAH 48 intersection.	1.0	1.2
3	Coates to Hampton	New interchange at CSAH 66. Close CR 62 intersection.	6.8	2.1
4	Hampton	Close CSAH 47 intersection. Construct half diamond and overpass at CSAH 47. Realign Highway 56.	1.2	3.5
5	Hampton to Cannon Falls	No changes.	4.9	N/A
6	Cannon Falls	New interchange at CSAH 86. New interchange at CSAH 24 to replace two traffic signals.	6.3	1.1
7	Hader Area	CR 14 intersection remains. New interchanges at Highway 57 and either CSAH 1 or CSAH 9.	13.5	1.9
8	Zumbrota	New interchange at CSAH 68.	5.1	0.75
9	Zumbrota to Pine Island	No changes.	3.0	N/A
10[B]	Pine Island	New interchange at rerouted CSAH 11.	3.5	0.82
11[B]	Pine Island to Oronoco	N/A	2.7	N/A
12[B]	Oronoco	New interchange at CR 12 north of Oronoco. New interchange at relocated CR 12/112 intersection south of town.	2.5	1.4
13[B]	Oronoco to Rochester	N/A	4.6	N/A
14	Rochester	N/A	7.9	N/A
15	Rochester to I-90	No changes	5.8	N/A

[A] Programmed costs are assumed as givens.

[B] A benefit – cost ratio has not been calculated for Segment 11 because the cost estimates that were developed as part of the 85th Street to Pine Island Subarea study are not at a sufficient level of detail to enable breaking down the cost amongst each of the study segments that the 85th Street to Pine Island study covers (Segments 10, 11, 12, and 13). All costs and benefits from the 85th Street to Pine Island study have been assigned to Segments 10 and 12.

The table shows that all segments have positive benefit-cost ration and that most are above a ratio of 1.0. Given the analysis assumptions and methodology, it is reasonable to group the segments by the following categories:

- Higher B/C Ratio – Segments 1 and 4
- Moderate B/C Ratio – Segments 2, 3, 6, 7, and 12
- Lower B/C Ratio – Segments 8, 10, and 13

(The reader is referred to Technical Memorandum No. 13 for more information about the benefit-cost analysis.)

6.0 Recommended IRC Management Plan

The purpose of this section is to document the overall findings and recommendations of the Highway 52 IRC Management Plan process. The section includes recommendations related to:

- Highways
- Modal Systems
- Community Planning and Zoning

"Vision 52"

As stated previously, the ultimate vision for Highway 52 is to develop a fully access controlled, freeway facility. In this manner, the corridor's function as a high-speed, high mobility corridor will be maintained.

In the interim between realizing the ultimate vision, Highway 52 will be managed to ensure it continues to serve as the safest, most direct route, and highest mobility link for moving people and goods between Rochester and the Twin Cities (2025 Vision).

6.1 Highway Improvement Priorities – 2025 Vision

Given the vision of a complete freeway it ultimately will be necessary to implement all the improvements described in Table 7 in Section 5.3. In addition, all other at-grade access points that would remain after completing all the currently proposed improvements will also need to be closed and alternate access will need to be provided. It is recognized that the full range of improvements required to attain the full freeway vision is beyond the 25-year planning horizon of the Highway 52 IRC Management Plan.

The purpose of this section is to identify which improvements should be pursued as priorities so as to be able to attain the overall corridor performance target of 60+ mph by 2025 and to address the most significant safety issues along the corridor.

6.1.1 Performance Evaluation Priorities

Section 4.4 summarized the results of the speed performance evaluation for the corridor. The analysis concluded that if no further improvements were implemented beyond those currently programmed (117^{th} Street and Olmsted County Road 14) the average corridor travel speed would be 59 mph. The analysis further concluded that implementation of any one of the following segment improvements would raise the overall corridor travel speed to 60 mph.

- Segment 1 – Inver Grove Trail area access removal
- Segment 2 – Coates
- Segment 3 – CSAH 66 interchange/CSAH 62 closure
- Segment 4 – Hampton

- Segment 6 – Cannon Falls
- Segment 7 – Hader area
- Segment 12 – Oronoco area

6.1.2 Safety Improvement Priorities

The next level of consideration for determining relative improvement priorities focused on identifying the most significant safety problems along the corridor. It is clear based both on feedback from the public and from the results of the technical evaluation conducted as part of the IRC Management Plan, that safety rather than congestion is and will continue to be the defining issue for Highway 52 through the 25-year planning horizon.

The safety analysis detailed in Section 4.5 concluded with a listing of the Top 25 intersections with the most significant safety concerns. In order to assist in determining overall corridor priorities, the Top 25 safety locations were cross-referenced with the eight segments that attain the 2025 Vision of a 60+ mph average travel speed. The result is a list of segments that meet the performance target ranked by which ones have the most significant safety problems to be addressed. The ranking is provided below in Table 10:

Table 10
Segment Priorities Based on Safety and Performance

Segment	Number of Top 25 Priority Safety Intersections in Segment	Composite Safety and Performance Ranking
Segment 1 – I-494 to Coates[1]	6	1
Segment 12 – Oronoco	4	2
Segment 6 – Cannon Falls Area	3	3
Segment 3 – Coates to Hampton	2	4
Segment 7 – Hader Area	2	4
Segment 13 – Oronoco to Rochester[2]	1	5
Segment 2 – Coates	1	5
Segment 4 – Hampton	1	5
Segment 9 – Zumbrota to Pine Island	1	5

Notes:
[1] There are eight intersections in the Top 25 Priority At-Grade Intersection list; however, two of the eight are programmed for improvement/closure as part of 117th Street interchange project.
[2] There are three intersections in Top 25 Priority At-Grade Intersection list, however two of the three are programmed for improvement/closure as part of County Road 14/75th Street interchange project.

6.1.3 Summary of Highway Improvement Priorities

The previous sections focused on performance and safety measures to determine what the priorities should be for improvements along Highway 52 through the 25-year planning period. Based on the technical findings it can be concluded that Segment 1 should be the initial priority. By completing the proposed improvements including the programmed 117th Street interchange and removal of all remaining

at-grade access between 117th Street and County Road 56 the safety and operations of Segment 1 will be greatly improved. Furthermore, implementation of Segment 1 will result in the overall corridor being able to attain the 60+ mph target speed goal for the year 2025.

6.2 Effect on Modal Systems

Using the data collected from the modal sources identified in Section 4.8, the effects of the proposed "Vision 52" recommendations were assessed. These effects are identified in the following sections and are included in the recommendations summary matrix (Table 12).

6.2.1 Commuter Issues and Opportunities

Daily commuter traffic is and will continue to be a major component of the travel demand on Highway 52. It is anticipated that as residential development continues to extend south from the Twin Cities and north from Rochester, that longer commute trips will become more prevalent into the future. Given this trend, efforts should be made to pursue opportunities for development of park and pool facilities especially at the time major projects such as new interchanges are being planned and designed. The interchange locations are candidates for new park and pool facilities because they are areas where commuter traffic collects to access the regional highway system.

As land development expands and densities increase, the feasibility of express route transit will also increase. Mn/DOT and the local governments should continue to coordinate with the appropriate transit providers to address the future need for and feasibility of transit services expansion.

6.2.2 Freight Issues and Opportunities

Freight issues were obtained through interviews and focus groups of several different firms and providers. The most common concerns associated with Highway 52 was growing traffic and safety problems. Numerous providers called out specific locations where the growth in traffic has created extremely hazardous conditions for entering, exiting, or crossing Highway 52. The need for more interchanges, fewer signals, and fewer at-grade access points were emphasized.

Information collected from the freight providers reaffirms the need to continue to pursue the vision of Highway 52 as a freeway between the Twin Cities and Rochester. As individual projects as pursued, Mn/DOT and the local partners should coordinate closely with the freight providers to get their input on operational needs.

6.2.3 Recreational Issues and Opportunities

Development of improved bicyclist and pedestrian amenities is and will continue to be a priority along the corridor. Extension of a trail

along the 140th Street realignment in Rosemount, as well as the extension of trail connections to the Douglas State Trail in the Pine Island and Oronoco areas are some examples. Pedestrian and bicyclists opportunities also need to be pursued during the development of the local roadway network that will evolve with the transition of Highway 52 to a freeway.

6.3 Community Planning and Zoning

"Vision 52" includes recommendations for partnering agencies to encourage the implementation of the short-, mid-, and long-range plans for Highway 52. This includes modifications to existing development controls (i.e., zoning and subdivision ordinances) and long range planning documents (community comprehensive plans or other strategic studies). Refer to Table 7 for additional details. Four key recommendations of "Vision 52" need to be further explored by the corridor communities:

- Amend Local Zoning Ordinances to identify existing private highway accesses as legal non-conforming uses to restrict intensification of use. Ordinance provisions should recognize the need for interim use of some accesses for residential and business uses when access to local streets is not available. In addition, local land use authorities may wish to include Zoning Ordinance provisions to establish an access management "exception" process for lower volume (Access Types I and II) uses and a "deviation" process for all other uses.

- Local land use controls, such as the comprehensive plan, land use regulations, and an official map, should be used to the greatest degree possible by local governments for interchange right-of-way preservation. This may include:

    1. Amendment of local comprehensive plans to identify future connections to Highway 52, and to provide a concept map for a local supporting collector system that should be developed as land is subdivided.

    2. Adoption by corridor cities and counties of an "official map" to identify future interchange right-of-way.

    3. Adopt a land use, circulation and access management plan for each new interchange area.

- Amend Local Zoning Ordinances to include requirements that all new development within the Highway 52 corridor should be designed with access from the local supporting street network. This may be accomplished through the use of an "overlay zone district". Zoning Ordinances should stipulate that direct access for new development may be permitted only on an interim basis (subject to

Mn/DOT authorization), provided the site is designed to accommodate a shift in access to the local street network when it is available.

- Local supporting street systems should be planned and designed in cooperation with other local governments (i.e. counties and abutting jurisdictions) to reduce or eliminate the need for direct highway access. Specific steps to be taken by local land use authorities in cooperation with Mn/DOT may include:

    1. Development of a local road network to provide access and connectivity to Highway 52 at planned interchanges.
    2. Provision of alternative methods of access for developed parcels currently served with direct access to Highway 52.
    3. Initiation of local road development and/or improvement projects to address gaps in the local street network resulting from previously subdivided and developed properties.

7.0 Related Studies

This section provides an overview of the on-going transportation improvement studies and projects that are directly linked to the Highway 52 corridor between I-494 and I-90. These studies respond to many of the issues, needs, and concerns that have been reaffirmed by, or identified as part of, the Highway 52 IRC Management Plan process. The studies and projects are illustrated on Figure 14.

7.1 117th Street Interchange Construction

Work continues on this new interchange that will replace the traffic signal at 117th Street in Inver Grove Heights. The construction of the new interchange also includes new frontage roads and the removal of the railroad crossing north of 117th Street. Construction is set to begin in the 2002.

7.2 County Road 32 Extension Study

As part of the broader 117th Street reconstruction project, Dakota County and the City of Inver Grove Heights are studying various options for extending County Road 32 (Cliff Road) east from County Road 71 to Highway 52. The three basic option being considered include:

- 117th Street Connection (via County Road 71) to Highway 52
- County Road 73 (Barnes Avenue) Connection
- County Road 32 (Cliff Road) Extension to Highway 52

Each alternative being addressed includes additional supporting road improvements along Highway 52 so that with completion of the full project, all remaining access along Highway 52 between 117th Street and County Road 56 (Concord Boulevard) would be removed. Mn/DOT, Dakota County, and the City of Inver Grove Heights will continue to work together to address options for removal of at-grade access through the Inver Grove Trail area and the provision of alternative access.

No dates have been set for possible construction.

Minneapolis
St. Paul
Maplewood
Lake Elmo
Edina
Eagan
Rosemount
Coates
Vermillion
Hastings
Ellsworth
Inver Grove Heights
Hampton
New Trier
Miesville
Red Wing
Randolph
Cannon Falls
Dennison
Hader
Goodhue
Faribault
Kenyon
Wanamingo
Zumbrota
Mazeppa
Pine Island
Oronoco
Byron

Inver Grove Trail Area (Further Study)

117th Street Interchange Construction

Cliff Road Study

Highway 42/52/55 Interchange Partnership Study

Proposed Interchange (Further Study)

Hampton Subarea Study

Cannon Falls Subarea Study

Hader Subarea Study

Zumbrota Subarea Land Use/ Transportation Study

Oronoco to Pine Island Subarea Study

75th Street/ County Road 14 Interchange Construction

Proposed Interchange Improvements (Further Study)

Highway 14/52 Reconstruction (55th Street NW to Highway 63)

HIGHWAY 52 CORRIDOR PLAN
IRC
VISION 52
Moving Minnesota

Figure 14

Current Studies and Projects

Vision 52 Study Area

Other Studies and Projects

North

SEH

December 2001

7.3 Highway 52/42/55 Interchange Partnership Project

Dakota County and Mn/DOT are continuing to work together to develop a plan for improving the transportation network within the area bound by Highway 52, County Road 42, and Highway 55. A preferred transportation improvement concept has been identified that is centered on the reconstruction of the Highway 52/County Road 42 interchange based on existing and increasing safety and operation issues. In the interim, minor geometric and traffic control (signals) improvements may be considered at the ramp intersections with County Road 42 to address safety problems and the growing traffic queues building onto the ramps. Ultimately, with the reconstruction of the interchange, the capacity of County Road 42 will be expanded.

The partnership project also includes recommendations for improvements to the surrounding local road network including the extension of 140th Street under Highway 52 and ultimately the removal of the Highway 52/55 interchange.

7.4 Zumbrota Subarea Land Use/Transportation Plan

The City of Zumbrota has partnered with Mn/DOT to conduct a land use study along Highway 52 through Zumbrota. This study focused on identifying the key issues, developing land use and transportation alternatives to address the issues, and preparing polices and strategies to assist in implementing the study recommendations that include construction of a new interchange in the northern portion of Zumbrota.

7.5 Oronoco to Pine Island Subarea Study

Mn/DOT and Olmsted County have been working with the affected communities in defining a preferred concept for converting the segment of Highway 52 between Pine Island and 85th Street NW north of Rochester to a freeway. Based on input received from the public, a preferred concept including three interchanges, two overpasses, and several local road improvements has been selected. Environmental review on the preferred concept will be completed by the end of 2002. No construction date has been set.

7.6 75th Street/County Road 14 Interchange Construction

Design work continues for a new interchange at 75th Street in the northwest Rochester area. The construction of the new interchange includes new overpasses at 65th Street NW and 85th Street NW, as well as new frontage and backage roads. The schedule calls for construction to begin in 2003.

7.7 Highway 14/52 Reconstruction (55th Street NW to Highway 63)

Mn/DOT continues to work toward reconstructing Highway 52 through Rochester. The project involves reconstructing the existing interchanges and expanding the highway from four to six lanes between 75th Street NW and 16th Street SW. Through applying an innovative design and construction process called Design-Build Best Value, Mn/DOT has been able to compress the anticipated construction timeline from 12 to 5 years with construction scheduled to begin in 2004.

8.0 Implementation and Staging of Improvements

The purpose of this section is to document shared implementation strategies for the alternative(s) along with an implementation plan that links the individual project elements within the overall plan.

The implementation plan addresses the potential for funding of project elements and prioritization of funding; however, the specific timing of improvements over the 25-year planning horizon has not been identified. The ongoing Policy and Technical Advisory Committees will address funding strategies, cost participation issues, and project timing.

8.1 Implementation Plan

Commitment, participation, cooperation, and action by the Highway 52 IRC partners can ensure the successful implementation of the Highway 52 IRC Management Plan.

8.1.1 Corridor Management Strategies

The following corridor management strategies should be pursued and implemented as appropriate.

Partnership Planning Studies

- Complete ongoing partnership studies:
  1. County Road 32/Cliff Road Study
  2. Highway 42/52/55 Interchange Study
  3. Zumbrota Land Use/Transportation Study
  4. Oronoco to Pine Island Subarea Study
- Conduct study to determine future east-west regional arterial needs between I-35, Highway 52, and Red Wing.
- Coordinate with the City of Cannon Falls on the development of their Comprehensive Plan.
- Conduct future study to determine the location and design of a new interchange at either Goodhue County Road 1 or County Road 9.

Corridor Preservation Strategies

- Adopt official maps to identify future interchange right-of-way.
- Adopt a land use, circulation, and access management plan for each new interchange area.
- If areas currently zoned agricultural or rural preservation, avoid rezoning for urban uses until right-of-way is acquired.

Access Management Strategies

- Incorporate Mn/DOT Access Management Guidelines into local subdivision and zoning regulations.
- Existing residential and commercial access may remain in use until alternative access is provided via local street network. Some access points may be converted to right-in/right-out only for safety reasons.
- Existing field access may remain in use until the area is developed for urban purposes. Field access will be consolidated or eliminated where possible.
- Existing public road intersections that are not planned as future interchange or overpass sites may remain in use until interchanges are constructed. Some intersections may be converted to right-in/right-out only for safety reasons.
- Existing public road intersections planned as future interchange or overpass may remain in use until reconstructed. Interim intersection improvements may be required including turn lanes and traffic signals with schedule and plan for removal.
- Amend Local Zoning Ordinances to establish a requirement for access to be provided from the local street network for properties fronting on Highway 52 as a criterion for approval of conditional use permits or new subdivisions.

Modal Strategies

- Pursue opportunities for development of park and pool facilities, especially at the time major projects, such as new interchanges, are being planned and designed.
- Mn/DOT and local governments should continue to coordinate with the appropriate transit providers to address the future need for and feasibility of transit services expansion.
- Enhance connection to Douglas State Trail with County Road 11 improvements.
- Pursue connections between Oronoco and Douglas State Trail.

8.1.2 Shared Responsibilities

This section is intended to clearly identify and assign specific responsibilities to the Highway 52 IRC partners and to provide an indication of the level of commitment required for successful implementation of the Highway 52 IRC Management Plan.

Mn/DOT

- Take a lead role in maintaining the Highway 52 Joint Policy and Technical Advisory Committee
- Coordinate the Highway 52 IRC Management Plan with other study/design efforts in the corridor.
- Assist in identifying funding for the Highway 52 IRC Management Plan recommendations.
- Assist in officially mapping the corridor.

Townships, Cities, and Counties

- Adopt the Highway 52 IRC Management Plan and its specific recommendations (i.e. interchange locations, access management guidelines) as part of comprehensive plans at county and municipal levels.
- Participate on the Highway 52 Corridor Committees and seek opportunities to advance or communicate plan recommendations.
- Pursue development of local roadway network to serve new and existing interchanges.
- Assist in officially mapping the corridor.
- Locate funding for Highway 52 IRC Management Plan projects.
- Adopt zoning and subdivision regulations that incorporate relevant features of access management guidance supplemented by Model Ordinance provisions to address needs for traffic studies, setbacks from highway right-of-way, access control, trip generation limits, and planning for local street system connections.

8.2 Implementation Priorities

The "Vision 52" recommendations include a timeframe within which improvements should be implemented (short-term, mid-term, and long-term). The timeframe for each improvement was determined based on the relative need for (priority of) the improvement based on its effectiveness at addressing the performance and safety needs documented in Section 4.0.

For Highway 52, short-term encompasses "interim" improvements that focus primarily on safety needs. In general these improvements should be implemented as soon as funding is made available. Mid-term includes projects that should be implemented within the next 25 years, while long-term specifies projects that are likely to be implemented beyond a 25-year timeframe. Table 11, provides a comprehensive listing of the "Vision 52" implementation priorities.

8.3 Funding Priorities and Cost Estimates

The process for identifying the relative funding priorities is based on information provided through Mn/DOT's annual project programming and planning activities, as well as from the analysis compiled as part of the Highway 52 IRC Management Plan study process.

For funding purposes, three base categories have been established:

- Fiscally constrained improvements
- Strategic improvements
- Unconstrained improvements.

All the improvements that have been identified within the fiscally constrained and strategic categories are needed within the 25-year planning horizon to address the safety and performance needs and are consistent with the freeway vision for Highway 52.

Table 12 summarizes the various proposed improvements discussed in this report by the three funding categories. The table further defines the improvements by one of four "staged" timing periods. Stage 1 is consistent with the short-term designation in the implementation table. Stages 2 and 3 comprise the mid-term time period, and Stage 4 is the long-term timeframe.

The following sections provide additional details on the information summarized in Table 12.

8.3.1 Fiscally Constrained Improvements

As defined in the IRC Guidebook, fiscally constrained improvements include projects that are included in either a Mn/DOT program or plan document and are scheduled to be constructed over the next 25 years. Because transportation funding is fiscally constrained, projects in this category must demonstrate positive impacts on the corridor. Specific funds have not been secured for many of the projects in this category. The projects included in this category, are presented in Table 13.

Table 11
Recommendations and Implementation Plan

Segment	Description	Short-Term	Mid-Term (by 2025)	Long-Term (Post 2025)	Unresolved Issues
1	I-494 to Coates	▪ Construct 117th Street Interchange (programmed). ▪ Close access at Koch Refinery frontage road. ▪ Close Pine Bend Trail access after reconstructing the County Road 42 interchange. ▪ Close all remaining at-grade access in the Inver Grove Trail area. ▪ Reconstruct Highway 52/County Road 42 interchange. ▪ Construct trail with extension of 140th Street under Highway 52 in Rosemount.	No recommendations	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
2	Coates	▪ Close County Road 48 intersection and re-route traffic to County Road 46.	▪ Construct County Road 46 interchange. ▪ Close remaining at-grade access through Coates with County Road 46 interchange construction	No recommendations	
3	Coates to Hampton	No recommendations	▪ Construct County Road 66 interchange, close Highway52/CR62 intersection, and reroute CR 62 traffic to CR 66.	▪ Close all remaining at-grade access points as safety issues and/or opportunities arise.	
4	Hampton	▪ Reconstruct Highway 50/County Road 80 intersection. ▪ Construct County Road 47 overpass (highest priority safety improvement intersection on Highway 52 corridor).	No recommendations	▪ Construct half-diamond ramps to/from the north at County Road 47 and close remaining access between	▪ Provision for and construction of freeway ramps to/from the south at County Road 47.
5	Hampton to Cannon Falls	No recommendations	No recommendations	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
6	Cannon Falls	▪ Conduct study to determine future east-west regional arterial needs between I-35, Highway 52, and Red Wing. ▪ Coordinate with Cannon Falls on the development of their Comprehensive Plan to assist in determining the location of the southern interchange. ▪ Construct interchange in southern Cannon Falls to replace two existing traffic signals.	▪ Construct County Road 86 interchange.	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
7	Hader Area	▪ Continue to monitor safety at County Road 1 and 9 intersections. Consider modifications if safety concerns continue to grow such as median restrictions. ▪ Construct Highway 57 interchange.	▪ Construct interchange at either County Road 1 or County Road 9.	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	▪ Conduct study to determine preferred location for interchange between County Road 1 and County Road 9.
8	Zumbrota	▪ Implement any short-term recommendations developed as part of the Zumbrota Subarea Land Use and Transportation Study.	No recommendations	▪ Construct interchange on north side of Zumbrota (locations to be determined by the Zumbrota Subarea Study). ▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
9	Zumbrota to Pine Island	▪ Continue to monitor safety issues at the 480th Street intersection and consider appropriate improvement measures such as turn lane improvements, approach improvements, median restrictions).	No recommendations	▪ Close all remaining at-grade access as safety issues and/or opportunities arise.	
10	Pine Island	▪ Enhance connections to Douglas State Trail with County Road 11 improvements.	▪ Construct new County Road 11 interchange.	▪ Implement recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
11	Pine Island to Oronoco	No recommendations	No recommendations	▪ Implement recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
12	Oronoco	▪ Begin implementing recommendations from the Oronoco to Pine Island Subarea Study as appropriate to address the safety issues at the north and south County Road 12 and Minnesota Avenue intersections. ▪ Pursue connections between Oronoco and Douglas State Trail. ▪ Construct County Road 12/112 interchange (south Oronoco) per recommendations from the Oronoco to Pine Island Subarea Study.	▪ Construct County Road 12 (north Oronoco) interchange per recommendations from the Oronoco to Pine Island Subarea Study.	▪ Implement remaining recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
13	Oronoco to Rochester	▪ Construct County Road 14/75th Street NW Interchange (programmned). ▪ Begin implementing recommendations from the Oronoco to Pine Island Subarea Study as appropriate to address the safety issues at 85th Street NW.	No recommendations	▪ Implement remaining recommendations from the Oronoco to Pine Island Subarea Study as safety issues and/or opportunities arise.	
14	Rochester	▪ Reconstruct Highway 14/52 from a four-lane to six-lane freeway between 55th Street NW and Highway 63 south (programmed).	No recommendations	No recommendations	
15	Rochester to I-90	▪ Conduct study to determine need for and feasibility of reconstructing the I-90/Highway 52 interchange.	No recommendations	▪ Reconstruct I-90/Highway 52 interchange if recommended as part of feasibility study.	

Table 12
Highway 52 IRC CMP
Summary of Improvements by Funding Category[1]
(Costs in 2001 Dollars)

FUNDING CATEGORY	TIMING/STAGING			
	Priority A, Stage 1, or 2002-2010	**Priority B, Stage 2 or 2011-2018**	**Priority C, Stage 3, 2019-2025**	**Priority D, Stage 4, Beyond 2025**
I. Fiscally Constrained Improvements: All projects identified in current STIP, Work Plan/Studies Plan, or current Long-Range Plan	117th Street interchange = $23,000,000 (programmed) County Road 14 interchange = $26,000,000 (programmed) Reconstruct Highway 14/52 = $214,000,000 (programmed)	Southern Cannon Falls interchange = $12,800,000 85th Street to Pine Island Subarea Study Improvements[2] = $54,000,000	N/A	N/A
Category I Subtotals	$263,000,000	$66,800,000	$0	$0
II. Strategic Improvements:				
A. Target Speed Performance: Those investments needed to bring speed up to IRC Guide target level, or preserve current performance	N/A	N/A	N/A	N/A
B. Safety Performance: Those investments that meet Al Pint's memo re: safety investment priorities.	Close Inver Grove Trail area access = $2,300,000 Close County Road 48 intersection[3] County Road 47 overpass = $3,000,000 County Road 42 interchange = 15,500,000 Reconstruct Highway 50/County Road 80 intersection = $450,000	Highway 57 interchange = $12,800,000 County Road 46 interchange = $12,800,000	County Road 66 interchange = $12,800,000 County Road 86 interchange = $12,800,000 County Road 1 or County Road 9 interchange = $12,800,000	N/A
Category II Subtotals	$21,250,000	$25,600,000	$38,400,000	$0
III. Unconstrained Improvements: All other investments	N/A	N/A	N/A	Close remaining at-grade access[4] Ramps at County Road 47 overpass = $650,000 Realign Highway 56 = $1,000,000 Zumbrota area improvements = $28,000,000 I-90/Highway 52 interchange = $13,500,000
Category III Subtotals	$0	$0	$0	$43,150,000
Subtotals by Staging Priority	$284,250,000	$92,400,000	$38,400,000	$43,150,000
CORRIDOR GRAND TOTAL	**$458,200,000**			

[1] Full funding for programmed improvements has not necessarily been secured. No funding has been identified for the non-programmed improvements, except for the County Road 47 overpass in Hampton.

[2] Includes the following improvements:

- Southern Oronoco interchange
- Oronoco overpass
- Oronoco local road improvements
- Pine Island interchange
- Northern Oronoco interchange

[3] Assumes closure of the median at the Highway 52/County Road 48 intersection.

[4] No cost estimates have been prepared.

Table 13
Summary of Fiscally Constrained Improvements

Segment	Improvement	Cost
Segment 1	Construct 117th Street interchange	$23,000,000 (programmed)
Segment 6	Construct new southern Cannon Falls interchange	$12,800,000[2]
Segments 10, 11, 12	• Construct new Pine Island interchange • Construct new interchange north of Oronoco • Construct overpass in Oronoco • Construct new interchange south of Oronoco • Construct associated local road improvements	$54,000,000[2]
Segment 13	Construct Olmsted County Road 14 interchange	$26,000,000 (programmed)[1]
Segment 14	Reconstruct Highway 14/52 through Rochester	$214,000,000 (programmed)[1]
Total Cost		**$329,800,000**
Total Cost – Programmed Improvements		**$263,000,000**
Total Cost – Non-Programmed Improvements		**$66,800,000**

[1] Full funding for programmed improvements has not necessarily been secured.
[2] No funding has been identified for these projects.

8.3.2 Strategic Improvements

Strategic improvements are projects that are required to maintain minimum performance targets and address key safety issues over the 25-year planning period, but they cannot be implemented without new sources of funding.

Given the assumption that the projects listed in Section 8.2.1 will be implemented by the year 2025, no additional capacity improvements will be required along Highway 52 to maintain the minimum performance target (60+ mph). However, there are several locations where safety concerns already are, and will continue to become, increasingly significant problems over the next 25 years. Indeed, it is the safety issues along Highway 52, detailed in Section 4.6 that are the focus of and drive the need for future improvements along the corridor.

The strategic improvements (see Table 14) have been identified as either short-term or mid-term (by 2025) needs based on the relative priority of each improvement as identified in Section 8.2.

Table 14
Summary of Strategic Improvements

Timeframe	Segment	Improvement	Cost
Short-term	Segment 1	Close access in Inver Grove Trail area	$2,300,000[1]
Short-term	Segment 1	Reconstruct County Road 42 interchange	$15,500,000[1]
Short-term	Segment 2	Close County Road 48 intersection (reroute to County Road 46)	N/A
Short-term	Segment 4	Construct County Road 47 overpass	$3,000,000
Short-term	Segment 4	Reconstruct Highway 50/County Road 80 intersection	$450,000[1]
Short-term	Segment 7	Construct Highway 57 interchange	$12,800,000[1]
Short-term Improvement Costs			**$34,050,000**
Mid-term	Segment 2	Construct County Road 46 interchange	$12,800,000[1]
Mid-term	Segment 3	Construct County Road 66 interchange and close County Road 62 intersection	$12,800,000[1]
Mid-term	Segment 6	Construct County Road 86 interchange	$12,800,000[1]
Mid-term	Segment 7	Construct new interchange at County Road 1 or County Road 9	$12,800,000[1]
Mid-term Improvement Costs			**$51,200,000**
Total Strategic Improvement Costs			**$85,250,000**

[1] No funding has been identified for these projects.

8.3.3 Unconstrained Improvements

Unconstrained improvements include the remaining projects that have been documented in the IRC Management Plan, but are either not currently programmed or planned by Mn/DOT or are not required to maintain minimum acceptable corridor performance levels and/or address key safety problems.

For Highway 52, this includes the remaining improvements required to attain the ultimate freeway vision between I-494 and I-90. These improvements are documented in Table 15.

Table 15
Summary of Unconstrained Improvements

Segment	Improvement	Cost[1]
Segment 1	Close remaining at-grade access locations	
Segment 3	Close remaining at-grade access locations	
Segment 4	Construct half-diamond ramps at new County Road 47 overpass	$650,000[2]
Segment 4	Realign Highway 56	$1,000,000[2]
Segment 5	Close remaining at-grade access locations	
Segment 6	Close remaining at-grade access locations	
Segment 7	Close remaining at-grade access locations	
Segment 8	Construct Zumbrota area improvements	$28,000,000[2]
Segment 9	Close remaining at-grade access locations	
Segment 15	Reconstruct I-90/Highway 52 interchange	$13,500,000[2]
Total Cost		**$43,150,000**

[1] Cost estimates have not been prepared for the remaining intersection closures within each segment.
[2] No funds have been identified for these projects.

8.4 Funding Sources

There are various sources that can be pursued in attempting to secure the required funding for the improvements outlined in the plan. At the state level, annual funding for projects in Mn/DOT's improvement program, as well as for programs, such as access management and cooperative agreements, will continue. In addition, special one-time allocations, such as the IRC funding program, may become available in the future, but are unpredictable. At the federal level, appropriations through TEA-21 can be pursued as through the efforts of the Highway 52 Freeway Partnership. However, at both the state and federal level, funding is limited, and the competition for funds is great. The continued organized efforts of all participants (Mn/DOT, counties, cities, townships) will be essential to improve the potential for funding the projects included in this plan.

8.5 Corridor Plan Endorsement

A key component of the Implementation Plan for the Highway 52 IRC Management Plan is the mutual support of the partnering agencies to initiate recommendations of the plan. Mn/DOT will lead the effort to pursue formal resolutions from all counties, cities, and townships along the Highway 52 corridor. Approved resolutions are attached in Appendix C.

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Appendix A

Public Involvement Materials

Press Release

Open House on the Highway 52 Corridor –VISION 52 Project

The Minnesota Department of Transportation has scheduled an Open House to present information on proposed improvements for the Highway 52 Corridor between the Twin Cities to Rochester.

The study is primarily focusing on identifying roadway improvements in the Cannon Falls, Hampton and Hader areas. Information on other related studies and projects along Highway 52 will also be presented.

The Open House will take place at:

Community Room, Cannon Falls City Hall
July 23rd from 5:00 to 8:00 p.m.

There will be no formal presentation: MN/DOT representatives, assisted by the consultant that has undertaken the study will be available to explain the study and answer questions.

Welcome to the Vision 52 Study open house! Your participation and input will be crucial in determining the best improvements for this corridor. This open house is intended as a workshop session for individuals to share any concerns or ideas for further development of improvement options. Representatives from Mn/DOT and their consultant Short Elliott Hendrickson Inc., (SEH) are available at the various project stations to listen to comments and respond to questions. Once again, we welcome and appreciate your participation!

Open House Exhibits

Listed below is each of the stations that are available for you to visit. We recommend beginning at Station 1 and proceeding through the various project stations. Your final stop can then be Station 6 where you can submit written comments.

Lobby Greeting & Sign-in

All open house attendees are requested to sign-in at the table located near the room entrance. Informational handouts and comment cards are available. ***Coffee and cookies are also available.***

Station 1 Study Background/Issues

At this station you can obtain information on previous studies conducted along Highway 52, the vision that has been established for the highway, and the policies that are guiding future changes to the highway.

Station 2 Hampton

Aerial maps illustrating the Hampton area and alternative improvement concepts will be displayed at this station. Post-it notes will be available to place your comments and concerns directly onto the maps.

Station 3 Cannon Falls

Aerial maps illustrating the Cannon Falls area and alternative improvement concepts will be displayed at this station. Post-it notes will be available to place your comments and concerns directly onto the maps.

Station 4 Hader

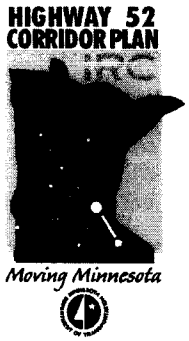
Aerial maps illustrating the Hader area and alternative improvement concepts will be displayed at this station. Post-it notes will be available to place your comments and concerns directly onto the maps.

Station 5 Related Studies

Information on related studies currently being conducted along Highway 52 will be available at this station.

Station 6 Comments

Formal comments can be made by completing a comment card and dropping it in the box at this station. Comment cards may also be returned by mail. Comments may also be submitted on the project website at http://projects.dot.state.mn.us/seh/052/index.html.



Vision 52 Study

Cannon Falls Area Update – September 2001

The Minnesota Department of Transportation (Mn/DOT) is continuing to work in partnership with Dakota, Goodhue, and Olmsted Counties and in coordination with the communities along Highway 52 on identifying and resolving the transportation issues related to the Highway. Mn/DOT has identified Highway 52 between the Twin Cities and Rochester as a High Priority Interregional Corridor (IRC) which specifies that future improvements should focus on protecting and enhancing the corridor to ensure that it provides for high speed, safe, and predictable travel conditions.

Specific to the Cannon Falls area the IRC objectives led to a series of preliminary recommendations that were developed as part of the Highway 52 Corridor Study completed in March of 2000. This study concluded the following:

- Conduct further studies to determine a preferred interchange concept at the Highway 52 and County Road 86 intersection.
- Conduct further studies to determine the preferred location and concept for a new interchange in the southern Cannon Falls area to replace the two existing signals.
- Analyze the feasibility of potentially rerouting Highway 19 either north or south of Cannon Falls.

These recommendations were built from an overall vision for Highway 52 that was established during the Corridor Study that calls for the ultimate transition of Highway 52 to a freeway facility (similar to I-35) between the Twin Cities and Rochester. Though the freeway vision will take many years to be fully implemented, the Corridor Study took the first steps by identifying the priority locations (including the Cannon Falls area) where improvements should be pursued.

In response to the recommendations from the March 2000 Highway 52 Corridor Study, Mn/DOT embarked on the Vision 52 Study. Relative to the Cannon Falls area, the primary objectives of the Vision 52 Study are to address the recommendations from the previous corridor study and provide more specific solutions relative to interchange locations and the feasibility of a potential Highway 19 bypass. In order to accomplish this, Mn/DOT has been working with the City of Cannon Falls to develop an understanding of how the community might change over the next twenty-five years and how this in turn will impact the overall transportation system, including Highway 52. This information will be critical when considering the preferred options for locating interchanges and calling out what other improvements will be needed to the supporting county road and local roadway system.

A continuing focal point of the Vision 52 Study has been the involvement of the affected communities and interested citizens. An open house was held on July 23rd in Cannon Falls with approximately 180 people attending. A committee of local officials has also met several times and will continue to meet throughout the remainder of the study to provide local insight and guidance. The interest and input for the Cannon Falls area has been tremendous and will go along way toward helping to identify the preferred solutions for the Highway 52 corridor. Everyone is encouraged to keep up to date on the study by accessing the study web site at www.dot.state.mn.us/seh/052/ or by calling Dale Maul at Mn/DOT in Rochester at 507-280-2913.

Next Steps

Mn/DOT is conducting a technical evaluation of the various alternatives to provide information on the merits of each option, which, along with the public input, will lead to the selection of preferred improvement concepts in each of the three areas.

Other Studies and Projects

There are several additional studies and projects related to Highway 52 that are currently underway. These efforts have been summarized below along with sources for additional information.

- *117th Street Interchange Construction* – Work continues on this new interchange that will replace the traffic signal at 117th Street in Inver Grove Heights. The construction of the new interchange also includes new frontage roads and the removal of the railroad crossing north of 117th Street. Construction is set to begin in the 2002. Additional information can be found at www.dot.state.mn.us/movingminnesota/pdfs/irc26.pdf or by calling Sue Klein at 651-634-2340.

- *Highway 52/County Road 42/Highway 55 Interchange Partnership Project* – Dakota County and Mn/DOT are continuing to work together to develop a plan for improving the transportation network within the area bound by Highway 52, County Road 42, and Highway 55. A preferred transportation improvement concept should be selected in late 2001. Additional information on this study can be obtained by contacting either Kristine Vieth at Dakota County (952-891-7104) or Lezlie Vermillion at Mn/DOT (651-582-1345).

- *Zumbrota Subarea Land Use/Transportation Plan* – The City of Zumbrota has partnered with Mn/DOT to conduct a land use study along Highway 52 through Zumbrota. This study will identify the key issues, develop land use and transportation alternatives to address the issues, and prepare polices and strategies to assist in ultimately implementing the plan's recommendations. Additional information on this study can be obtained through contacting Tricia Hinkley at 507- 732-1204.

- *Oronoco to Pine Island Subarea Study* - Mn/DOT and Olmsted County have been working with the affected communities in defining a preferred concept for converting the segment of Highway 52 between Pine Island and 85th Street NW north of Rochester to a freeway. Based on input received from the public, a preferred concept including three interchanges, two overpasses, and several local road improvements has been selected. Environmental review on the preferred concept will be completed by the end of 2002. No construction has been set. Additional information on this study can be obtained at www.dot.state.mn.us/srf/52/ or by contacting Dale Maul at Mn/DOT (507-280-2913) or Charlie Reiter at the Rochester-Olmsted Council of Governments (507-285-8232).

- *75th Street/County Road 14 Interchange Construction* - Design work continues for a new interchange at 75th Street in the northwest Rochester area. The construction of the new interchange includes new overpasses at 65th Street NW and 85th Street NW as well as several new frontage roads. The schedule calls for construction to begin in 2003. Additional information is available at www.dot.state.mn.us/movingminnesota/pdfs/irc16.pdf or by calling Kaye Bieniek at 507-287-2290.

- *Highway 52 Reconstruction (55th Street NW to Highway 63)* – Mn/DOT continues to work toward reconstructing Highway 52 through Rochester. The project involves reconstructing the existing interchanges and expanding the highway from four to six lanes between 75th Street NW and 16th Street SW. With the receipt of additional right-of-way funds, Mn/DOT has been able to compress the anticipated construction timeline from twelve to five years with construction scheduled to begin in 2004. Additional information on this project can be obtained at www.dot.state.mn.us/movingminnesota/pdfs/irc15.pdf or by contacting John Chiglo at 507-529-6122 or Dale Maul at 507-280-2913.

HIGHWAY 52
CORRIDOR PLAN

Moving Minnesota

SEH

Vision 52 Study Update – October 2001

Work Progresses Along the Highway 52 Corridor

Background

The Minnesota Department of Transportation (Mn/DOT) is continuing to work in partnership with Dakota, Goodhue, and Olmsted Counties and in coordination with the communities along Highway 52 on identifying and resolving the transportation issues related to the Highway. Mn/DOT has identified Highway 52 between the Twin Cities and Rochester as a High Priority Interregional Corridor (IRC) which specifies that future improvements should focus on protecting and enhancing the corridor to ensure that it provides for high speed, safe, and predictable travel conditions.

In March of 2000, Mn/DOT completed the Highway 52 Corridor Study which, through input from the communities and the public, led to the development of a vision for Highway 52 that includes ultimately transitioning the highway to freeway design with no direct access (similar to I-35). Though the transition to a freeway will take many years, Mn/DOT is already in the process of planning for various improvements that represent major steps toward achieving the freeway Vision.

Vision 52 Study

The Vision 52 Study is one of the major planning efforts underway in the Highway 52 corridor. The Study is focused on defining the scope of the issues facing Highway 52 and assessing specific improvement options at specific locations along the corridor.

A detailed traffic analysis was recently completed that concluded up to fourteen additional traffic signals would be required along Highway 52 by the Year 2025 if no interchanges are added and access is not consolidated. These additional signals would increase travel times for an average trip by 25 percent, significantly affecting both the travelling public and commerce.

A second major focus of the Vision 52 Study has been the development and analysis of alternative interchange improvements at three priority areas along the corridor including:

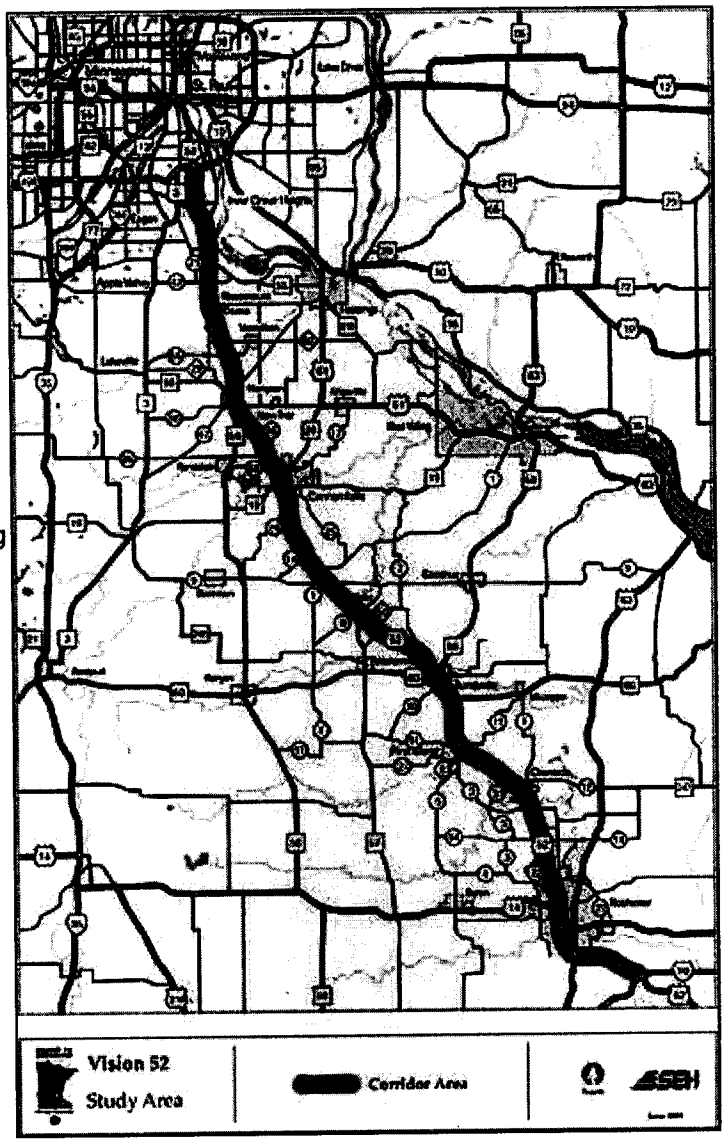
- Hampton Area – Focusing on the segment of Highway 52 between Highway 50 and County Road 47.
- Cannon Falls Area – Including interchange options at County Road 86 in Dakota County and interchange options in southern Cannon Falls to replace the two existing traffic signals. Also addressing the potential need for a Highway 19 bypass alignment either north or south of Cannon Falls.
- Hader Area – Considering interchange options and access consolidation between Goodhue County Roads 1 and 50.

Through various outreach efforts, Mn/DOT has received significant input from the communities and citizens in these areas. This input has been compiled into one document that can be viewed on the Vision 52 website www.dot.state.mn.us/seh/52.

Vision 52 Trunk Highway 52

Welcome to the TH 52 Interregional Corridor Study (IRC) Web site. The purpose of the Web site is to be able to communicate information to the communities, businesses, agencies and the public throughout the study process. Please feel free to provide comments to us by visiting the comment section of this site.

What's Inside:



Mn/DOT Information Center E-mail: info@dot.state.mn.us
395 John Ireland Boulevard • St. Paul, MN 55155-1899
Phone: 800/657-3774 • 800/627-3529 (TTY, Voice, ASCII)

Appendix B

Highway 52 IRC Project Committees

Vision 52 Joint Policy and Technical Advisory Committee Members

Abraham Algadi
Pine Island Resident

Dr. John F. Anderson
Cannon Falls Resident

Bernie Arseneau
Mn/DOT District 6

C.J. Aune
Cannon Ball Auto/Truck

The Honorable Rich Bauer
City of Zumbrota

Dick Bautch
Mn/DOT

Bob Benson
Wanamingo Resident

John Berendt, Chairman
Randolph Township

Harold Berquam
Wanamingo Township

Joy Bertsinger, City Council
City of Oronoco

Ken Bjornstad
Goodhue County

Bob Bohn, Supervisor
Vermillion Township

Ann Braden
Metropolitan Council

Carol Braun
Mn/DOT Engineering Services

Elmer Brocker
Wanamingo Resident

Gary Bruggeman
Mn/DOT District 6

William Budensiek, Chairman
Minneola Township

The Honorable Cathy Busho
City of Rosemount

Fred Corrigan
The MN Transportation Alliance

Mike Cousino
Olmsted County Public Works

Kristine Elwood
Dakota County Trans Dept

Lori Endres
Hampton Township

Tom Eng, Supervisor
Cannon Falls Township

Gary Erickson
City of Cannon Falls

Gene Franchett
Dakota County Planning Office

Richard Freese
City of Rochester

Howard Glamm, Supervisor
New Haven Township

The Honorable John T. Gores
City of Coates

Barb Grahek
Mn/DOT District 6

Harry Hadler, Clerk
Minneola Township

Tony Hames
Mn/DOT District 6

David Hamilton
Goodhue County

Vision 52 Joint Policy and Technical Advisory Committee Members

Linda Hamilton
The Conservation Fund

Larry Hansen
City of Stewartville

Commissioner Joe Harris
Dakota County

Bonnie Hermann, Clerk
Wanamingo Township

Owen Hernke, Chairman
Leon Township

Tricia Hinckley
City of Zumbrota

Chris Hiniker
SEH

Gregory Isakson
Goodhue County

Brian Jergenson
Mn/DOT District 6

Gary Johnson
City of Inver Grove Heights

Ronald S. Johnson
City of Zumbrota

Carol Kamper, Chair
Olmsted County Commissioners

The Honorable James Kiffmeyer
City of Wanamingo

Bill Klein, City Council
City of Inver Grove Heights

Sue Klein
Mn/DOT Metro Division

Mark Krebsbach
Mn/DOT District 6

Dallas Larson
City of Cannon Falls

Robert Lindahl, Clerk
New Haven Township

Debbylyn Louis, City Council
City of Vermillion

The Honorable Kenneth Markham
City of Pine Island

Don Marthaler, Supervisor
Randolph Township

Dale E. Maul
Mn/DOT District 6

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Appendix C

Record and Resolution of Comments and Issues

Vision 52 Study
Record and Resolution of Comments and Issues

Overall Corridor

Working Draft
4/24/02

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Access/Business Impacts		
Clark Road access onto Highway 52 is a growing safety problem.	The Clark Road access issue is being addressed as part of the construction of the new 117th Street interchange starting in 2002.	
Concerned that making Highway 52 a freeway will close access to her job.	Attaining the vision of Highway 52 as a freeway will ultimately mean that all direct access to the highway will be removed. However, closure of all access points along the highway will likely not take place for a very long time (20+ years). Furthermore, some level of access will need to be maintained to each affected parcel.	
Concerned about access from all the new houses along Highway 52. Who is going to pay for the costs of interchanges and frontage roads?	Many of the houses along Highway 52 may maintain direct access to the highway for several years. Eventually, access to these homes will need to be provided through frontage and backage road improvements. Responsibility for paying construction will be determined on a case-by-case basis. It is anticipated that funding sources will be a combination of Mn/DOT, County, and local.	
This project will have serious negative impacts to the businesses along the corridor.	Impacts to businesses is a key issue and concern. Some level of access to each business will need to be maintained.	
Current Highway 55 entrance to Highway 52 encourages high speed merging. This needs to be addressed regarding the refinery interchange.	These issues are being studied and addressed as part of the 117th Street interchange project and the Highway 52/55/County Road 42 Study.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Safety/Operational Issues		
Concerned about volume of traffic and safety along Highway 52 north of County Road 42.	Increasing traffic volumes are one of the key issues driving the need for improvements to Highway 52.	
Difficult to access Highway 52 from county roads and will get more difficult in the future. Need longer turn lanes and acceleration lanes to accommodate for increased traffic.	The increasing traffic volumes are one of the primary reasons why it continues to become more difficult to access or crossover Highway 52 from intersecting roads. The increasing traffic levels and related safety issues are primary reasons behind the vision for converting Highway 52 to a freeway. Some interim improvements such as longer turn lanes and acceleration lanes are possible at spot locations along the highway. However, the emphasis will be on defining and implementing improvements that work toward the freeway vision.	
Concerned about median access opening south of 117th. People are using as shortcut to the signal. Meant for trucks to use northbound. Frontage road to County Road 42 is needed.	The new 117th interchange will result in closure of several intersections and medians. Frontage roads around the County Road 42 interchange are currently being considered as part of the Highway 52/55/County Road 42 Study being conducted by Dakota County and Mn/DOT.	
At-grade railroad crossings are especially dangerous for trucks.	The railroad at-grade railroad crossing north of 117th Street will be removed as part of the 117th Street interchange project. There are no plans to remove the at-grade crossing north of Cannon Falls. This crossing has relatively light levels of rail traffic.	
Poor interchange at County road 42. Poor sight distance and truck traffic make going west difficult.	The Highway 52/County Road 42 interchange is currently being studied by Dakota County and Mn/DOT to identify a preferred improvement option. Sight distance and truck issues are being addressed as part of the study.	X
Poor sight distance at access point in Coates.	Some of the access conditions will change in the Coates area with the new County Road 46 intersection.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
General/Miscellaneous		
Put drawings and comments on the internet.	The improvement concepts will be posted on the study website: (http://projects.dot.state.mn.us/seh/052/index.html)	
Projected traffic volumes are too low. Project from 1985.	The existing traffic volumes reflect data from the latest Mn/DOT traffic counts. The forecast volumes are based on historical growth trends and have been reviewed and accepted by all the agencies and jurisdictions involved in the study process.	
Concerned about the gravel trucks going past my house from the gravel pit at the top of Wagner Hill. Would like a weigh station just north of Rochester and 55 mph speed limits for trucks.	There currently are no plans to add a weigh station north of Rochester or plans to post a slower truck speed for the corridor.	
Concerned about opening County Road 46 up to at-grade. Why build without interchange?	County Road 46 will initially be an at-grade intersection with Highway (with stop signs on County Road 46). Dakota County has purchased right-of-way for a future interchange however no funds have been identified to construct the interchange.	
Need to eliminate crossover access to refinery.	These issues are being studied and addressed as part of the 117th Street interchange project.	
Issues with Highway 55 southbound fly over at Highway 52. People are in wrong lane to get to Highway 55 and becomes a bottleneck in p.m. peak. People use the Highway 55 to southbound Highway 52 at-grade incorrectly. Several times observed people going northbound in southbound lanes.	These issues are currently being addressed as part of the Highway 52/County 42/Highway 55 study being conducted by Dakota County and Mn/DOT.	
Support interchange at Highway 52/117th Street intersection.		
Glad the railroad crossing is being removed. Railroad coming through in afternoon rush hour causes backups for miles.		
Reaffirmed the importance of maintaining the long-term vision that Highway 52 should ultimately transition to a freeway between the Twin Cities and Rochester.		

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Need to develop a solution for removing the at-grade access locations that will remain around Inver Grove Trail after completing the 117th Street interchange improvements.	This area will be highlighted in the Vision 52 Study as an important location to address. Further coordination betweejn Inver Grove Heights, Dakota County, and Mn/DOT will be required.	
Concern was expressed regarding the proposed design for the new Highway 52/County Road 42 interchange because it does not include a direct "loop" ramp for westbound to southbound traffic.	The traffic analysis for the interchange design study indicated that the westbound to southbound traffic movement is relatively low and does not require an exclusive freeway ramp.	
Lighting from Wayne Transport (south of Koch Refinery) is distracting for northbound Highway 52 traffic.	Mn/DOT staff will be reviewing this concern.	

Vision 52 Study
Record and Resolution of Comments and Issues

Working Draft
4/24/02

Hampton Area

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Suggestions/Preferences		
Lewiston Boulevard and Goodwin Avenue should be considered as alternates to County Road 47 if no overpass of Highway 52 is provided.	Lewiston Boulevard and Goodwin Avenue are both being considered as alternates to reroute County Road 47 traffic to Highway 50. Rerouting of traffic will be required (via existing or new roads) even if a County Road 47 overpass is provided at Highway 52 in order to connect County Road 47 traffic that is destined to Highway 52.	
Highway 56 should be realigned to intersect with Highway 50 at a right angle (four-way) intersection at the current Highway 50/County Road 80 intersection.	The Highway 56 realignment has been revised to reflect this comment.	
Build overpass for County Road 47 over Highway 52, with access to/from north provide frontage roads along side of Highway 52. A bridge should be built over Highway 52 for County Road 47 in an area where a partial or full interchange could be built in the future. Support alternative 3.	Alternative 5 shows the half diamond to the north with connecting frontage roads. An overpass for County Road 47 is being considered.	X
The frontage road (westerly) option with the smaller swing to the left will not interfere with the residences on Eva Court.	Efforts will be made to reduce impacts to homeowners along the corridor.	
Alternative 5: County Road 47, half diamond. If the County Road 47 overpass is built, is the North-South extension of County Road 47 (east of Highway 52) needed?	The north-south extension connecting County Road 47 and Highway 50 is an option under this alternative. This connection would serve traffic wanting to go south on Highway 52 and northbound Highway 52 traffic wanting to access County Road 47. The other option for this traffic would be to access Highway 52 or County Road 47 via existing roads (i.e. County Road 80 or 85).	X

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Using County Road 85 (Goodwin Ave) would put an intense traffic burden on what is already too much traffic on Highway 50 where it connects.	Traffic operations and safety issues will be factors in assessing the different concepts. If traffic is re-routed onto Goodwin Avenue, it may be necessary to make improvements to the Goodwin Ave. and Highway 50 intersection.	
Alternative 5 provides the best traffic flow for County Road 47 and for the increasing number of commuters who use County Road 47 and Highway 52. Not having an overpass and exits would hurt businesses and individuals.	Commuter traffic and business access are factors being considered in the evaluation of the different concepts.	X
Prefer Alternative 2 because it impacts less farmland. An overpass on County Road 47 would connect to land farmed to the north.	Farmland issues are one of the factors being considered in the evaluation of each of the concepts.	X
When frontage roads are added, they need to connect to the ones that are there currently and continue at the same distance off Highway 52, this would be the least impact on the rural and farming community.	Locations of frontage roads will be based on a number of factors including cost, environmental issues, right-of-way issues. Existing frontage road segments will be used where practical and feasible.	
Prefer Alternative 3. In favor of an overpass across County Road 47 because there have been too many serious accidents there already. If an overpass is not built, slow down the traffic back to 55 mph.	Accident data along the corridor will be collected and analyzed; safety is a major factor being considered in the evaluation process.	X
Move frontage/backage road connection to Lewiston further south toward Highway 50.	The precise location of the roadway connections will be determined during the design phase of any project. Decisions on where to connect roads are typically based on trade-offs between land impacts, roadway/intersection operation/safety, and cost.	
Move backage road concept closer to Highway 52 south of County Road 47 so less of dairy farm is impacted.	Impacts to farmland will be a factor in the evaluation process.	
The placement of a bridge at County Road 47 needs to be located slightly north of the old, original alignment. This would allow for future on/off ramps that could be added in the future.	This option is being considered and evaluated.	
Frontage Road east of Highway 52 between County Road 47 and Highway 50, should be a priority over backage road to service existing business.		X

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Build the frontage road between Highway 52 and Little Oscars, the gas station and Silver Bell instead of farther back.		
County Road 86/County Road 29 should rate ahead of the "potential" connection to 280th Street.		
Prefer half a diamond design with a frontage road on both sides of Highway 52		
Best alternative is to close County Road 47, reroute traffic to Highway 50 via Goodwin (County Road 85) and install a service road from Highway 50 to the local businesses on the east side of Highway 52. This option uses mostly existing paved roadway, would have the least impact on residents in the area and would be least costly to the DOT. If future traffic patterns indicate a need for an interchange at County Road 47, the issue could be revisited with little revenue lost and no unnecessary impact on property owners.		X
First choice Alternative A, second choice Alternative B.		
Prefer half diamond and bridge where County Road 47 crosses Highway 52. The bridge is needed for smooth travel from Hastings to Northfield and the diamond is needed to accommodate travel to and from the north.		

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Half-diamond design with a frontage road on both sides of the Highway 52 overpass. The first one would be up to Park Street and right over to Highway 50. The second frontage road would be from County Road 47 and east of Highway 52 all the way to Lewiston Boulevard. The reason I think this would be the ideal route is because it would benefit the people in the City of Hampton, the freeflowing, and also the businesses of Hampton. It would very helpful for the farmers who farm on both sides of Highway 52. The commuters from Hastings and western Minnesota or to hook up to I-35W or I-35E....County Road 47 is also known as the Pioneer Wheat Trail....one of the oldest roads from Hastings to Northfield. My ideas are in the bold marker. Please consider this. The other frontage roads you have marked are not necessary at this time.		
As I spoke to a wonderful lady Tuesday. I was very impressed with Mn/DOT's aggressive attitude of pleasing the local people and doing what's best. Thank you! I'm the former Hampton Township Clerk and care very much what happens and believe the maps of number 5 are the safest and only solution.		
1) Put bridge in diamond shape on Highway 52 and County Road 47, as in Alternative 5.		X
2) Use Goodwin Avenue (County Road 85) as an alternative for County Road 47. See Alternative 3. Do not use Lewiston Boulevard.		

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
I believe the County Road 47 crossing at Highway 52 should be eliminated, and traffic be temporarily re-routed on Goodwin Avenue to Highway 50. Construction on a County Road 47 overpass should begin as soon as possible. Making sure it is constructed with the capacity of building on-off ramps in the future. When driveways and town roads have to be closed. Frontage roads, close enough to Highway 52 so not to disrupt the rural and farming community, should be made, i.e., connected to existing road in front of established businesses. I think the townspeople, businesses, and rural community of Hampton understand the goals Mn/DOT wants to achieve. In the same token, we would appreciate the same respect in that we want what is in the best interest for our community of Hampton.		
Use County Road 85 as the alternative for County Road 47.		
Designate 240th from County Road 47 to Highway 52 as truck route. This would need weight limits changed to 10 ton route.		
Prefer Alternative 6 - "Split-Diamond Interchange" with ramps to/from south at Highway 50 and ramps to/from the north at County Road 47 and connecting roads parrallel to Highway 52 between 50 and 47.	This option was added as a result of feedback from the July 31st Hampton Open House and is being evaluated for consideration by the Hampton Area Working Group.	
Closing median at County Road 47 will increase trips on Lewiston not County Road 85.		
The speed limit of Highway 52 should be lowered through Hampton.	Research shows that lowering the speed limit of a small segment of a highway does not generally effectively lower average speeds. Speed limits are generally set at the 85 percentile speed of all traffic on a road. Furthermore, Highway 52 as an Interregional Corridor is expected to maintain an overall average speed of at least 60 mph.	
Access/Business Impacts		

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Access to existing businesses a concern, especially for those that rely on drive-by traffic (e.g. Black Stallion).	Potential impacts to these businesses will be an important consideration in identifying a preferred improvement concept for the Hampton area.	
Continue existing frontage road to support local businesses that rely on visibility for drive-by traffic. Frontage road east of existing can be constructed when development takes place.	Various frontage/backage road concepts have been developed to help address the business access concerns. Potential impacts to these businesses will be an important consideration in identifying a preferred improvement concept for the Hampton area.	X
Add a county road frontage road on the west side of Highway 52 from the Highway 47 interchange along Highway 52 to the Black Stallion and turn down Lincoln. Construct a new road from Lincoln to Highway 50 to complete the north/south flow.	Alternative 5 proposes a frontage road on the west side of Highway 52 with a north-south connection to Highway 50. The exact alignment of any westside frontage road would be determined during later design phases if it were part of the preferred concept.	
Many farmers have land on both sides of Highway 52. Not only along the Highway 52 corridor, but throughout different townships. Closing at grade intersections makes for a major inconvenience to the agricultural community.	Agricultural concerns have been expressed as a priority in the Hampton area and are being considered in the evaluation process.	X
The vision that Mn/DOT has for Highway 52 is good for the people that travel Highway 52. If done correctly, it can be good for Hampton and Hampton Township. All farmland and homes impacted by new roads need to be compensated for fairly, not only for the amount of land consumed for the new road or intersection but for what was moved, altered or divided.	As prescribed by federal and state laws, there will be fair compensation for any acquisition of property or structures related to highway reconstruction.	
Gas station owner concerned about access closure.	Mn/DOT's vision for Trunk Highway 52 is to transition it to a freeway facility. This includes the eventual closing of all non-controlled access along the highway. It is expected that the complete transition to an access-controlled freeway may not occur for more than twenty years. As part of the transition to a freeway, supporting roads will be constructed to maintain access to all properties.	
Will the economic impacts of the various options to the businesses be addressed.	The evaluation of the alternatives will consider business issues.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Definitely need County Road 47 overpass with yields for northbound and southbound exits. We need frontage roads close to Highway 52, one on each side. Get rid of the extra roads behind Little Oscars, etc. Waste of money. Alternative 5 is close, but we don't need the extra road coming off County Road 47 cutting through the middle of the countryside.	These options are being considered in the evaluation process.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Safety/Operational Issues		
Existing sight distance problem at Highway 50/Lewiston Blvd intersection would be exacerbated by introducing new intersections and/or more traffic in the area.	Traffic operations and safety issues will be factors in assessing the different concepts. If a new intersection is located near Lewiston or traffic is increased on Lewiston, it might be necessary to make changes to either Lewiston or Highway 50 to correct these problems.	X
County Road 47 truck traffic through Hampton is a significant issue. Previous efforts to redirect through truck traffic out of Hampton have not succeeded.	Truck traffic is one of the considerations in addressing different options for County Road 47. Current truck volumes on County Road 47 are in the normal range compared to equivalent roadways.	
Intersection spacing along County Road 80 and Highway 50 is a concern.	The realignment of Highway 56 to connect with Highway 50 and County Road 80 west of Highway 52 is intended to improve the existing intersection spacing issues in this area.	
Highway 50 interchange is difficult for trucks (poor sight lines/maneuvering).	Possible modifications to the Highway 50/52 interchange will be addressed as part of the traffic operations analysis of the various improvement concepts.	
Close the median at County Road 47 and Highway 52 and reroute traffic to Goodwin Ave. (County Road 85). There is too much traffic on both roads (47 & 52) to cross safely.	Mn/DOT is currently considering closing the median at the Highway 52/County Road 47 intersection.	X
Reduce speed limit.	The currently are no plans to reduce the speed limit on Highway 52. The posted speed is determined based on detailed speed studies that evaluate the current travel speeds.	
There has to be something done at County Road 47 and Highway 52 because of all of the accidents up there. I saw some drawings, and there are good ideas and bad ideas. One good idea is the bridge. But they have to do something about getting onto Highway 52. I think the best is a four-leaf clover. Thanks.	Mn/DOT is currently considering closing the median at the Highway 52/County Road 47 intersection. Options are being considered as part of this study that would include maintaining some access between County Road 47 and Highway 52 via ramps.	X
The present intersection of 240th Street and Highway 50 is hazardous due to limited sight distance from westbound Highway 50 to westbound 240th Street.	This intersection will be re-aligned to correct existing problems.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
The Highway 50/County Road 80 intersection needs to be reconstructed as a standard "T" intersection.	This option is one of the recommendations from the Hampton Area Working Group.	
Possible opportunity to close 222nd Street or close median. Hard to cross or turn left on.	Mn/DOT will continue to pursue closing or modifying intersections as opportunities arise.	
General/Miscellaneous		
Concerned about the impacts to the agricultural community that would result from closing access at County Road 47.	The access concerns of the agricultural community will be one of the factors considered in assessing the trade-offs between the different improvement concepts.	X
Concerned about increased travel time and distance to/from Highway 52 if access from County Road 47 to Highway 52 is removed.	Travel time impacts associated with the various options will be addressed as part of the evaluation process.	
Some of the land west of County Road 47 is low and potentially wet.	This issue will be taken into consideration for any improvement concept that might involve using some of this land.	
Due to expected population growth including 30-40 acres of light industrial property, need a 10-ton road from County Road 47 to Highway 50 to accommodate trucks and emergency equipment.	Supporting road connections between County Road 47 and Highway 50 are being considered and evaluated.	
Property owners at access points 135 and 136 would like to close median accesses. Would need to connect driveways.	Mn/DOT will continue to pursue closing or modifying intersections as opportunities arise.	X
What can be done over long term?	The long term vision for Highway 52 is to convert the highway to a limited access freeway design similar to I-35.	
Alternatives 1 and 3 should include frontage roads on the west side of Highway 52.	Some type of local frontage road would likely be needed, however it would be very difficult ot extend the frontage road further south than Lincoln or Park Streets.	
The present council is opposed to growth but the Comprehensive Plan policies and goals contradict that. As the council changes, cooperation between Mn/DOT and Hampton will improve.		

Vision 52 Study
Record and Resolution of Comments and Issues

Hader Area

Working Draft
4/24/02

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Suggestions/Preferences		
Support the concept of rerouting County Road 1 east of Highway 52 to connect with the proposed County Road 9 interchange. County Road 9 is of primary importance to the County because it is the only continuous east-west highway across Goodhue County.	This option is being considered and evaluated.	X
Shift proposed Highway 57 interchange slightly southeast to minimize impacts to existing land uses.	The Highway 57 interchange concept has been revised to reflect shifting the location southeast from the current Highway 52/57 intersection.	
Consider an interchange at County Road 1 with an overpass at County Road 9.	A concept including an interchange at County Road 1 and an overpass at County Road 9 has been developed and will be analyzed.	X
Build Highway 57 interchange further north, closer to the existing one.	The Highway 57 intersection has shifted southeast of the existing alignment in order to avoid the existing development in the area.	
Move Alternative 3 at the Hader intersection 50 yards north to be farther from a property owner.	The Highway 57 intersection has shifted southeast of the existing alignment in order to avoid the existing development in the area.	
Would like to see concept 3 a full interchange to best suit the area and the towns to the south. Wanamingo-Mantorville-Kasson will be quite large towns by the time this projects gets done.	As proposed, concept 3 shows full interchange at both County Road 9 and County Road 8	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Concerned about access to Highway 52 north of Zumbrota. Rerouting Highway 57 onto County Road 50 and County Road 7 to a similar interchange would benefit Wanamingo school and fire districts, be a 5-mile interval between Zumbrota and County Road 9 interchange, and would facilitate freeway access to people north of Zumbrota and northeast of Wanamingo.	This option will be investigated and a response on its status will be provided at a later date.	
Look at frontage or backage roads north of County Road 1.	Specifics on the need for frontage or backage roads around the County Road 1 intersection will be determined after it is decided whether an interchange will be constructed or County Road 1 will be rerouted and the existing intersection closed.	X
We support the proposed new roadway in Alternative 3 and Alternative 1. Connect County Road 8 with 400th street.	CR 8 and 400th street will still intersect under all the options.	
An interchange at County Road 1 would be better for the homes and businesses north of there. We run a business at Wagner Hill, and I don't know how you can decide on which one would be best until you figure out what kind of roads we would have to the north of County Road 1. We would have to drive four miles south just to come back to the north if you had a interchange at County Road 9. We have asked how people how access north of County Road 1 to bottom of Wagner Hill will be addressed and we never get an answer.	This current study is focusing on those areas where the greatest issues were identified as part of the Highway 52 Corridor Study completed in March 2000. The section of Highway 52 north of County Road 1 is not one of the priority areas and may not see many significant changes for several years.	X
Alternative 2 is not acceptable to the community of Wanamingo and surrounding area.		
Prefer Alternative 1: County Road 1 interchange and County Road 9 overpass. You couldn't shut one down without overloading the other.		X
An interchange at County Road 1 makes sense with 10-ton frontage roads at County Road 9.		

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Prefer access to Highway 52 at Hader and County Road 1 because it would better serve fire and emergency vehicles for some areas of Leon Township, draw traffic off of County Road 9 if there were a better crossing at County Road 1/Highway 52, and keep the primary county road crossing Highway 52, which encourages traffic to travel to Red Wing versus Lake City.		
Prefer an interchange at County Road 1 with an overpass at County Road 9		
Consider a split-diamond interchange that would link County Road 1 and County 9. Access to/from the south on Highway 52 would be provided at County Road 9 and access to/from the north on Highway 52 would be provided at County Road 1. The two partial access interchanges would be connected via parallel frontage roads along Highway 52.	This option is being carried forward as a recommendation from the Hader Working Group along with Alternatives 3 and 4 as possible long term interchange options in the Hader area. Highway 57 was selected as the priority interchange for the Hader area.	
Alternative 3: need interchange access at Highway 57 for fire/rescue vehicles from Wanamingo.		X
Access/Business Impacts		
A petition with approximately 1000 signatures supporting an interchange at Highway 52 and Highway 57 was submitted to Mn/DOT. The community is concerned about lack of access and impacts to fire and rescue operations.	This petition is on record with Mn/DOT. The Highway 52 Corridor Study completed in March 2000 had originally recommended an overpass at Highway 52 and 57 with a new roadway connecting Highway 57 to the proposed Highway 52/County Road 9 interchange. The Vision 52 Study is reconsidering these preliminary recommendations and is addressing the possibility of an interchange at Highway 52 and 57.	
Concerned about fire/safety service in Hader area on and off the highway without a Highway 57 access and County Road 1 access. Prefer interchanges there rather than County Road 9.	Fire/safety access is one of the key issues being considered in the evaluation of the options in the Hader area.	X
Highway 52 needs to be limited access.	The vision for Highway 52 that was developed in cooperation between Mn/DOT, the Counties, Cities and Townships is for the gradual transition of Highway 52 to a freeway facility.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Need to identify a road system that connects the restaurants and other businesses north County Road 1.	Regardless of which option is selected, some level of access will need to be maintained to all existing properties along Highway 52. In the long-term, this access will need to be provided via the supporting road system.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Safety/Operational Issues		
Major safety concern at Highway 52/County Road 9 intersection.	The safety concerns at some of the major intersections are some of the primary issues driving the need for improvements in the Hader area.	
Highway crossing concerns at Highway 57/County Road 8 and County Road 1. The relatively narrow medians were cited as a safety concern for semi-trailers attempting to cross over Highway 52.	The safety concerns at some of the major intersections are some of the primary issues driving the need for improvements in the Hader area.	X
Poor sight distance on the eastern frontage road, Highway 52, and County Road 8 intersection.	Sight distance issues will be examined and analyzed at all proposed interchanges.	
General/Miscellaneous		
There is a considerable amount of truck traffic on Highway 57 destined for the Twin Cities.	Freight issues are one of the elements being addressed as part of the Vision 52 Study. Truck volume percentages have been gathered for all the major roadways along Highway 52 and are being included in the consideration of the different improvement concepts.	
It was noted that advance acquisition of right-of-way could accelerate the ultimate interchange construction.	Acquiring the right-of-way needed for a new interchange is usually a major undertaking both in terms of time and cost. Acquiring the right-of-way in advance can thereby remove a major step in the overall process of implementing a new interchange. Advanced acquisition is also beneficial in that it ensures preservation of the land needed for the interchange.	
When considering pricing each interchange, the price of the bridge and the ramps is not the only cost to consider, but also the supporting roadway improvements costs.	The cost estimates that will be prepared for the various improvement concepts will include the costs of all the supporting road needs.	X

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Very difficult to cross Highway 52 with farm equipment.	Farm equipment crossing will become increasingly difficult with growing traffic volumes on Highway 52. Eventually with the transition of Highway 52 to a freeway (20+ year timeframe), all farm equipment circulation will need to take place on supporting roads and cross Highway 52 at overpasses and interchanges. Farmland severance will be an important issue as public and other field accesses are closed.	
Frontage roads need to be 10 ton roads.	The volume and type of traffic along all new roadways will be analyzed in order to determine the appropriate load limits.	X
County Road 1 was noted as a very important corridor linking southern Goodhue County to Red Wing.		

Vision 52 Study
Record and Resolution of Comments and Issues

Cannon Falls Area

Working Draft
04/24/02

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Suggestions/Preferences		
An option should be developed that includes full access at the north traffic signal intersection and access to and from the south at the south traffic signal.	This option has been developed and will be included in the technical evaluation.	X
Like to see consideration of an additional interchange farther south of the traffic signals for long term future planning.	Locations for a potential long term future interchange farther south of Cannon Fall will be developed.	X
A concept should be developed at County Road 86 that provides for a new connection east to 280th Street.	Concepts for connecting to 280th Street have been developed and are being evaluated.	X
Highway 19 should be run on County Road 86 if possible. County Road 86 is a straight shot from New Prague.	Highway 19 alternatives will undergo an evaluation before a preferred alternative is selected.	X
Improve Highway 56 (between Highway 19 and County Road 86) to Hampton in order to re-direct traffic.	There are currently no plans to improve that segment of Highway 56. County Road 86 as an alternate for Highway 19 traffic has been raised numerous times during this study and will be considered when evaluating the County 86 interchange options and the Highway 19 bypass issue.	
Prefer Alternative B (folded diamond) plan but am concerned as to the slope affecting house driveways on County Road 86 and how close to the house the east slope of the diamond will be extending.	At this point it is not anticipated that there would be any impacts to the residences and driveways along County Road 86. If Alternative B was selected as the preferred option, the specific impacts would not be determined until later design stages.	X

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
The decision on southern Cannon Falls interchange needs to be made with the Highway 19 plan in mind since it will be involved. If Highway 19 goes north of the city, then the south interchange should service local businesses and Alternative 1A or 1B is best. If Highway 19 is coming to the south of Cannon Falls then it may be better to consider Alternative 3 or 4 which makes the main focus of the interchange servicing Highway 19. Businesses will need to develop around that.	A decision on the feasibility of a northern or southern Highway 19 bypass will be made as a part of this study. The potential for Highway 19 to be located to the south, will be one of the considerations in determining the preferred interchange location in southern Cannon Falls.	X
Reroute Highway 19 from Highway 19/County Road 86 intersection to Highway 20 and Highway 61.	This alternative will be added as an option in the Highway 19 bypass analysis.	X
Alternative 1 for Highway 52 interchange has strong negative impact on our home and business.	Residential and business impacts are one of the factors being considered in the technical evaluation.	
Alternatives 1A and 4B would have the least impact on local businesses.		X
Concept 2A: the eastern end of the proposed 318 St. Way bisects a property		
Move the interchange down by the Dairy Queen crossing.		X
At Cannon Falls, interchange at County Road 24 or south a must.		
Any interchange on the south side of Cannon Falls is a must.		
The south bypass (diagonal east of Highway 52 from potential interchange to Highway 19) cuts through the LB Price property.		
Cannon Falls supports the rerouting of Highway 55 to County Road 42 once the signal lights are gone.		
First choice is Alternative 3, second choice is Alternative 4.		
For long range and future, concept 4A best.		
Access/Business Impacts		
Businesses which are highway traffic dependent need to be identified.	The names of businesses along Highway 52 have been added to the mapping being used to develop the different improvement concepts.	X

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
The farther south an interchange is located the more negative the economic impact will be upon the existing highway traffic dependent businesses.	The proximity of a new interchange in Cannon Falls and its relation to existing development is an important factor in the evaluation of the different improvement concepts.	X
Alternative 1B would adversely impact the Saratoga Inn.	These concerns will be included in the consideration of the trade-offs between the various improvement options.	
A problem with Alternative 3B (interchange at the south traffic signal) from the business viewpoint is retaining access to the businesses currently located there.	Access to all existing businesses will need to be maintained as part of any of the improvement concepts. A substantial part of all the concepts are the various supporting road improvements that are	
Concerned about County Road 24 alignment through his animal medical research facility (Alternatives 3A and 3B).	This issue will be included in the evaluation of Alternatives 3A and 3B.	
When Trunk Highway bypasses are installed in the vicinity of small towns, the Central Business District shifts out to the bypass alignment.	Bypasses can have an impact on the downtown's of communities. Research has shown that in general, the greatest impact can be on retail commercial (impulse spending) type businesses. See comment below.	
There are several areas of potential commercial and residential development that will directly and indirectly impact Highway 52	As part of the Vision 52 Study, future land uses in Cannon Falls will be defined with the input from Cannon Falls officials and staff. This information will be used to assess the potential traffic impacts both on Highway 52 as well as the local and county road system.	
What businesses would be impacted by an interchange at the north traffic signal.	Specific impacts will not be determined until after an interchange design is selected and developed in further detail. It will be very difficult to avoid impacting at least some of the businesses in the area of the existing intersection.	
A Highway 19 Bypass would likely not significantly impact the downtown commerce (which is primarily service and tourism based).	Research has shown that in general, the greatest impact can be on retail commercial (impulse spending) type businesses.	
We own Write On and are very concerned. Please send us all information and notify us of all future meetings.	A copy of the concept drawings will be mailed. Future meetings will be posted on the study website at: http://projects.dot.state.mn.us/seh/52	
Safety/Operational Issues		
Gravel mining operation north of Cannon Falls proposed. Concerned about slow vehicles merging with faster traffic.	If the mining operation is implemented and serious safety/operational issues result on Highway 52, improvements would need to be considered.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Concerned about accidents on County Road 86.	The proposal to construct an interchange at County Road 86 would address this concern.	
General/Miscellaneous		
Fillmore Trucking needs to be considered when considering the location of a new interchange.	Mn/DOT will interview Fillmore Trucking to receive input on their trucking operations and issues that are important to them relative to improvements to Highway 52.	X
Citizens want to get truck traffic out of Cannon Falls (trucks are 7-9% of total traffic on Highway 19).	Truck traffic on Highway 19 is one of the factors being addressed as part of the Highway 19 Bypass evaluation. Currently, the percent of truck traffic on Highway 19 is within the average range for similar roads.	X
Concerned about further development in areas where interchange improvements are being considered.	Mn/DOT, Goodhue County, and the City of Cannon Falls are working together to better understand where there is development potential, what type of development is being considered, and how development might impact the ability to build a new interchange in certain locations.	
Interchange options at the north traffic signal (County Road 24) might impact a 100-year floodplain	This will be included as an issue for interchange options at the north traffic signal.	
Any of the options could involve lowering Highway 52 or raising the cross-street (or a combination of both).	These issues are generally beyond the scope of the Vision 52 Study but will be very important factors during the design of the interchange improvements.	
The crash rate data for the Highway 52/County Road 86 intersection was requested.	The information is being researched and will be provided.	
There will be increasing pressure for development at the County Road 86 intersection. Randolph and Hampton Township need to be able to tell future development prospects where the interchange will be placed.	The Vision 52 Study will include recommendations for the location and general design of the County Road 86 interchange. This information will be provided to Randolph and Hampton Townships to use when addressing future development proposals in the County Road 86 interchange area.	
CSAH 86 would need four lanes if Highway 19 is moved. Rather County Road 86 than Highway 19. Avoid Cannon Falls and Northfield. Highway 55 from Hastings - too much traffic - need four lanes. Thinks overpasses on Highway 52 are improvement.	Highway capacity issues will be addressed as part of the improvement options.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Performance analysis graph showing current and projected travel speeds shows that both remain above the target speed of 61 mph through Cannon Falls. If this is true, this area should be a lower priority than others where travel speeds fall below the target.	The performance analysis has been updated to incorporate revisions in the analysis inputs and assumptions. The revised analysis indicates that the speed performance through Cannon Falls will drop below the target speed in the future.	
Highway 52 should be lowered through Cannon Falls.	Specific design details such as potentially lowering Highway 52 will be addressed during more detailed design studies that will be conducted after selection of a preferred location for the new interchange.	
Interested as property owner next to proposed Highway 56/Highway 52 interchange how much property would be acquired.	Specifics regarding the amount of property that will need to be acquired will be determined after selecting the preferred concept.	
Do not use north route for County Road 19 re-route. Area should be preserved as recreational/scenic and agriculture. A full environmental impact study should be performed if routing traffic over the Cannon River or near Pine Creek. The DNR has a restriction on the land near the river preventing this kind of progress.	The Cannon River does have special protection based on the DNR Scenic River designation.	X
Concerned about bluffs along the Cannon River and proposed limestone mines if County Road 86 is made the northern route.	The constructability of each option considering topography is one of the factors being considered.	
Cannon Falls township is being very negatively affected with little input.	Cannon Falls Township has been invited to participate on the Cannon Falls Area Working Group. Mn/DOT has also offered and is willing to meet individually with the township if so desired.	
Who pays for frontage/backage road improvements.	Who pays the costs of frontage/backage roads is determined during the more detailed design phase, just prior to construction. Mn/DOT has cost sharing policies that would be applied to any specific improvement related to this study.	
Is there really a need to remove the two signals in Cannon Falls.	Mn/DOT, together with Goodhue County, Cannon Falls, and the participating area townships, determined as part of the Highway 52 Corridor Study completed in March 2000, that the two traffic signals should be removed for safety and operational reasons.	

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
Has funding been allocated for a new interchange in the southern Cannon Falls area.	No funding has been allocated to date. However, Mn/DOT has included a new interchange in their work program for 2006. It is likely that funding will not be assigned for another two to three years.	
Can Mn/DOT control the timing of the traffic signals.	Yes. However, it is likely that as traffic grows on Highway 52 the amount of "green" time alloted to the cross-streets will be reduced in order to increase the "green" time for Highway 52 traffic.	
Need to move as quickly as possible to make a decision and construct a new interchange.	Mn/DOT, working together with Goodhue County, and the local communities intends on completing the Vision 52 Study early in 2002 and move toward construction of an interchange in 2006.	
Need to make every effort to involve the affected interests.	Mn/DOT is attempting to reach out to all interested parties through the various study committees that have been formed, by conducting open houses, making presentations at local meetings, through newspaper articles, and through use of of the internet. The study website is: (http://projects.dot.state.mn.us/seh/052)	
County Road 86 should be 4 lanes.		
Thank you for the open house! Highway 19 should go south of Cannon Falls, due to truck traffic from the west to the river at Red Wing. Growth from the north and northwest is now affecting our area. A new six-lane beltline needs to be established around the Twin Cities. County Road 86 would be excellent for a south line! So keep Highway 19 south to prevent more congestion.		
Cannon Falls - property owner north of Hardees and Cannon Auto Repair - may be affected depending on southern interchange location; no real concern about which one chosen.		
County Road 86 is the prime east-west road.		
A proposed limestone mine in the vicinity of Pine Creek area could generate up to 500 trucks per day		

Comment/Issue	Action/Resolution	Comment Submitted More Than Once
There is a protected trout stream by Pine Creek		
Concerned about population growth.		
Current highway designs are land and resource inefficient.		
More thought must be given to an aging but healthy population that will want to go places and should not be driving cars.		
A new roadway between Highway 19 and Highway 52 on the southeast edge of Cannon Falls is needed now.		
Interchange decision should primarily be based on safety and cost rationale.		

Appendix D

Access Category System and Spacing Guidelines

Access Category System

And

Spacing Guidelines

Minnesota Department of Transportation

Office of Investment Management

March 20, 2002

I. Introduction

II. Access Category System

The Access Category System includes seven primary categories and five subcategories. The primary categories are based on the functional classification of the roadway and its strategic importance within the statewide highway system. The subcategories are used to address specific facility types and differing land use patterns that surround the primary roadway.

Figure 1 provides a summary matrix of the access categories and subcategories, along with the functional class and statewide strategic importance normally associated with each. Typical posted speed is also provided to describe the range of posted speeds that may be encountered in a subcategory. These speed ranges are meant purely as descriptors and are not speed standards or guidelines for a given category.

Figure 1 – Summary of Access Categories

Category	Area Type	Functional Classification	Statewide Strategic Importance	Typical Posted Speed
1	**High Priority Interregional Corridors**			
1F	All Areas	Interstate Highways	High Priority Interregional Corridor	90 – 110 km/h (**55 – 75 mph**)
1A-F	All Areas	Principal Arterials	High Priority Interregional Corridor	90 – 110 km/h (**55 – 65 mph**)
1A	All Areas	Principal Arterials	High Priority Interregional Corridor	90 – 110 km/h (**55 – 65 mph**)
2	**Medium Priority Interregional Corridors**			
2A-F	All Areas	Principal Arterials	Medium Priority Interregional Corridor	90 – 110 km/h (**55 – 65 mph**)
2A	Rural/Exurban/ Bypass	Principal Arterials	Medium Priority Interregional Corridor	90 – 110 km/h (**55 – 65 mph**)
2B	Urban/Urbanizing	Principal Arterials	Medium Priority Interregional Corridor	60 – 90 km/h (**40 – 55 mph**)
2C	Urban Core	Principal Arterials	Medium Priority Interregional Corridor	50 – 60 km/h (**30 – 40 mph**)
3	**High Priority Regional Corridors**			
3A-F	All Areas	Principal Arterials	High Priority Regional Corridor	90 – 110 km/h (**55 – 65 mph**)
3A	Rural/Exurban/ Bypass	Principal/Minor Arterials	High Priority Regional Corridor	70 – 110 km/h (**45 – 65 mph**)
3B	Urban/Urbanizing	Principal /Minor Arterials	High Priority Regional Corridor	60 – 70 km/h (**40 – 45 mph**)
3C	Urban Core	Principal/Minor Arterials	High Priority Regional Corridor	50 – 60 km/h (**30 – 40 mph**)
4	**Principal Arterials in Primary Trade Centers**			
4A-F	All Areas	Principal Arterials	Metro/Major Urban	90 – 110 km/h (**55 – 65 mph**)
4A	Rural/Exurban/ Bypass	Principal Arterials	Metro/Major Urban	70 – 90 km/h (**45 – 55 mph**)
4B	Urban/Urbanizing	Principal Arterials	Metro/Major Urban	60 – 70 km/h **(40 – 45 mph**)
4C	Urban Core	Principal Arterials	Metro/Major Urban	50 – 60 km/h (**30 – 40 mph**)
5	**Minor Arterials**			
5A	Rural/Exurban/ Bypass	Minor Arterials		70 – 90 km/h (**45 – 55 mph**)
5B	Urban/Urbanizing	Minor Arterials		60 – 70 km/h **(40 – 45 mph**)
5C	Urban Core	Minor Arterials		50 – 60 km/h (**30 – 40 mph**)
6	**Collectors**			
6A	Rural/Exurban/ Bypass	Collectors		70 – 90 km/h (**45 – 55 mph**)
6B	Urban/Urbanizing	Collectors		60 – 70 km/h **(40 – 45 mph**)
6C	Urban Core	Collectors		50 – 60 km/h (**30 – 40 mph**)
7	**Special Access Plan**			
7	All	All	All	All

Notes

A. Primary Category Descriptions

Category 1 – High Priority Interregional Corridors

Access Category 1 is intended for High Priority Interregional Corridors that connect Primary Trade Centers with the Twin Cities Metropolitan Area. According to the Interregional Corridor system plan, these roadways are key corridors providing interstate and intrastate travel. Performance measures for High Priority Interregional Corridors have been established and are based on an average peak hour corridor travel speed of 100 km/h (**60 mph**) or more. Access management along these corridors strongly emphasizes mobility. The functional class of these roadways is either Interstate or Principal Arterial.

Category 2 – Medium Priority Interregional Corridors

Access Category 2 is intended for Medium Priority Interregional Corridors that connect Secondary Trade Centers to Primary Centers. According to the Interregional Corridor System plan, these roadways are corridors of significant importance, providing interstate and intrastate travel. Performance measures for Medium Priority Interregional Corridors have been established and are based on average peak hour corridor travel speeds of 90 km/h (**55 mph**) or more. Access management along these corridors strongly emphasizes mobility. The functional class of roadways within this access category is Principal Arterial.

Category 3 – High Priority Regional Corridors

Access Category 3 is intended for Regional Corridors that connect the smaller trade centers to the rest of the state. The primary function of these roadways is to provide mobility between smaller communities within the state, though in some cases where a supporting road network or a hierarchical grid pattern has not been established, these roadways will also provide access to adjacent properties. Regional Corridors are expected to operate at an average peak hour speed of 80 km/h (**50 mph**) or more. The functional classification of these roadways may be either Principal Arterial or Minor Arterial.

Category 4 – Principal Arterials in Primary Trade Centers

Access Category 4 is intended primarily for roadways designated as Principal Arterials within the Twin Cities Metro Area and Primary Regional Trade Centers. These roadways are intended to provide the mobility element of a larger roadway network. Lower category roadways feed into these roadways. Within the Twin Cities Metropolitan Area, an average corridor travel speed of 65 km/h (**40 mph**) is the desired performance target. These roadways range from fully grade-separated facilities to two-lane urban streets.

Category 5 – Minor Arterials

Access Category 5 is intended primarily for roadways designated as Minor Arterials. These roadway segments can serve both as mobility corridors and as the primary road for accessibility. There is great variability among the roadways in Minnesota that are functionally classified as Minor Arterials. In fully developed urban cores and central business districts, they tend to carry high volumes of traffic and provide a high degree of access as well. As a result, posted speeds may be in the range of 50-55 km/h (**30-35 mph**), with much lower peak hour operating speeds due to congestion. In urban/urbanizing areas, Minor Arterials carry longer 5 to 8 km (**3 to 5 mile**) sub-regional trips with typical

posted speeds ranging from 65-90 km/h (**40-55 mph**). In these settings, access needs to be more carefully managed. In rural areas with much less dense development and no supporting road network, Minor Arterials may be required to accommodate higher travel speeds while also providing direct access to adjacent properties.

Category 6 – Collector

Access Category 6 is intended primarily for roadways designated as Collectors. Their primary function is to provide access to the adjacent land by serving as a connection between the local street network and the arterial roadways. Like Minor Arterials in rural areas, Collectors may be required to accommodate both higher speed travel and direct property access.

Category 7 – Specific Access Management Plans

This category is intended to address roadway segments where a specific access management plan has been developed. The specific plan approach may provide a long-term retrofit strategy in areas where existing developments do not meet recommended access spacing and allowance and will likely prevent future development from fully conforming to access guidelines. The specific access plan should identify all existing and proposed points of access, traffic signals, and roadway design elements. The plan should also address existing and proposed land use and the supporting road network. The specific access management plan should specify existing non-conforming access points and the conditions under which such access shall be brought into compliance with the plan. Category 7 Plans must be officially endorsed by Mn/DOT and the local land use and road authorities.

B. Access Subcategories

For each access category type discussed above, a range of subcategories is provided to address differing land use conditions along each roadway segment. With the understanding that a roadway may change character as it passes through or around a community, these subcategories were developed to recognize general land-use patterns adjacent to the roadway and the intended purpose of the roadway.

Subcategory F – Freeway

This subcategory is intended for roadway segments designated as Interstate Highways. This access designation is independent of the surrounding land use. No private access is permitted and public access will be permitted only at grade-separated interchanges.

Subcategory A-F – Full Grade Separation

This subcategory is intended for those roadway segments planned or designed to be fully grade separated. This access designation is independent of the surrounding land use. No private access is permitted and public access will be restricted to interchanges only. This subcategory will typically be associated with a segment of a four lane divided expressway as it passes through or around an urban center.

Subcategory A – Rural/Exurban/Bypass Areas

This subcategory is intended for road segments extending through agricultural or forested areas with limited development. It will also be assigned to areas planned as long term low-density exurban areas characterized by scattered large lot residential development and limited commercial and industrial land use. This sub-category is also intended for roadway segments that have been designed and constructed as high-speed urban bypasses. Roadways in this sub-category will generally be expected to operate at higher speeds, typically 80 km/h (**50 mph**) or more.

Subcategory B – Urban/Urbanizing Areas

This subcategory is intended for areas outside of urban cores that are either urbanized or planned for urbanization with a full range of urban services, especially a local supporting street network. This subcategory will generally apply to areas within municipal boundaries. In cases where this subcategory is applied to areas experiencing or anticipating urban development outside municipal boundaries, Mn/DOT will expect the local land use authority ---township or county--- to manage development and ensure property access is available through the local road network. In assigning Urban/Urbanizing designations to trunk highways, Mn/DOT will consider the adopted plans, development regulations, and local street extension plans and policies of the local community. This subcategory is not intended to be assigned to short roadway segments serving individual, isolated developments. Roadways in this sub-category will generally be expected to operate at a somewhat reduced speed compared to the overall corridor.

Subcategory C – Urban Core

In general, this designation is intended only for roadways extending through fully developed town centers and central business districts, characterized by short blocks and a grid system of intersecting streets. Individual lots will typically be small, 0.10 ha (**1/4 acre**) or less, with little or no on-site parking. Buildings will usually be situated close to the street. Sidewalks and on-street parking are common. In some larger urban areas, the major thoroughfare through the urban core no longer serves as the primary mobility corridor but has been supplemented by the construction of additional highways, arterials, and/or bypasses. Jurisdiction of the older roadway may have been transferred from Mn/DOT to the city or county. In some smaller communities or regional centers, however, additional roadways and by-passes will not be present due to the lack of overall travel demand or environmental constraints, and the major thoroughfare must accommodate both local and through trips. In this case, lower speeds on the highway through the urban core can be expected.

If a community desires to promote a new pedestrian-oriented urban core, such an area should be designed and oriented to attain access to the larger roadway network via lower category roads, such as Collectors and, perhaps, some Minor Arterials. Therefore, in general, new or expanded urban core area subcategory will only be assigned to roadways within Access Category 5 and 6.

Figure 5 – Summary of Recommended Access Spacing and Allowance

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
1	**High Priority Interregional Corridors**					
1F	Freeway	Principal Arterials	Interchange Access Only		⊘	⊘
1A-F	Full Grade Separation		Interchange Access Only		⊘	⊘
1A	Rural, ExUrban & By Pass		1 mile	1/2 mile	INTERIM ONLY By Deviation Only	By Deviation Only
2	**Medium Priority Interregional Corridors**					
2A-F	Full Grade Separation	Principal Arterials	Interchange Access Only		⊘	⊘
2A	Rural, ExUrban & By Pass		1 mile	1/2 mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2B	Urban Urbanizing		1/2 mile	1/4 mile	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
3	**High Priority Regional Corridors**					
3A-F	Full Grade Separation	Principal and Minor Arterials	Interchange Access Only		⊘	⊘
3A	Rural, ExUrban & By Pass		1 mile	1/2 mile	1 mile	Permitted Subject to Conditions
3B	Urban Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
3C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
4	**Principal Arterials in Primary Trade Centers**					
4A-F	Full Grade Separation	Principal Arterials	Interchange Access Only		⊘	⊘
4A	Rural, ExUrban & By Pass		1 mile	1/2 mile	1 mile	By Deviation Only
4B	Urban Urbanizing		1/2 mile	1/4 mile	1/2 mile	By Exception or Deviation Only
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
5	**Minor Arterials**					
5A	Rural, ExUrban & By Pass	Minor Arterials	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
5B	Urban Urbanizing		1/4 mile	1/8 mile	1/4 mile	By Exception or Deviation Only
5C	Urban Core		300-660 feet dependent upon block length		1/4 mile	Permitted Subject to Conditions
6	**Collectors**					
6A	Rural, ExUrban & By Pass	Collectors	1/2 mile	1/4 mile	1/2 mile	Permitted Subject to Conditions
6B	Urban Urbanizing		1/8 mile	Not Applicable	1/4 mile	
6C	Urban Core		300-660 feet dependent upon block length		1/8 mile	
7	**Specific Access Plan**					
7	All	All	By Adopted Plan			

Figure 5M – Summary of Recommended Access Spacing and Allowance

Category	Area or Facility Type	Typical Functional Class	Intersection Spacing		Signal Spacing	Private Access
			Primary Full Movement Intersection	Conditional Secondary Intersection		
1	**High Priority Interregional Corridors**					
1F	Freeway	Principal Arterials	Interchange Access Only		⊘	⊘
1A-F	Full Grade Separation		Interchange Access Only		⊘	⊘
1A	Rural, ExUrban & By Pass		1.6 km	800 m	INTERIM ONLY By Deviation Only	By Deviation Only
2	**Medium Priority Interregional Corridors**					
2A-F	Full Grade Separation	Principal Arterials	Interchange Access Only		⊘	⊘
2A	Rural, ExUrban & By Pass		1.6 km	800 m	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2B	Urban Urbanizing		800 m	400 m	STRONGLY DISCOURAGED By Deviation Only	By Exception or Deviation Only
2C	Urban Core		90 m to 200 m dependent upon block length		400 m	Permitted Subject to Conditions
3	**High Priority Regional Corridors**					
3A-F	Full Grade Separation	Principal and Minor Arterials	Interchange Access Only		⊘	⊘
3A	Rural, ExUrban & By Pass		1.6 km	800 m	1.6 km	Permitted Subject to Conditions
3B	Urban Urbanizing		800 m	400 m	800 m	By Exception or Deviation Only
3C	Urban Core		90 m to 200 m dependent upon block length		400 m	Permitted Subject to Conditions
4	**Principal Arterials in Primary Trade Centers**					
4A-F	Full Grade Separation	Principal Arterials	Interchange Access Only		⊘	⊘
4A	Rural, ExUrban & By Pass		1.6 km	800 m	1.6 km	By Deviation Only
4B	Urban Urbanizing		800 m	400 m	800 m	By Exception or Deviation Only
	Urban Core		90 m to 200 m dependent upon block length		400 m	Permitted Subject to Conditions
5	**Minor Arterials**					
5A	Rural, ExUrban & By Pass	Minor Arterials	800 m	400 m	800 m	Permitted Subject to Conditions
5B	Urban Urbanizing		400 m	200 m	400 m	By Exception or Deviation Only
5C	Urban Core		90 m to 200 m dependent upon block length		400 m	Permitted Subject to Conditions
6	**Collectors**					
6A	Rural, ExUrban & By Pass	Collectors	800 m	400 m	800 m	Permitted Subject to Conditions
6B	Urban Urbanizing		200 m	Not Applicable	400 m	
6C	Urban Core		90 m to 200 m dependent upon block length		200 m	
7	**Specific Access Plan**					
7	All	All	By Adopted Plan			

Appendix E

Alternatives Concept Drawings

POTENTIAL IMPROVEMENT CONCEPTS

Conceptual Highway 52 interchange and frontage/bridge improvements have been generated at the following locations:

1. Inver Grove Trail Area (3 drawings)
2. Dakota County Highway 42 (from Highway 52/55/42 Interchange Partnership Study)
3. Dakota County Highway 66
4. Hampton – Dakota County Road 47 and Highway 50
5. Dakota County Road 86
6. Cannon Falls – Goodhue County Road 24 and 320th Street Way (2 drawings)
7. Goodhue County Road 1 and 9
8. Hader – Highway 57 and Goodhue County Road 8
9. Rochester – Interstate 90

All concepts are preliminary and subject to further refinement and detailed environmental review and documentation. Excluding the preferred Dakota County Highway 42 concept, the attached concepts should be viewed as potential alternatives of many for each identified upgrade location.

Vision 52

INVER GROVE TRAIL AREA

Alternative 1

New Roadway/Highway
Proposed Structure
Proposed 117th St. Improvements

DRAFT

CONCEPT ONLY

CSAH 56

Alternative A

Alternative B

Union Pacific Rail Line

Union Pacific Rail Line

Union Pacific Rail Line

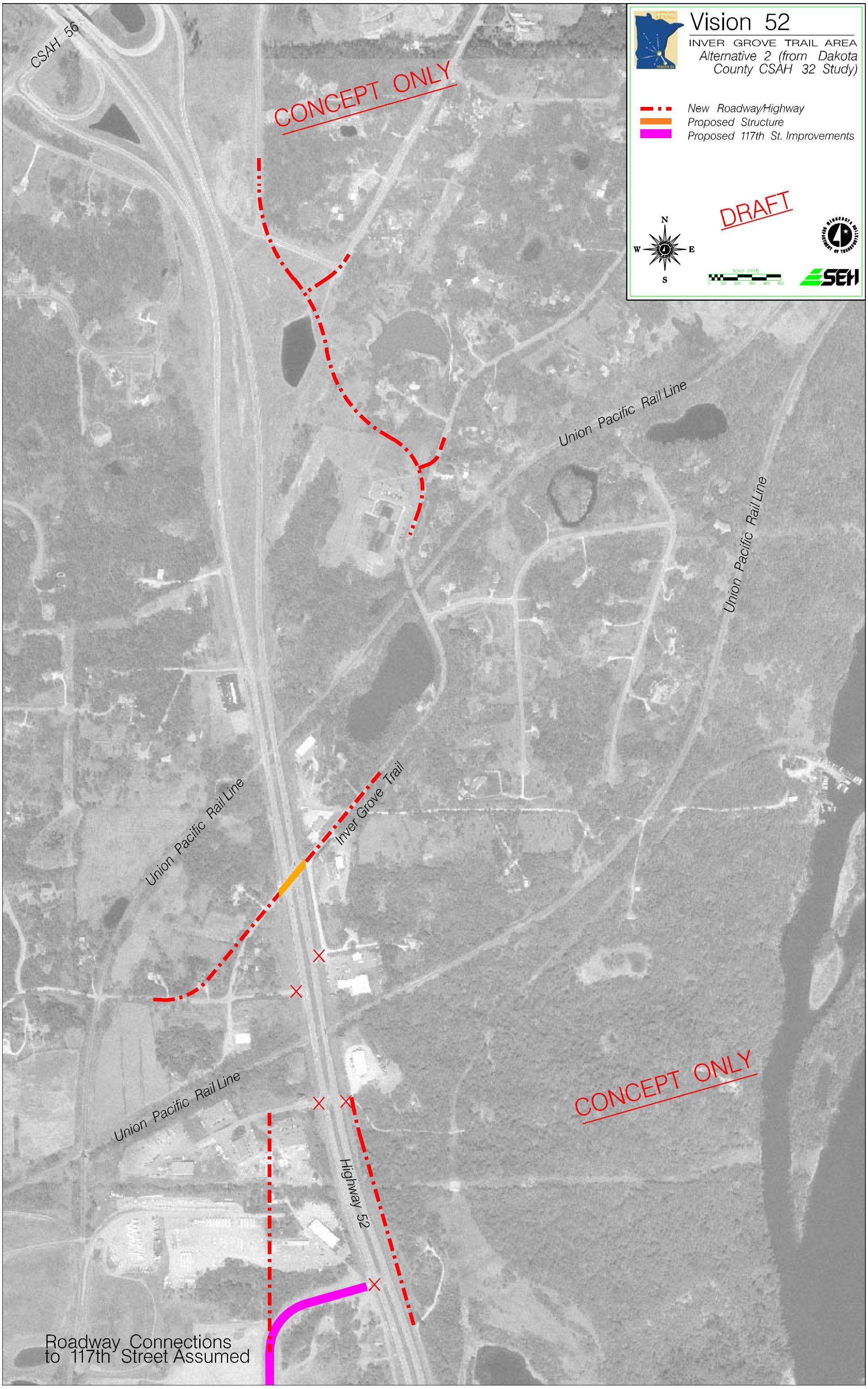
Inver Grove Trail

Union Pacific Rail Line

Highway 52

CONCEPT ONLY

Roadway Connections
to 117th Street Assumed


CSAH 56
CONCEPT ONLY
Union Pacific Rail Line
Union Pacific Rail Line
Union Pacific Rail Line
Inver Grove Trail
Union Pacific Rail Line
Highway 52
CONCEPT ONLY
Roadway Connections
to 117th Street Assumed
Vision 52
INVER GROVE TRAIL AREA
Alternative 2 (from Dakota County CSAH 32 Study)
New Roadway/Highway
Proposed Structure
Proposed 117th St. Improvements
DRAFT
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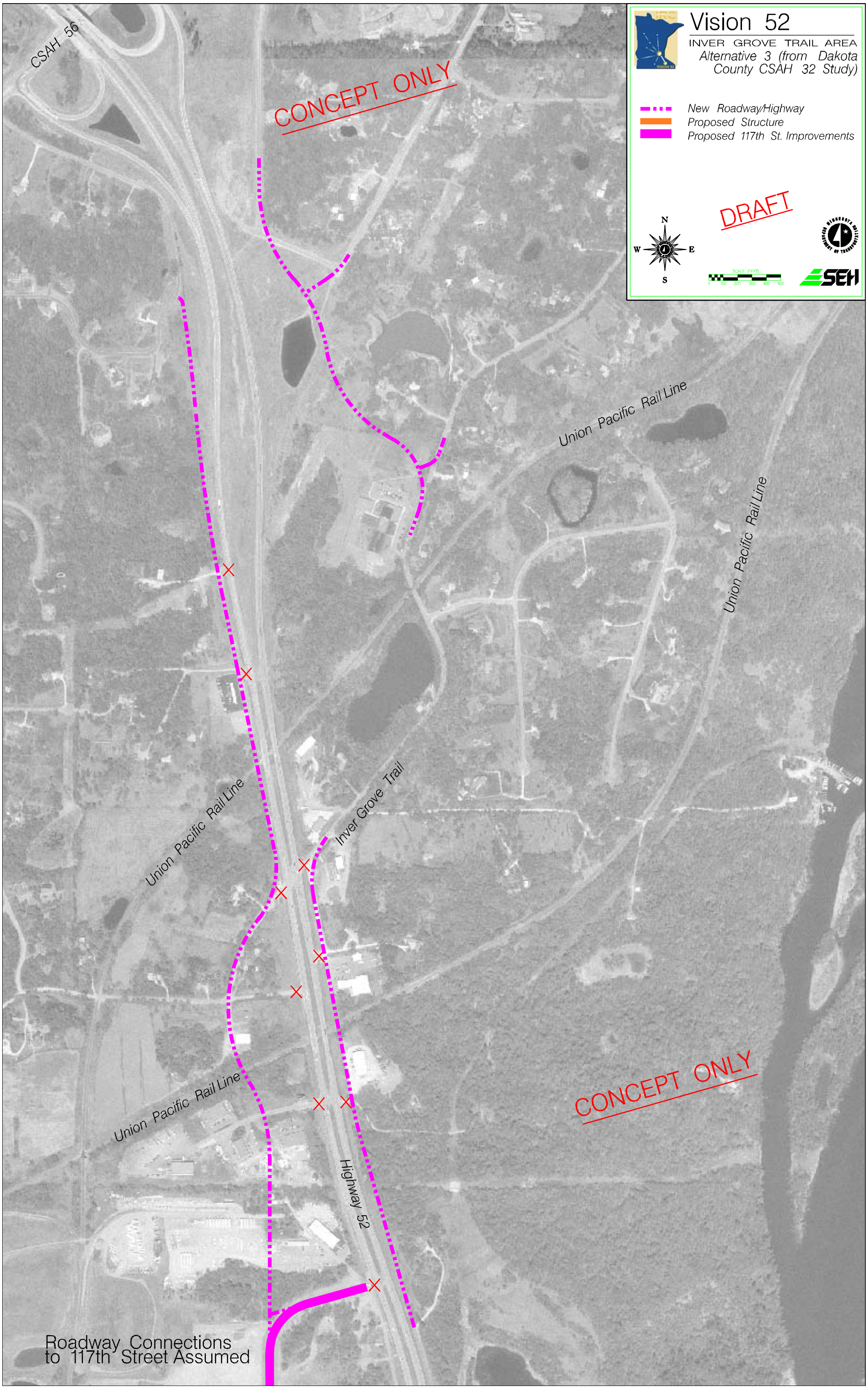
SCALE (FEET)
0 100 200 300 400 500
SEH


CSAH 56
CONCEPT ONLY
Union Pacific Rail Line
Union Pacific Rail Line
Union Pacific Rail Line
Inver Grove Trail
Union Pacific Rail Line
Highway 52
CONCEPT ONLY
Roadway Connections
to 117th Street Assumed
Vision 52
INVER GROVE TRAIL AREA
Alternative 3 (from Dakota
County CSAH 32 Study)
New Roadway/Highway
Proposed Structure
Proposed 117th St. Improvements
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SCALE (FEET)
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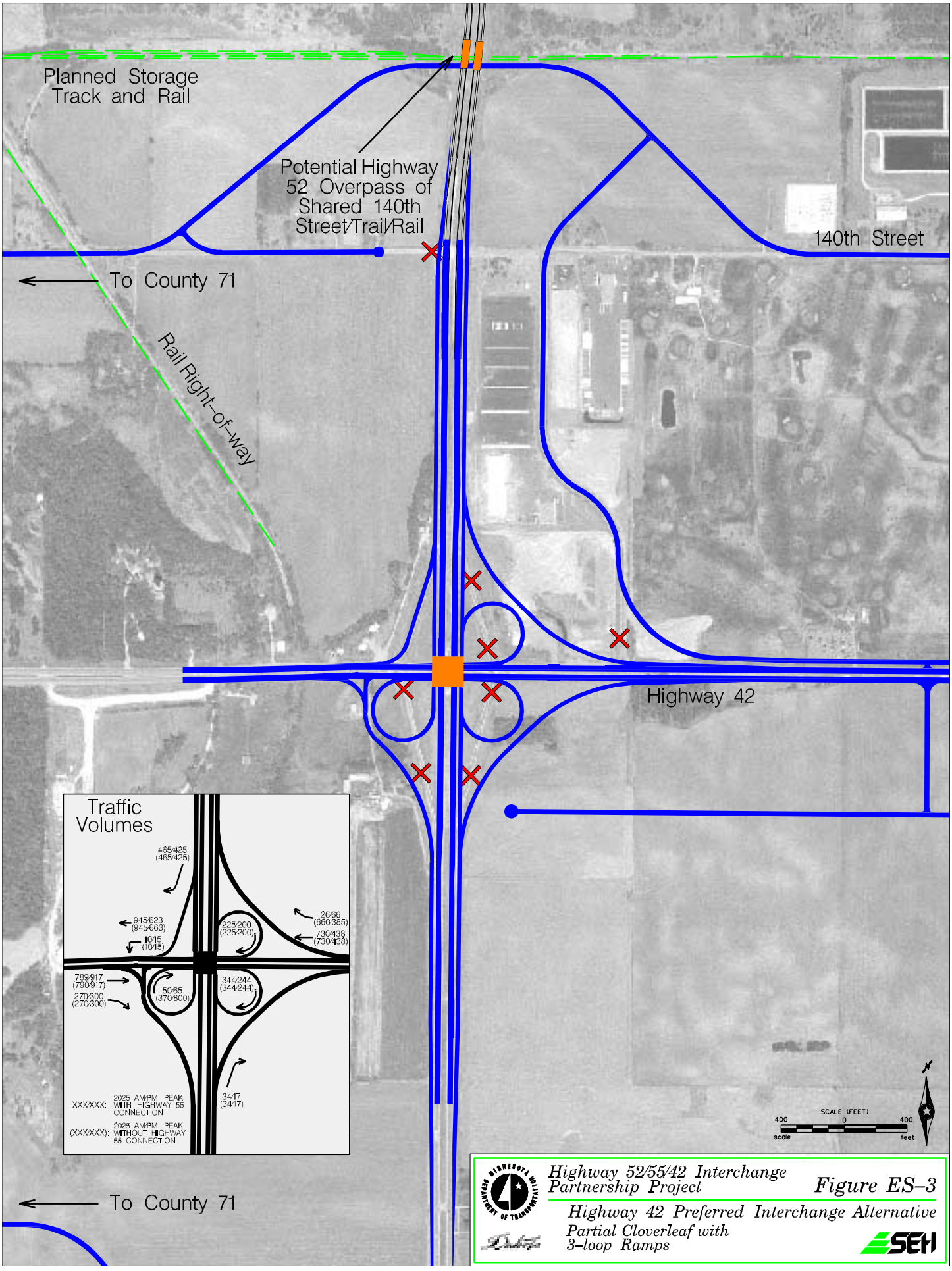
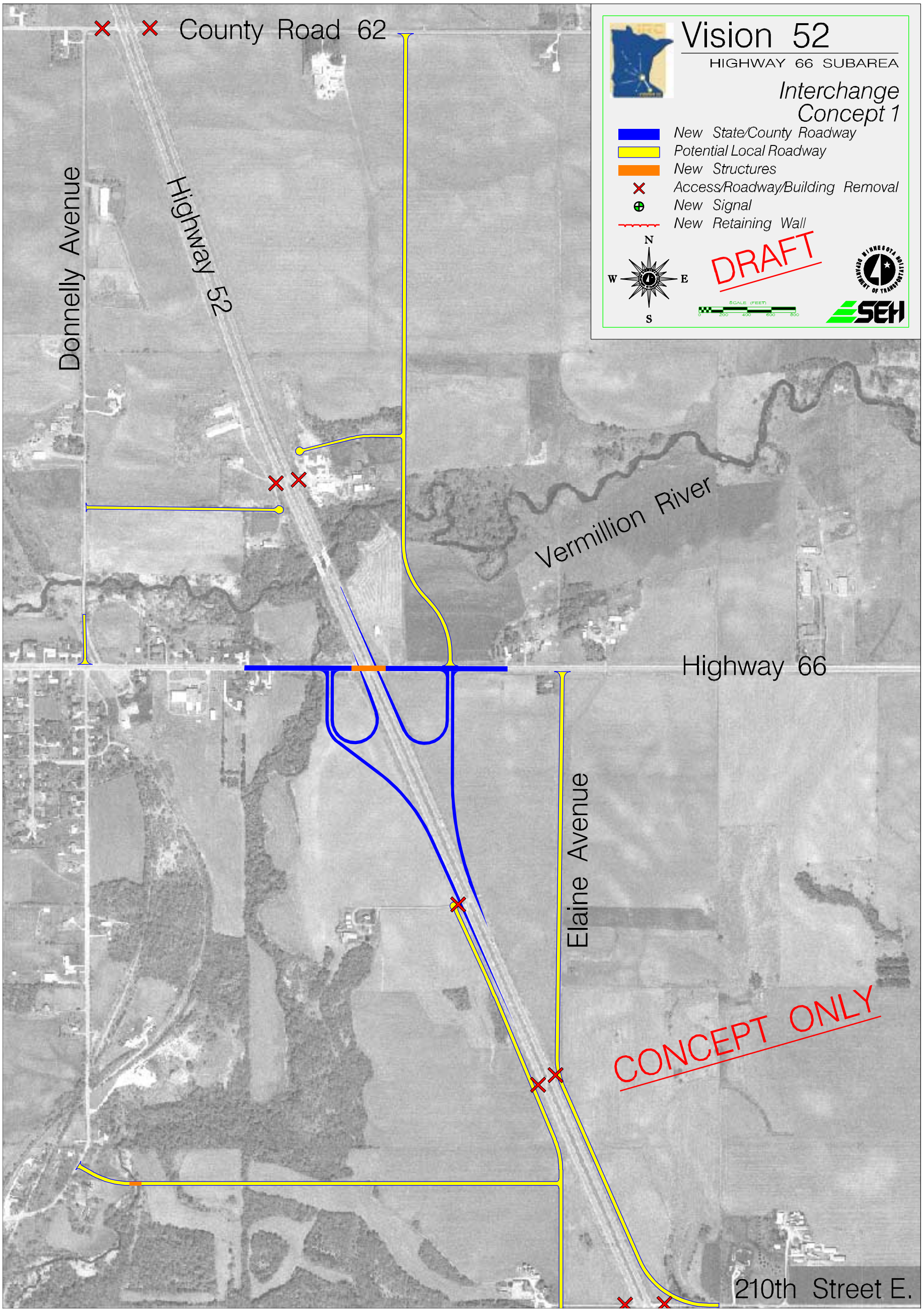
SEH


Planned Storage Track and Rail
Potential Highway 52 Overpass of Shared 140th Street/Trail/Rail
140th Street
To County 71
Rail Right-of-way
Highway 42
Traffic Volumes
465/425 (465/425)
945/623 (945/663)
10/15 (10/15)
225/200 (225/200)
26/66 (660/385)
730/438 (730/438)
789/917 (790/917)
270/300 (270/300)
50/65 (370/800)
344/244 (344/244)
3417 (3417)
XXX/XXX: 2025 AM/PM PEAK WITH HIGHWAY 55 CONNECTION
(XXX/XXX): 2025 AM/PM PEAK WITHOUT HIGHWAY 55 CONNECTION
To County 71
SCALE (FEET)
400 0 400
scale feet
N
Highway 52/55/42 Interchange Partnership Project
Figure ES-3
Highway 42 Preferred Interchange Alternative
Partial Cloverleaf with 3-loop Ramps
SEH


County Road 62
Donnelly Avenue
Highway 52
Vermillion River
Highway 66
Elaine Avenue
210th Street E.
Vision 52
HIGHWAY 66 SUBAREA
Interchange Concept 1
New State/County Roadway
Potential Local Roadway
New Structures
Access/Roadway/Building Removal
New Signal
New Retaining Wall
N
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DRAFT
CONCEPT ONLY

Vision 52

HAMPTON SUBAREA

Preferred Concept

- New State/County Roadway
- Existing Right-of-Way
- Potential Local Roadway
- Proposed Structure
- Access Closure

N W E S

DRAFT

SCALE (FEET) 0 200 400 600 800 1000

County Road 47 Half Diamond Design Features:
- 0.3 miles new Goodwin Ave. construction
- 0.9 miles new County Road 47 construction
- 0.6 miles new ramp construction
- 340' bridge length
- 1.1 miles new Highway 50/56 construction
- 1.4 miles new easterly frontage road construction
- 0.5 miles new westerly frontage road construction
- 0.1 miles new driveway construction

CONCEPT ONLY

Highway 52

County Road 47

Local Frontage Road Options

Use Goodwin Avenue (County Road 85) for traffic destined to/from Highway 52.

Lincoln St.

Park

Water St.

County Road 47 (Northfield Blvd.)

Belmont St.

Highway 50

Main St.

Lewiston Blvd.

Highway 50

County Road 80 (240th St. E.)

Relocate Park and Ride

Lewiston Blvd.

Highway 56

CONCEPT ONLY

Vision 52

CANNON FALLS SUBAREA

County Road 86 Diamond Interchange

Highway 52

Potential Access Drive

CONCEPT ONLY

County Road 86

Potential Future Connection to 280th Street

J & B Tack and Western Wear

- New State/County Roadway
- Potential Local Roadway
- New Structures
- Access/Roadway/Building Removal
- New Signal
- New Retaining Wall

DRAFT

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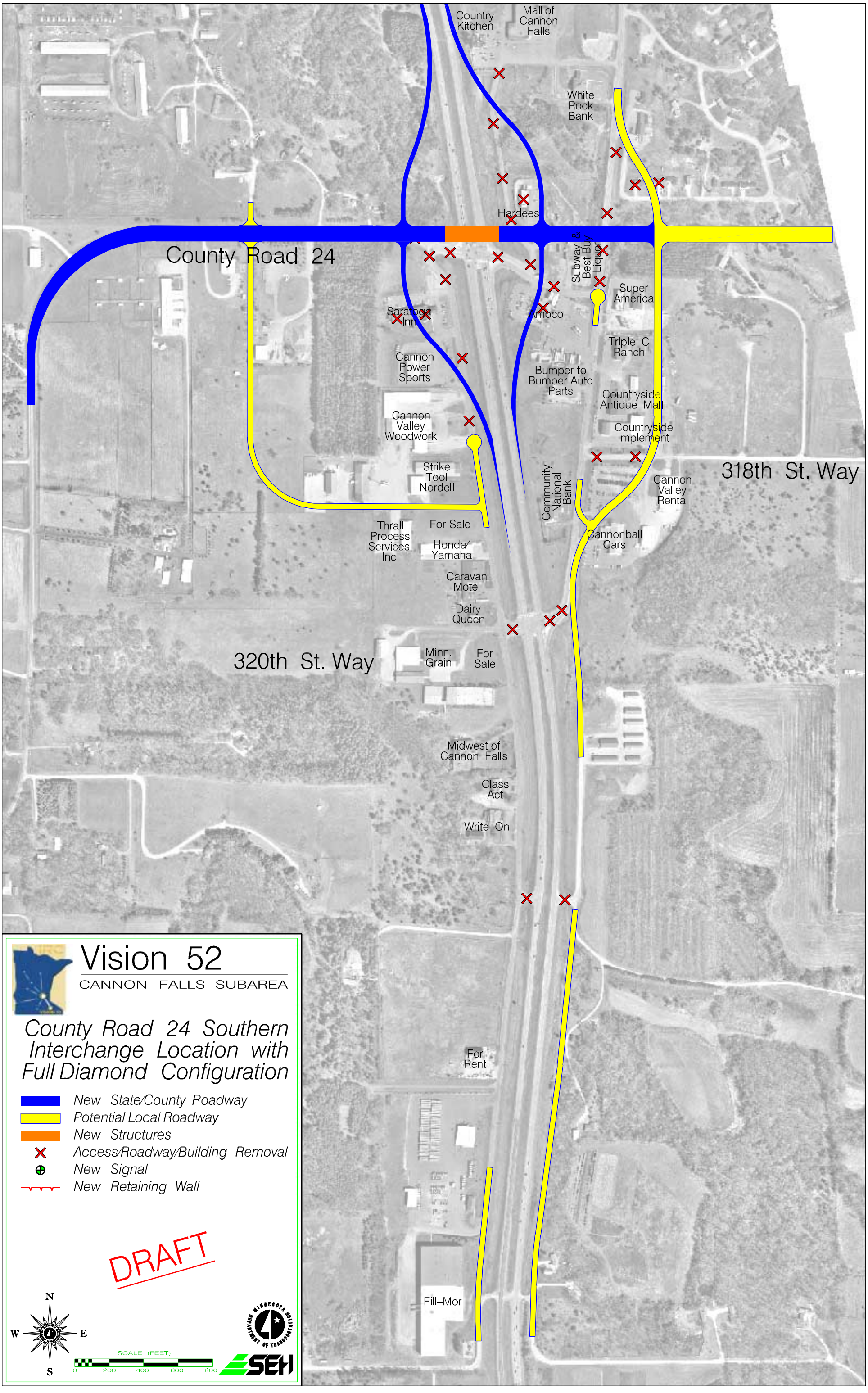
SCALE (FEET)

0 200 400 600 800

MINNESOTA DEPARTMENT OF TRANSPORTATION

SEH


Country Kitchen
Mall of Cannon Falls
White Rock Bank
Hardees
County Road 24
Subway & Best Buy Liquor
Super America
Saratoga Inn
Amoco
Triple C Ranch
Cannon Power Sports
Bumper to Bumper Auto Parts
Countryside Antique Mall
Cannon Valley Woodwork
Countryside Implement
318th St. Way
Strike Tool Nordell
Community National Bank
Cannon Valley Rental
Thrall Process Services, Inc.
For Sale
Honda/ Yamaha
Cannonball Cars
Caravan Motel
Dairy Queen
320th St. Way
Minn. Grain
For Sale
Midwest of Cannon Falls
Class Act
Write On
For Rent
Fill–Mor
Vision 52
CANNON FALLS SUBAREA
County Road 24 Southern Interchange Location with Full Diamond Configuration
New State/County Roadway
Potential Local Roadway
New Structures
Access/Roadway/Building Removal
New Signal
New Retaining Wall
DRAFT
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SCALE (FEET)
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400
600
800
MINNESOTA DEPARTMENT OF TRANSPORTATION
SEH

Vision 52

CANNON FALLS SUBAREA

South Signal Southern Interchange Location with Full Diamond Configuration

- New State/County Roadway
- Potential Local Roadway
- New Structures
- Access/Roadway/Building Removal
- New Signal
- New Retaining Wall

DRAFT

N W E S

SCALE (FEET)
0 200 400 600 800

Minnesota Department of Transportation

SEH

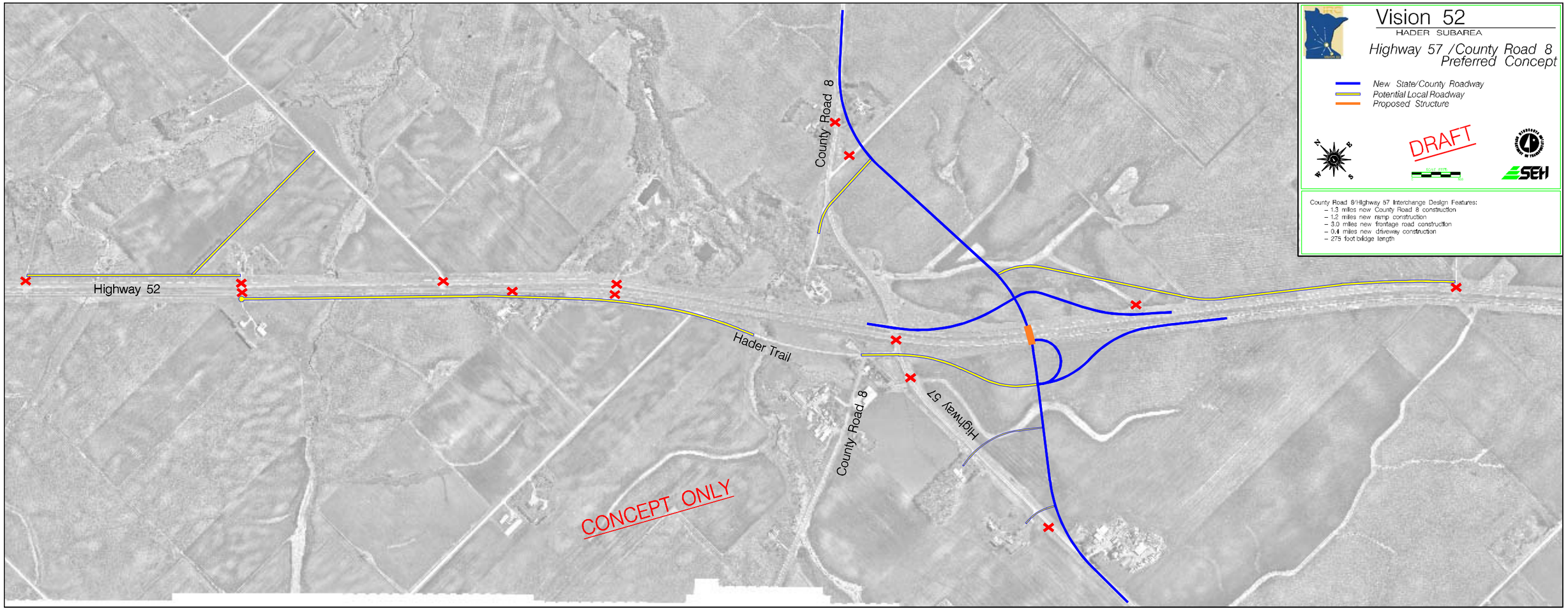
County Road 24

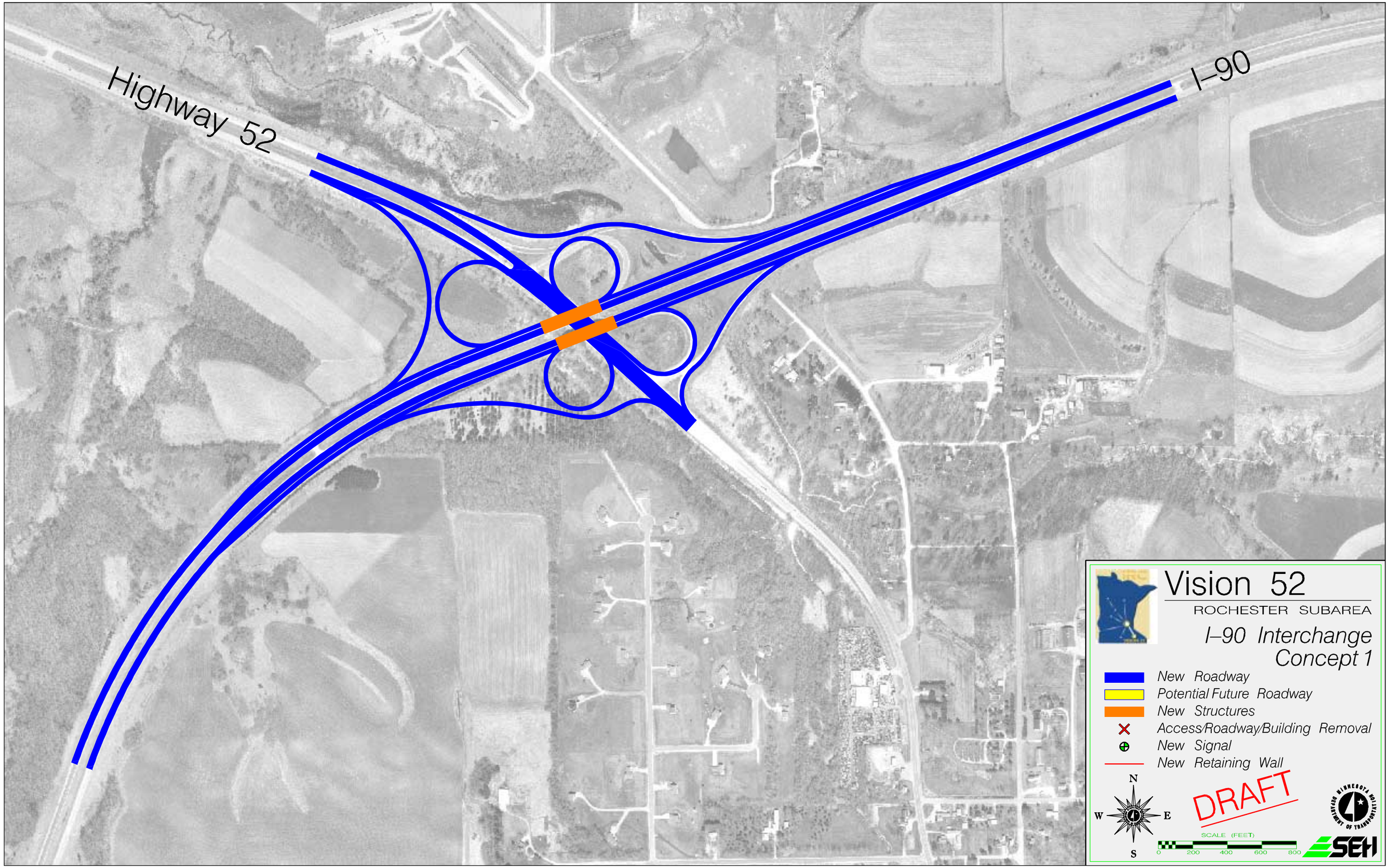
320th St. Way

318th St. Way

Country Kitchen
Mall of Cannon Falls
White Rock Bank
Hardees
Subway & Best Buy Liquor
Super America
Amoco
Saratoga Inn
Triple C Ranch
Cannon Power Sports
Bumper to Bumper Auto Parts
Countryside Antique Mall
Cannon Valley Woodwork
Countryside Implement
Strike Tool Nordell
Community National Bank
Cannon Valley Rental
Thrall Process Services, Inc.
For Sale
Honda/ Yamaha
Cannonball Cars
Caravan Motel
Dairy Queen
Minn. Grain
For Sale
Midwest of Cannon Falls
Class Act
Write On
For Rent
Fill–Mor


Vision 52
HADER SUBAREA
County Road 9 /
County Road 1 Area
New State/County Roadway
Potential Local Roadway
Proposed Structure
DRAFT
SEH
Future interchange location to
be determined at a later date.
County Road 1
Highway 52
County Road 9


Vision 52
HADER SUBAREA
Highway 57 /County Road 8
Preferred Concept
New State/County Roadway
Potential Local Roadway
Proposed Structure
DRAFT
County Road 8/Highway 57 Interchange Design Features:
– 1.3 miles new County Road 8 construction
– 1.2 miles new ramp construction
– 3.0 miles new frontage road construction
– 0.4 miles new driveway construction
– 275 foot bridge length
Highway 52
Hader Trail
County Road 8
Highway 57
CONCEPT ONLY


Highway 52
I–90
Vision 52
ROCHESTER SUBAREA
I–90 Interchange
Concept 1
New Roadway
Potential Future Roadway
New Structures
Access/Roadway/Building Removal
New Signal
New Retaining Wall
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SCALE (FEET)
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MINNESOTA DEPARTMENT OF TRANSPORTATION
SEH

Appendix F

Summary of Recommendations by County

HIGHWAY 52 CORRIDOR PLAN

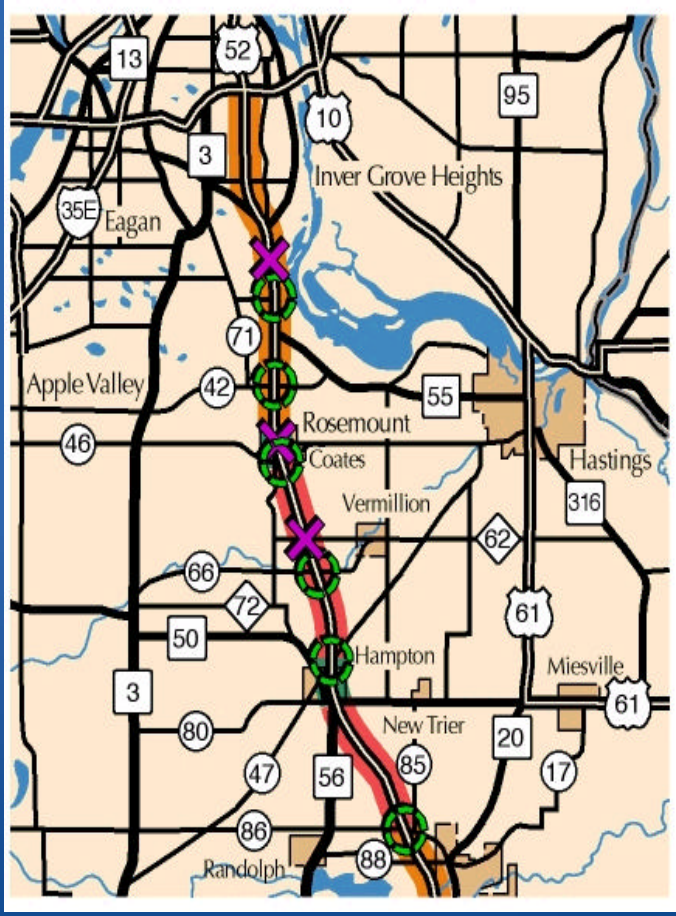
IRC

VISION 52

Moving Minnesota

PROPOSED IMPROVEMENTS - DAKOTA COUNTY

- 117th Street interchange
- County Road 42/Highway 52 interchange reconstruction
- Close remaining access around Inver Grove Trail
- County Road 46 interchange and County Road 48 intersection closure
- County Road 66 interchange and County Road 62 intersection closure
- County Road 47 intersection closure (replace with half-diamond interchange)
- County Road 86 interchange



HIGHWAY 52 CORRIDOR PLAN

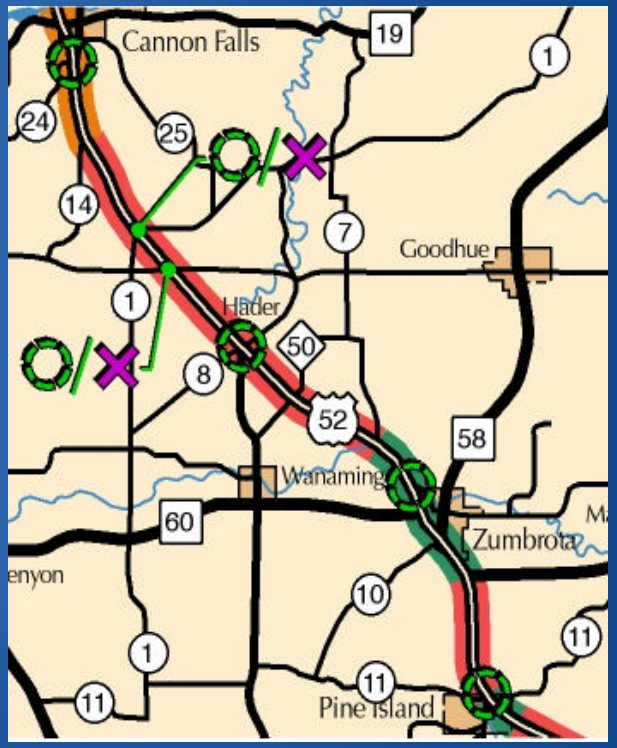
IRC

VISION 52

Moving Minnesota

PROPOSED IMPROVEMENTS - GOODHUE COUNTY

- South Cannon Falls interchange to replace two signals
- Highway 57 interchange
- County Road 1 or County Road 9 interchange
- North Zumbrota area interchange
- Re-routed County Road 11 interchange



HIGHWAY 52 CORRIDOR PLAN

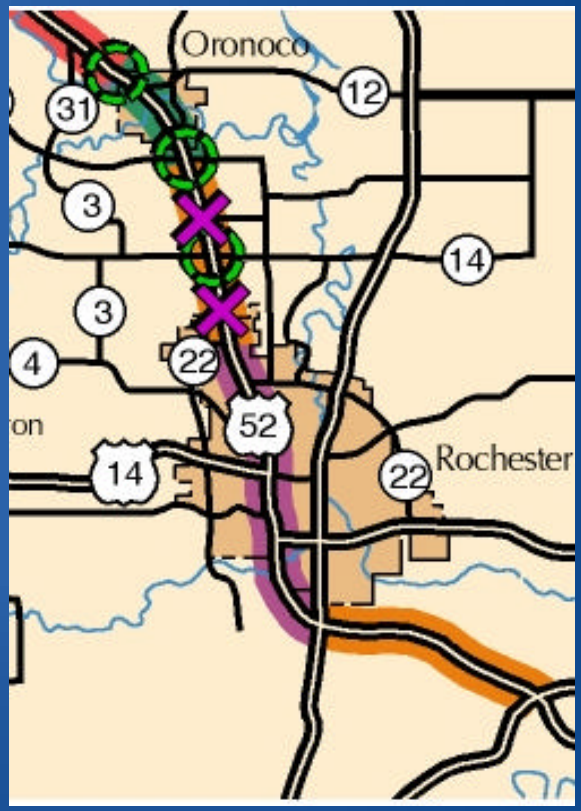
IRC

VISION 52

Moving Minnesota

PROPOSED IMPROVEMENTS - OLMSTED COUNTY

- Interchange north of Oronoco
- County 12/112 interchange south of Oronoco
- County Road 14 interchange with overpasses at 65th Street and 85th Street
- Highway 14/52 reconstruction from a four-lane to six-lane freeway



HIGHWAY 52 CORRIDOR PLAN

Moving Minnesota

IMPLEMENTATION PLAN - DAKOTA COUNTY

Projects

Short-Term (by 2015):

- Construct 117th St interchange
- Reconstruct CR 42 interchange with 140th extension
- Close remaining at-grade access between CR 56 and CR 42
- Close CR 48 intersection
- Construct CR 47 overpass
- Reconstruct Hwy 50/CR 80 intersection in Hampton

Mid-Term (by 2025):

- Construct CR 46 interchange
- Construct CR 66 interchange
- Construct CR 86 interchange

Long-Term (post 2025):

- Construct half-diamond ramps at CR 47
- Ultimate closure of remaining access points

Studies

Short-Term (by 2015):

- Conduct CR 86 east-west regional arterial study

Short/Mid/Long-Term:

- Monitor safety conditions at “at-risk” intersections and consider modifications (i.e. turn-lane improvements, median closures)
- Implement recommendations from various subarea studies as appropriate

HIGHWAY 52 CORRIDOR PLAN

Moving Minnesota

IMPLEMENATION PLAN - GOODHUE COUNTY

Projects

Short-Term (by 2015):

- Construct southern Cannon Falls interchange
- Construct Hwy 57 interchange in Hader

Mid-Term (by 2025):

- Construct either CR 1 or CR 9 interchange
- Construct new CR 11 interchange in Pine Island

Long-Term (post 2025):

- Construct interchange in north Zumbrota
- Ultimate closure of remaining access points

Studies

Short-Term (by 2015):

- Coordinate with Cannon Falls on preferred southern interchange location based on Comprehensive Plan process
- Determine preferred location for interchange at either CR 1 or CR 9

Short/Mid/Long-Term:

- Monitor safety conditions at “at-risk” intersections and consider modifications (i.e. turn-lane improvements, median closures)
- Implement recommendations from various subarea studies as appropriate

HIGHWAY 52 CORRIDOR PLAN

IRC

VISION 52

Moving Minnesota

IMPLEMENTATION PLAN - OLMSTED COUNTY

Projects

Short-Term (by 2015):

- Construct south Oronoco interchange
- Construct CR 14 interchange north of Rochester
- Reconstruct Hwy 14/52 through Rochester

Mid-Term (by 2025):

- Construct north Oronoco interchange

Long-Term (post 2025):

- Reconstruct I-90/Hwy 52 interchange
- Ultimate closure of remaining access points

Studies

Short-Term (by 2015):

- Conduct study to determine need for and feasibility of reconstructing the I-90/Hwy 52 interchange

Short/Mid/Long-Term:

- Monitor safety conditions at “at-risk” intersections and consider modifications (i.e. turn-lane improvements, median closures)
- Implement recommendations from various subarea studies as appropriate

Appendix G

Approved Resolutions

3/19/02

Vision 52 IRC Management Plan Resolution

Whereas, Minnesota's State Transportation Plan recognizes the significance of interregional highway corridors in providing citizens and businesses throughout the State of Minnesota with high quality access to recreational, educational, employment, and health care opportunities, and to the transport of products and services produced by our local economy to regional, national, and global markets; and,

Whereas, Highway 52 has been identified by the Minnesota Department of Transportation as a High Priority Interregional Corridor (IRC) between the Twin Cities and Rochester that enhances the economic vitality of the state and provides essential access for Southeastern Minnesota counties and counties and communities to the Twin Cities and Rochester Metropolitan Areas; and,

Whereas, the long term success of the Southeastern Minnesota region depends on maintaining the safe, timely, and efficient movement of people and goods on Highway 52 throughout the region; and,

Whereas, the continued growth in the region is increasing travel demand in the corridor and development along the corridor which, if unmanaged, can impact the level of safety, travel time, and congestion experienced by users of the corridor; and,

Whereas, the Minnesota Department of Transportation, recognizing the potential impact of continued growth pressure on the corridor, has completed the Vision 52 Management Plan in partnership with the townships, cities, and counties along the Highway 52 Corridor to help meet the transportation needs; and,

Whereas, the partnering jurisdictions along Highway 52 recognize that there has previously been as part of the Highway 52 Corridor Study completed in March 2000 that calls for ultimate conversion of Highway 52 to a freeway facility to preserve the long term ability of the Highway to maintain the 60 mph average travel speed target specified for all High Priority interregional Corridors; and,

Whereas, the Vision 52 IRC Management Plan identifies improvements which must be implemented to maintain a 60 mph average travel speed and address safety issues along the corridor for the year 2025.

Now Therefore Be It Resolved, Hampton Township acknowledges the long term Freeway Vision for Highway 52 between the Twin Cities and Rochester as originally developed in the April 2000, Highway 52 Corridor Study and recognizes that the complete conversion to a freeway facility may not occur until well beyond the current Year 2025 planning timeframe.

Furthermore Be Resolved, Hampton Township understands that Year 2025 Vision for the Corridor specified in the Vision 52 IRC Management Plan that identifies the improvements required to maintain a 60 mph average travel speed in the Year 2025.

Furthermore Be It Resolved, Hampton Township endorses the Year 2025 Vision for the Corridor specified in the Vision 52 IRC Management Plan that includes the recommendations of the Hampton area Working Group.

Furthermore Be It Resolved, Hampton Township recognizes the concept that an adequate network of supporting roads is necessary to attain the Highway 52 Vision.

Furthermore Be It Resolved, Hampton Township recognizes the regional significance of the corridor in supporting the regional economy and intends to reflect the Hampton Area Working Groups Study, as well as Vision 52 IRC Management Plan Vision, strategies, and policies through updates to the Hampton Townships land use and transportation plans, and local development ordinances.

Furthermore Be It Resolved, Hampton Township is in agreement with the City of Hampton, and Dakota County, and supports the recommendations of the Hampton Area Working Group.

Furthermore Be It Resolved, Hampton Township is committed to working in partnership with Mn/DOT and the other corridor partners to achieve the best possible solution for the Vision.

Be It Resolved, Hampton Township intends to bring forward the following issues for resolution and discussion with the Vision 52 Policy Advisory Committee;

1. Future roads for access for local businesses at Hampton must be frontage roads, not backage roads.

2. Greg Endres, the owner of Gregs Meats at 6028 250th Street is concerned that it will be very difficult for his customers and his employees to get to his place of business. He also would need a black topped frontage road for the semi trucks to deliver the products to his business.

3. The Farmers who farm land on both sides of Highway 52 have a concern because they need to get their equipment across the Highway without driving many miles.

Hampton Township
Board Of Supervisors

Bill Tix, (chairman and PAC Member) Date 3/19/02

Blake Otte, (Supervisor) Date 3/19/02

Gene Dohmen, (Supervisor) Date 3/19/02

Lori Endres (TAC Member) Date 3-19-02

Eunice Schiller (Hampton Township Clerk). Date 3/19/02