

# Minnesota Trunk Highway 22 Corridor Study – Agency Coordination & Public Involvement Plan Outline

## 1. Overview

- a. The Mankato/North Mankato Area Planning Organization (MAPO) and the Minnesota Department of Transportation (MnDOT) are conducting the TH 22 Corridor Study from St. Peter to Mapleton. The Study will evaluate existing and future transportation recommendations, including:

- lane configurations
- access management
- intersection control options
- alternative intersection designs
- bicycle and pedestrian connectivity
- local roadway and trail networks
- potential land use impacts and opportunities

### Partners

- MAPO
- MnDOT
- Blue Earth County
- Le Sueur County
- Kasota
- Lime Township
- Mankato
- Mankato Township
- Mapleton
- St. Peter
- Region Nine Development Commission

## 2. Project Management Coordination Meetings

- a. Bi-weekly coordination
- b. Date/time TBD

## 3. Technical Advisory Committee (TAC) Meetings

- a. Five TAC meetings
- b. Provide guidance for corridor study and stakeholder input

## 4. Agency Coordination

- a. Two meetings held with federal, state, and local agencies
- b. Two meetings held with MnDOT functional experts
- c. Coordination may include DNR and FHWA
- d. *Purpose:* Provide input for Purpose & Need and other project decisions

## 5. Public Open House Meetings

- a. Three open houses

- b. Purpose:*
    - OH #1: Introduce study, purpose and preliminary existing conditions, stakeholders and the public to identify issues, needs and areas of opportunities along corridor
    - OH #2: Reviewing and asking for input on the draft corridor alternatives
    - OH #3: Presentation of final corridor alternative concept
  - c. Timing:* November 2017, April 2018, and July 2018
  - d. Possible Tools:* Live audience polling, dot exercises, corridor priority puzzle
  - e. Materials:* Display boards, comment cards, PowerPoint presentation
- 6. Focus Group Meetings
  - a. 12 meetings – two sets of six
  - b. *Purpose:* Targeted, small group discussions to understand how the corridor currently functions and build relationships in the community
  - c. *Timing:* October 2017 and March 2018
  - d. *Potential target audiences:* Freight, school, neighborhood residents, EMS/Police/Fire
  - e. Geographically distribute meetings along corridor in conjunction with first two open houses
- 7. Online Engagement
  - a. *Purpose:* Ensure study information is easily accessible
  - b. Custom study logo and website
  - c. Meeting materials
  - d. Key milestones
  - e. Photos, graphics, and maps
- 8. Community Study Survey
  - a. *Purpose:*
    - Survey #1: Identify issues, needs, and areas of opportunities along corridor
    - Survey #2: Prioritize recommendations
  - b. *Timing:* November 2017 and May 2018
  - c. *Outlet:* Online primarily and supported by paper mail-in option
- 9. Targeted Social Media
  - a. *Purpose:* Wide promotion of Study meetings, online survey, and other engagement activities
  - b. *Outlets:* Facebook, Twitter, Instagram, NextDoor
  - c. *Timing:* Pre and post open houses and online survey, key milestones of Study
  - d. *Audience:* Target posts based on zip codes, demographics, and other appropriate categories
  - e. Leverage partners' social media channels
- 10. Traditional Media
  - a. *Timing:* Meeting notifications (press release, fliers) will be distributed two weeks prior
  - b. *Outlets:* Mankato Free Press, Mankato Times, Mankato Gazette, St. Peter Herald, Maple River Messenger
  - c. *Contact:* SRF will coordinate with Public Affairs from MnDOT



## Highway 22 Corridor Study – November 2017 Focus Group Outreach

The project team held a series of focus group meetings with targeted stakeholders along the Highway 22 corridor. A total of four meetings were held – one in Segment 1, two in Segment 2, and one in Segment 3. Meeting dates and locations are listed below. The purpose of each meeting was to present the purpose and goals of study, the study schedule, and obtain input on issues, concerns and priorities from local residents and business owners. Postcard invitations were mailed to participants as well as follow up emails and phone were made to encourage attendance at each meeting. The following summarizes the discussion from the meeting:

### Segment 1

*Meeting date:* Thursday, November 2 at the Kasota Council Chambers

*Audience:* Local residents and businesses

*Comments received:*

- Drainage
  - Add potential holding ponds or added wetlands above ravines (area between Lime Valley Road and Highway 22) because three inches plus of rain causes washout and culvert issues on Lime Valley Road.
  - Culvert drainage issues for culverts under Highway 22. They get clogged. Flooding is noted on Nielsen Blackstopping property. (Photo 1)
- Stream extension, add to map. (Photo 2)
- Highway 22/Pheasant Drive and Highway 22/Wood Drive
  - Challenging movements include left turn off Highway 22 (northbound to westbound) and left turn on to Highway 22 (eastbound to northbound)
- Two larger developments proposed (Photo 3)
  - Chankaska Winery event center and solar field
- Important to have acceleration lanes on Highway 22 between Pearl Street and CSAH 21 (Hill St) (were removed when improvements were made prior to US 169 detour).
- Important to have truck climbing lanes for southbound (critical) on Highway 22 just south of US 169.
- Southbound right turn lane is awkward, was revised when construction was done prior to Highway 99 detour. Curb radius is square.
- Highway 22/CSAH 45
  - Safety concern – lots of accidents or almost accidents, bad sight distance due to vertical profile of Highway 22.
  - No left turn lane so cars use bypass lanes when there is a left turning vehicle. This creates issues for westbound vehicles during onto Highway 22 as sight lines are challenging. Very scary for drivers.



Photo 1

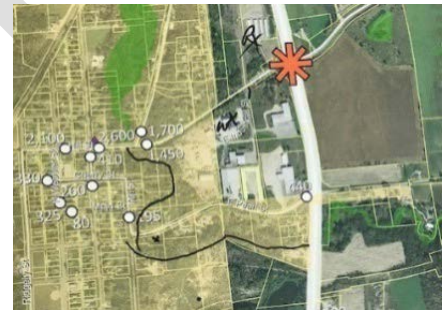


Photo 2

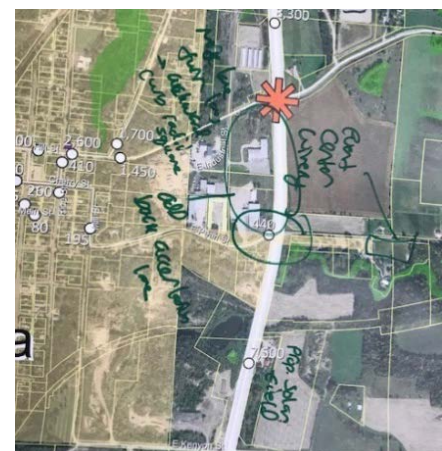


Photo 3



- Highway 22/CSAH 21
  - Traffic operations at this intersection were much worse when Highway 99 detour was on Highway 22.
  - Public not in favor of a J-turn at this intersection
- Highway 22/460<sup>th</sup> Street
  - Gravel trucks use inside through lane (northbound) to turn left (eastbound)
- Highway 22/470<sup>th</sup> Street
  - Safety concerns, no left turn lane so cars use right turn lane to bypass left turning vehicles.
- Highway 22/Jayhawk
  - West leg is skewed, however public comment was sight lines were good still.
- Highway 22/CSAH 2 (243<sup>rd</sup> Street)
  - Improve sight lines, possibly install a roundabout
- Highway 22/CR 101
  - Good location for a roundabout
- Trails
  - DNR parking lot has pedestrian underpass under Highway 22. Good location for a trail along west side of Highway 22 that connects into this tunnel.
  - Public would like snowmobiles on future DNR trail, would like to get to Mankato from Kasota by snowmobile. The DNR has previously stated they do not want horse or snowmobile on the trail.
  - Would like pedestrian cross at Pearl Street to access Chankaska Winery
  - The running route (portion on Rabbit Road) is used by Mankato State University track team (blue line highlighted in Photo 4). High speeds and volumes noted on Rabbit Road which also has increased pedestrians due to runners and residents in town.
- Le Sueur County is currently leading a waste water study in the study area. The mayor of Kasota (Bridget Klein) has the contact for this study and can send to the study team if needed.
- Lighting along Highway 22 is adequate when it is fully functional. Currently there are issues with some of the lighting not being on at various times or locations along Highway 22.
- Users of Highway 22
  - High volumes of semi-trucks use Highway 22, some were rerouted during Highway 169 detour and found Highway 22 to be a better route so continued using Highway 22.
  - Lots of commuters between St. Peter and Mankato for work
  - Quarry traffic generally travels southbound when loaded and northbound when unloaded. Usually all day.
  - City anticipates increase in truck traffic, trucking businesses are planning to come into area in future.



Photo 4



## Segment 2

*Meeting date:* Thursday, November 2 at the Greater Mankato Growth office

*Audience:* Local businesses north and south of Highway 22 and US 14

*Comments received:*

- Madison/Haefner
  - Intersection is unsafe. East of Carver Road is 55 mph for westbound vehicles then it drops to 45 mph. Cars are still traveling faster at Haefner Drive intersection so it is hard for northbound vehicles to turn left onto Madison Ave. A roundabout evaluation was completed in March 2017 and determined that a roundabout was feasible for this intersection.
- Highway 22/CSAH 57
  - Good location for a roundabout
- Highway 22/Hoffman
  - Difficult for pedestrians to cross, good location for a pedestrian over/underpass
- Highway 22/CSAH 3 (N Victory Drive)
  - Difficult for westbound movement in pm peak, lots of delay
  - If this becomes a roundabout, concerns with truck traffic accessing Walmart Distribution center via CSAH 3, traffic might reroute.
  - Possibly add additional signing on US 14 to direct truck traffic to preferred route.
- Highway 22/CSAH 26
  - Northbound left turn is a protected arrow. Lots of traffic going to Wickersham Health Campus is stuck at this light during off peak hours. Consider a flashing yellow arrow.
- Highway 22/Augusta
  - Traffic operations predicted to worsen when Premier Drive connection is made in 2018.
  - Businesses not supportive of a R-cut at this intersection.
  - Safety concerns noted at intersection.
- Highway 22/US 14
  - Lots of delay noted, possible consider better signal timing or control type change. Southbound queues extend to CSAH 3.
  - Important to maintain dual left turn lanes at both US 14 ramp intersections helps during peak mall traffic periods.
- Highway 22/Adams
  - Heavy traffic southbound to turn right to access mall. Cones are set up to channel traffic into mall parking lot during peak periods (i.e. over holiday season). Important to mall to maintain this dedicated right turn lane.
  - Improve landscaping of center island, mall owner willing to take on expense and maintenance.
  - Traffic volumes appear to have decreased since installation of roundabout (truck traffic rerouting).
- Developments
  - Walmart Distribution Center (southwest corner of CSAH 3/CSAH 12 intersection)
    - Projected to double in size (accounted for in MAPO LRTP and traffic studies previously completed)





- Lots of heavy trucks access site via US 14 and either Highway 22 or CSAH 12. Trucks don't like multilane roundabouts so tend to favor CSAH 12 which has single lane roundabouts.
    - Trucks use mall parking lot to wait in until delivery time.
  - Heavy residential developments planned surrounding new Prairie Winds Middle School (accounted for in MAPO LRTP)
  - Potential location for new elementary school west of Wickersham Health Campus, south of 227<sup>th</sup> Street and west of Highway 22. Extension of Premier Drive south to August Drive is planned (Photo 5) (traffic study currently being completed for this).
  - A regional recreation facility is planned north of Prairie Winds Middle School. This would be a regional draw.
  - Three parcels have been subdivided south of Highway 22/CSAH 57 (Photo 6). This is in MAPO boundary and should have been accounted for in their LRTP
- Drainage issues noted near Mills Fleet Farm (Photo 7).
  - Businesses in favor of roundabouts.
  - Would like the corridor to be beautiful, need to maintain MnDOT right-of-way with more mowing. Currently businesses do it in some areas.
  - If a speed change is considered it would most likely impact truck traffic, i.e. higher speed more traffic, lower speed less traffic.
  - Businesses in favor of four-lane section on Highway 22 from Mankato to St. Peter.
  - Perception of corridor is traffic volumes have gone down since installation of roundabouts. However, volumes have gone up according the most recent AADTs published by MnDOT>
  - More lighting between Mankato and St. Peter, make it all uniform.
  - Trails
    - Would like Highway 22 corridor to be bike friendly
    - Currently sidewalks on both sides of Highway 22, lots of pedestrian use these – destination is DQ, coming from Sakatah Singing Hills State Trail
    - Sakatah Singing Hills State Trail is in poor shape from Madison Lake to east of Faribault.
    - The trails in the area are a regional draw and promoted by the city and businesses to draw in tourists.
    - Would like gap in trail system south to CSAH 90 completed.
    - Mall would like connection to regional trail system. Mankato half marathon begins and ends at the mall.
  - Users of Highway 22

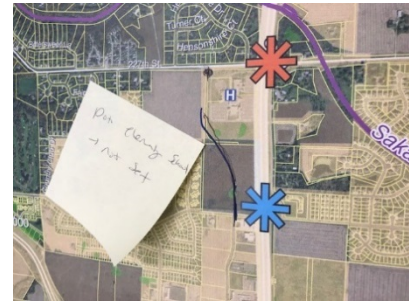


Photo 5

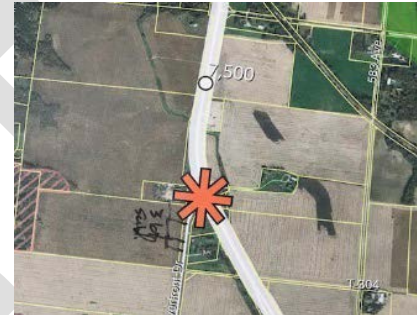


Photo 6

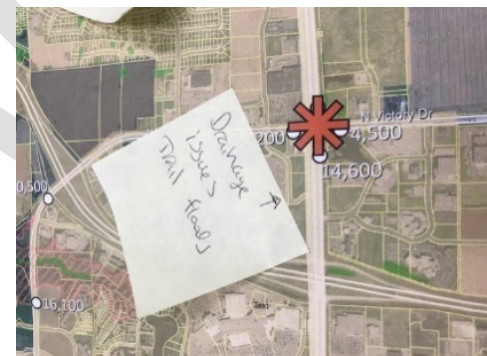


Photo 7



- Lots of regional use on Highway 22.
- Residents from Iowa and St. Peter use Highway 22 to access mall.
- Trucks use Highway 22 to access Walmart Distribution center, via US 14 and from south via Highway 22.
- Local traffic will likely use CSAH 12 once construction of final connection is complete.
- During the winter, US 14 is very icy, lots of spin outs, so more traffic on Highway 22 and in town to avoid US 14.

*Meeting date:* Monday, November 13 at Kennedy Elementary School in Mankato

*Audience:* PTO members

*Comments received:*

- Safety concerns
  - The school district's current policy is they bus students first and if a student needs to bike or walk the school district will work with the family.
  - In favor of adding an overpass or underpass at Highway 22 and Hoffman Rd so students can walk safely to and from school/home.
  - In favor of adding a roundabout from near Highway 22 and Hoffman Rd, but recognized that won't necessarily make it easier for pedestrians crossing.
  - Possible mid-block grade separated crossing on Highway 22 near Prairie Winds Middle School, directly between Highway 22/Highway 83 and Highway 22/Hoffman Rd.
  - Highway 22 intersection to Lake Washington had bad sightlines, making it hard to turn onto Highway 22. There is a flashing beacon there.
  - Pohl Rd and Stadium Rd was also indicated as an intersection with bad sightlines.
  - Turning left on Highway 22 going eastbound to northbound is challenging because there is no acceleration lane.
- Trails
  - Would like to see better connections to regional trails from Mankato. Currently there are lots of almost connections. Would prefer to be able to bike to bike trails.
  - Trails adjacent to Victory Drive flood in the spring.
- Landscaping
  - Prefer having a natural landscape (prairie) along corridor.
- Users of Highway 22
  - Many attendees said they travel on Highway 22 to Mapleton for specific reasons - sporting events and fishing.
  - There is more northbound traffic on Highway 22 traveling to St. Peter and the Twin Cities.
  - Drivers avoid Highway 22 during peak hours and instead use 169.
- There are longer passing lanes north of Mankato.
  - Attendees would like to see additional ones added as there is only one southbound just south of US 169
- Flooding
  - Areas of flooding indicated at Stadium Rd and Hwy 83, Madison Ave and CR 82 (Victory Drive).



### Segment 3

*Meeting Date:* Thursday, October 26

*Audience:* Local residents and Businesses south of CSAH 90

*Comments received:*

- Turn lanes are being added as part of the 2018 construction on Highway 22 for the businesses just south of CSAH 90. Reference final plans for extents.
- Hard to turn left onto Highway 22 from K&G Gymnastics driveway because northbound lane drop occurs at intersection. Reference final plans for 2018 construction to see how this is addressed.
- Adding a trail like the one on CSAH 90 would be nice on Highway 22.

*Meeting Date:* Wednesday, November 1

*Audience:* Local residents, Mapleton School Superintendent, Mapleton Mayor, City staff

*Comments received:*

- Highway 22/CSAH 7
  - Sanitary sewer under Highway 22 is old.
- Highway 22/CSAH 21
  - Potential historic park in southeast corner.
  - Tough intersection, lots of large trucks accessing commercial properties, feed mill and truck wash. Westbound to northbound movement is heavy.
- Highway 22/Highway 30 (south leg)
  - Lots of large heavy vehicles, windmill traffic noted.
- Highway 22/CSAH 4
  - Would like to see turn lanes and bypass lanes.
- Mapleton High School football field to remain even if new high school is constructed.
- Mapleton would like to pave Borchert Street if new high school is constructed in southeast corner of Borchert Street and Central Avenue. If this happens, then adding turn lanes on Highway 22 is recommended.
- Trails
  - City in favor of more bike trails in area.
  - Would prefer a separated trail as there are high speeds on Highway 22. Potential location west of Highway 22.
  - Solar garden currently being constructed (Photo 8).
  - Potential trail alignment option drawn in blue in pic below. Would go on north and west side of solar garden.



*Photo 8*

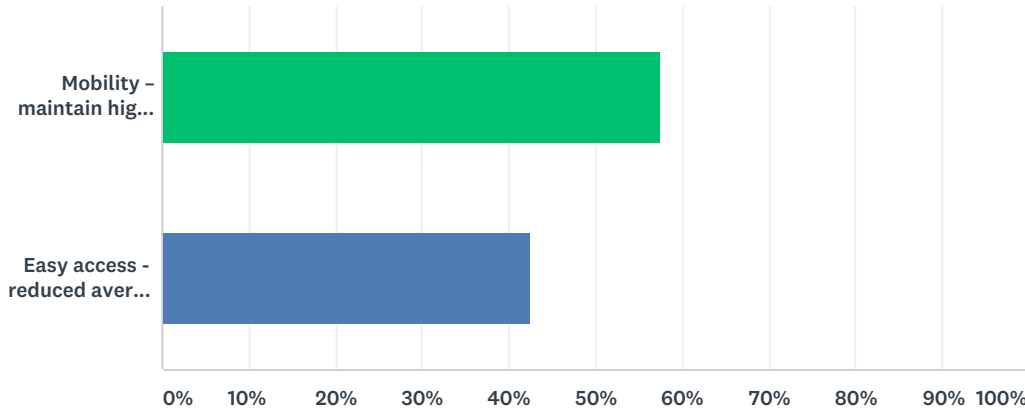


- Safety concern with existing cross crossing on Highway 22. There are flashers now but still a concern.
- Richard Nienow would like a turn lane on Highway 22 at his property. Possibly hoping to sell property to developer some day for highway commercial use.
- Lots of speeding noted on Highway 22.
- City wants to encourage growth.
  - Improve safety and function of Highway 22.
  - Add turn lanes to encourage redevelopment of agricultural property to commercial.
- Ditches along Highway 22 (both sides) south of CSAH 21 are wet a lot of time and are not mowed consistently.
- MnDOT is planning to reconstruct Highway 22 one mile north of Mapleton as part of 2023 project.
- Users of Highway 22
  - Lots of commuters and heavy vehicles travel from Mapleton, Wells and other southern cities to Mankato for work.



Q1 On Hwy 22 between Mankato and St. Peter, what is more important to you, mobility (getting through quickly with little or no delays) or easily accessing local roads, businesses, and residential areas? Please select one.

Answered: 427 Skipped: 13

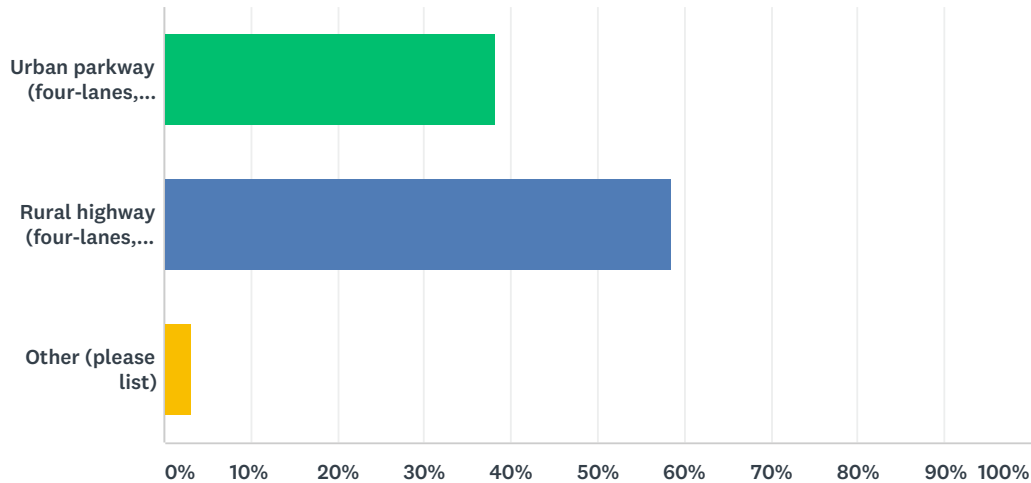


ANSWER CHOICES	RESPONSES	
Mobility – maintain higher average speed for through traffic and reduce congestion – add lanes but restrict or consolidate local access, make use of J-turns at intersections with four lanes	57.61%	246
Easy access - reduced average speed for through traffic, but improve access to local roads with – roundabouts, etc... (two lanes with dedicated left turn lanes)	42.39%	181
TOTAL		427



## Q2 What are your preferences for the look and feel of Hwy 22 as you travel through Mankato? Please select one.

Answered: 413 Skipped: 27

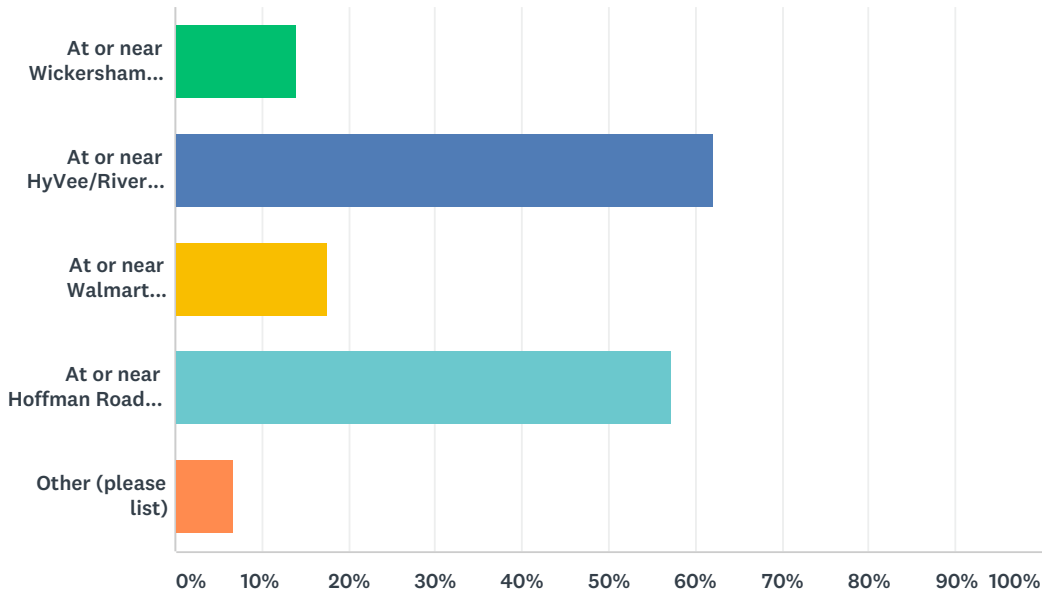


ANSWER CHOICES	RESPONSES	
Urban parkway (four-lanes, curbs, continue trails on both sides, landscaping, narrower median, roundabouts, lower speeds, higher cost)	38.26%	158
Rural highway (four-lanes, stays as is with ditches and wider median, roundabouts, continue trails on both sides, additional landscaping, lower cost)	58.60%	242
Other (please list)	3.15%	13
<b>TOTAL</b>		<b>413</b>

#	OTHER (PLEASE LIST)	DATE
1	NO more roundabouts	7/4/2018 3:24 PM
2	Grade separation at Madison avenue instead of highly congested double roundabout. Grade separation on trails/sidewalks. Rural highway is fine through Mankato if right of way is wide enough. Grade separated pedestrian crossings. Grade separation with exits at Madison, Hoffman, Stadium and Southern bypass 90 at Southern bypass; Controlled intersection at North Riverfront drive with downtown signage	7/3/2018 9:34 AM
3	Rural highway, no trails or roundabouts	7/2/2018 6:38 PM
4	Biggest issue is safety at Augusta and 22	7/2/2018 6:24 PM
5	Higher speeds	7/2/2018 5:39 PM
6	Rural hwy is ok, but dedicated bicycle lanes is a must for safety.	7/2/2018 5:25 PM
7	NO ROUNDABOUTS - they suck!	7/2/2018 11:49 AM
8	Please no roundabouts! Be mindful of farming vehicles and trucks that use this road.	7/2/2018 11:41 AM
9	No bike trail	7/2/2018 9:39 AM
10	No Preference	6/21/2018 3:13 PM
11	Leave it for what it was intended (rural local traffic) not a major short cut for oversized trucks and fast vehicles.	6/21/2018 2:21 PM
12	Leave it as is	6/18/2018 10:44 AM

### Q3 In the City of Mankato, if a pedestrian underpass or overpass were to be provided, where is the best location? Please select two.

Answered: 405 Skipped: 35



ANSWER CHOICES	RESPONSES	
At or near Wickersham Health Campus	14.07%	57
At or near HyVee/River Hills Mall	62.22%	252
At or near Walmart (Bassett Drive)	17.53%	71
At or near Hoffman Road (schools)	57.28%	232
Other (please list)	6.67%	27
Total Respondents: 405		

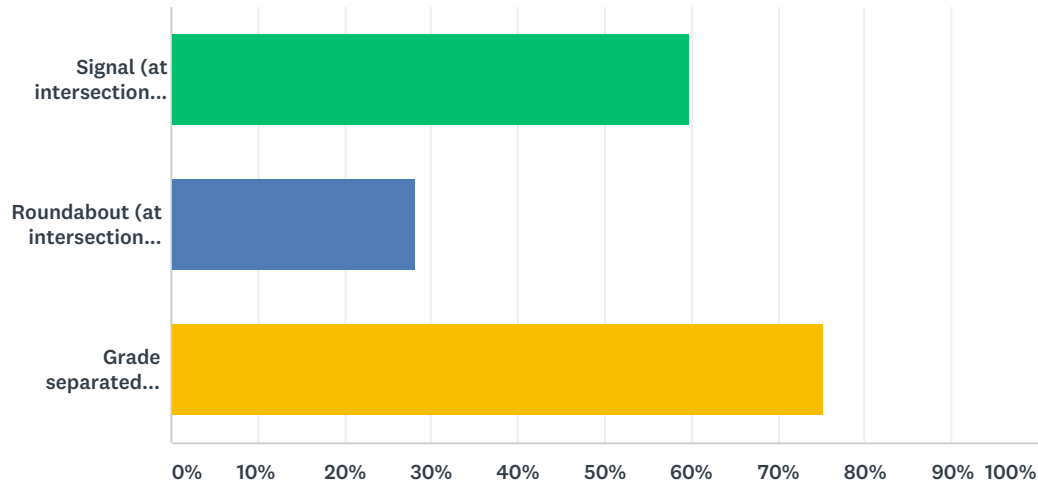
#	OTHER (PLEASE LIST)	DATE
1	Hwy 22 and Augusta dr	7/8/2018 12:37 PM
2	Augusta Drive	7/5/2018 12:15 PM
3	At Augusta Drive	7/4/2018 11:13 AM
4	Augusta drive	7/4/2018 8:17 AM
5	Basset Drive has poor visibility, which could be solved by a well-designed roundabout. However, drivers are still wierd at roundabouts so cyclists MUST be considered in their design or we have to act like pedestrians on wheels.	7/3/2018 8:55 AM
6	22 and Augusta	7/3/2018 1:09 AM
7	Multiple: Hoffman and hyvee	7/2/2018 10:12 PM
8	Madison Ave	7/2/2018 9:28 PM
9	169 at or near McDonalds	7/2/2018 9:20 PM

## Highway 22 Community Survey

10	If not under/over pass at wickersham some sort of trail access for residents so they don't need to cross hwy22 as it tends to be busy most hours and the traffic light is not used friendly to safely cross	7/2/2018 7:58 PM
11	Creating crime spots	7/2/2018 6:38 PM
12	Victory dr	7/2/2018 5:41 PM
13	At Augusta Drive	7/2/2018 5:24 PM
14	Stadium Road	7/2/2018 3:20 PM
15	Menards	7/2/2018 2:38 PM
16	None	7/2/2018 12:01 PM
17	Roundabouts are tricky for pedestrians when there is heavy car traffic. And motorists don't often think to look for pedestrians there.	7/2/2018 11:41 AM
18	Schools are an important issue.	6/21/2018 3:37 PM
19	Prairie Winds	6/21/2018 3:00 PM
20	From lookout to 169 going towards Lake Crystal	6/21/2018 2:55 PM
21	Augusta Drive/Hwy. 22	6/21/2018 2:28 PM
22	Augusta Drive	6/21/2018 2:27 PM
23	connecting sakatah trail	6/21/2018 2:23 PM
24	Depends on trail plans	6/21/2018 2:21 PM
25	msu campus by Tafton	6/20/2018 7:02 PM
26	There is a sign needed at the intersection of Southbound Highway 22 and Hoffman Road in Mankato. I routinely walk across the westbound turning lane from southbound highway 22 traffic but there is no indication whether the cars are supposed to yield to walkers or if walkers should yield to traffic. I have almost been struck by cars who can not decide whether or not they are the ones who should be yielding to me when I begin to cross the turning lane.	6/19/2018 5:11 AM
27	at Prairie Winds School	6/18/2018 12:32 PM

## Q4 What type of pedestrian crossing are you comfortable using in Mankato? Select all that apply.

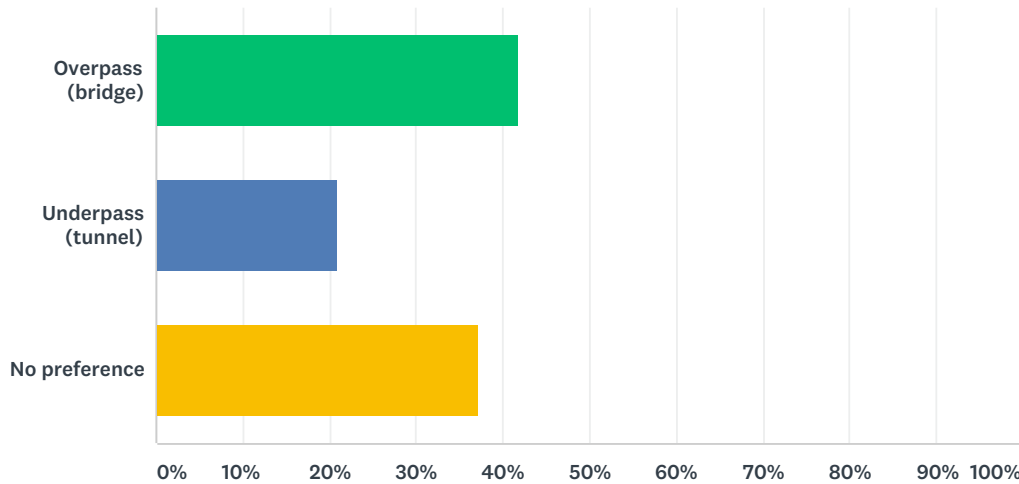
Answered: 401 Skipped: 39



ANSWER CHOICES	RESPONSES	
Signal (at intersection only)	59.85%	240
Roundabout (at intersection only)	28.18%	113
Grade separated crossing (underpass or overpass)	75.31%	302
Total Respondents: 401		

**Q5 What type of grade-separated pedestrian crossing (separates pedestrians from traffic flow) do you prefer in Mankato? Please select one.**

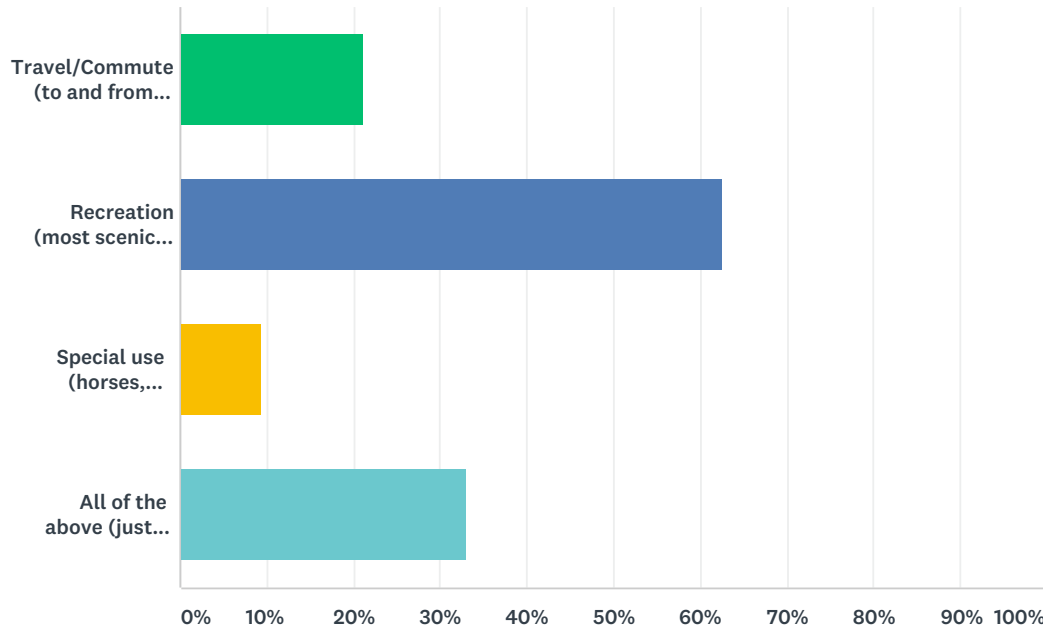
Answered: 408 Skipped: 32



ANSWER CHOICES	RESPONSES	
Overpass (bridge)	41.91%	171
Underpass (tunnel)	20.83%	85
No preference	37.25%	152
TOTAL		408

## Q6 Tell us how you would use the Minnesota River State Trail between Mankato and St. Peter. Select all that apply.

Answered: 406 Skipped: 34



ANSWER CHOICES	RESPONSES	
Travel/Commute (to and from work/shortest route along Hwy 22)	21.18%	86
Recreation (most scenic closer to the MN River, family friendly)	62.56%	254
Special use (horses, snowmobiles)	9.36%	38
All of the above (just happy to have a trail anywhere)	33.00%	134
Total Respondents: 406		

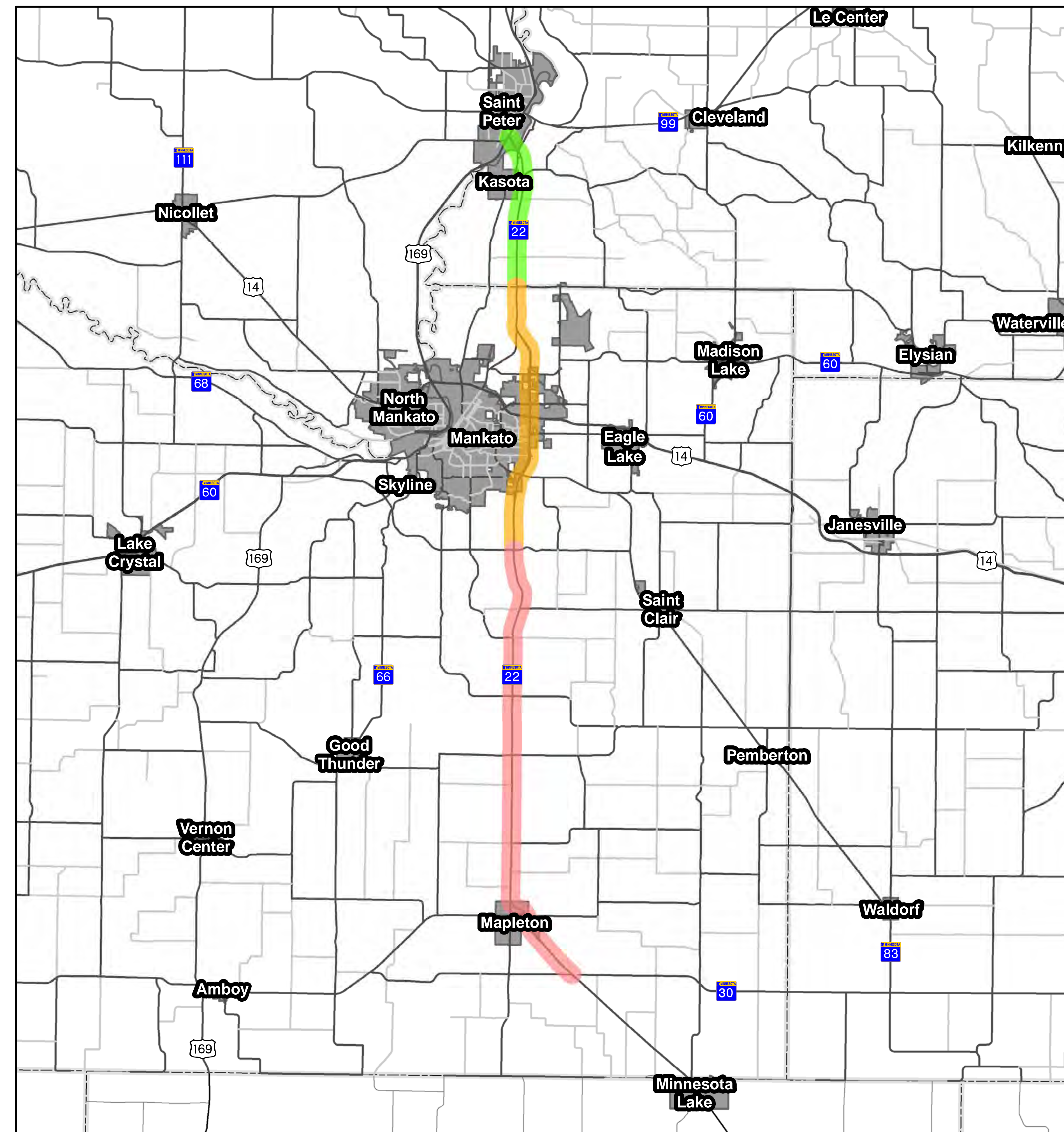
# WELCOME



## OPEN HOUSE



# About the Study



- Segment 1
- Segment 2
- Segment 3
- Municipal Boundaries
- County Boundaries



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- Region Nine Development Commission

## STAY UPDATED

Visit the study website for more information:

***th22corridorstudy.com***

## Contact Information:

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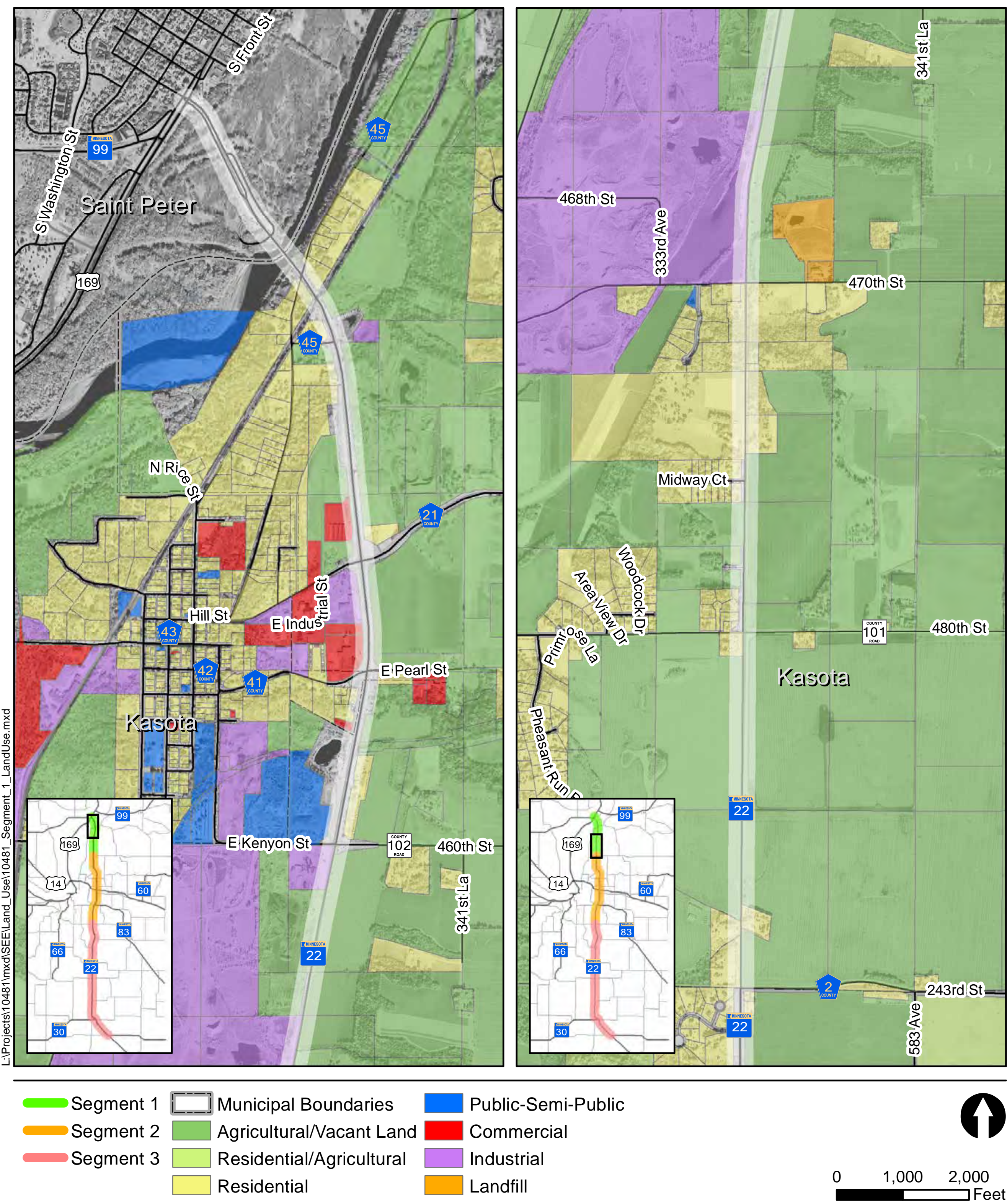


**HIGHWAY 22 | CORRIDOR STUDY**

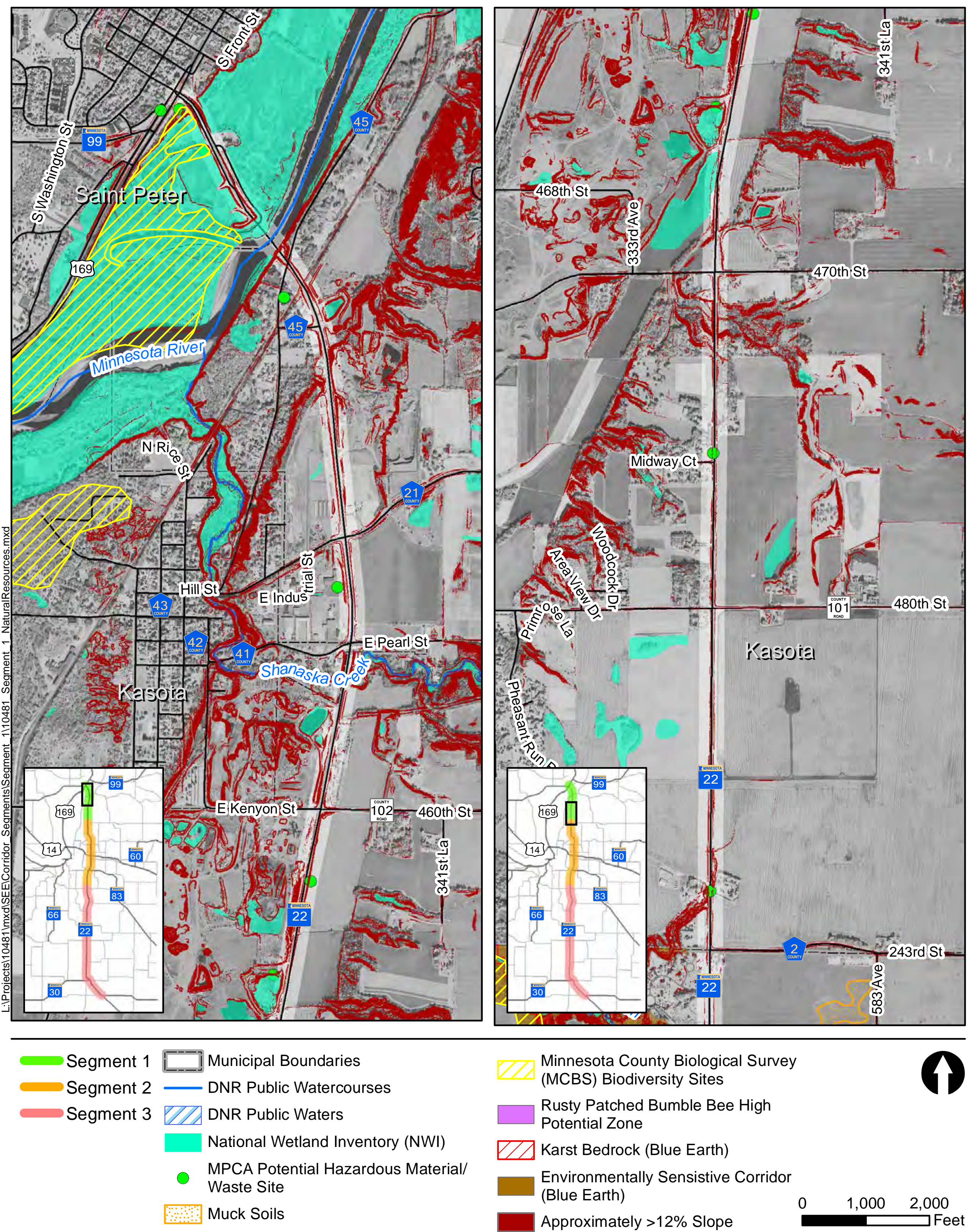




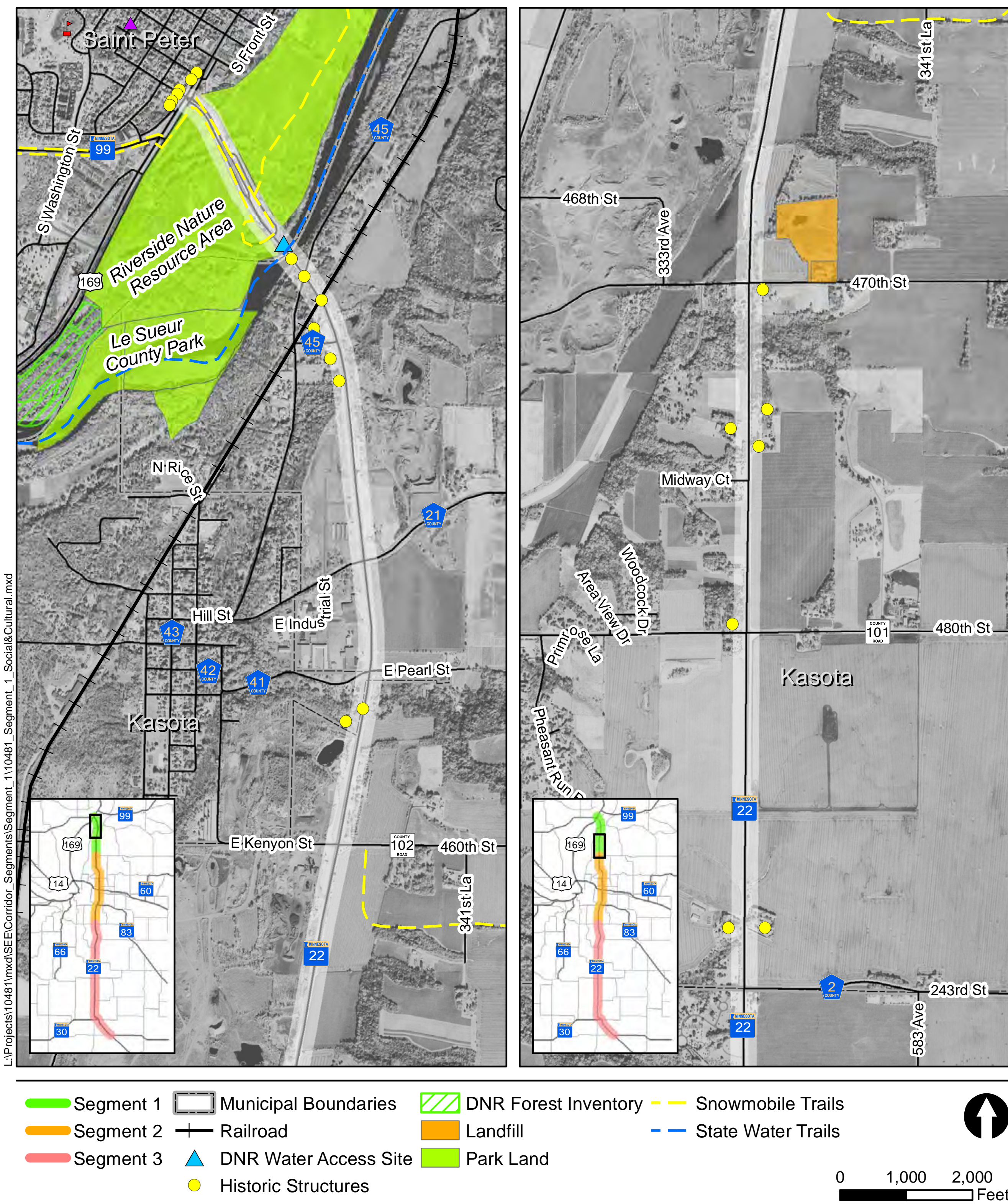
## Existing Land Use



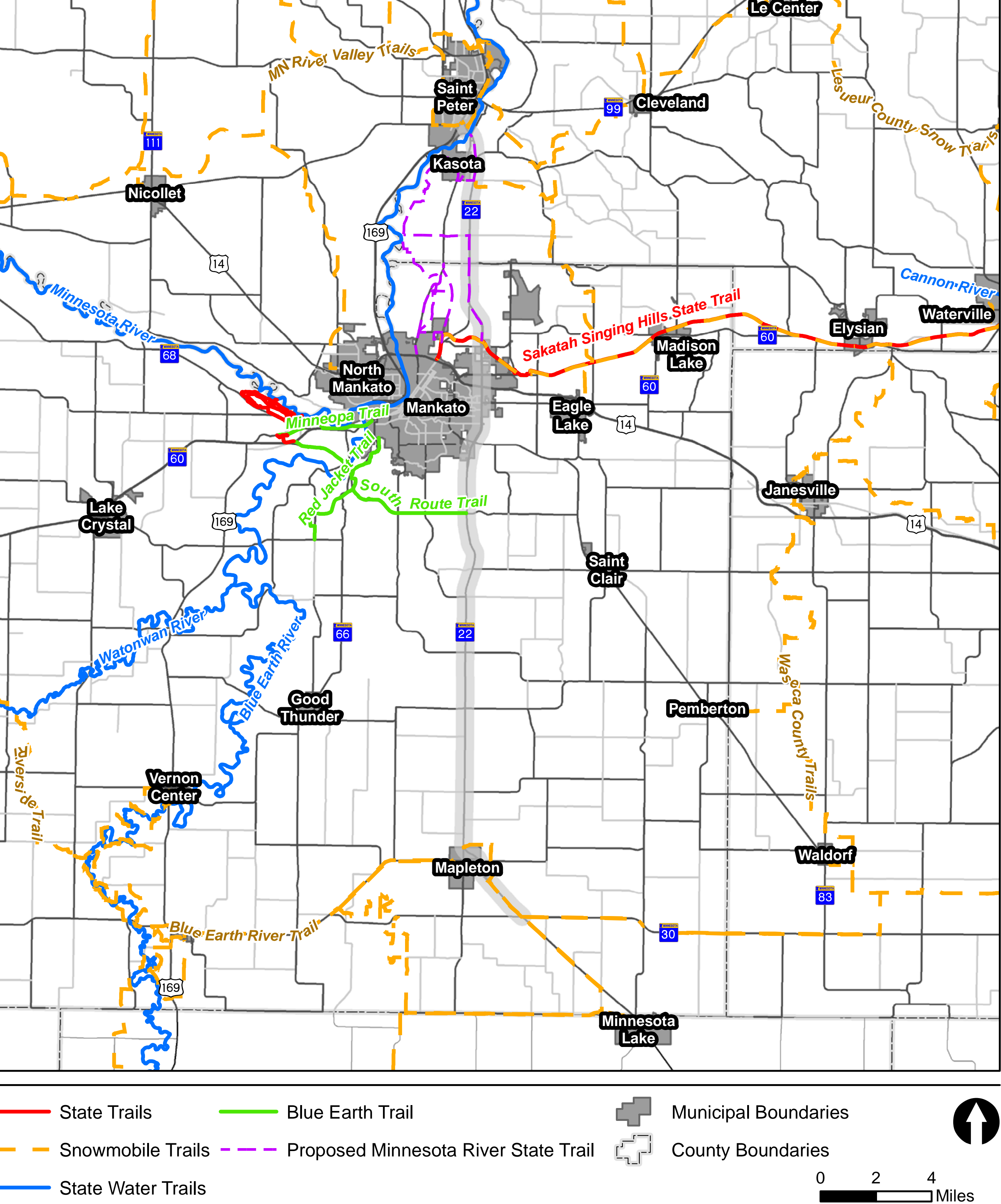
## Natural Resources



## Social & Cultural Resources



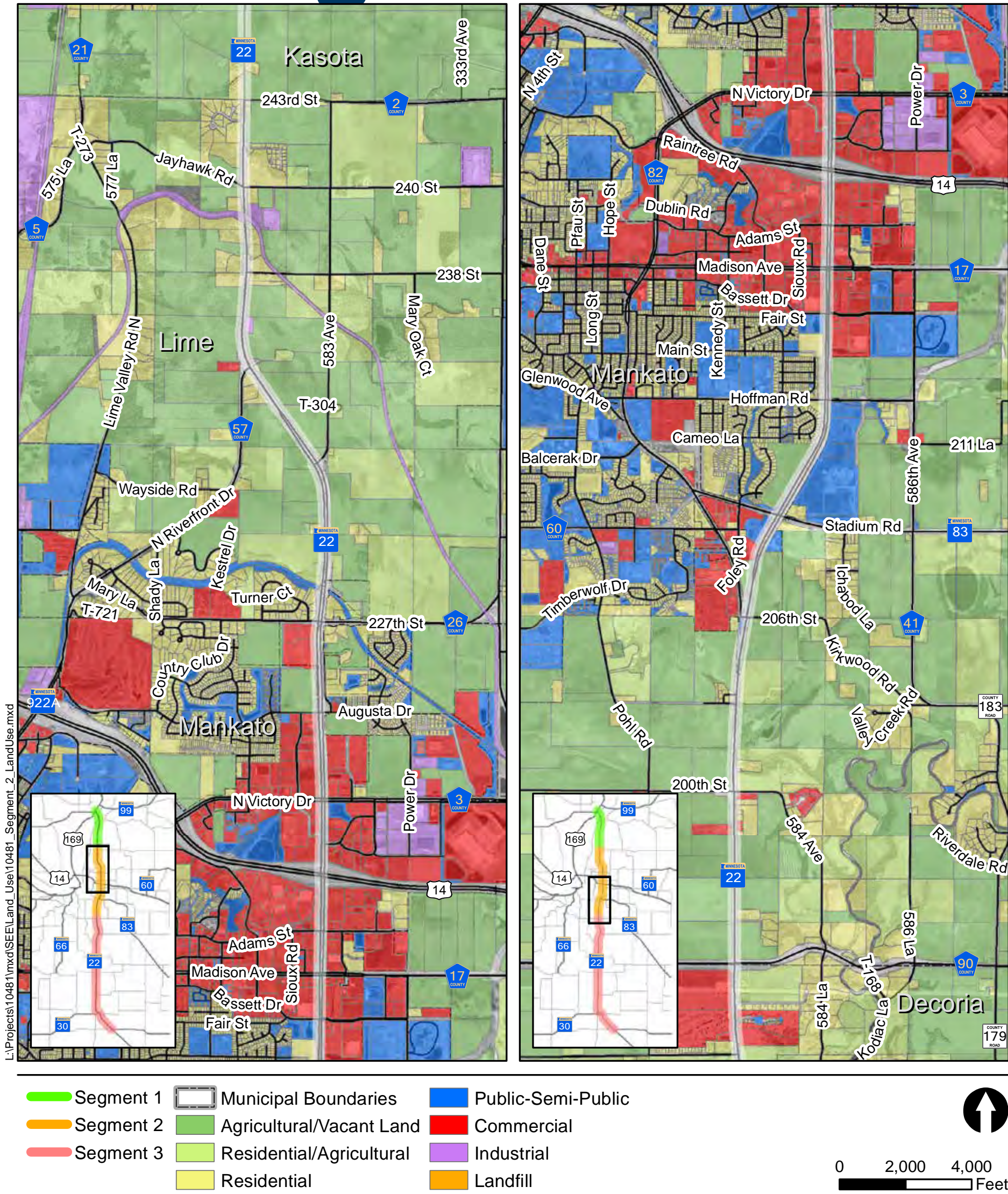
## Multimodal



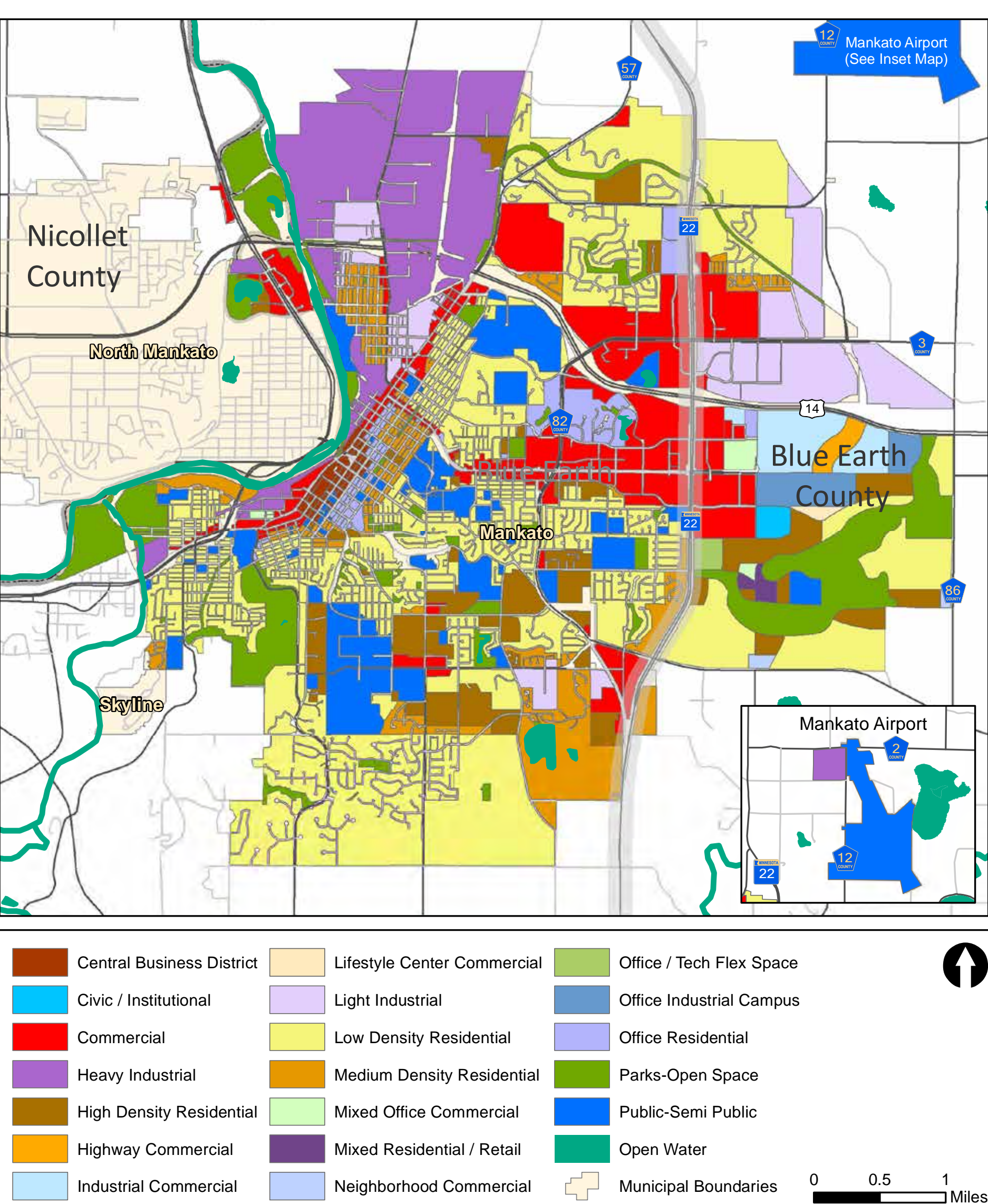


# Segment 2

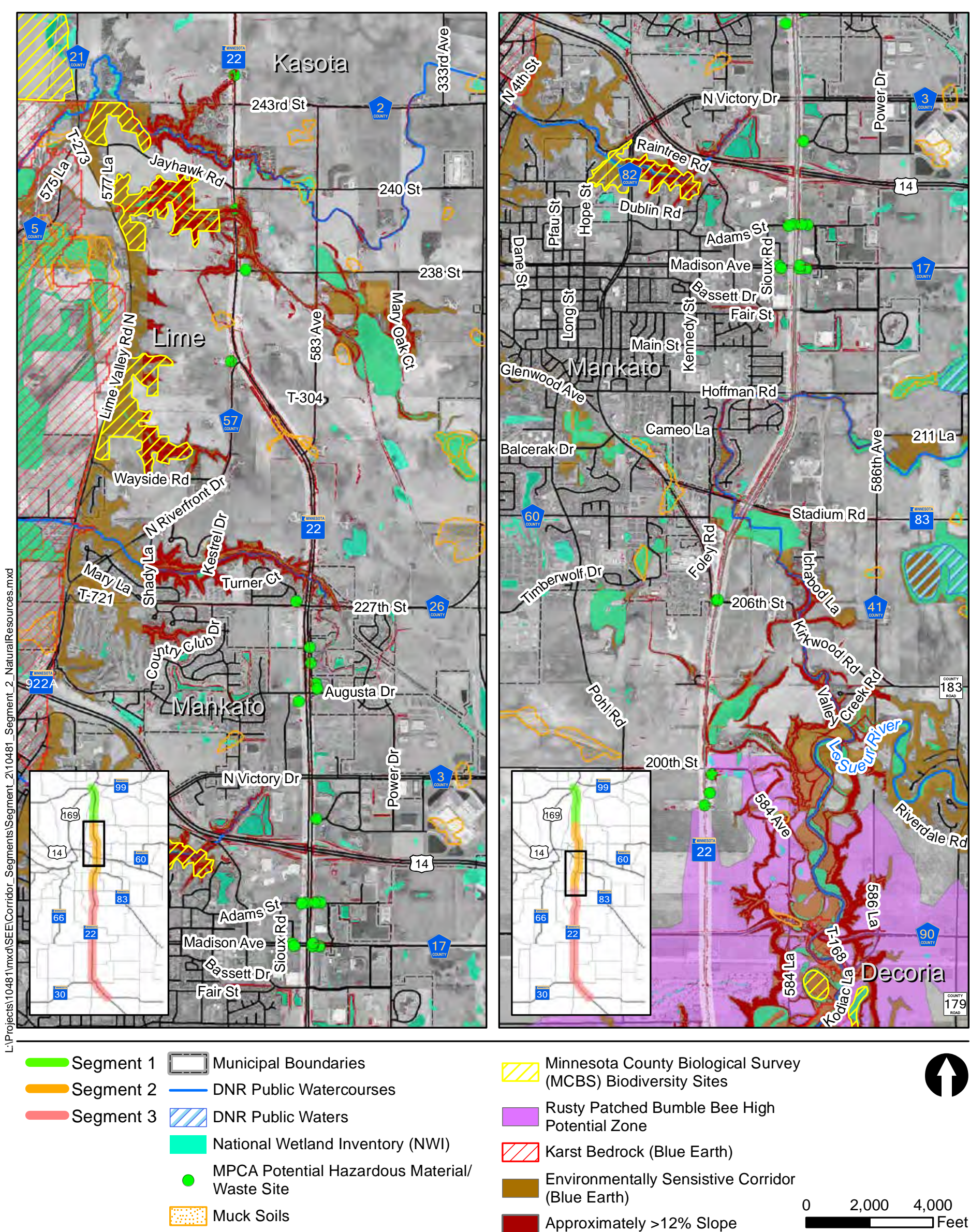
## Existing Land Use



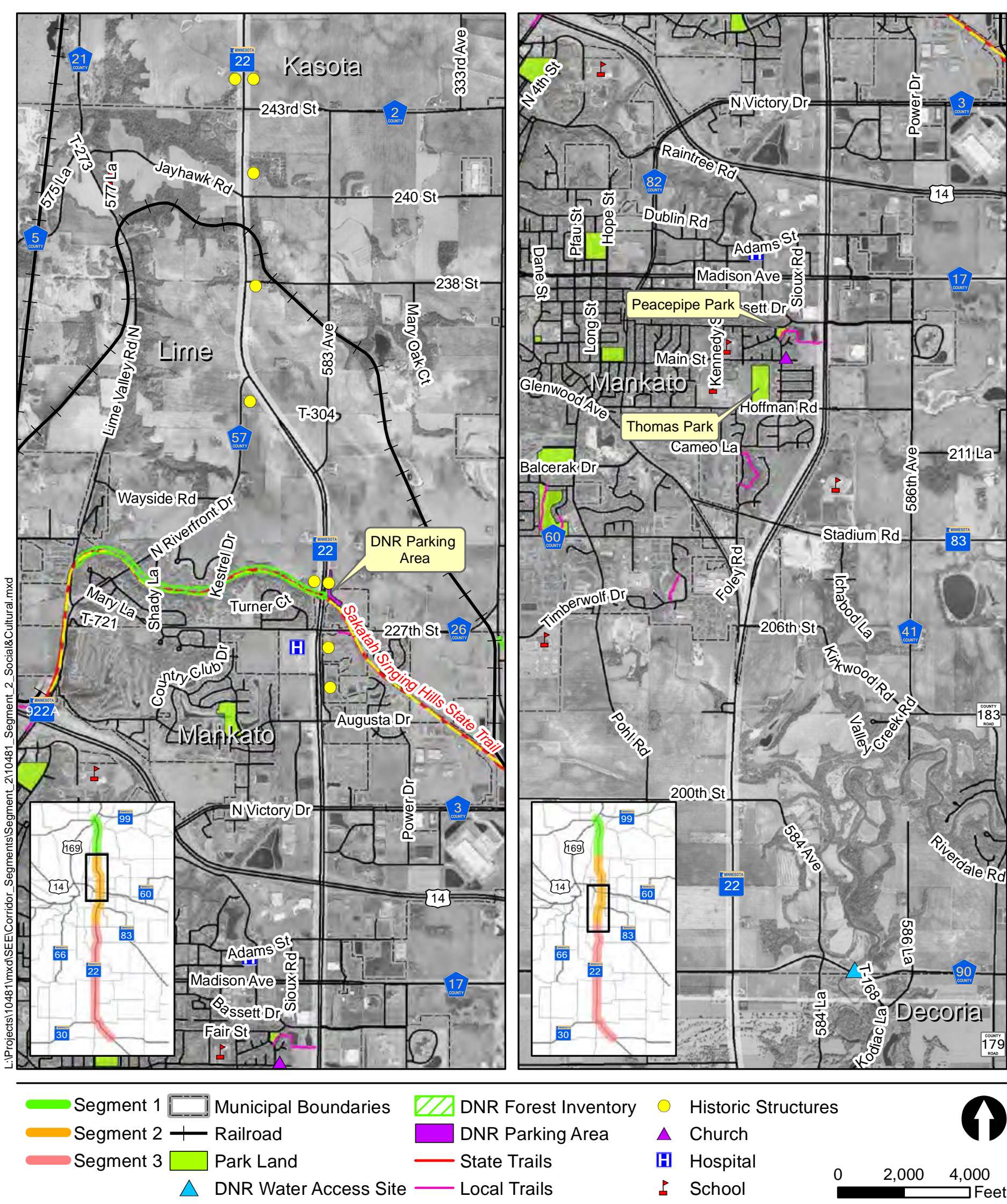
## Future Land Use - Mankato



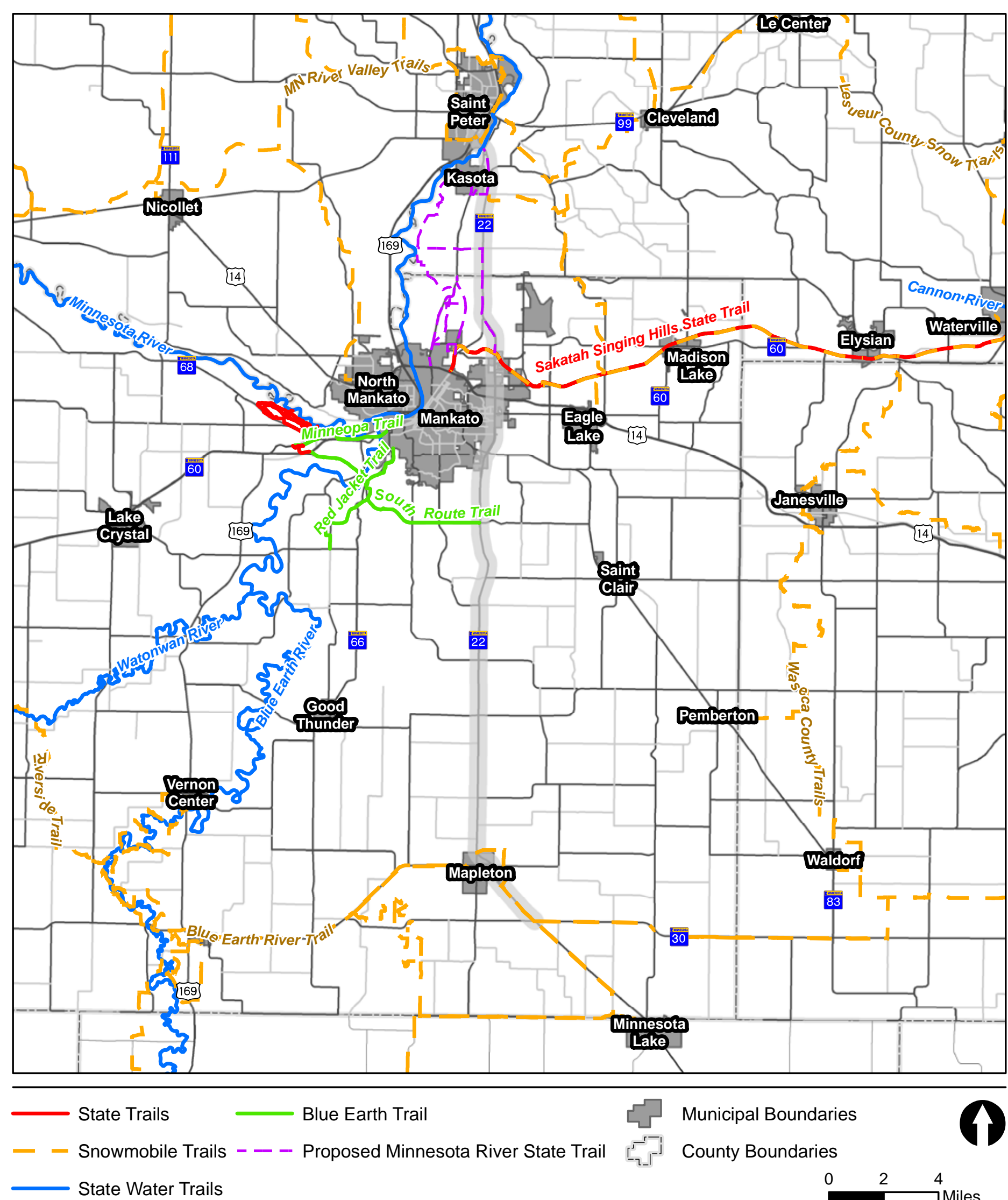
## Natural Resources



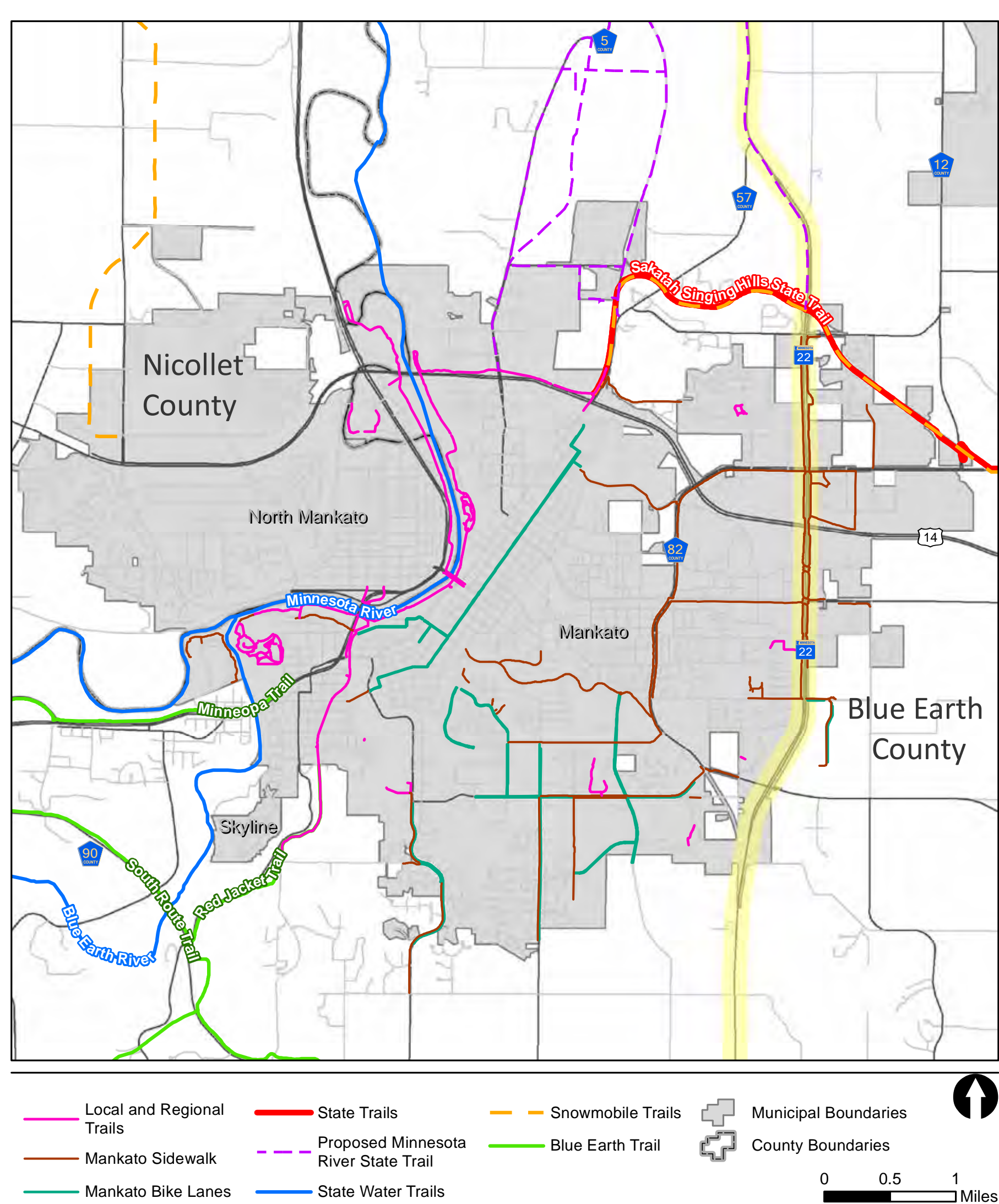
## Social & Cultural Resources



## Multimodal

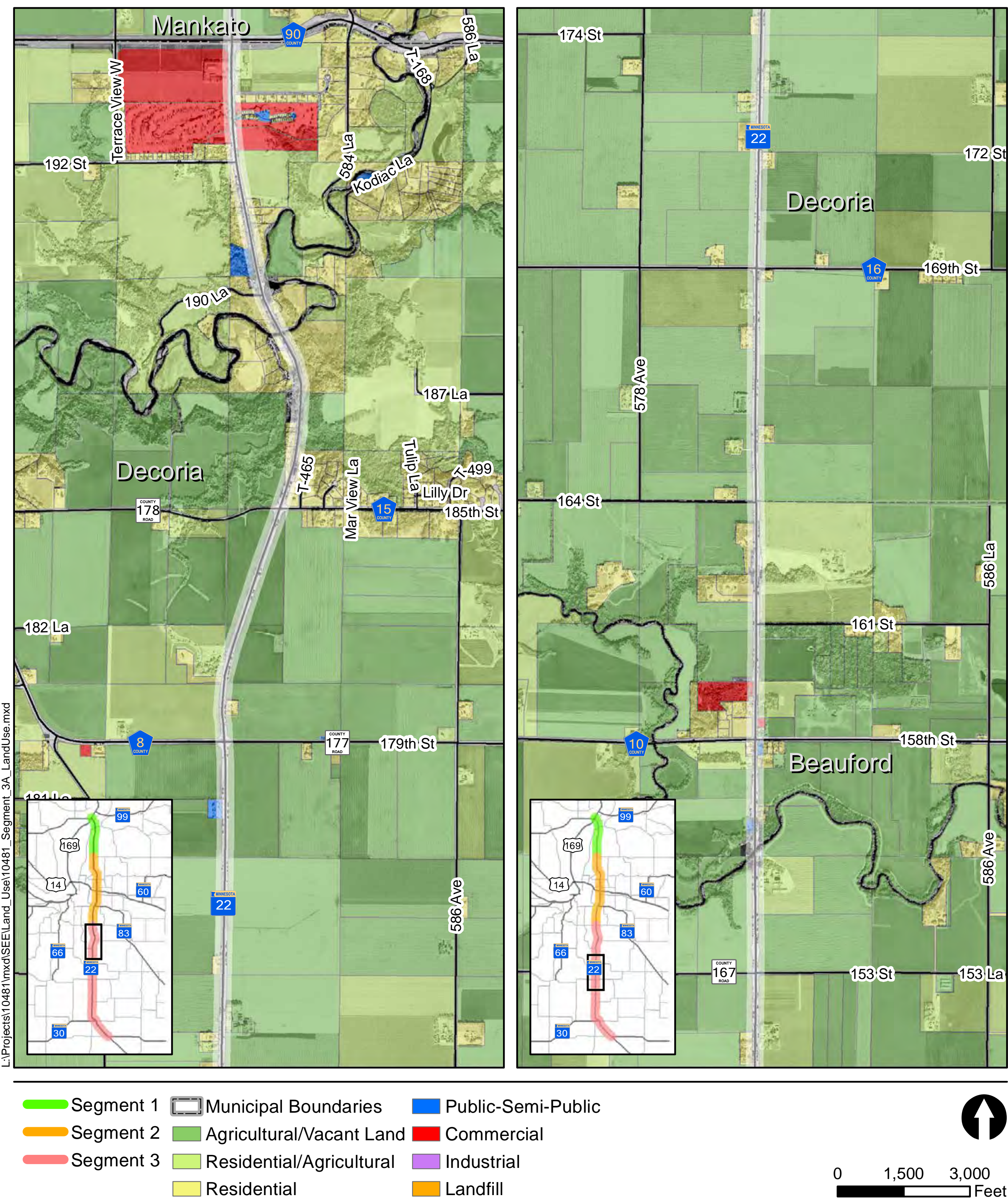


## Multimodal - Mankato

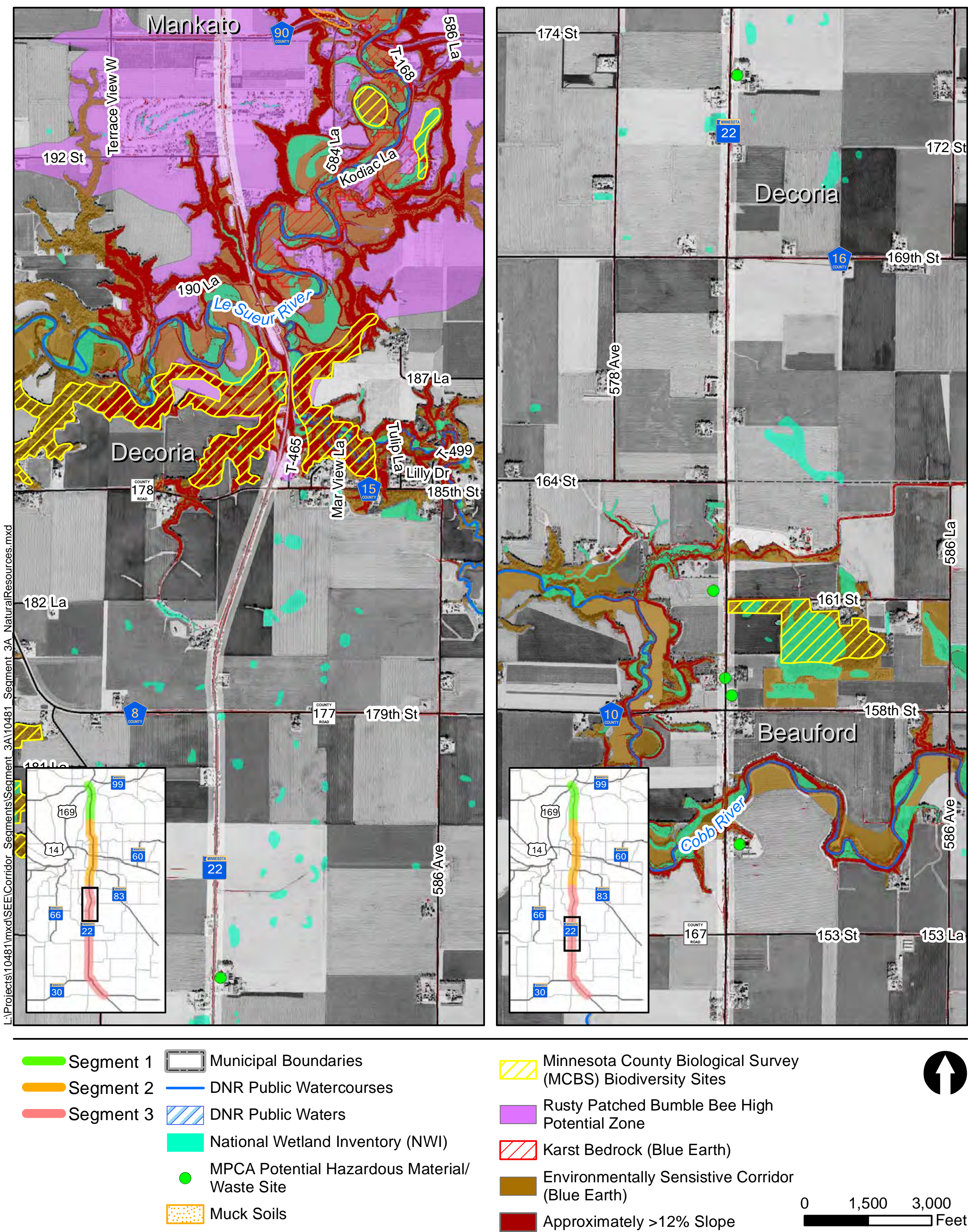




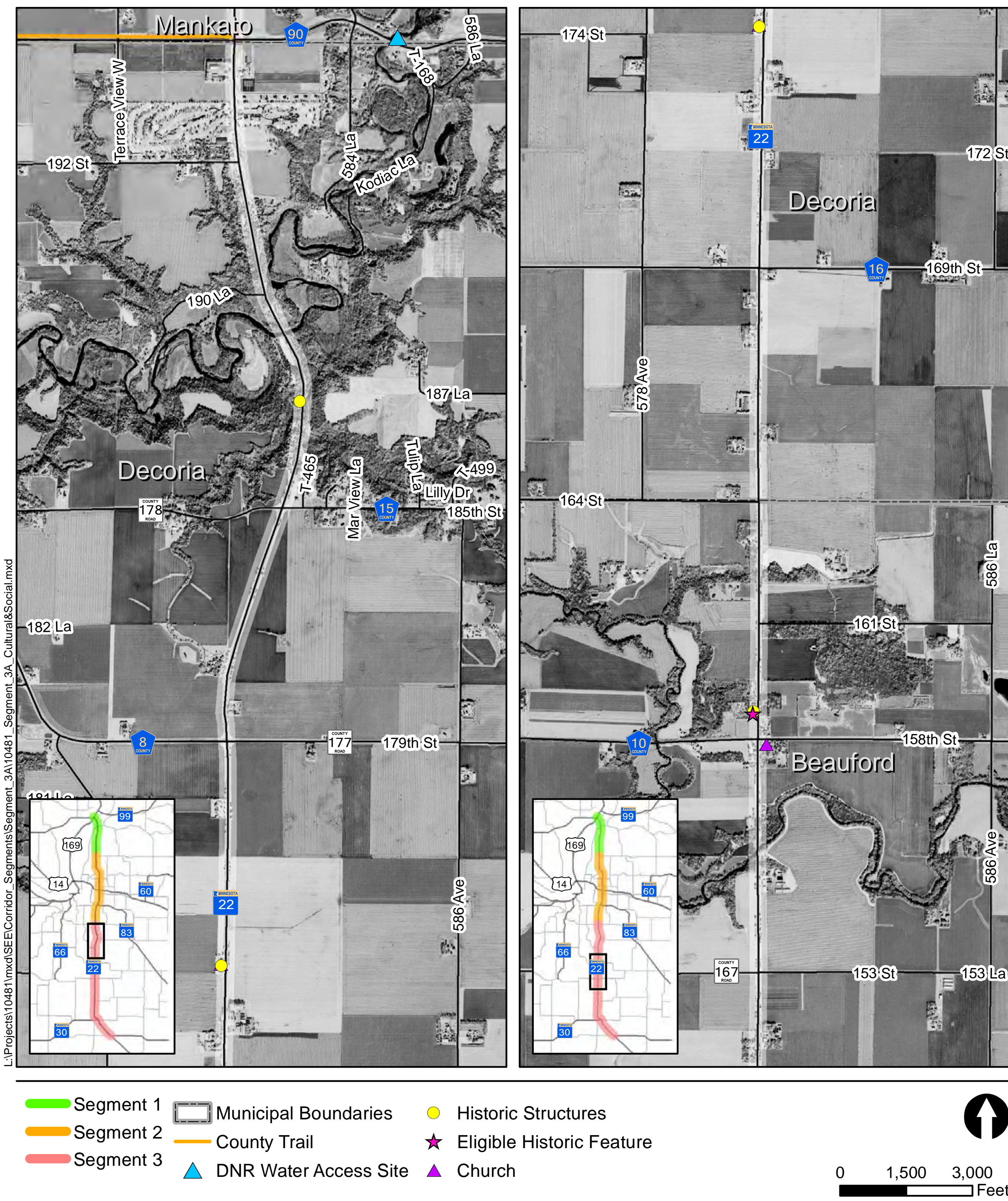
Existing Land Use



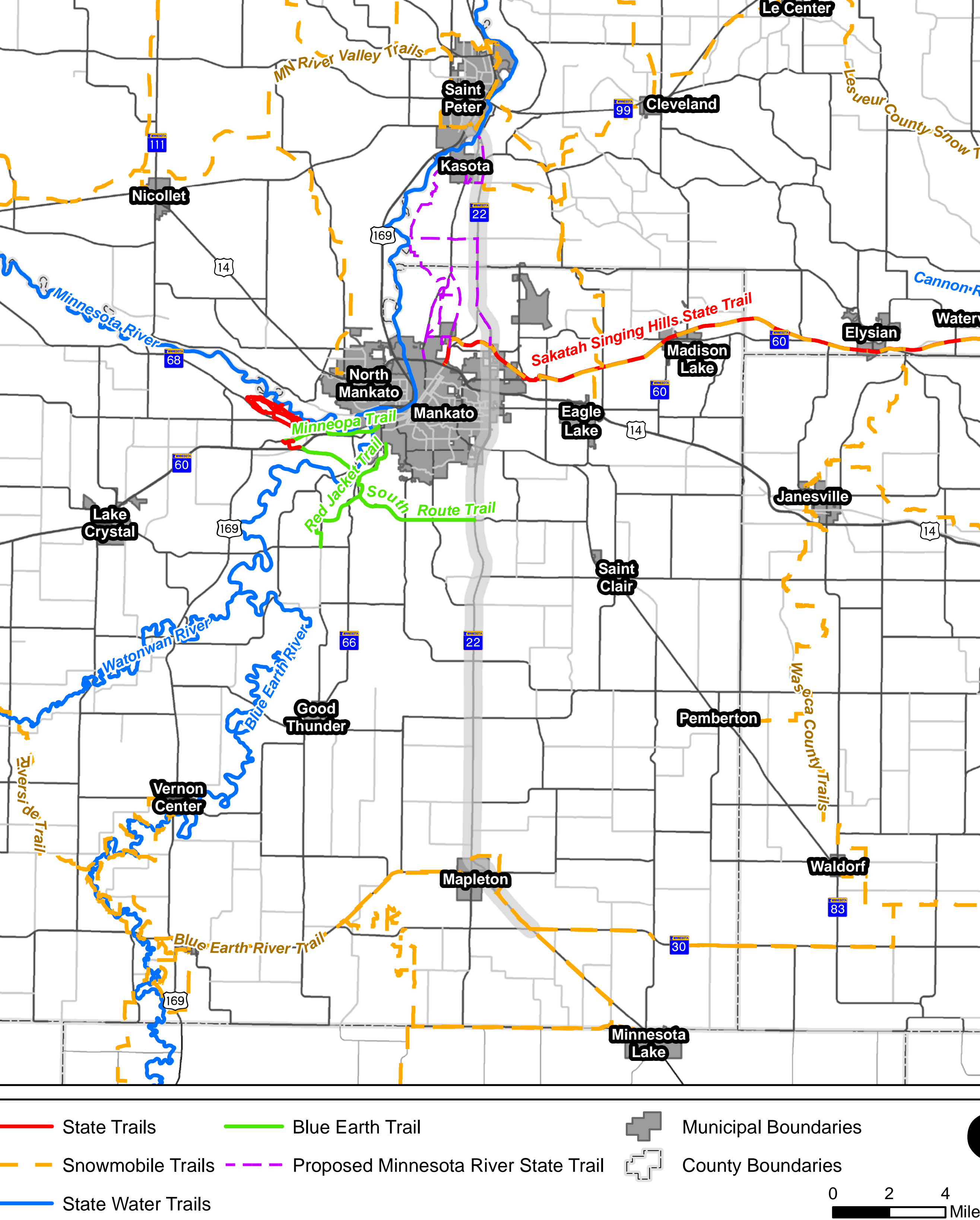
Natural Resources



Social & Cultural Resources



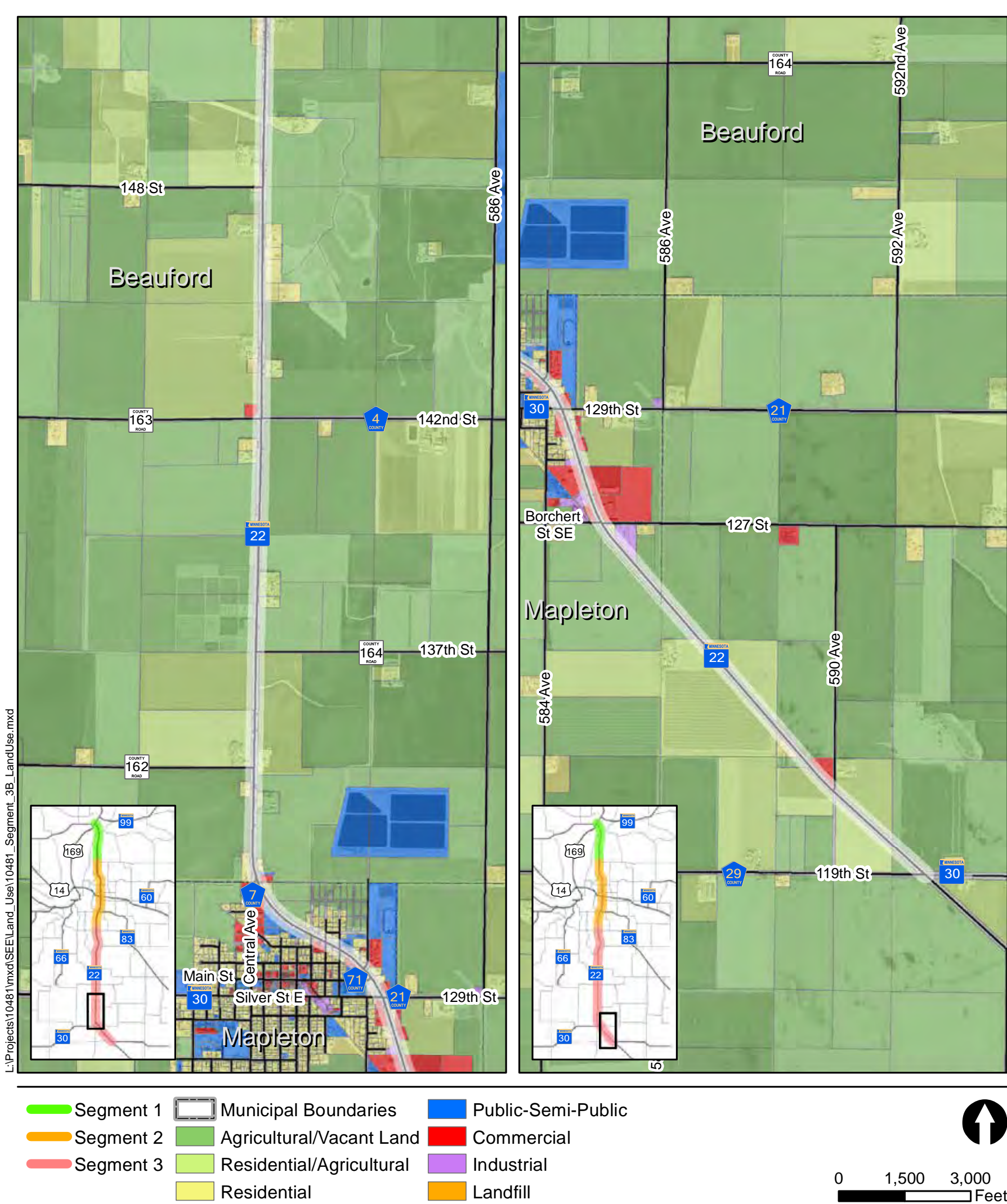
Multimodal



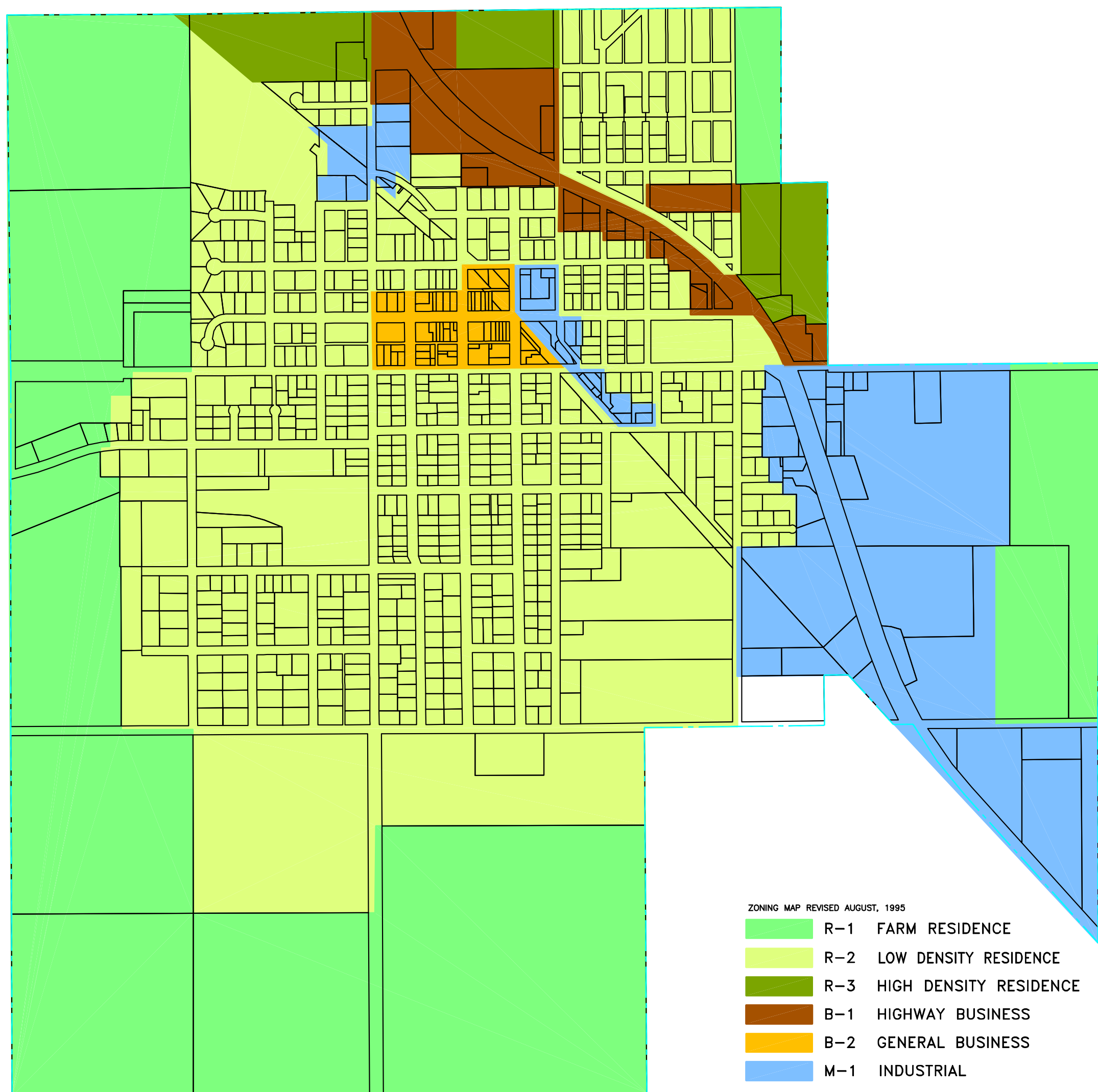


# Segment 3B

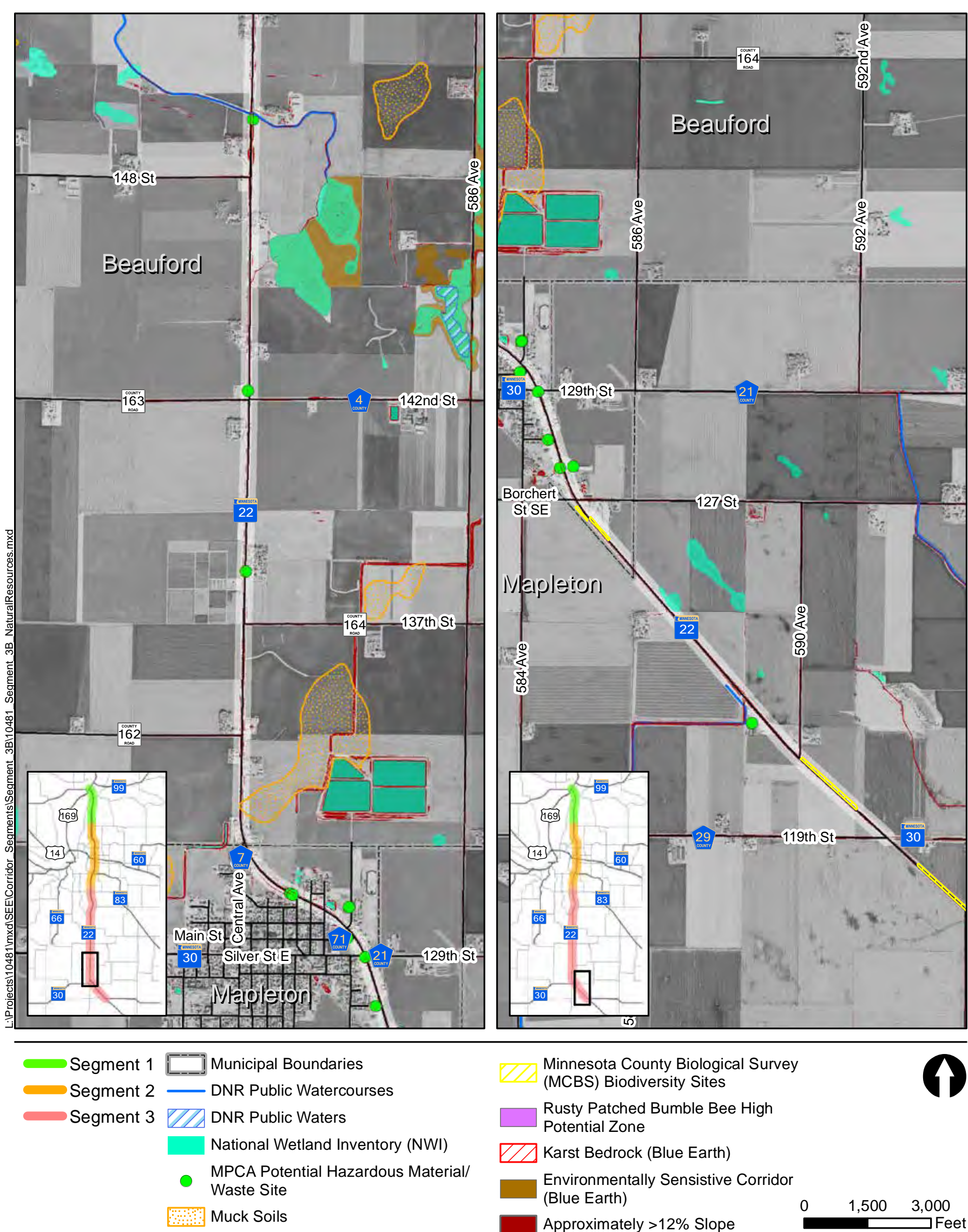
## Existing Land Use



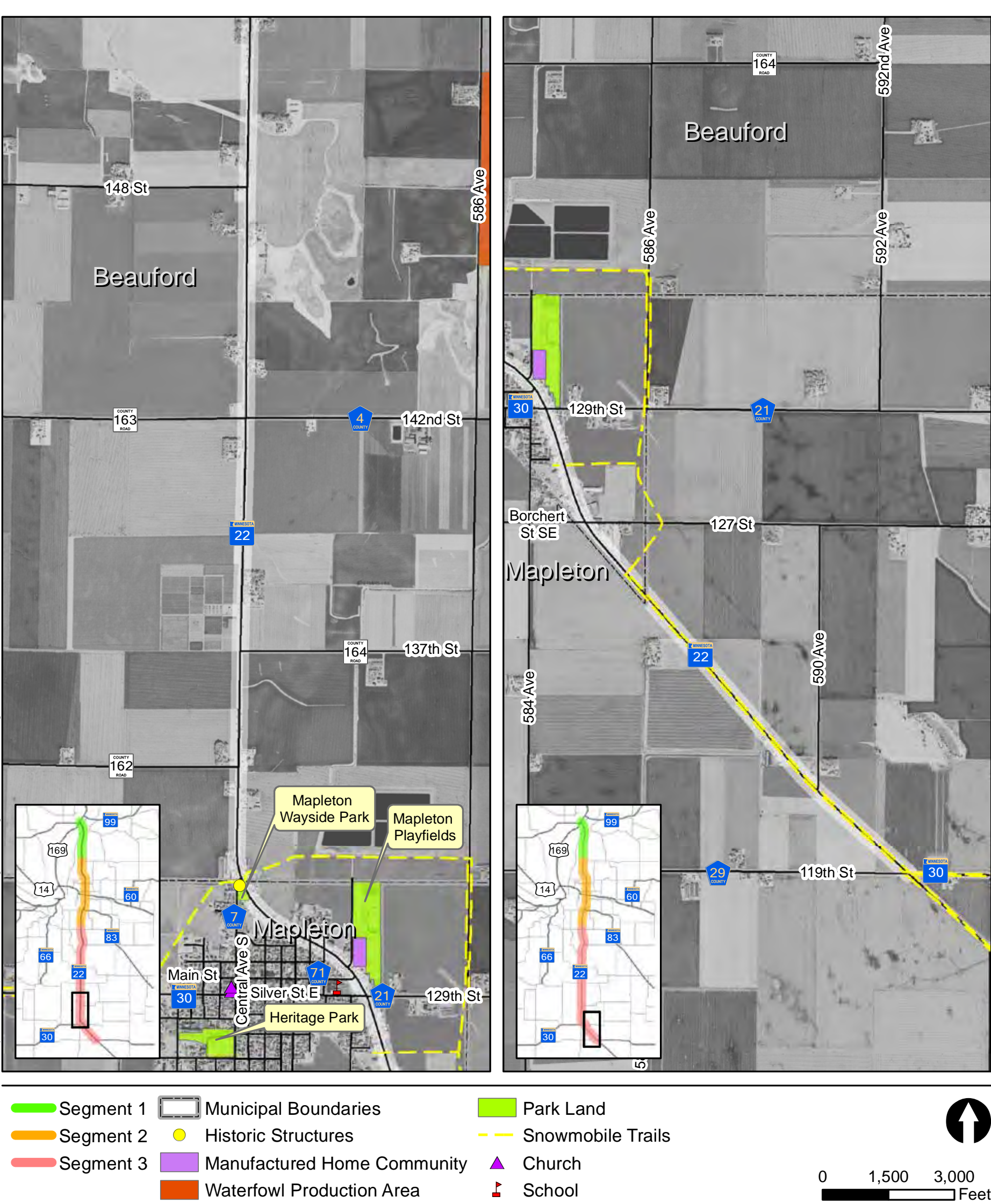
## Future Land Use - Mapleton



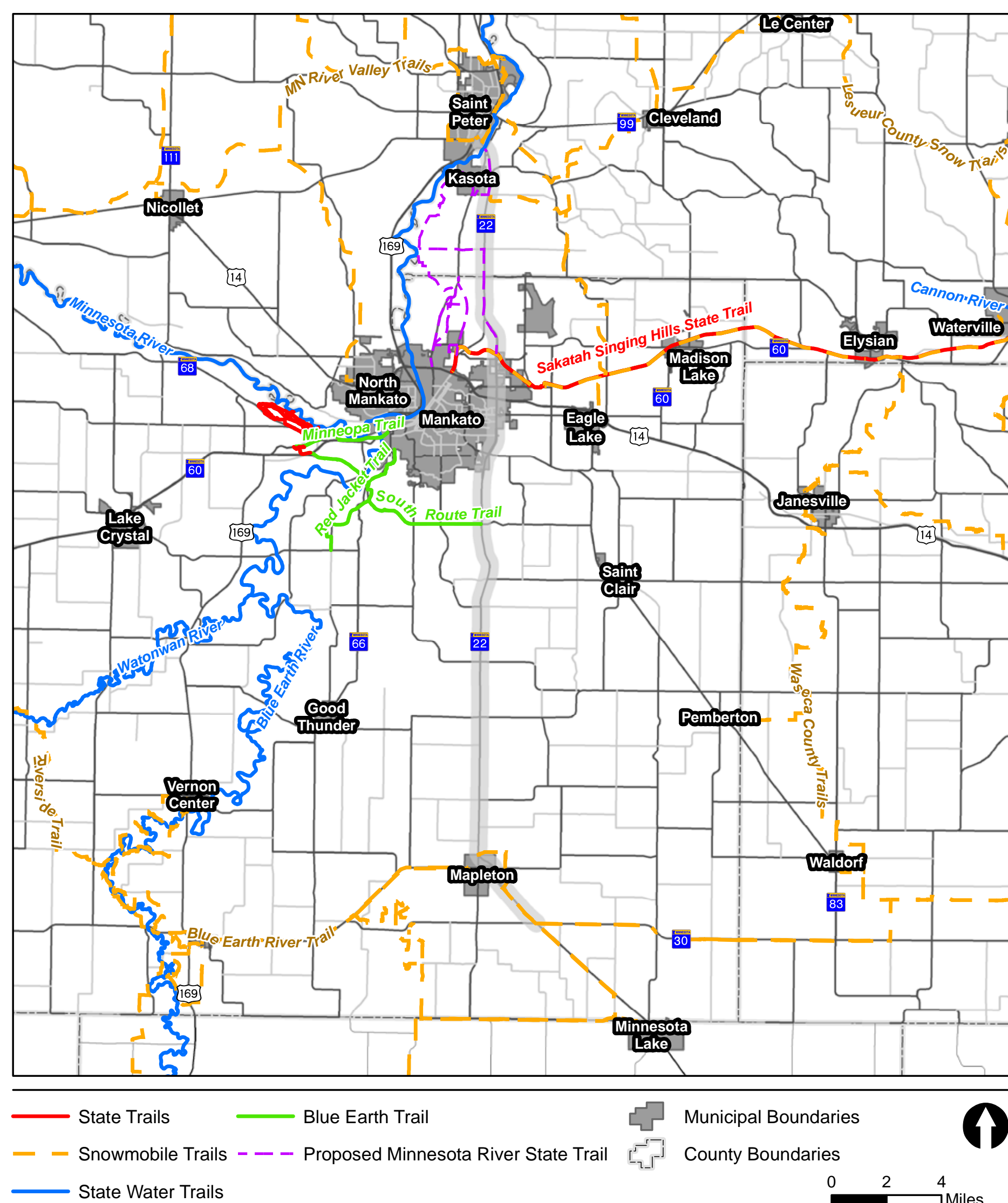
## Natural Resources



## Social & Cultural Resources

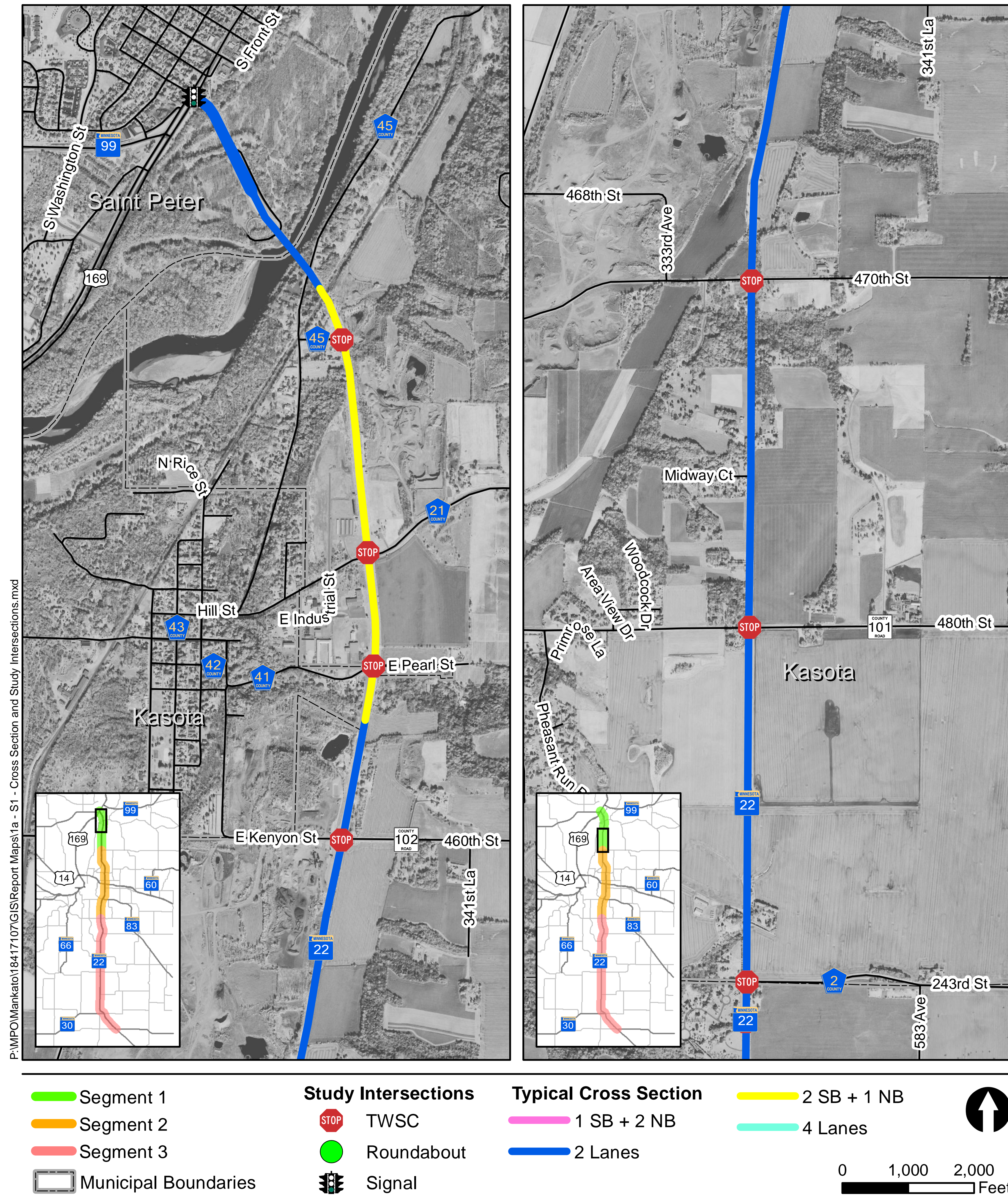


## Multimodal

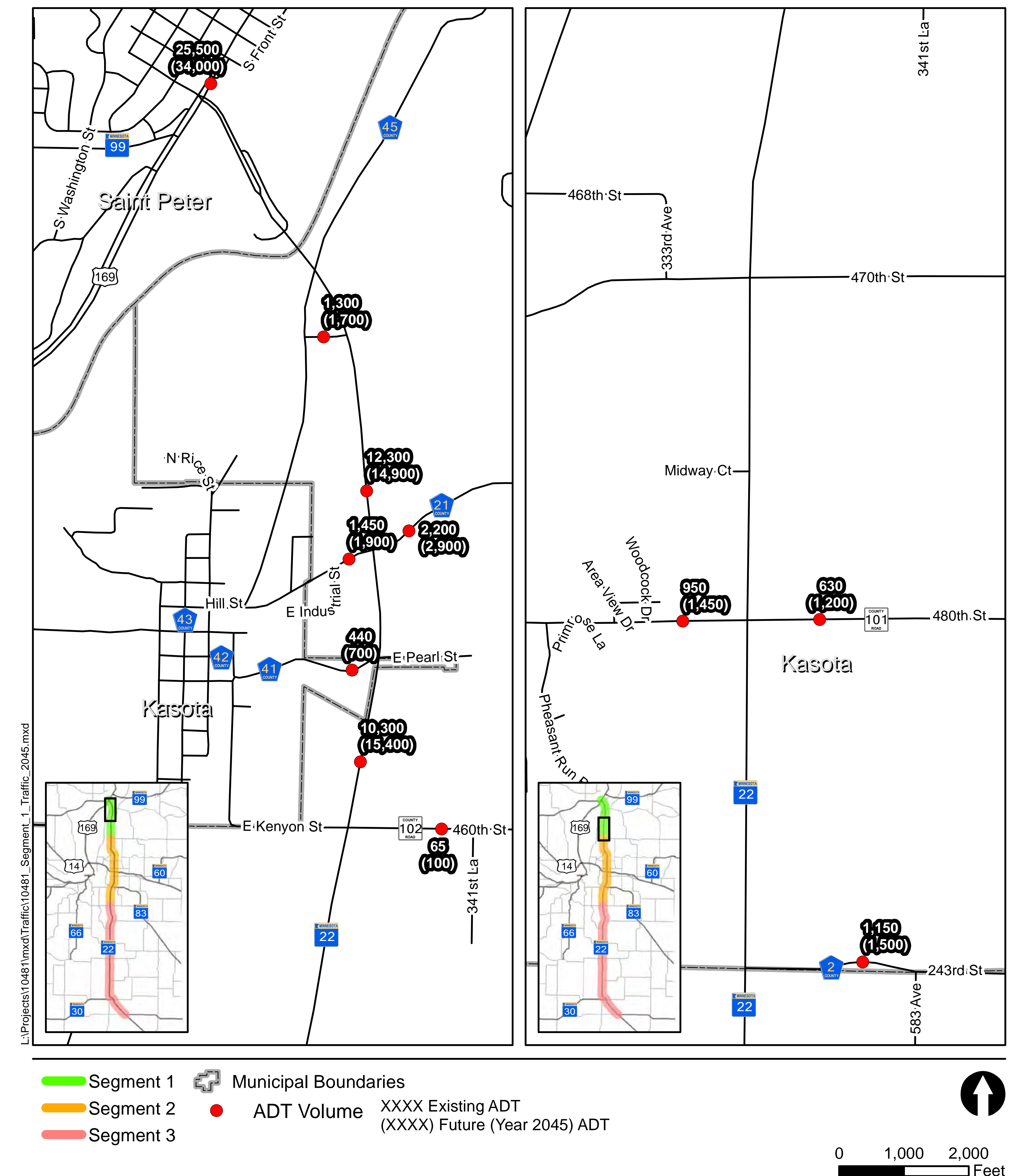




## Existing Roadway Characteristics

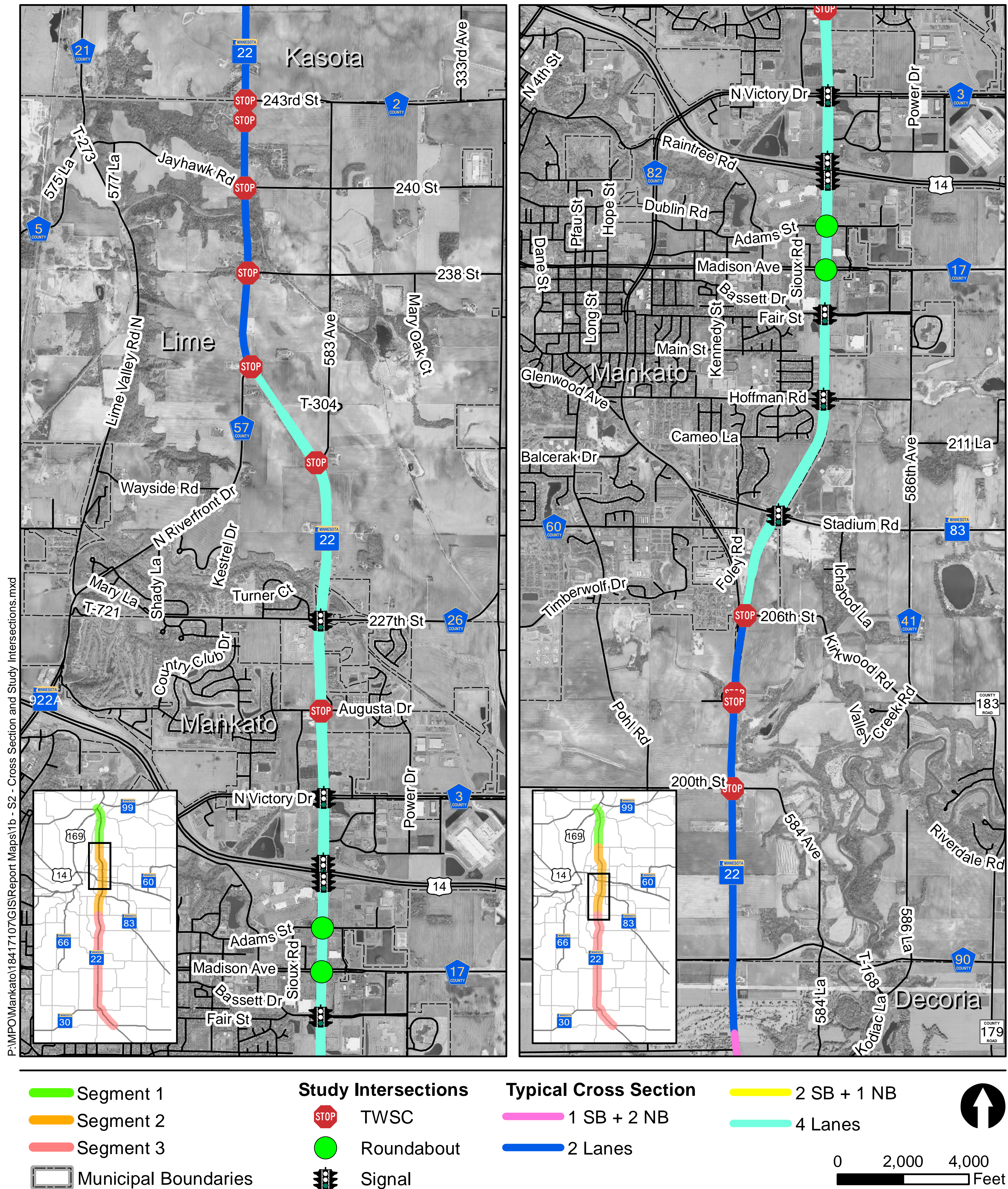


## Existing and 2045 Forecast Volumes

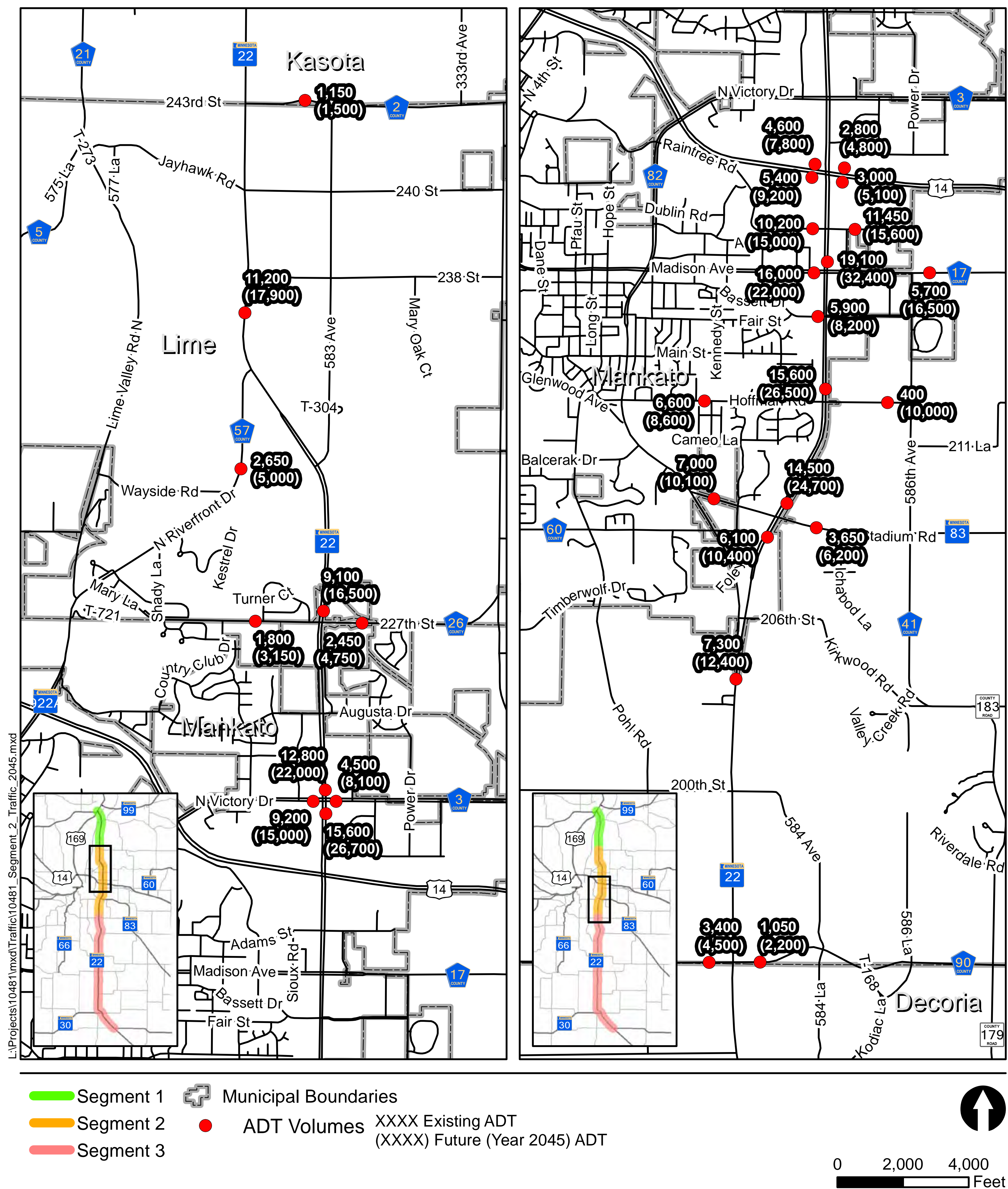




Existing Roadway Characteristics

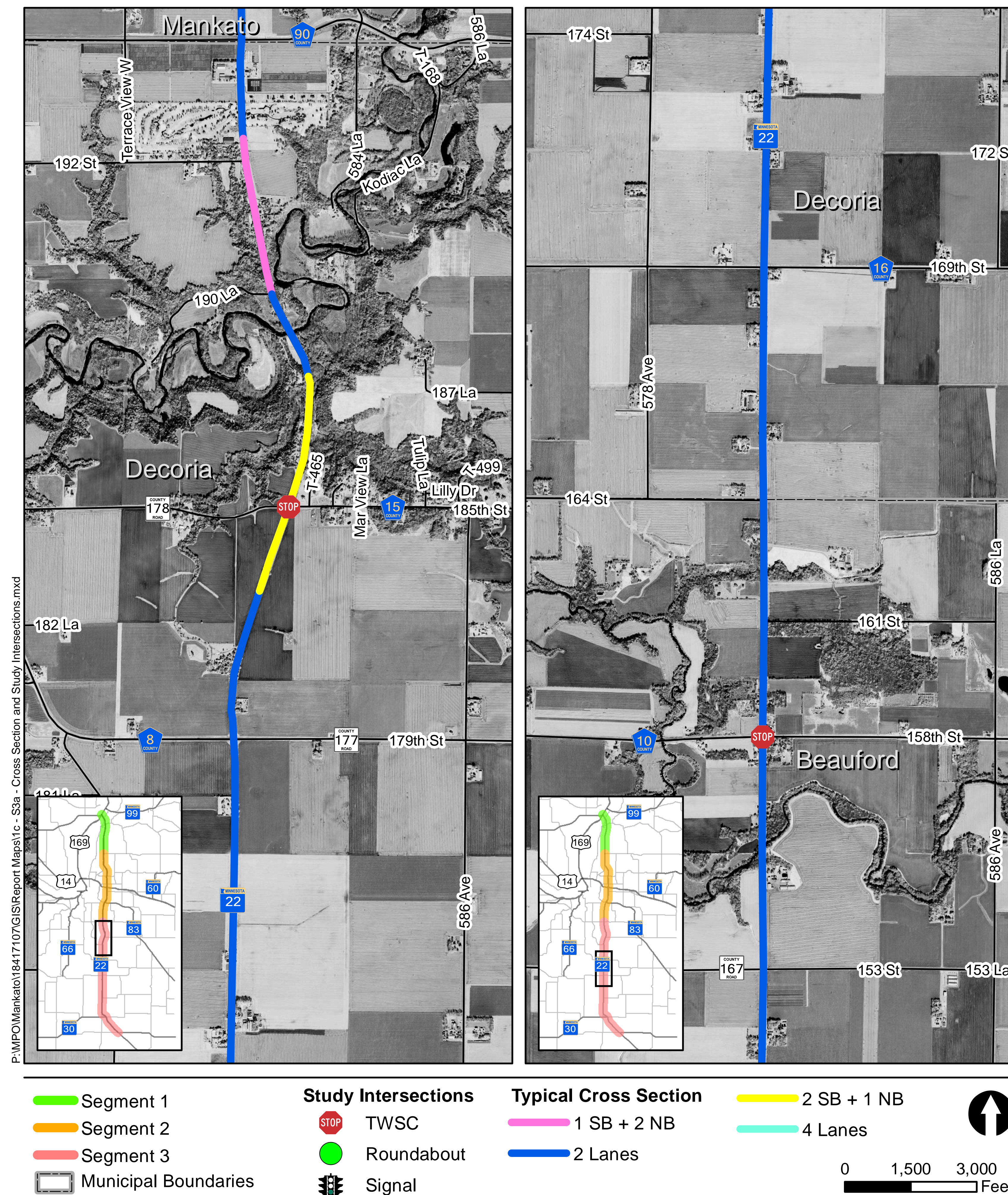


Existing and 2045 Forecast Volumes

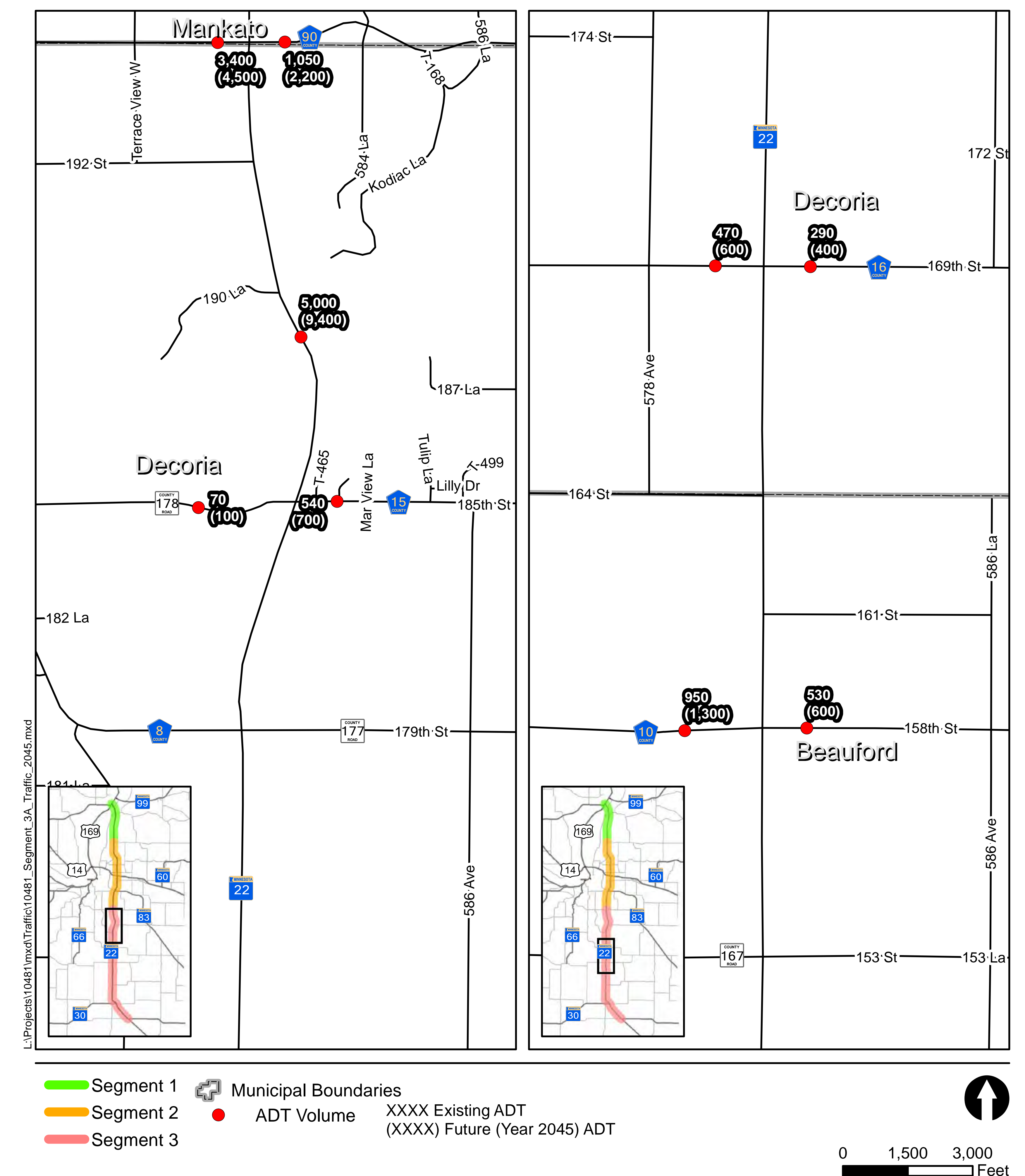




## Existing Roadway Characteristics

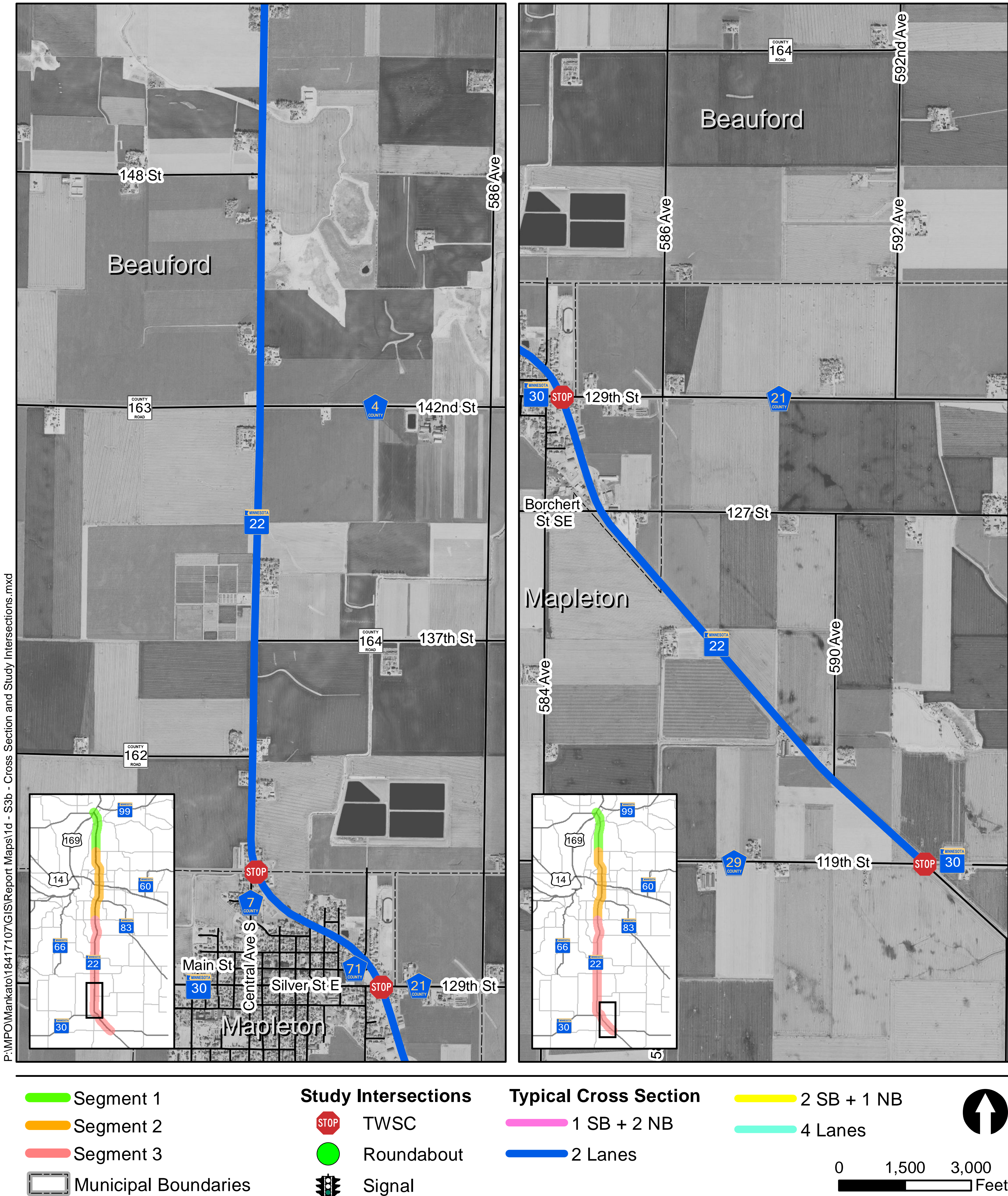


## Existing and 2045 Forecast Volumes

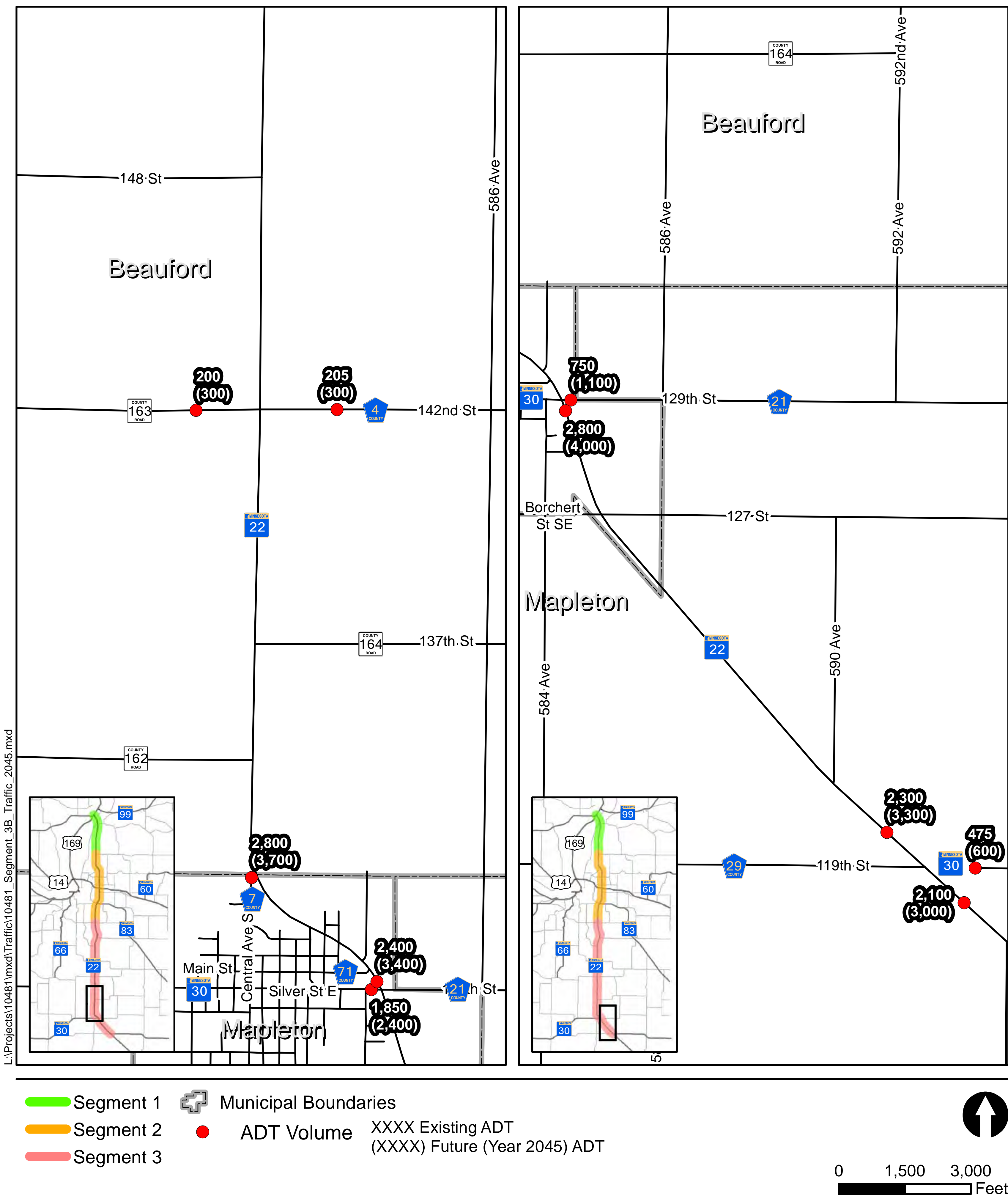




Existing Roadway Characteristics



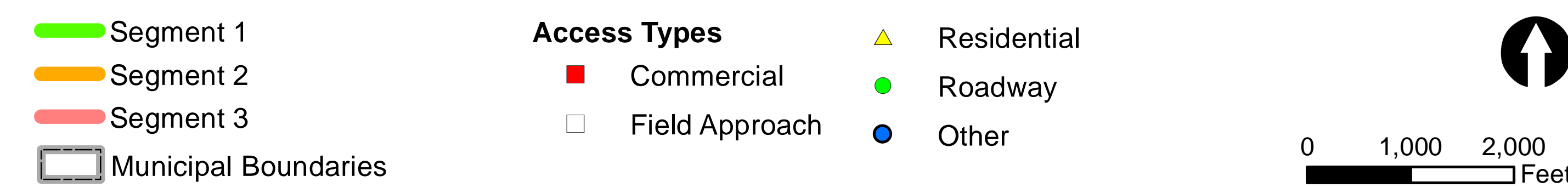
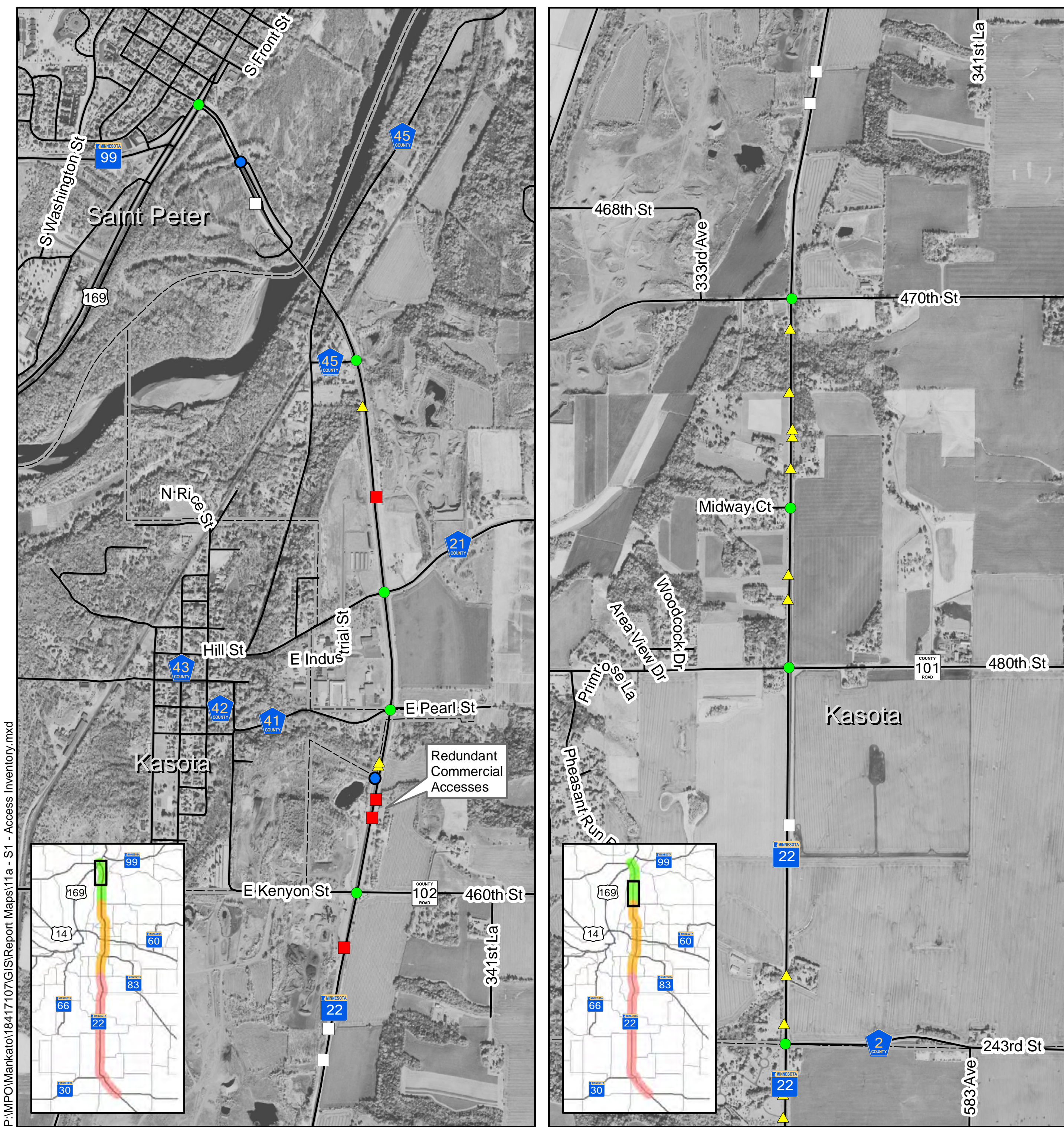
Existing and 2045 Forecast Volumes



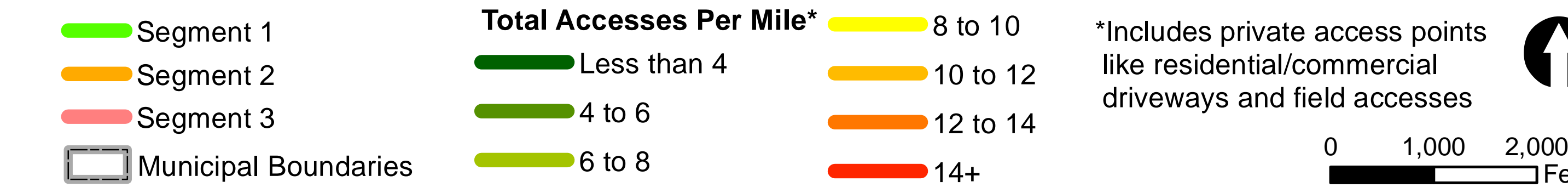
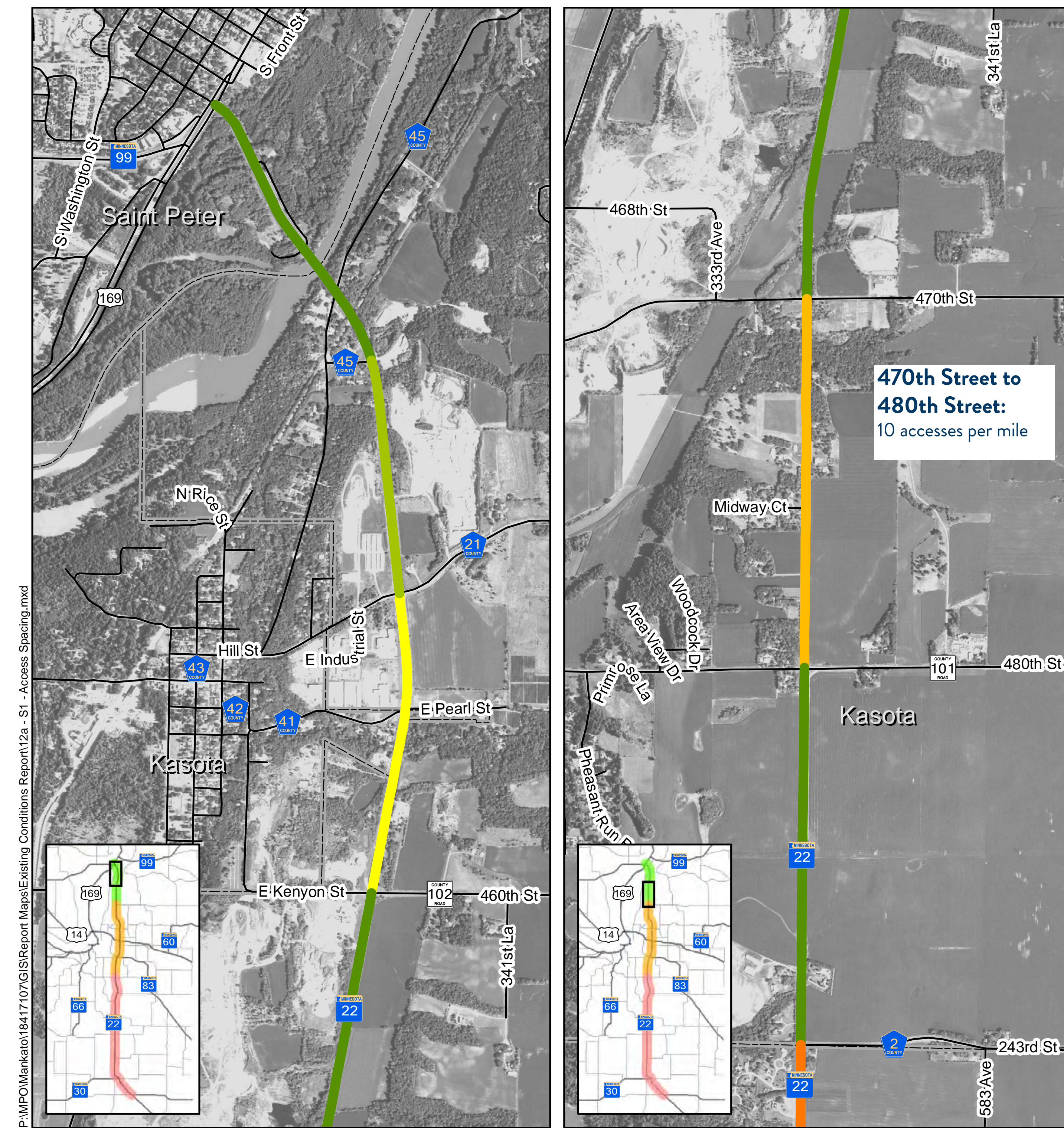


# Segment 1

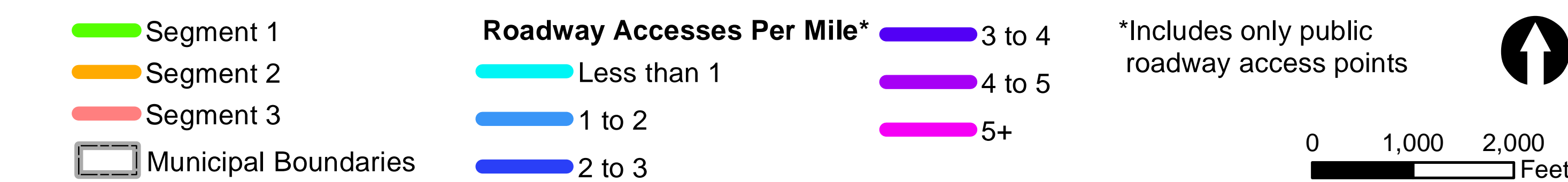
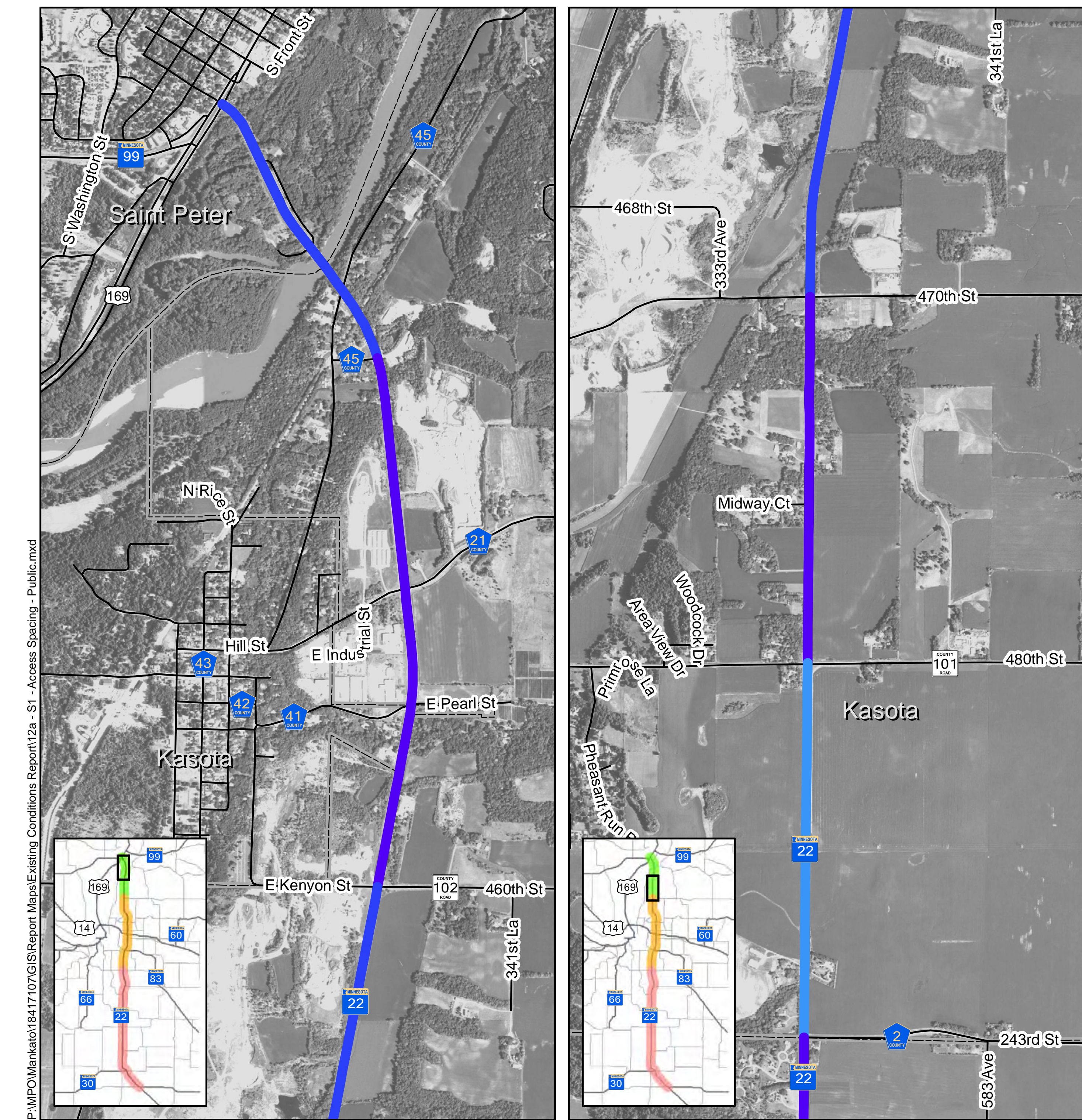
## Access Type



## Total Access Spacing

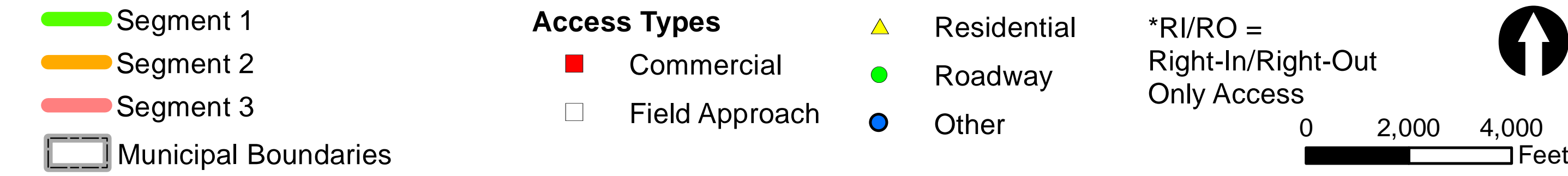
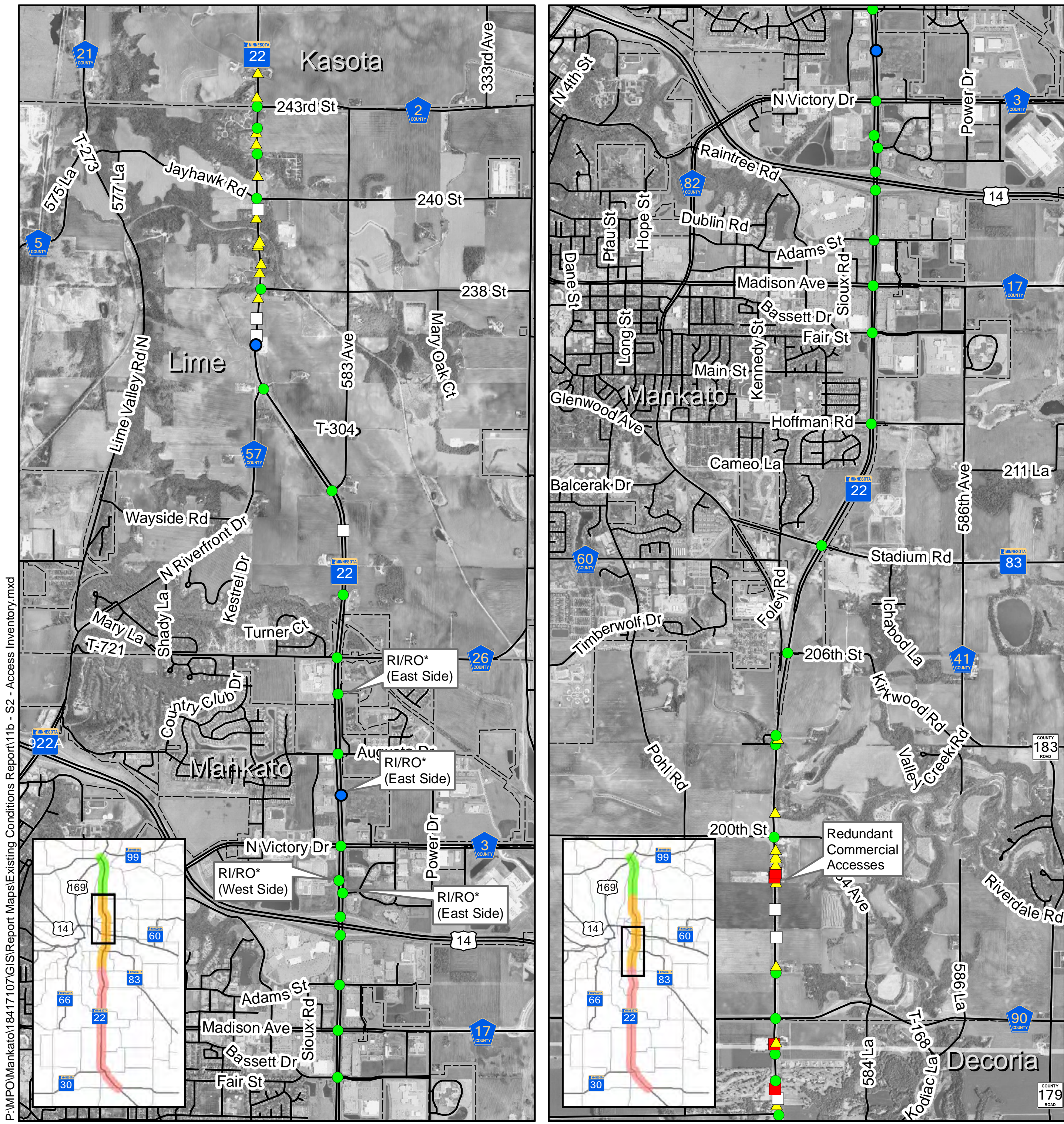


## Public Road Access Spacing

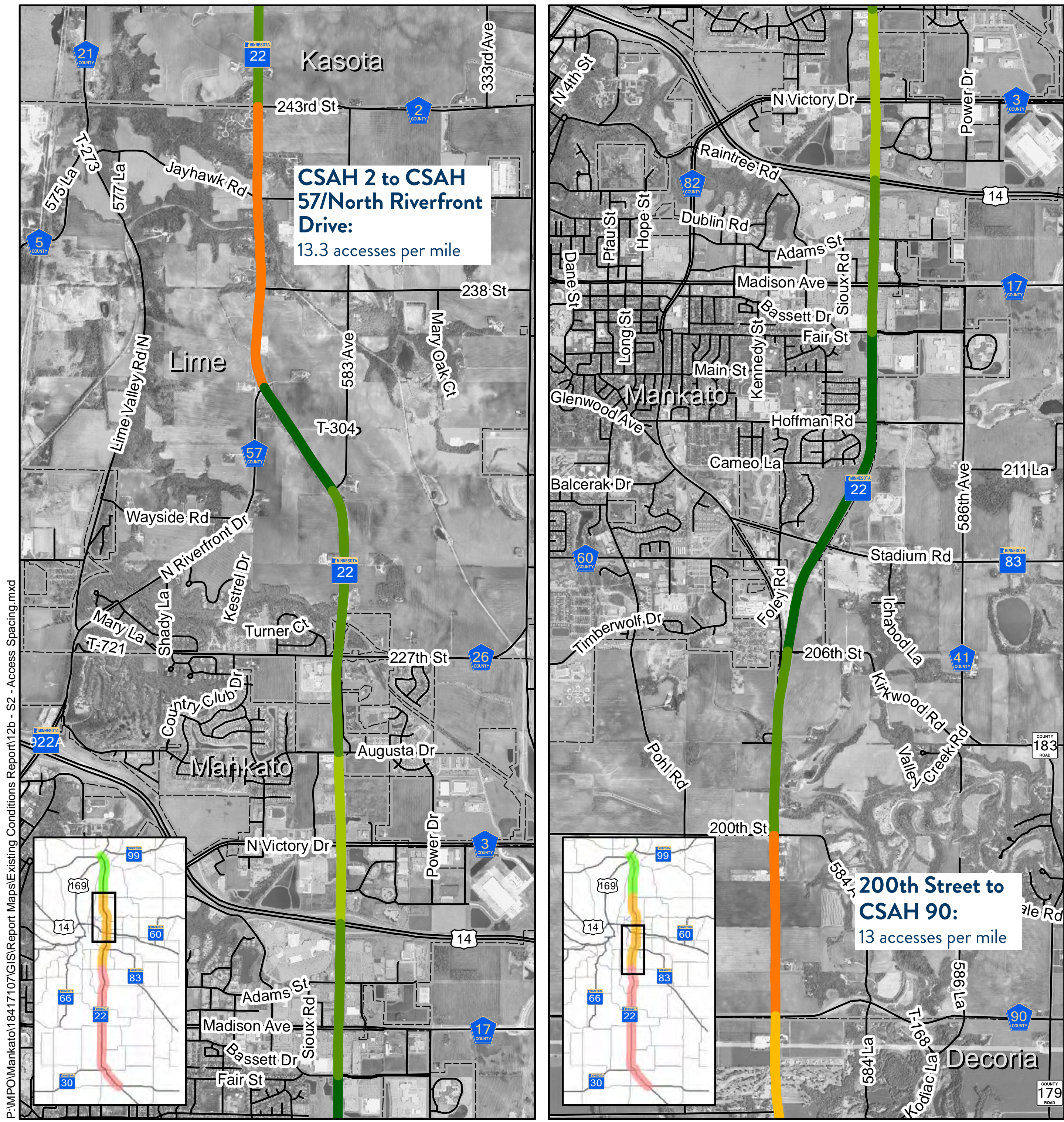




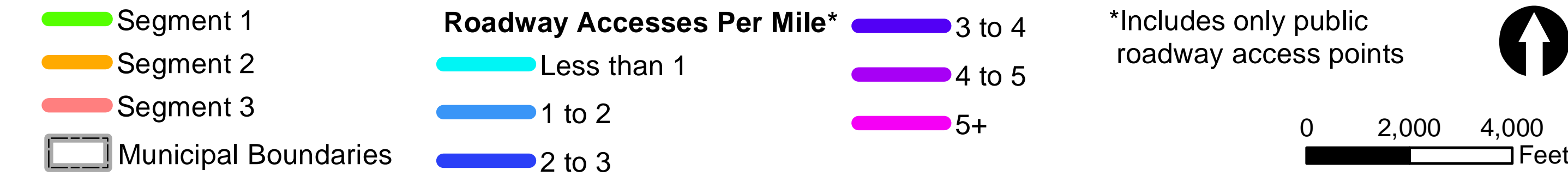
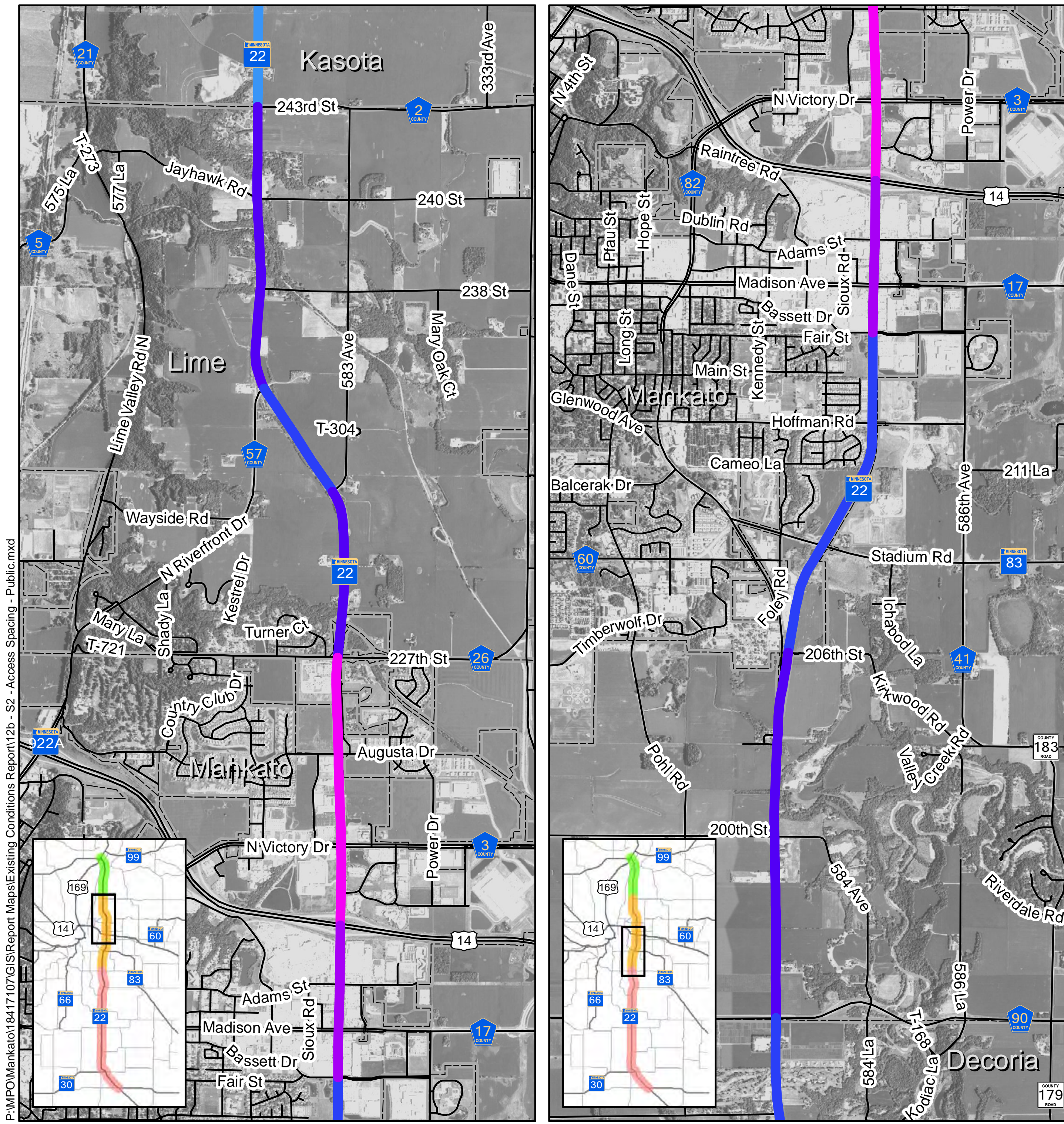
Access Type



Total Access Spacing



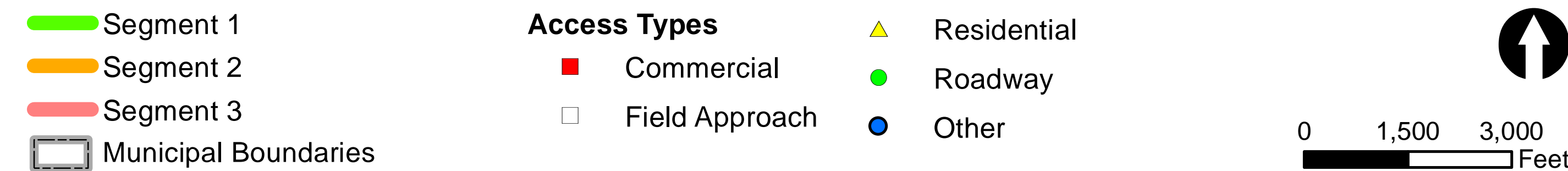
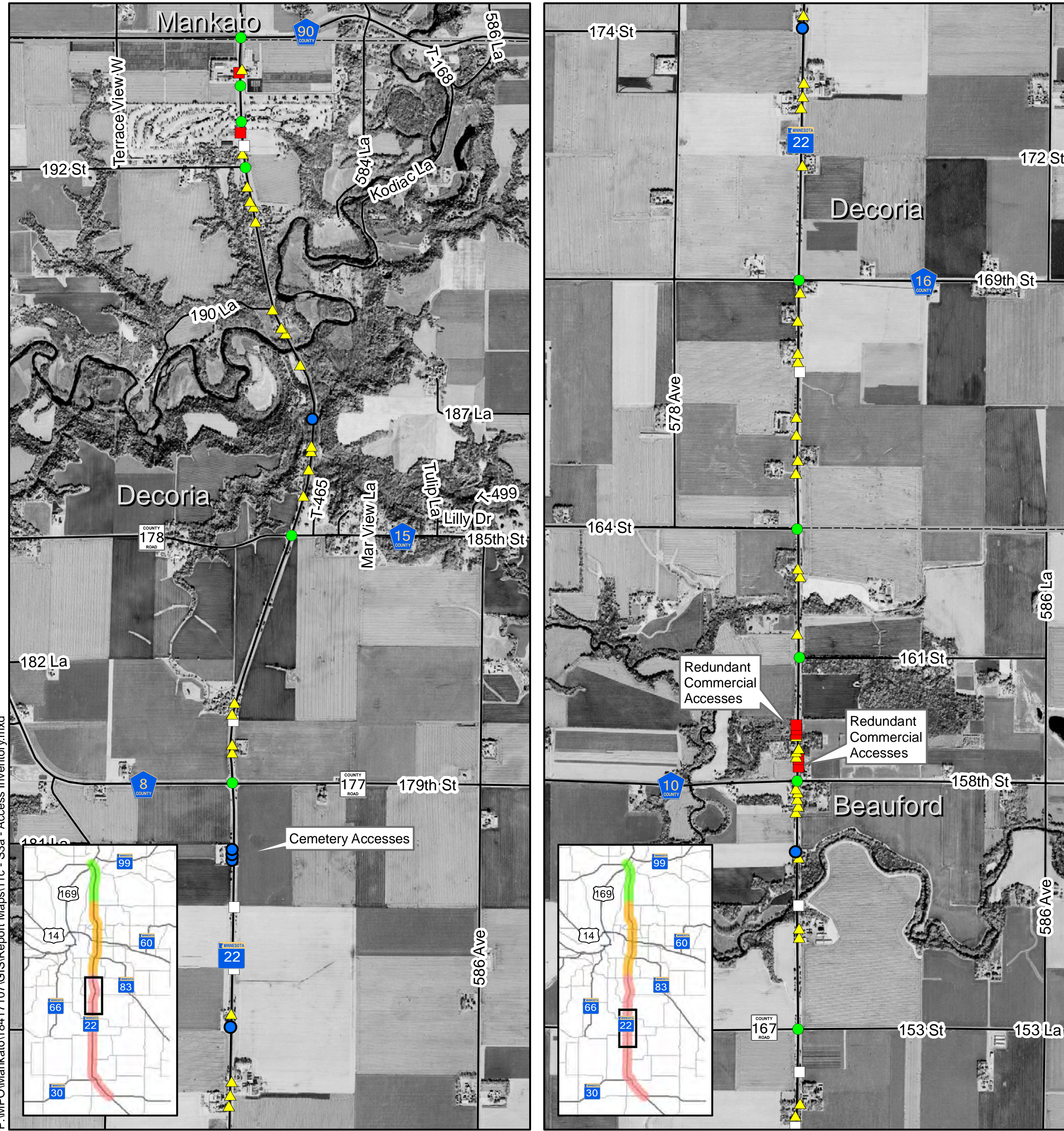
Public Road Access Spacing



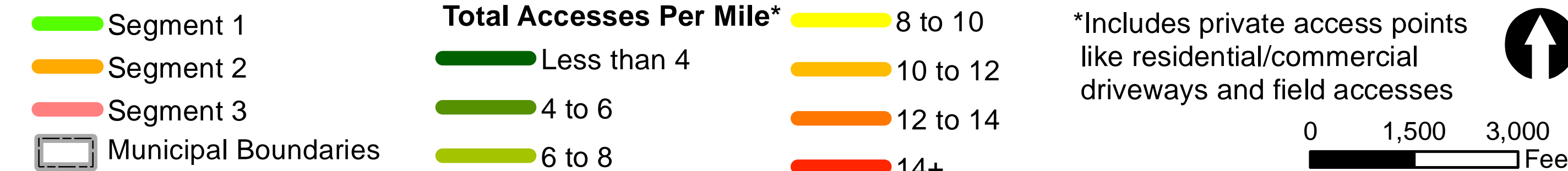
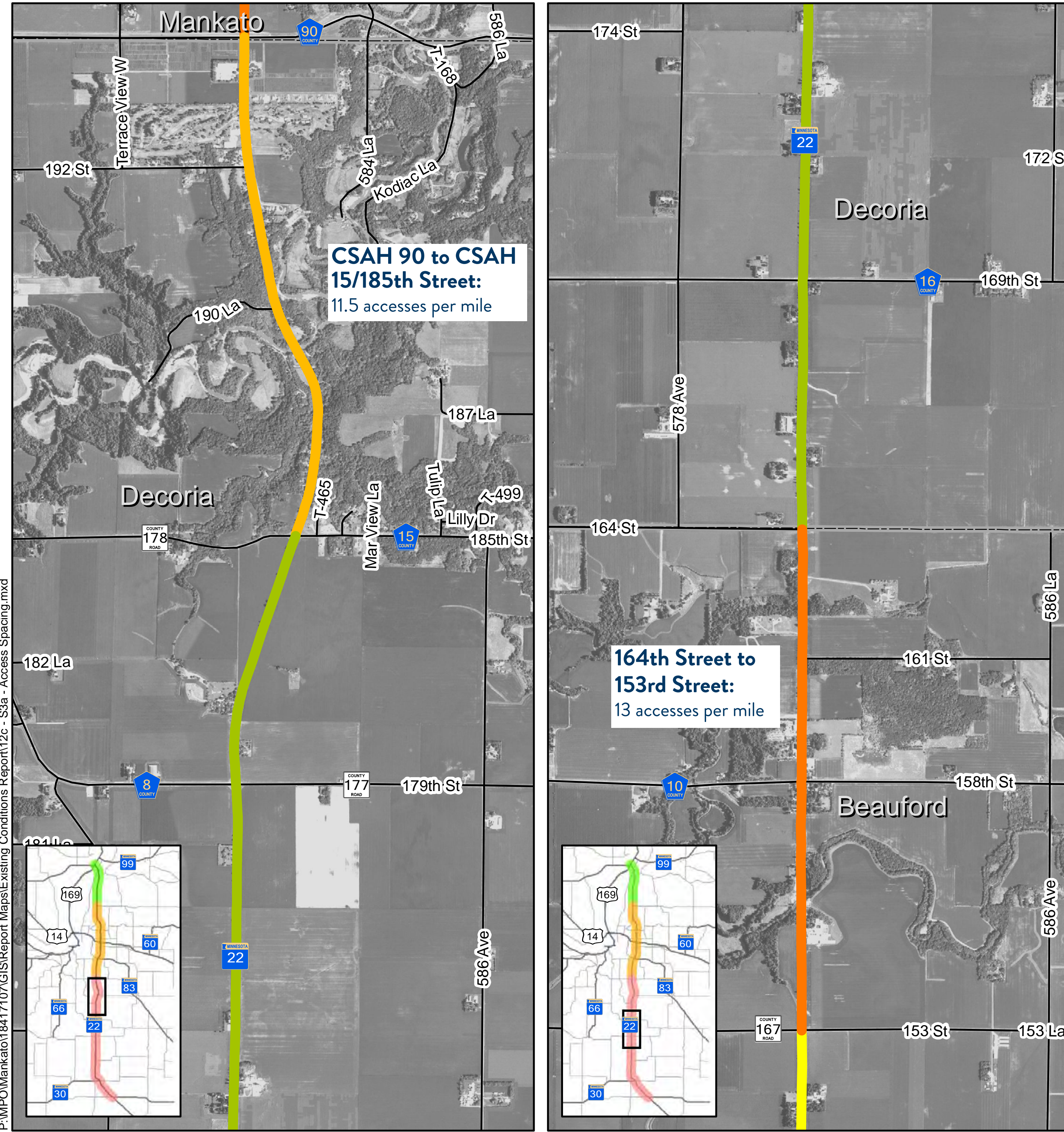


# Segment 3A

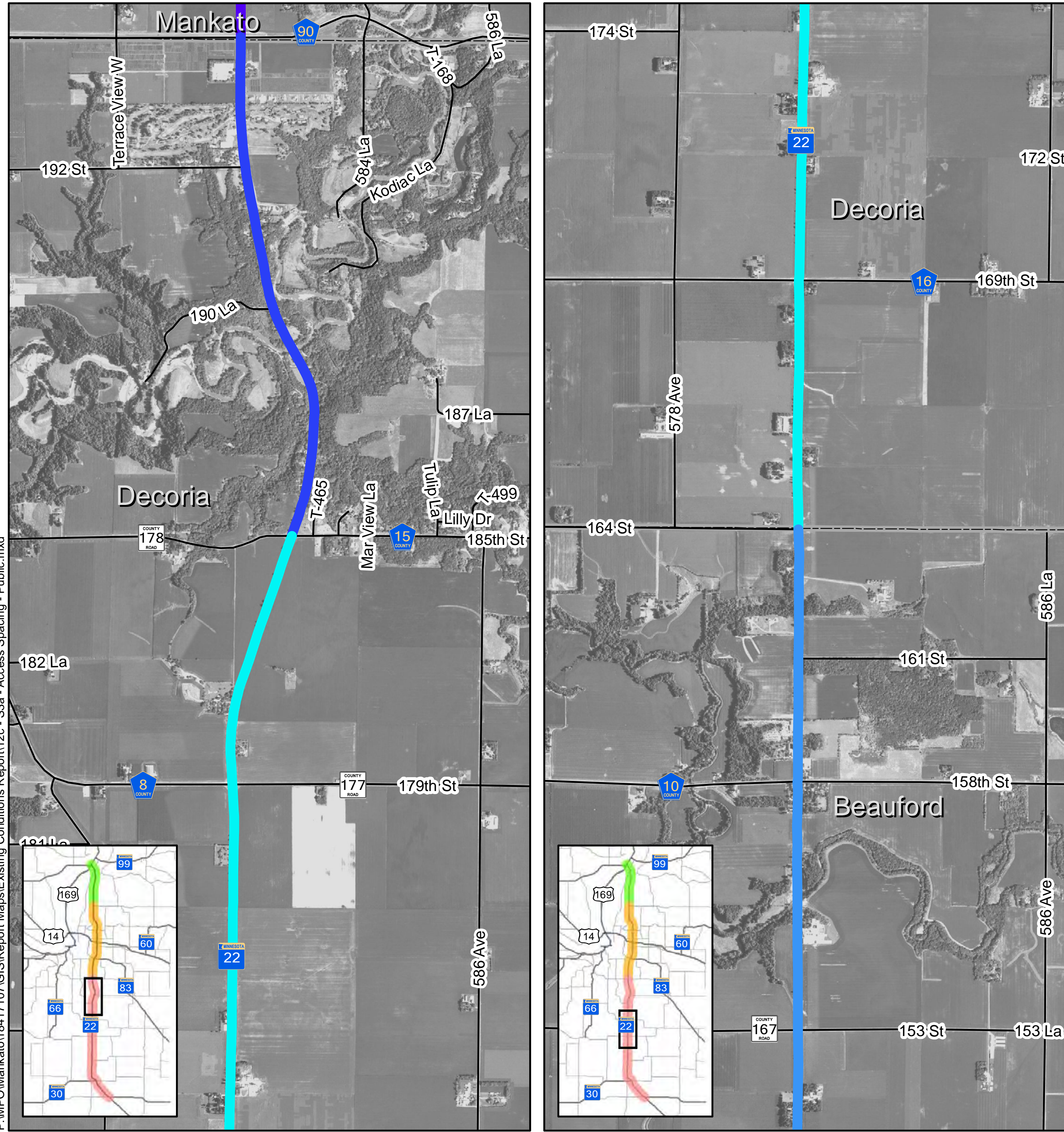
## Access Type



## Total Access Spacing



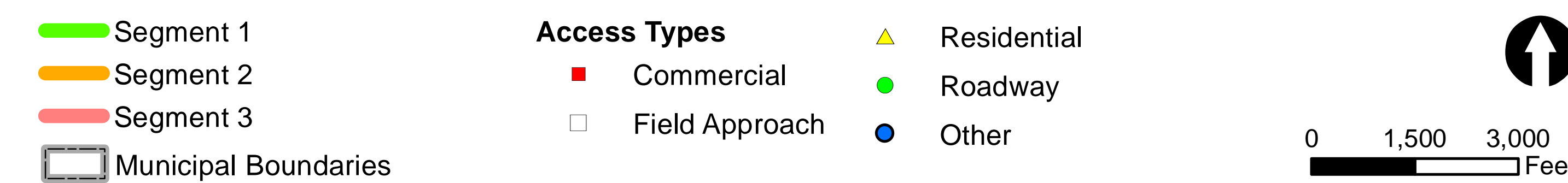
## Public Road Access Spacing



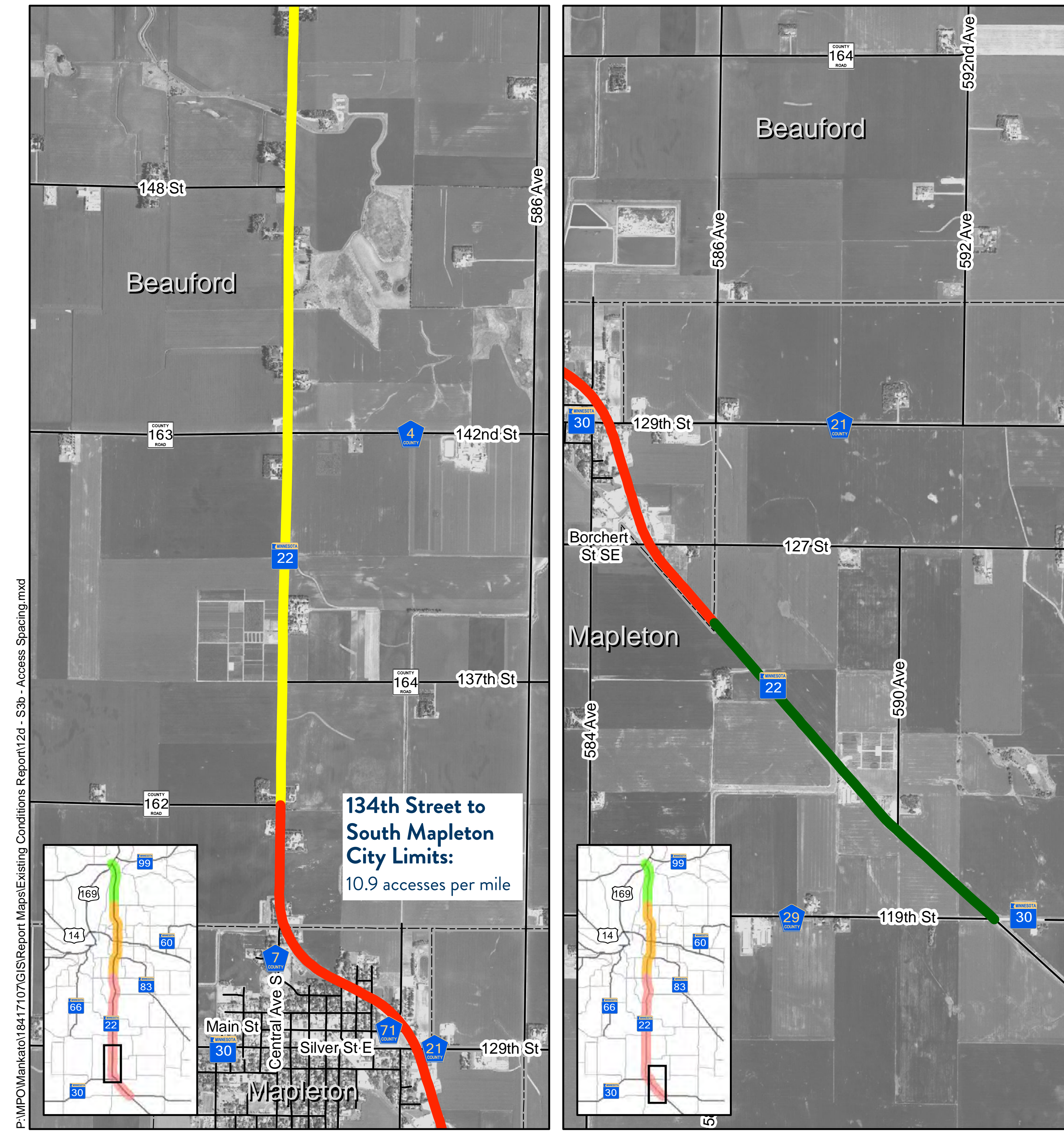


# Segment 3B

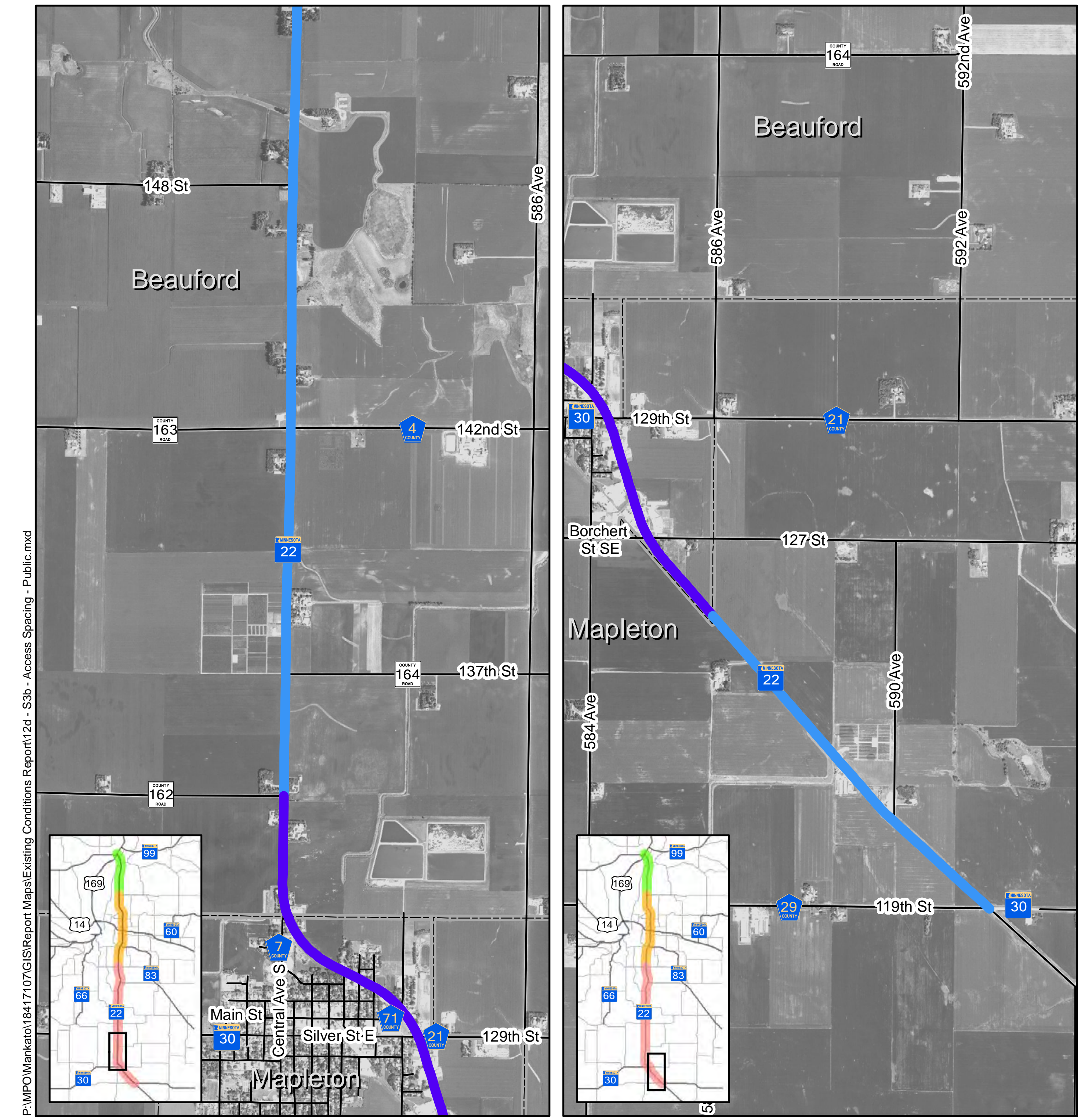
## Access Type



## Total Access Spacing

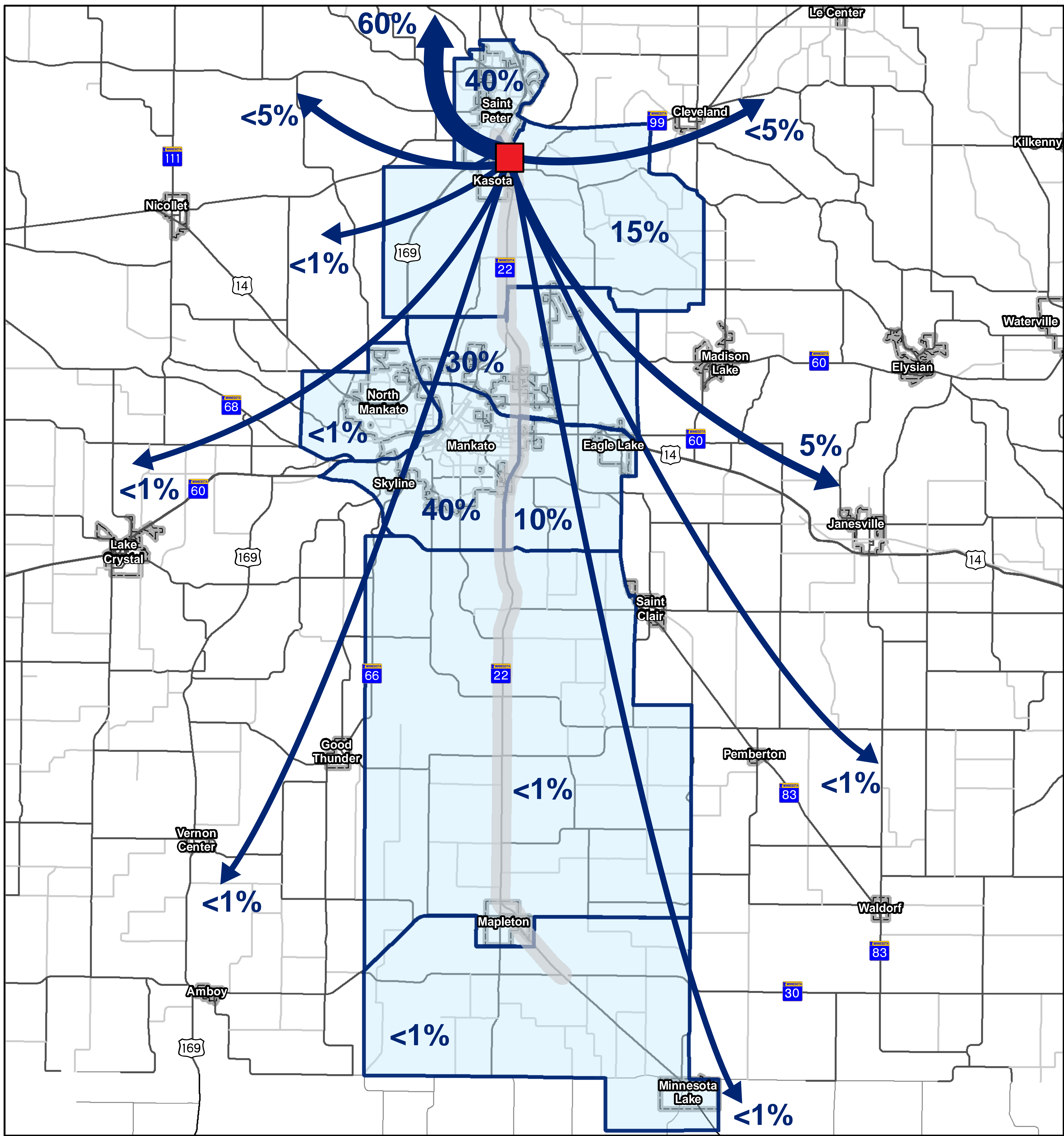


## Public Road Access Spacing





Origin-Destination Analysis



Origin and Destination Zones: Segment 1

Analysis Point
  Origin and Destination Zone
 % = Trips To or From Analysis Point
Regional to Regional (Pass Through) Trips = <5%

0 2 4 Miles

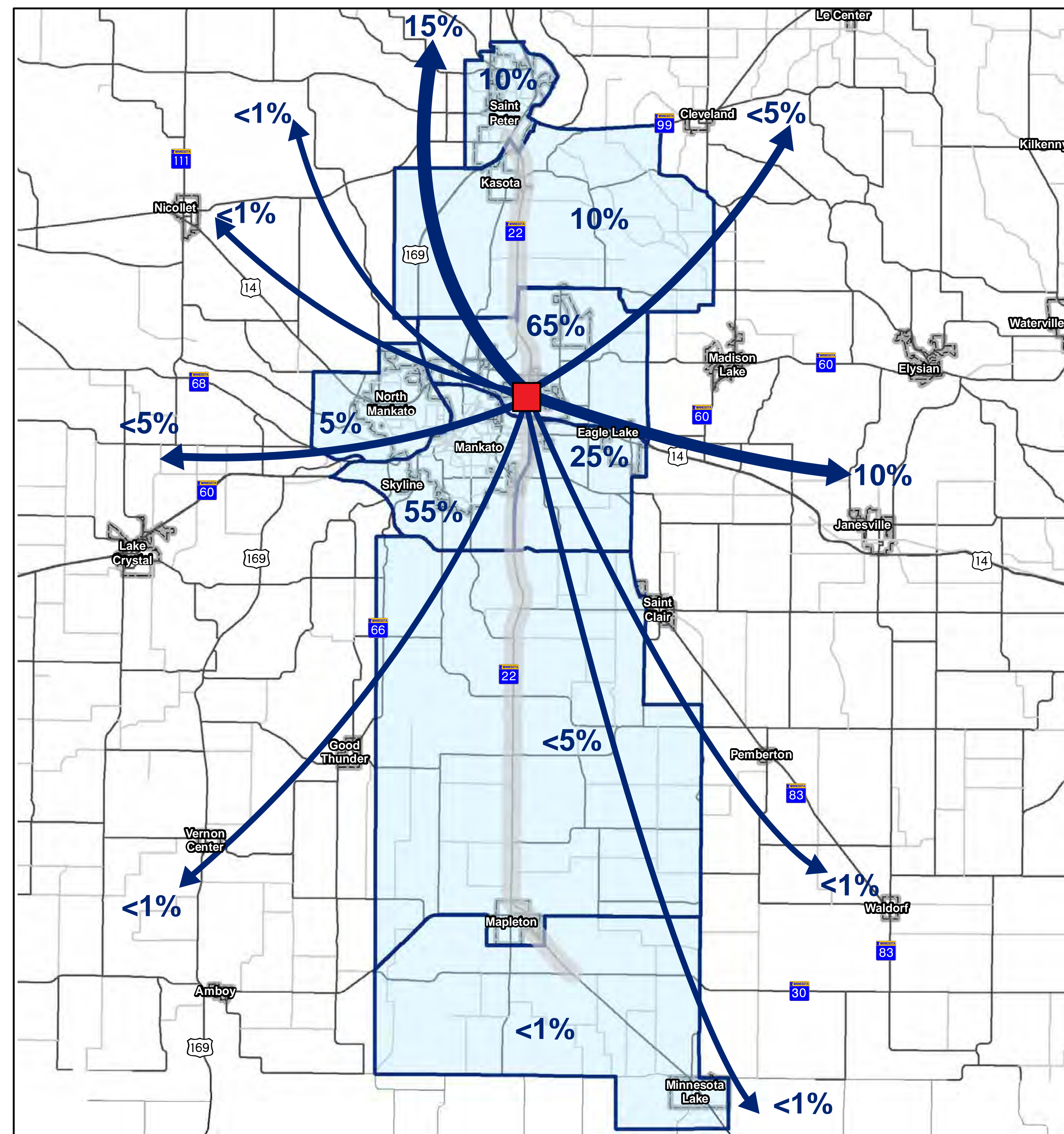
Key Highlights

- Local to local travel makes up the highest percentage of trips.
- Travel patterns remain the same on the weekend vs weekday.
- High percentage of commuter and recreational travel between Mankato. and St. Peter.
- Pass through travel accounts for less than 5% of all trips.





## Origin-Destination Analysis North of US 14

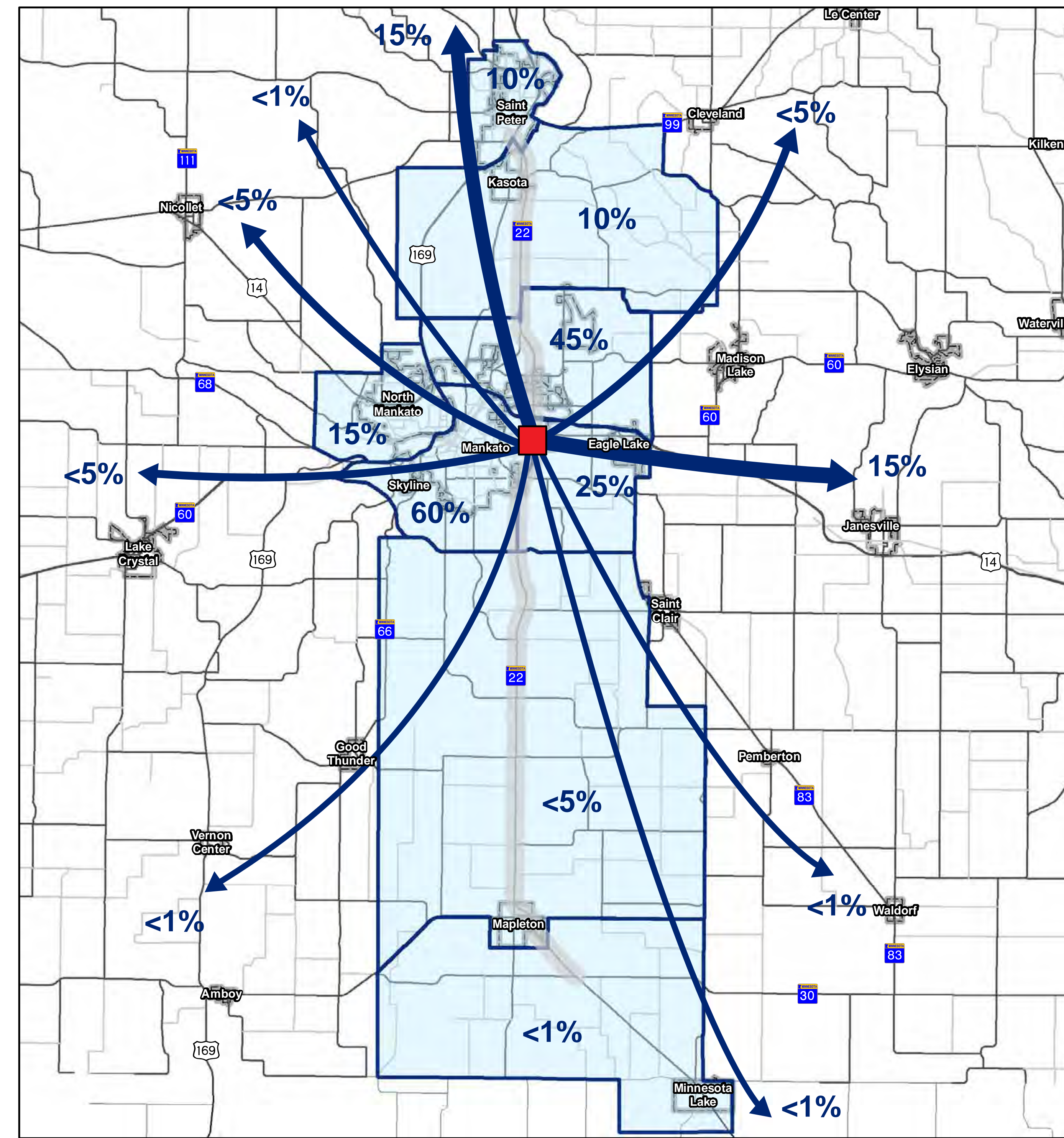


Origin and Destination Zones: Segment 2 North of US 14

■ Analysis Point  
■ = Trips To or From Analysis Point  
■ Origin and Destination Zone  
Regional to Regional (Pass Through) Trips = <5%

0 2 4 Miles

## Origin-Destination Analysis South of US 14

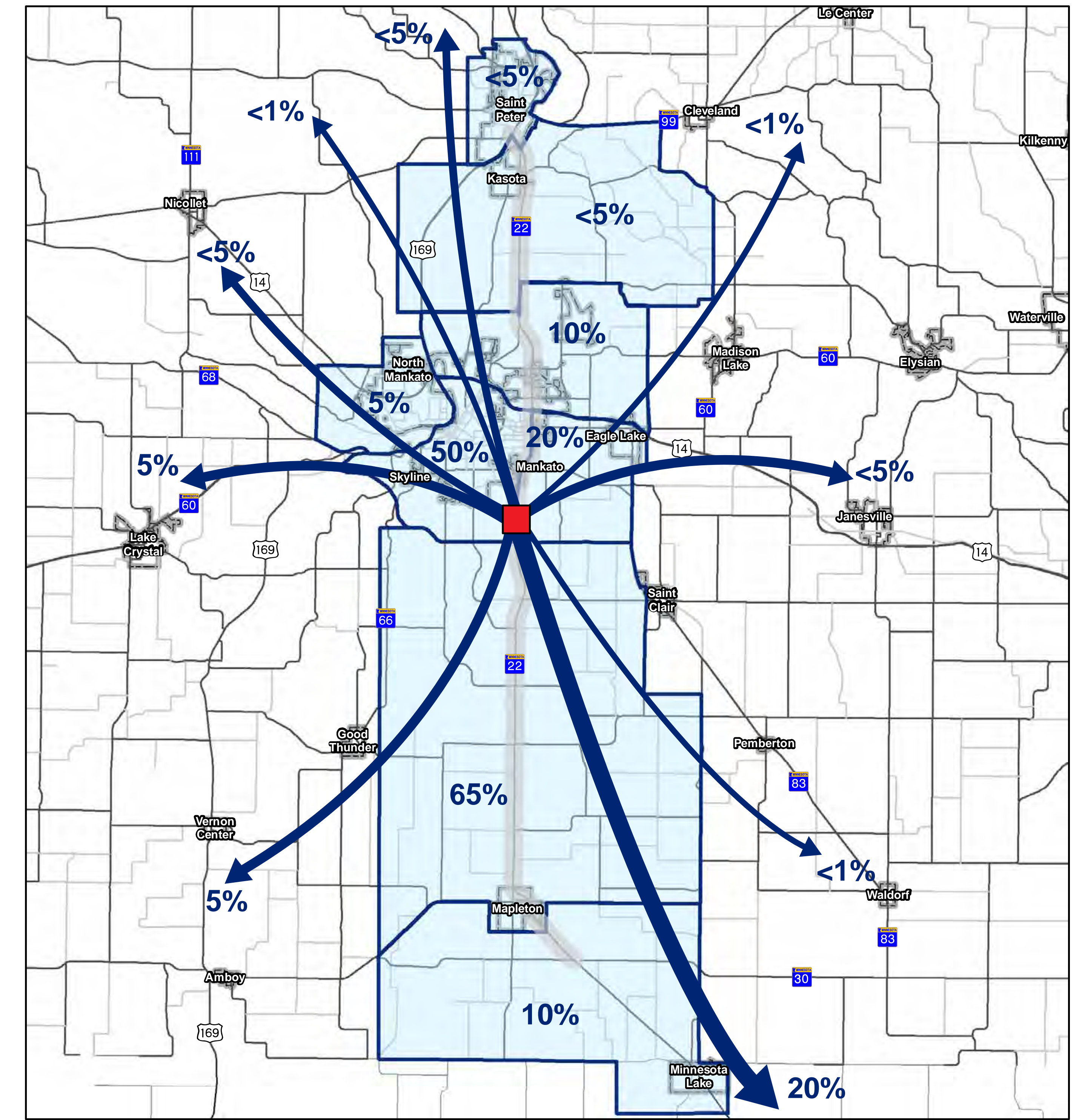


Origin and Destination Zones: Segment 2 South of US 14

■ Analysis Point  
■ = Trips To or From Analysis Point  
■ Origin and Destination Zone  
Regional to Regional (Pass Through) Trips = <5%

0 2 4 Miles

## Origin-Destination Analysis North of CR 90



Origin and Destination Zones: Segment 2 South End

■ Analysis Point  
■ = Trips To or From Analysis Point  
■ Origin and Destination Zone  
Regional to Regional (Pass Through) Trips = <5%

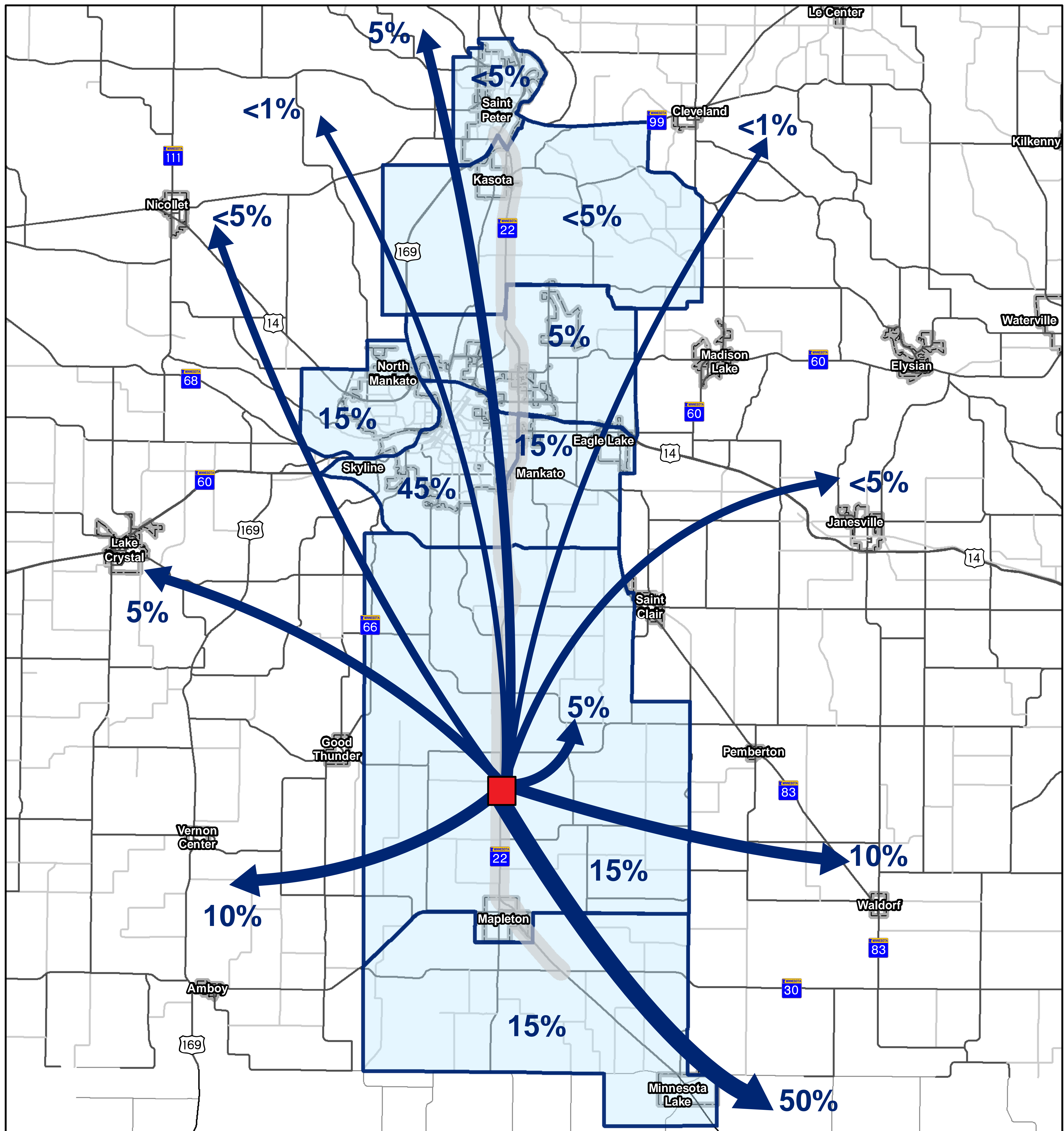
0 2 4 Miles

## Key Highlights

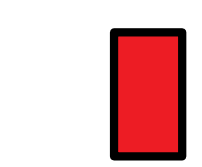
- Local to local travel makes up the highest percentage of trips.
- Travel patterns remain the same on the weekend vs weekday.
- High percentage of travel to Mankato from the south.
- In general, high percentage of commercial vehicles travel to Mankato via US 14.
- Pass through travel accounts for less than 5% of all trips.



# Origin-Destination Analysis

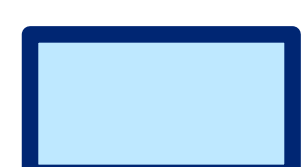


### Origin and Destination Zones: Segment 3



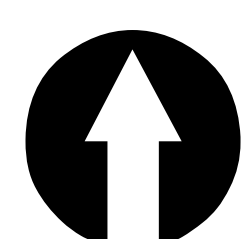
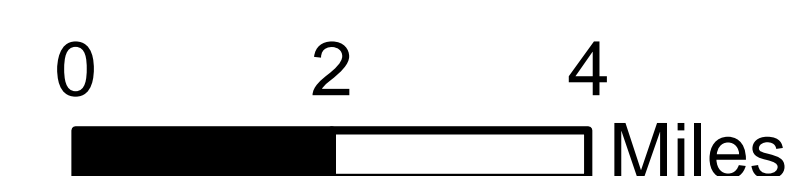
### Analysis Point

% = Trips To or From Analysis Point



### Origin and Destination Zone

Regional to Regional (Pass Through) Trips = 10%



## Key Highlights

- Local to local travel makes up the highest percentage of trips to/from the north.
- Travel patterns remain the same on the weekend vs weekday.
- High percentage of travel to Mankato from the south.
- Pass through travel accounts for approximately 10% of all trips.

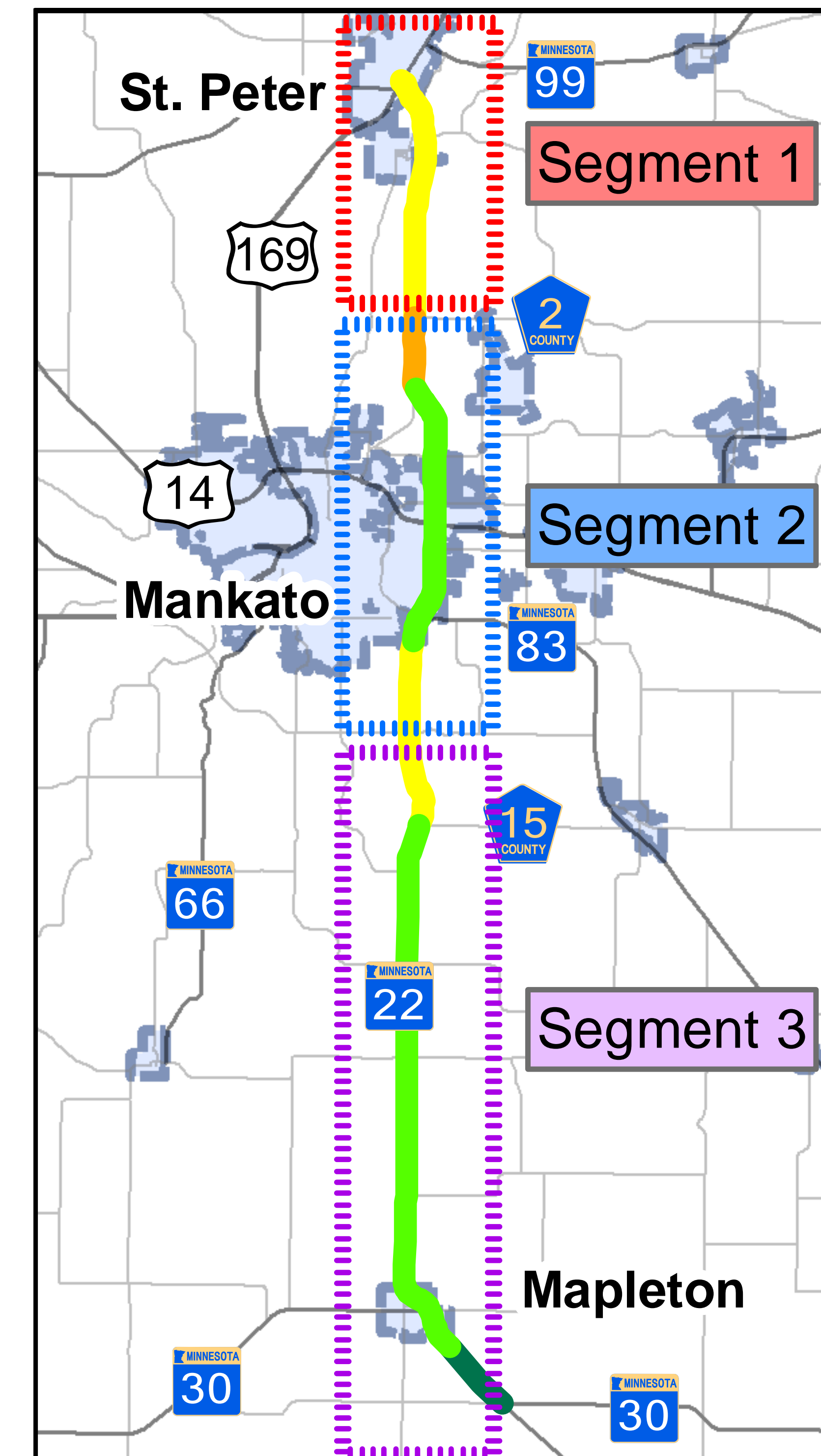


# Segment 1

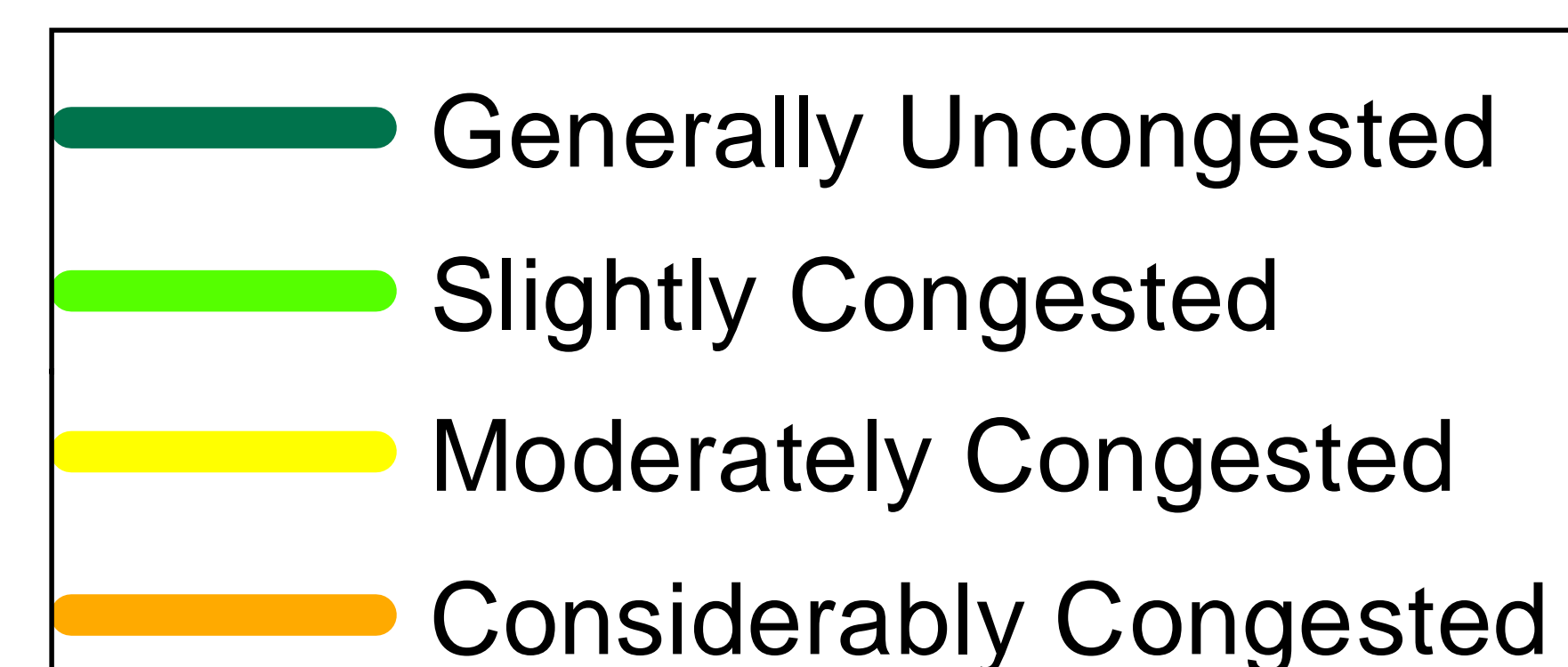
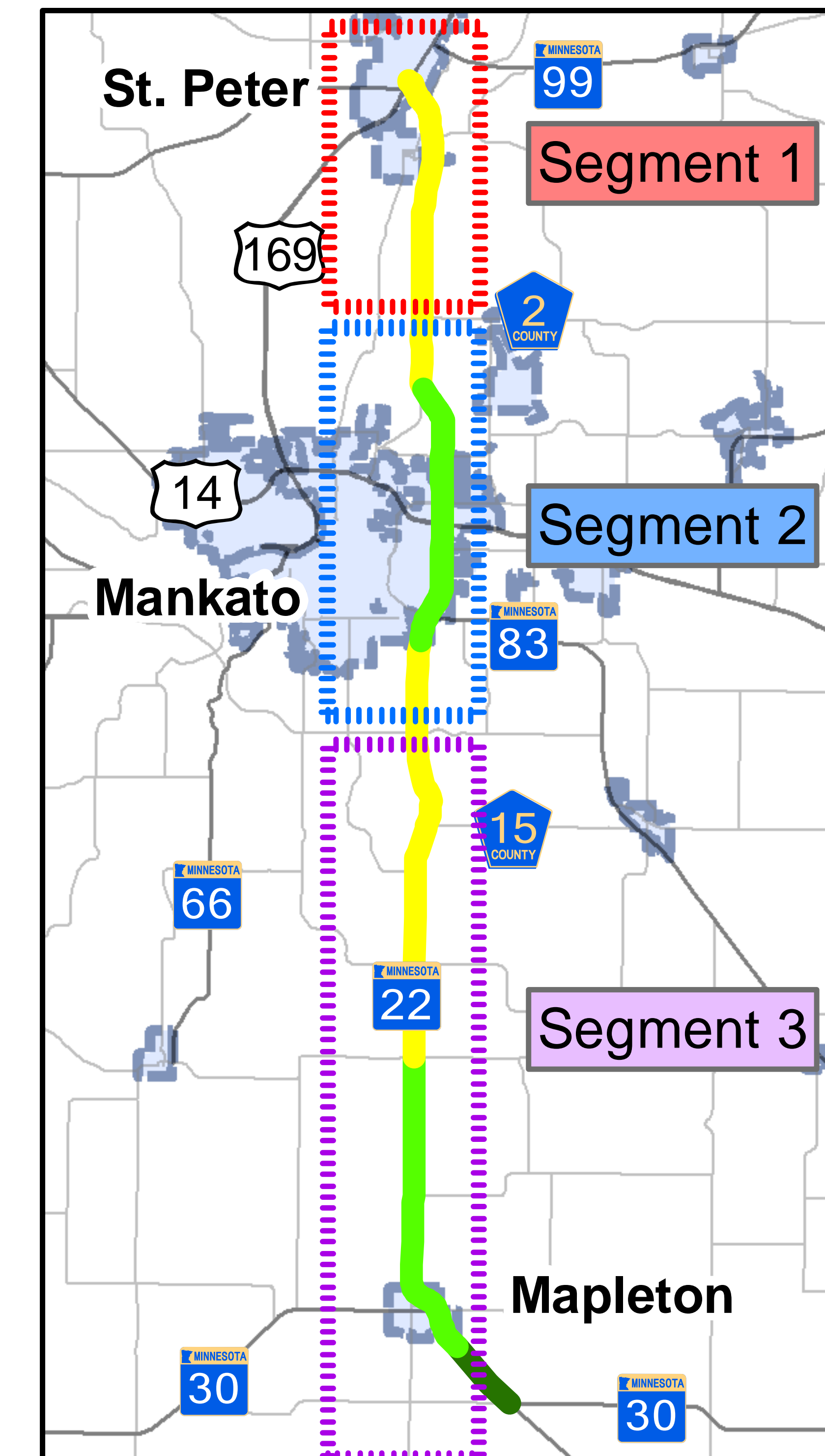
## Key Highlights

- Moderate congestion during peak hours.
- Moderate congestion for southbound left turns at US 169 intersection.

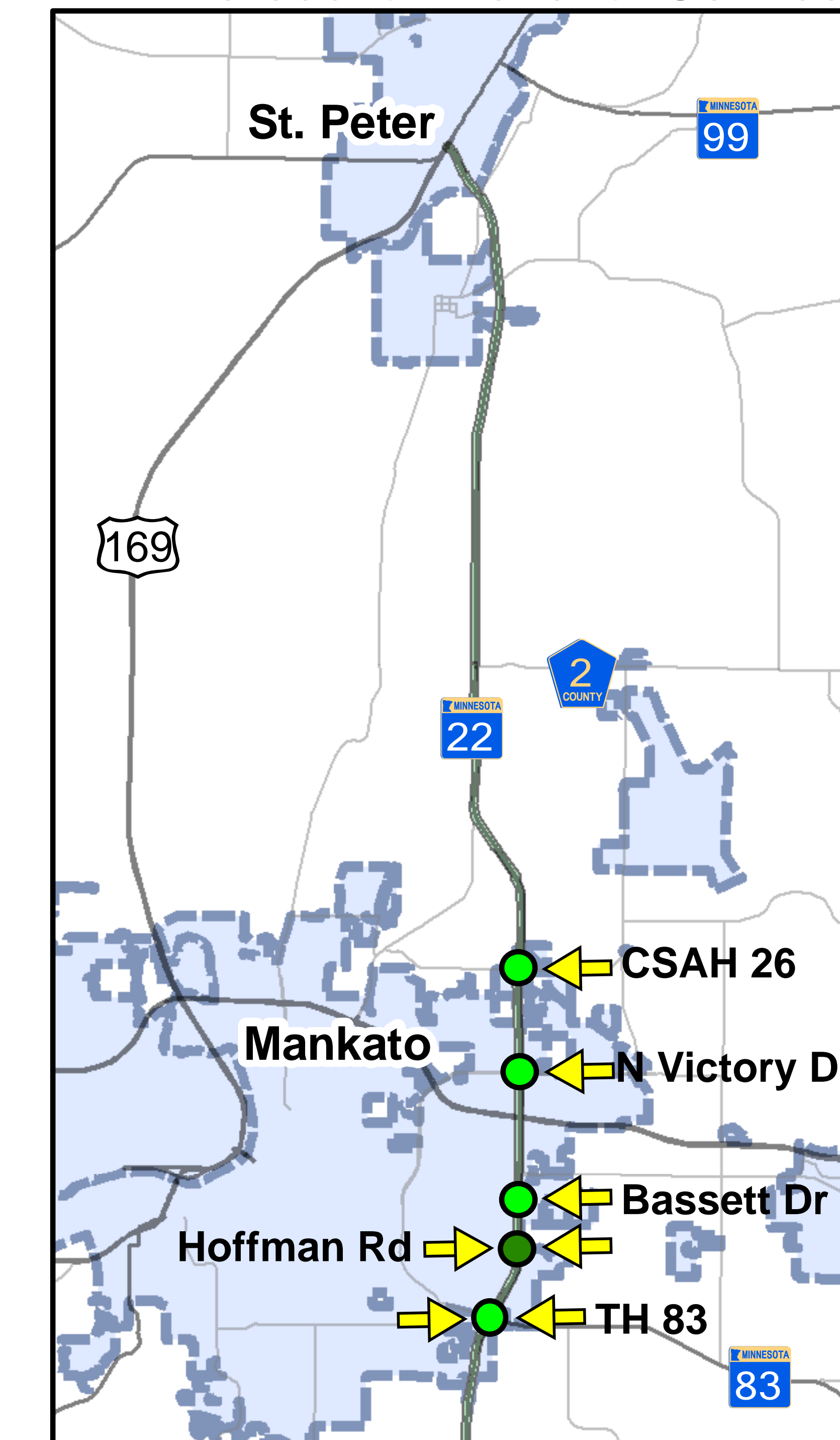
AM Corridor Level of Service



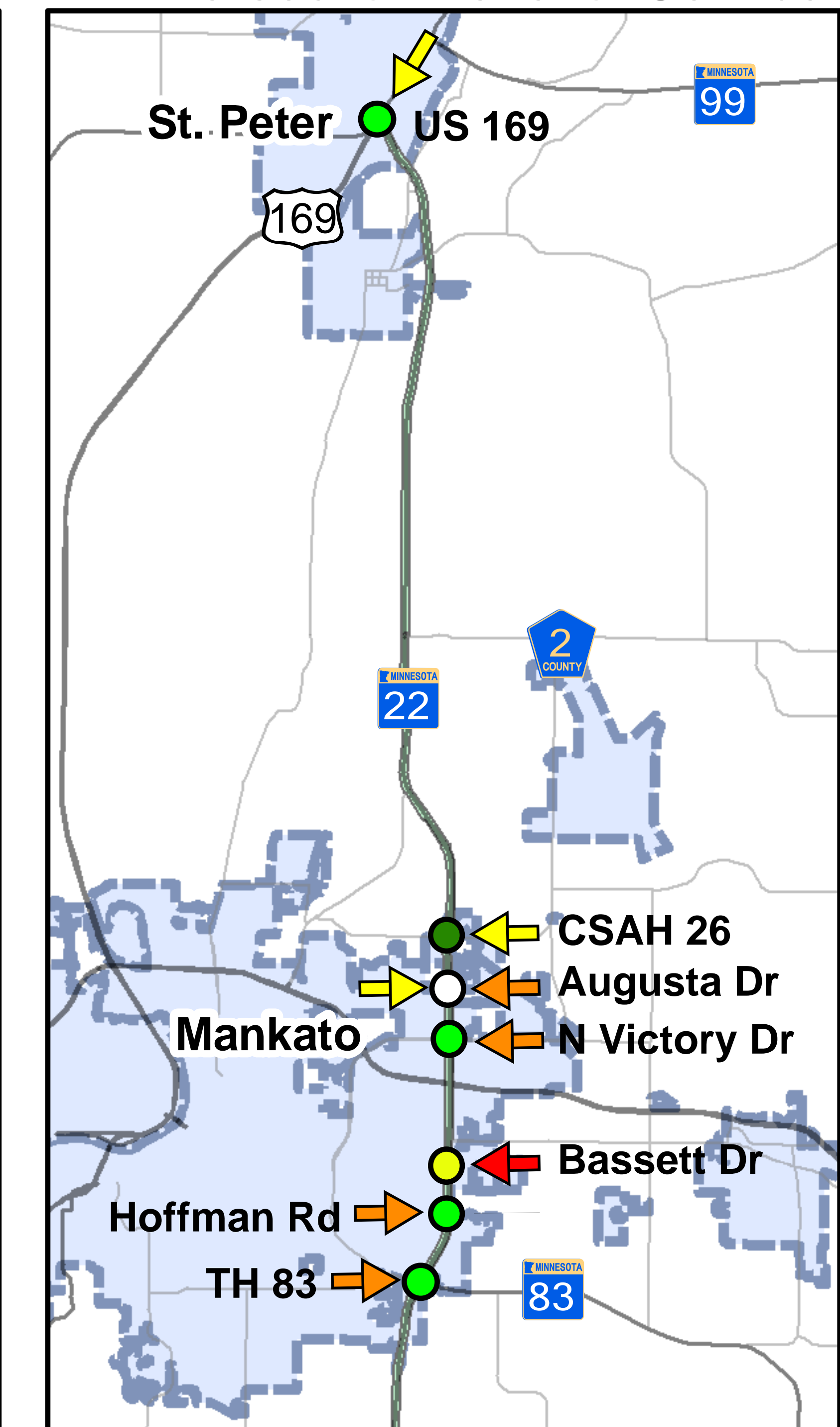
PM Corridor Level of Service



AM Intersection Level of Service



PM Intersection Level of Service



Approach Delays

- Yellow arrow: Moderately Congested
- Orange arrow: Considerably Congested
- Red arrow: Very Congested

Overall Intersection Delays

- White circle: Two-Way Stop Control
- Dark green circle: Generally Uncongested
- Light green circle: Slightly Congested
- Yellow circle: Moderately Congested



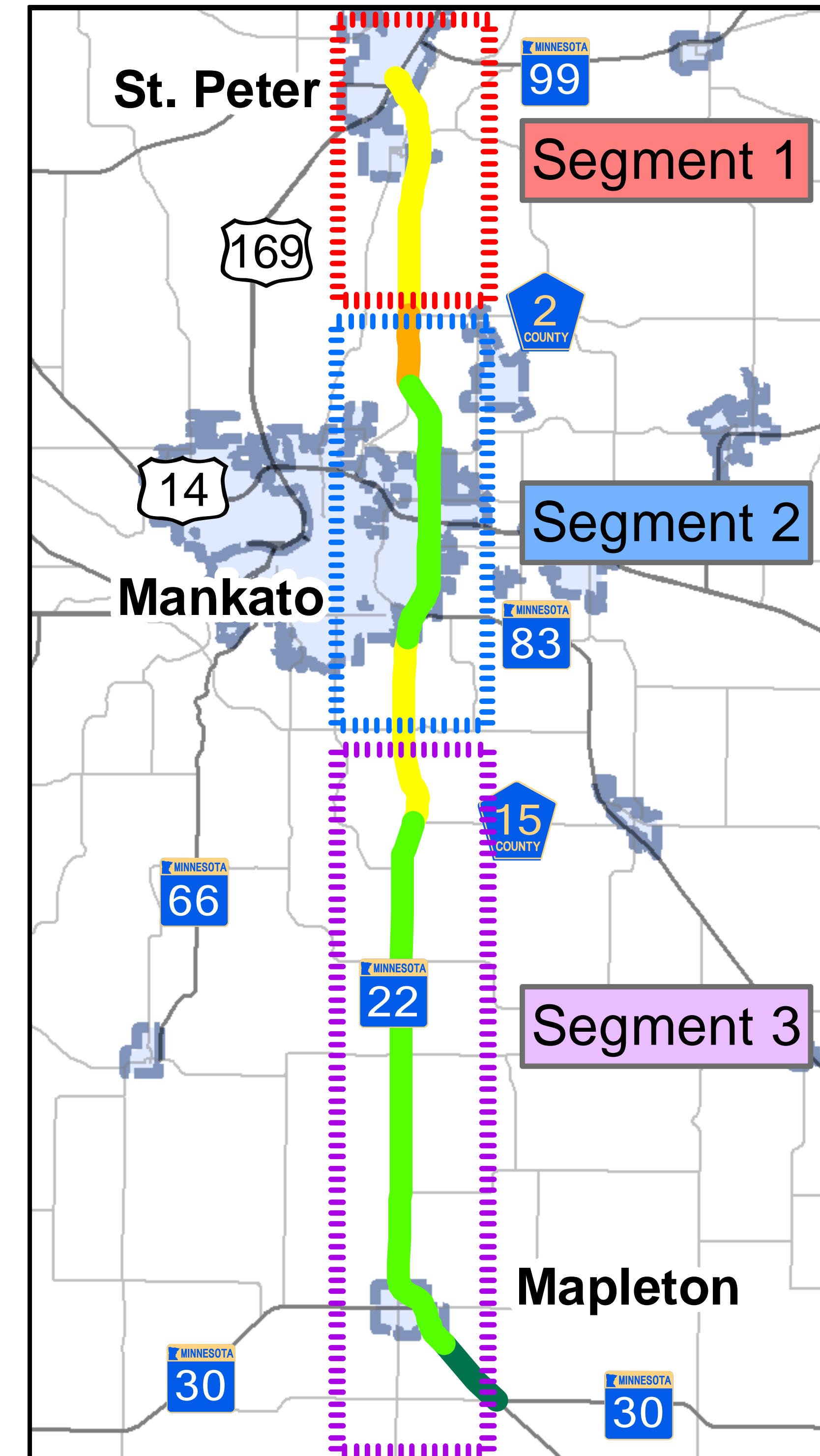


# Segment 2

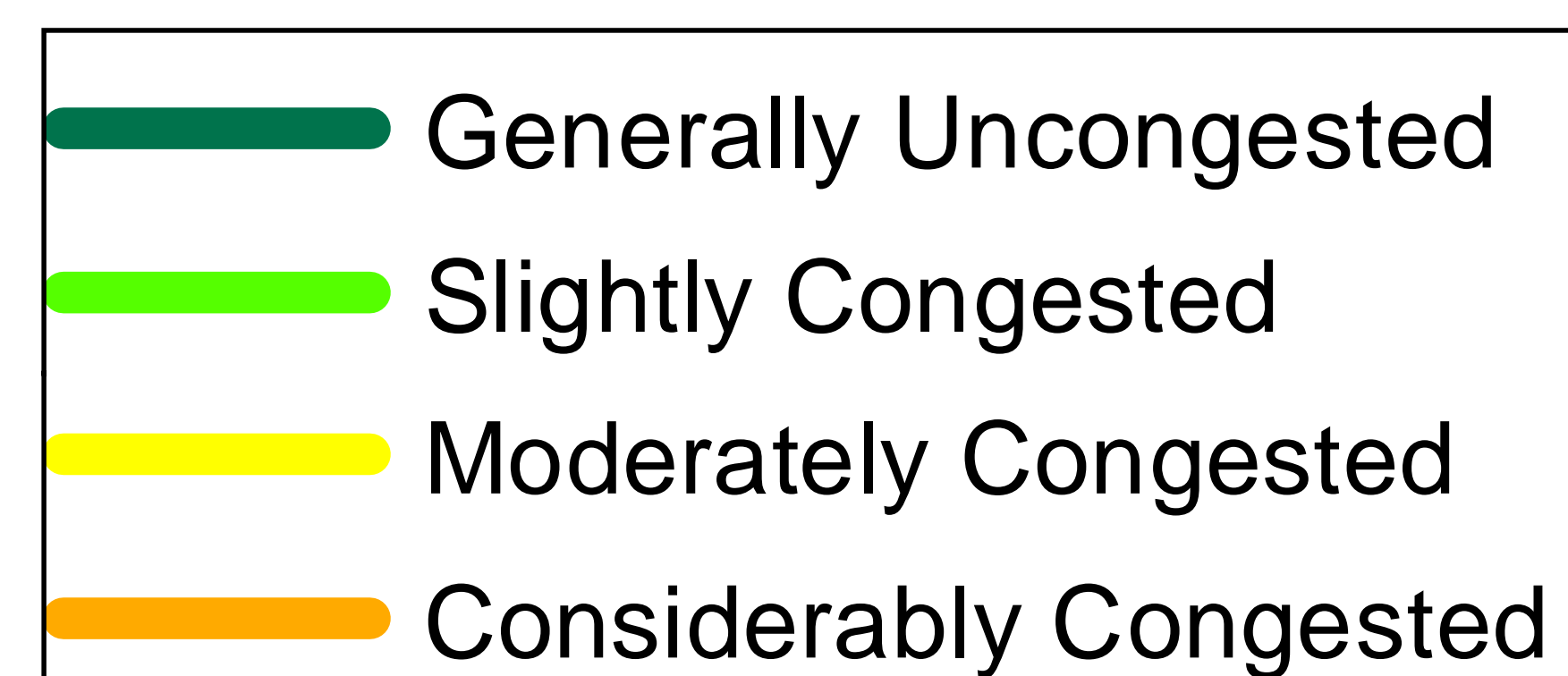
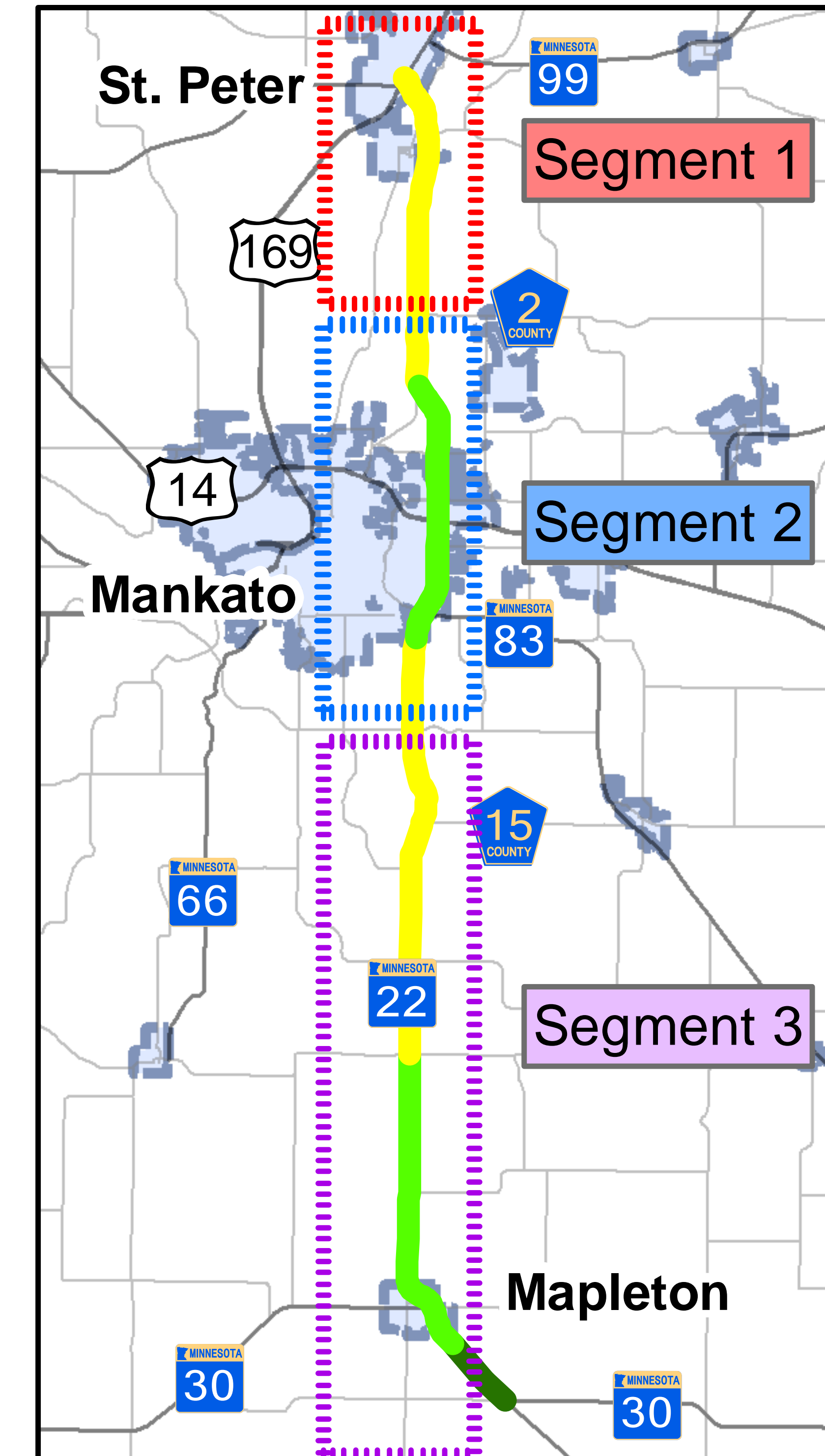
## Key Highlights

- Considerable congestion north of Mankato city limits.
- Moderate congestion in southern portion of segment 2.
- Moderate to very congested for side street approaches along corridor.

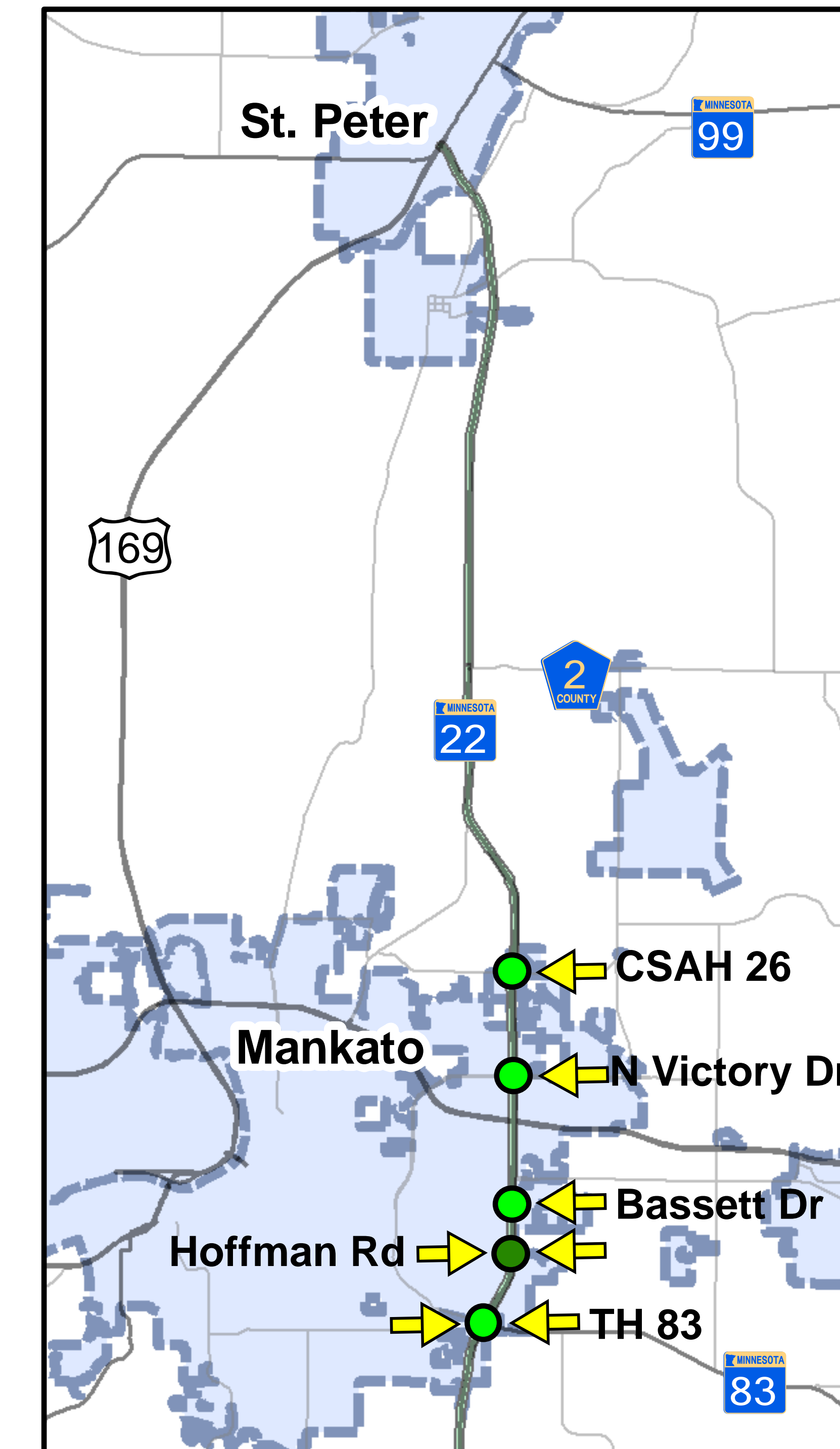
AM Corridor Level of Service



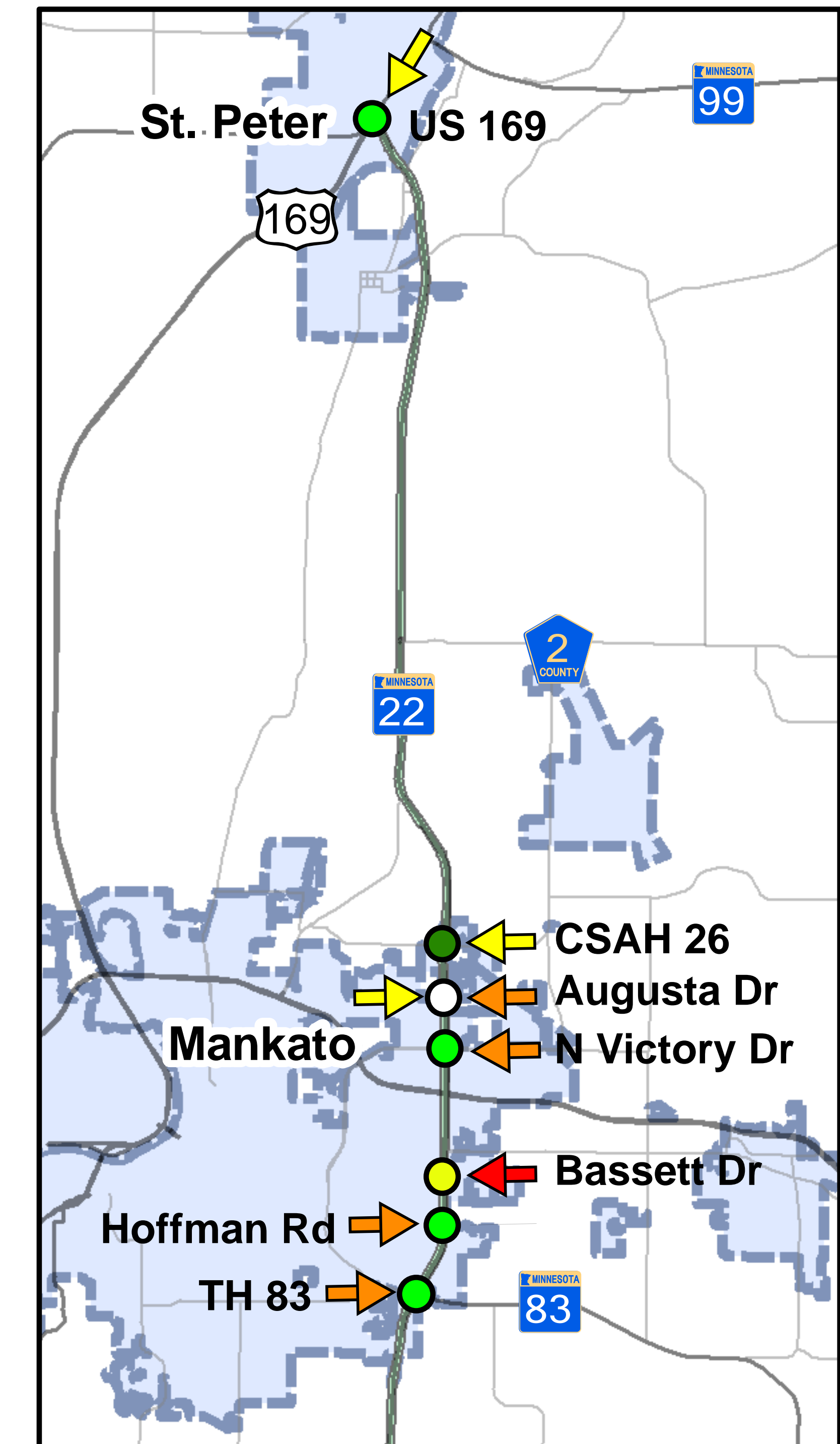
PM Corridor Level of Service



AM Intersection Level of Service



PM Intersection Level of Service



Approach Delays

- Moderately Congested
- Considerably Congested
- Very Congested

Overall Intersection Delays

- Two-Way Stop Control
- Generally Uncongested
- Slightly Congested
- Moderately Congested



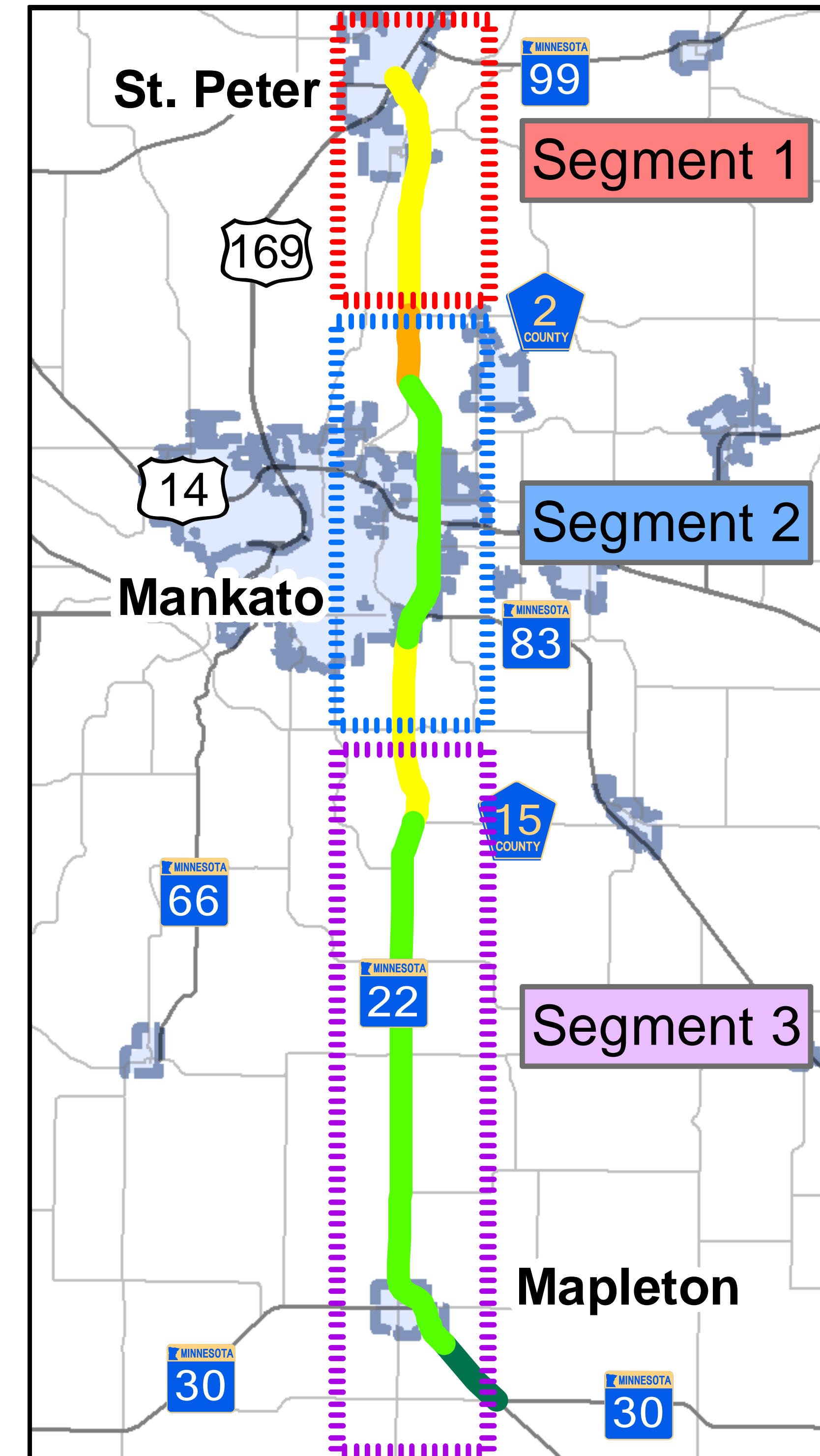


# Segment 3

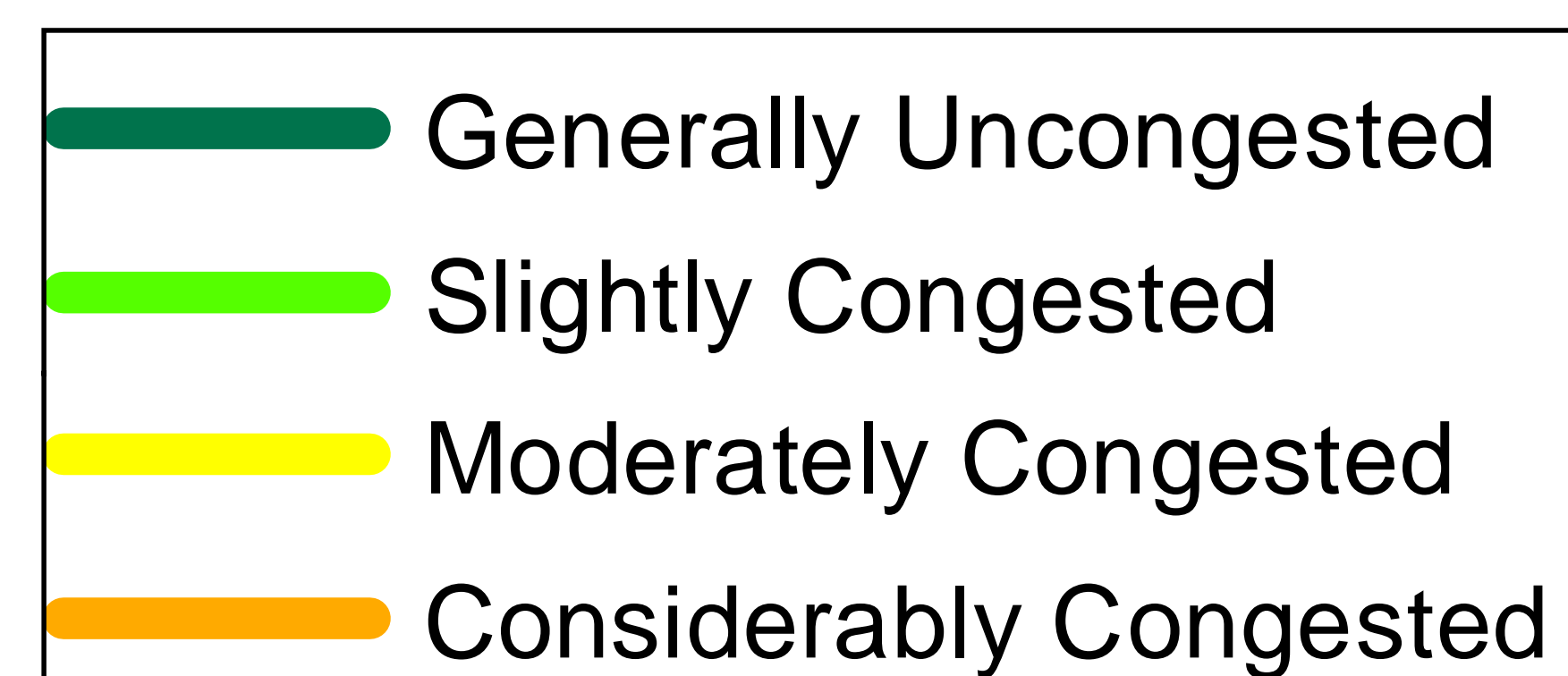
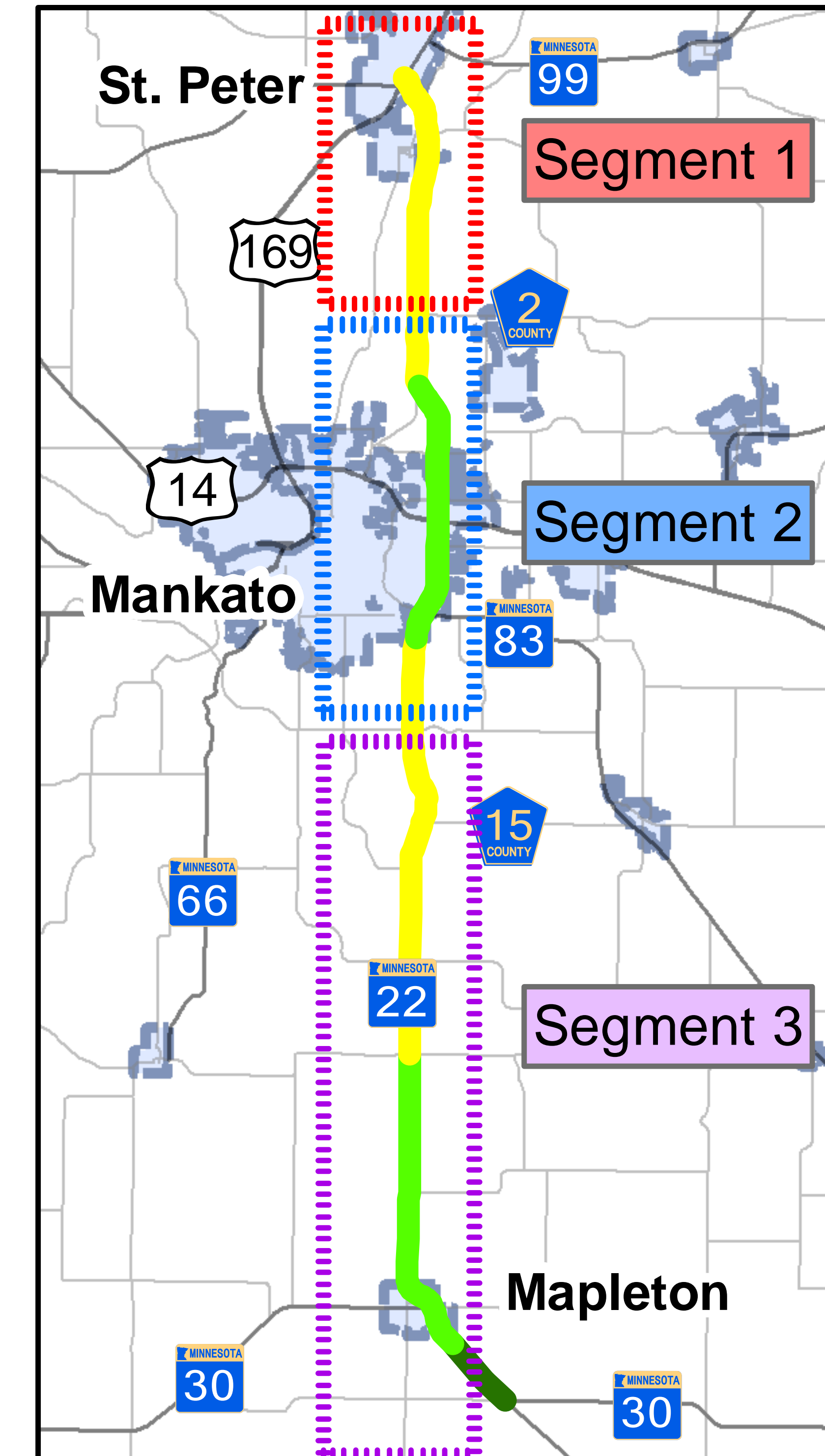
## Key Highlights

- Moderate congestion in northern portion of Segment 3 during peak hours.

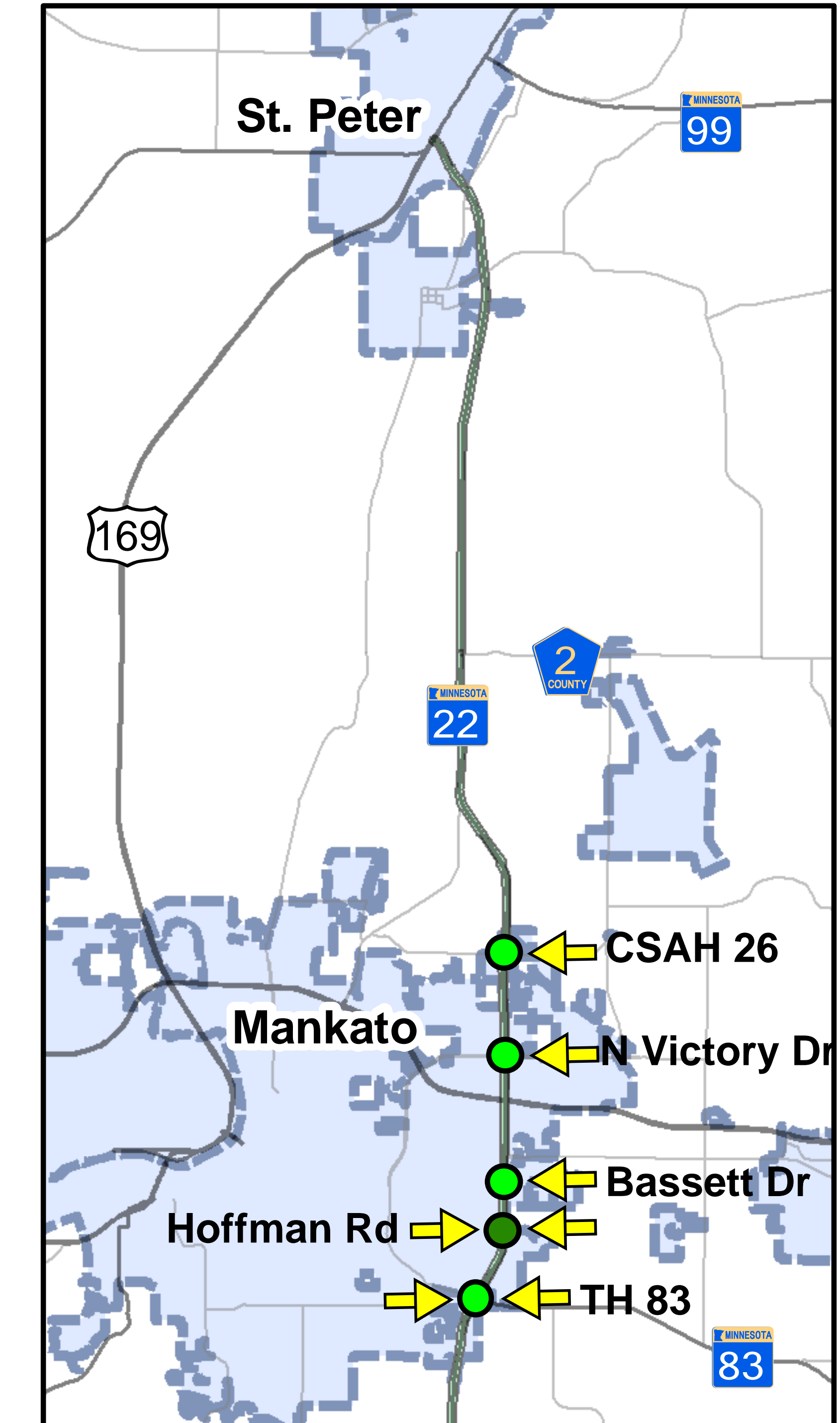
AM Corridor Level of Service



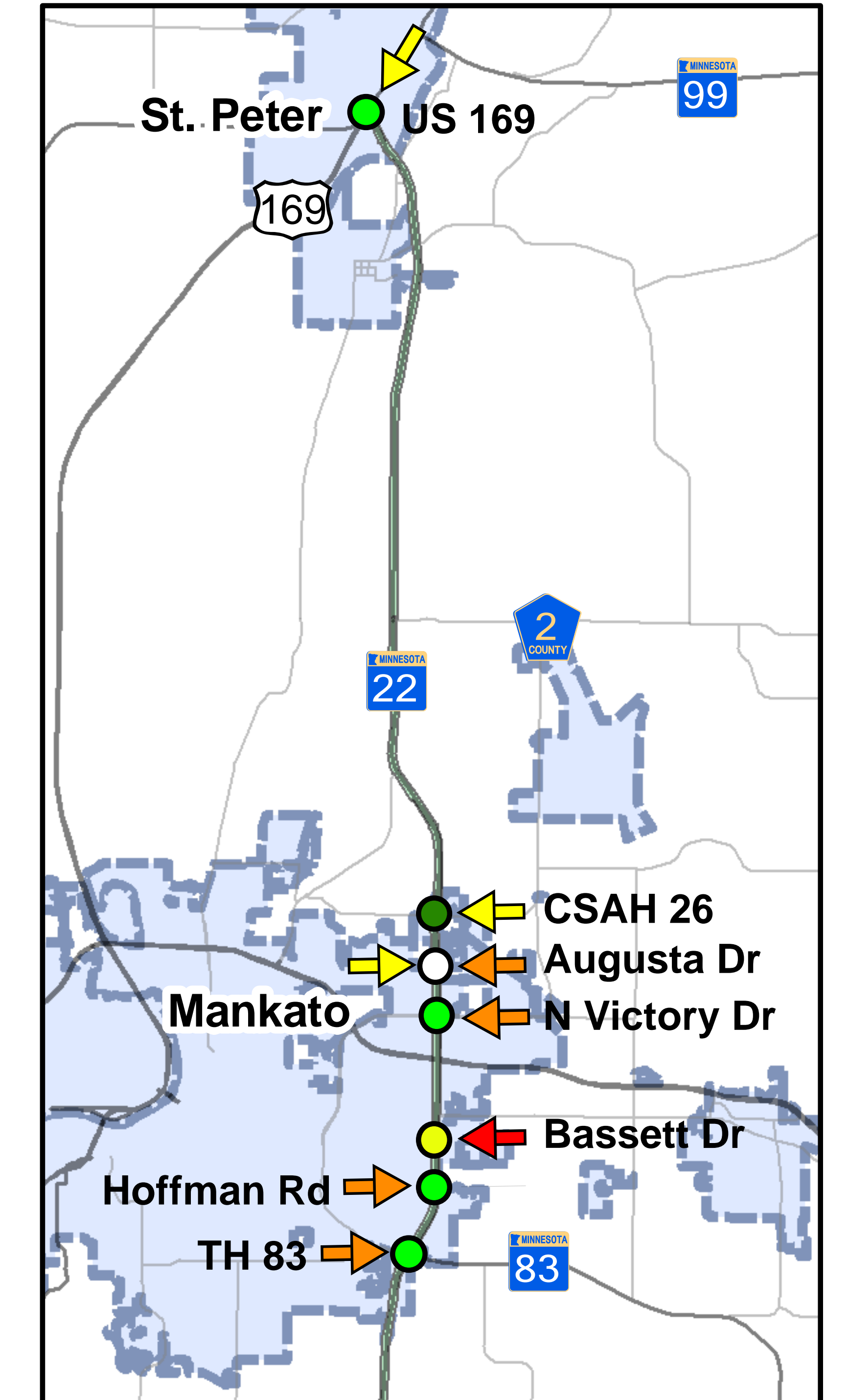
PM Corridor Level of Service



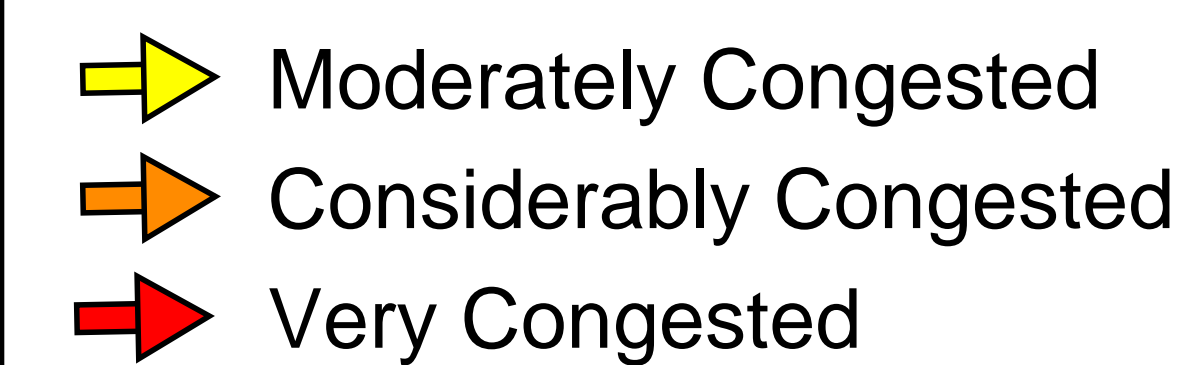
AM Intersection Level of Service



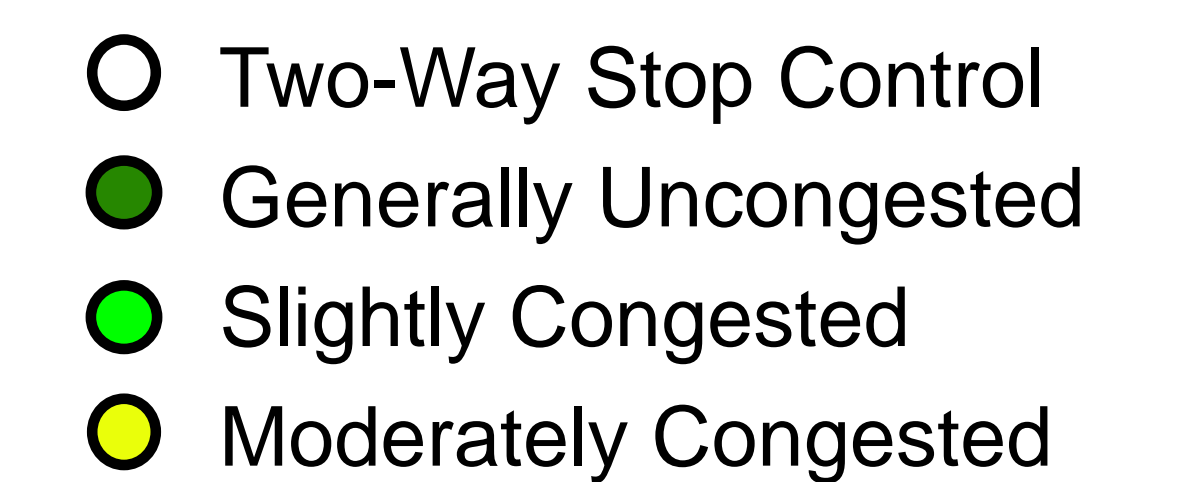
PM Intersection Level of Service



Approach Delays



Overall Intersection Delays



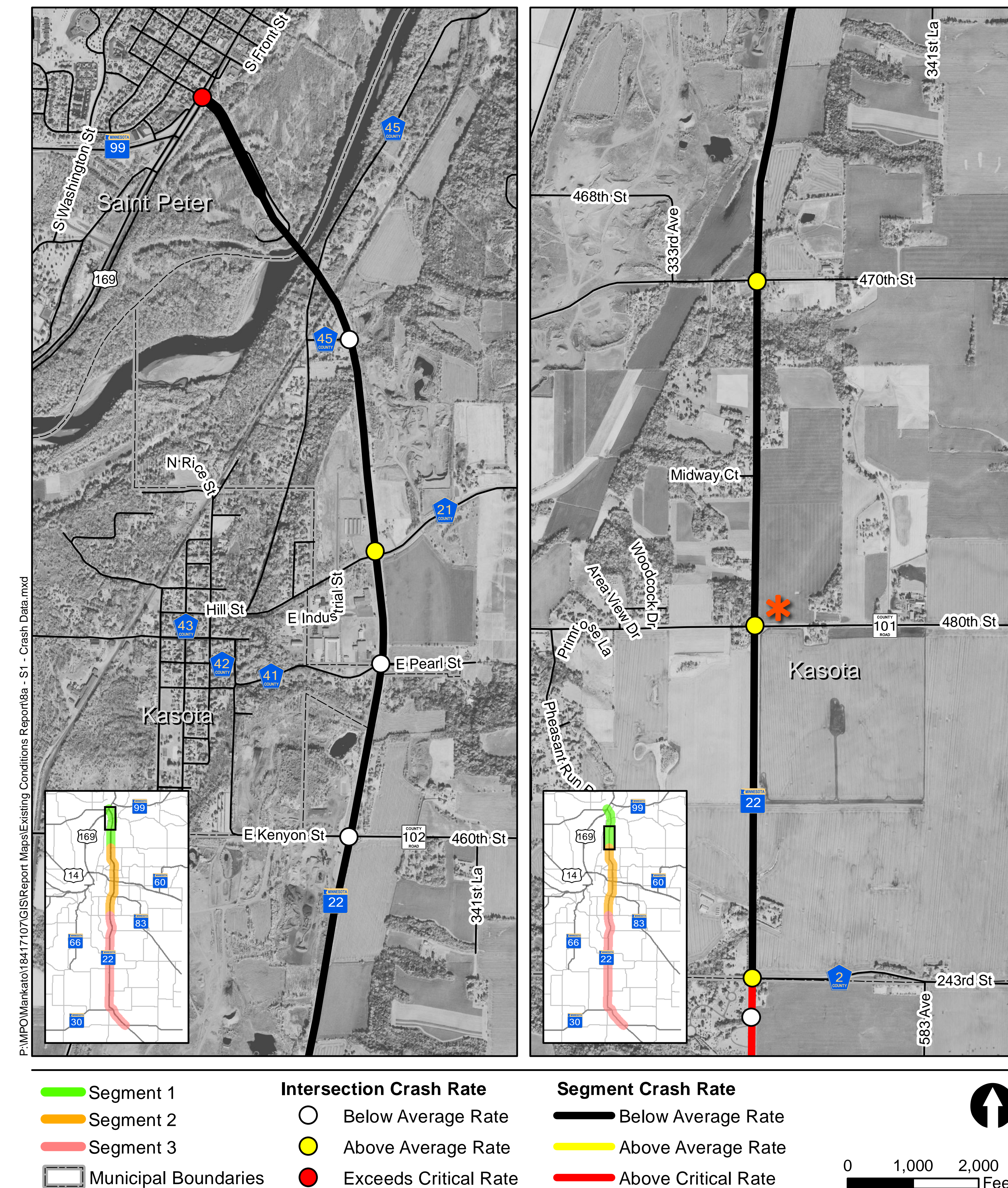


## Safety Analysis

### Intersections with Safety Concerns

- **US 169**
- County Road 21
- 470th Street
- County Road 101\*
- County Road 2

\*Note: Crash data is from 2011-2015 and may not fully reflect crash pattern changes from recent turn lane improvements at this intersection.





## Safety Analysis

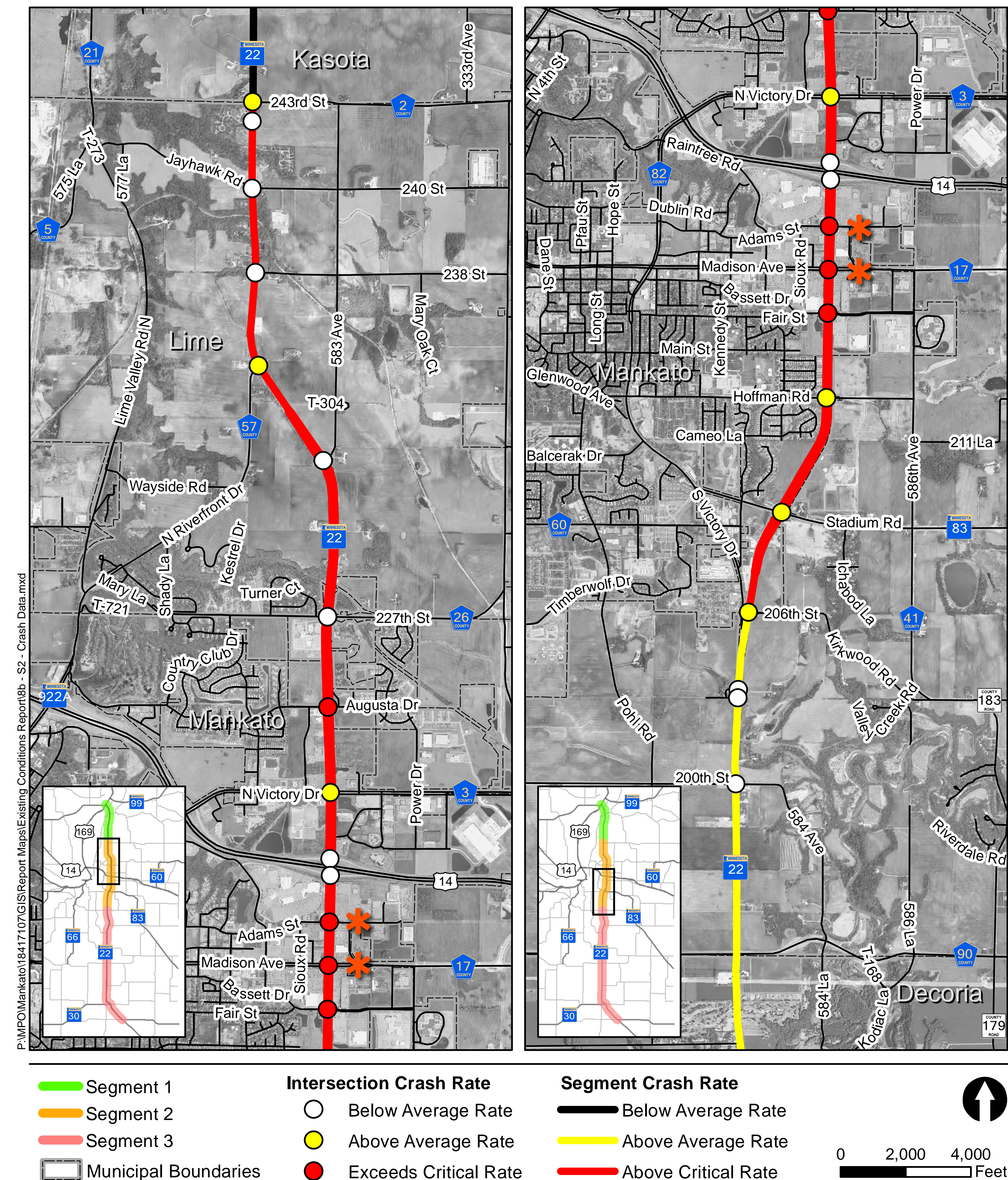
### Intersections with Safety Concerns

- **Augusta Drive**
- **Bassett Drive**
- County Road 2
- County Road 57/North Riverfront Drive
- Hoffman Road
- County Road 82/Highway 83

### Segments with Safety Concerns

- County Road 2 to North Riverfront Drive
- North Riverfront Drive to South Victory Drive

\*Note: Crash data is from 2011-2015 and may not fully reflect crash pattern changes from roundabouts built in 2014.





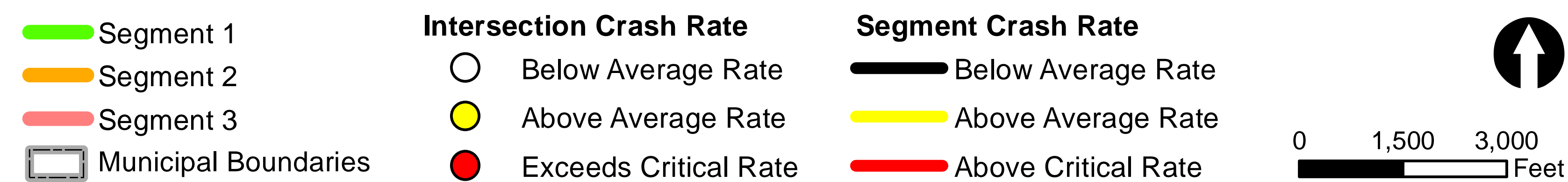
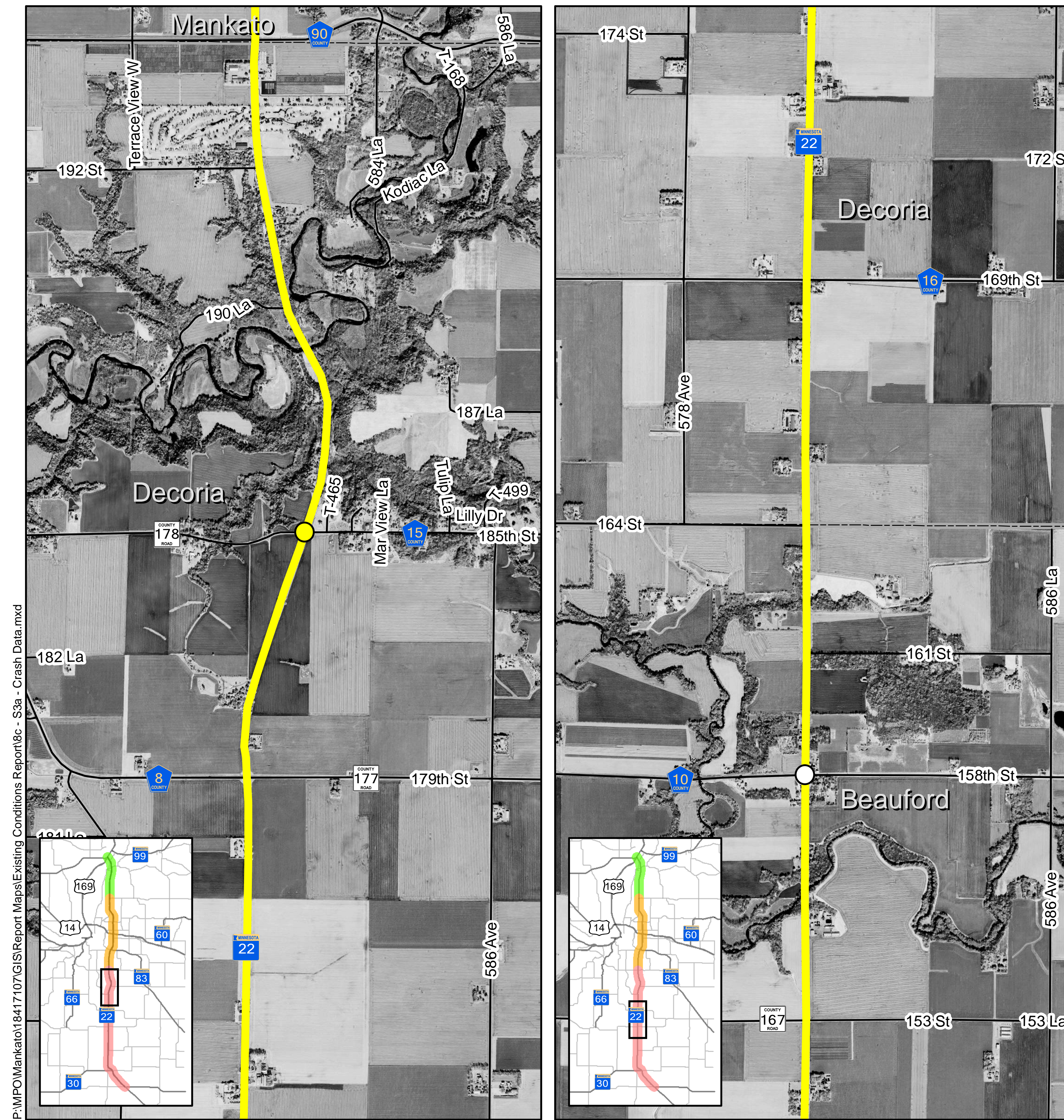
## Safety Analysis Segment 3A

### Intersections with Safety Concerns

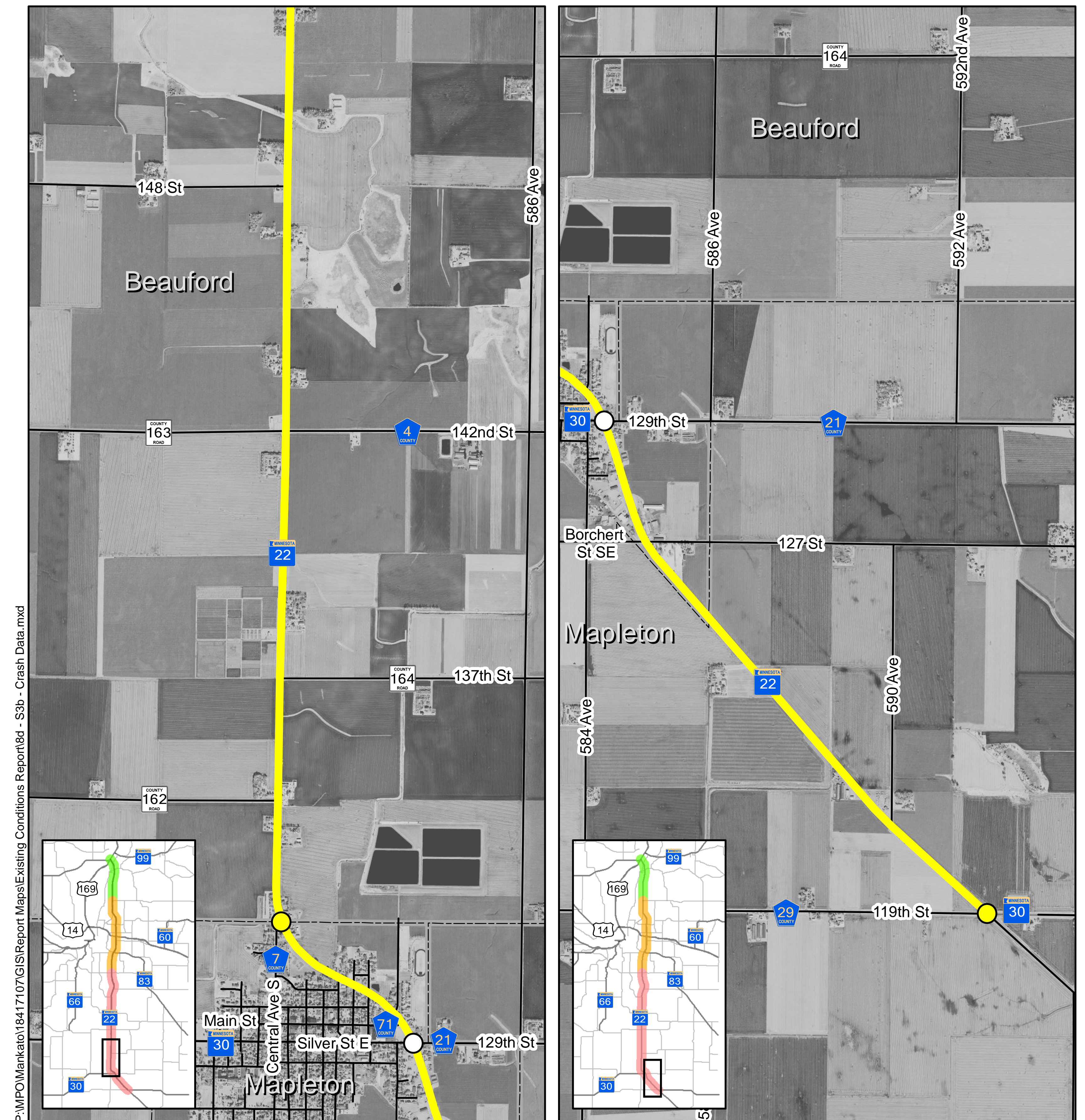
- County Road 15
- County Road 7
- County Road 29/  
Highway 30

### Segments with Safety Concerns

- County Road 90 to  
County Road 29/  
Highway 30

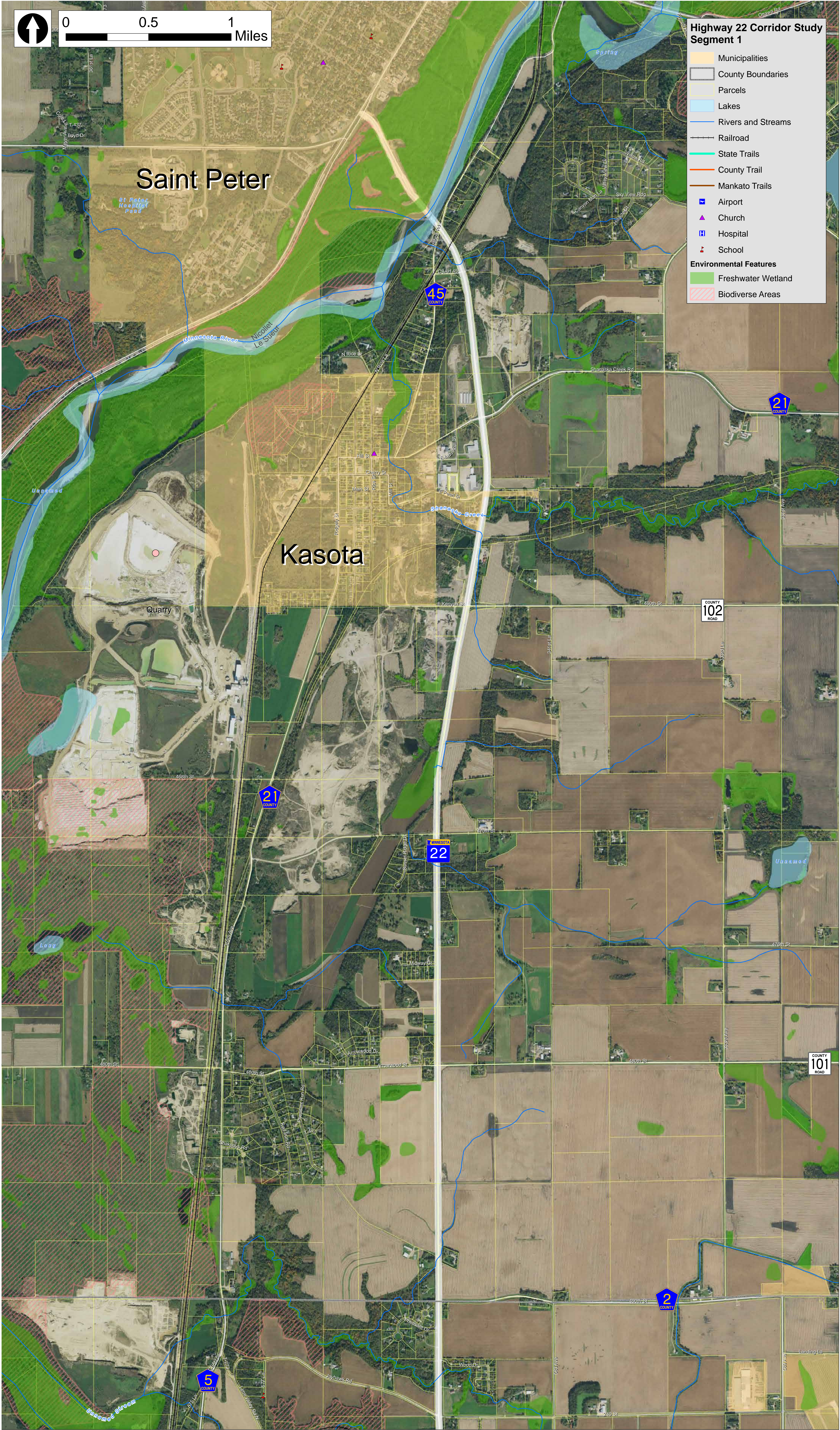


## Safety Analysis Segment 3B



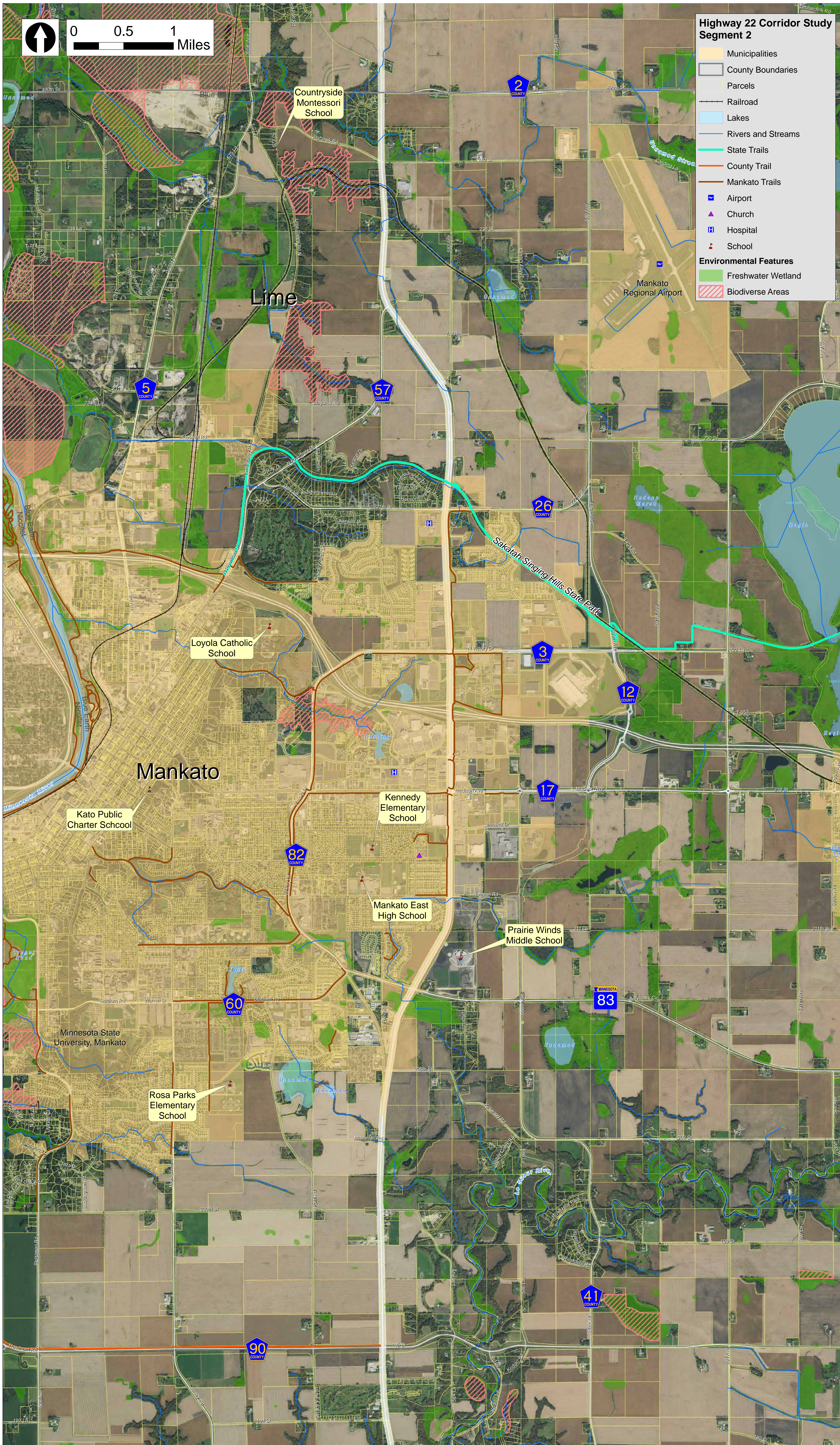


## Please Identify Any Existing Issues or Needs



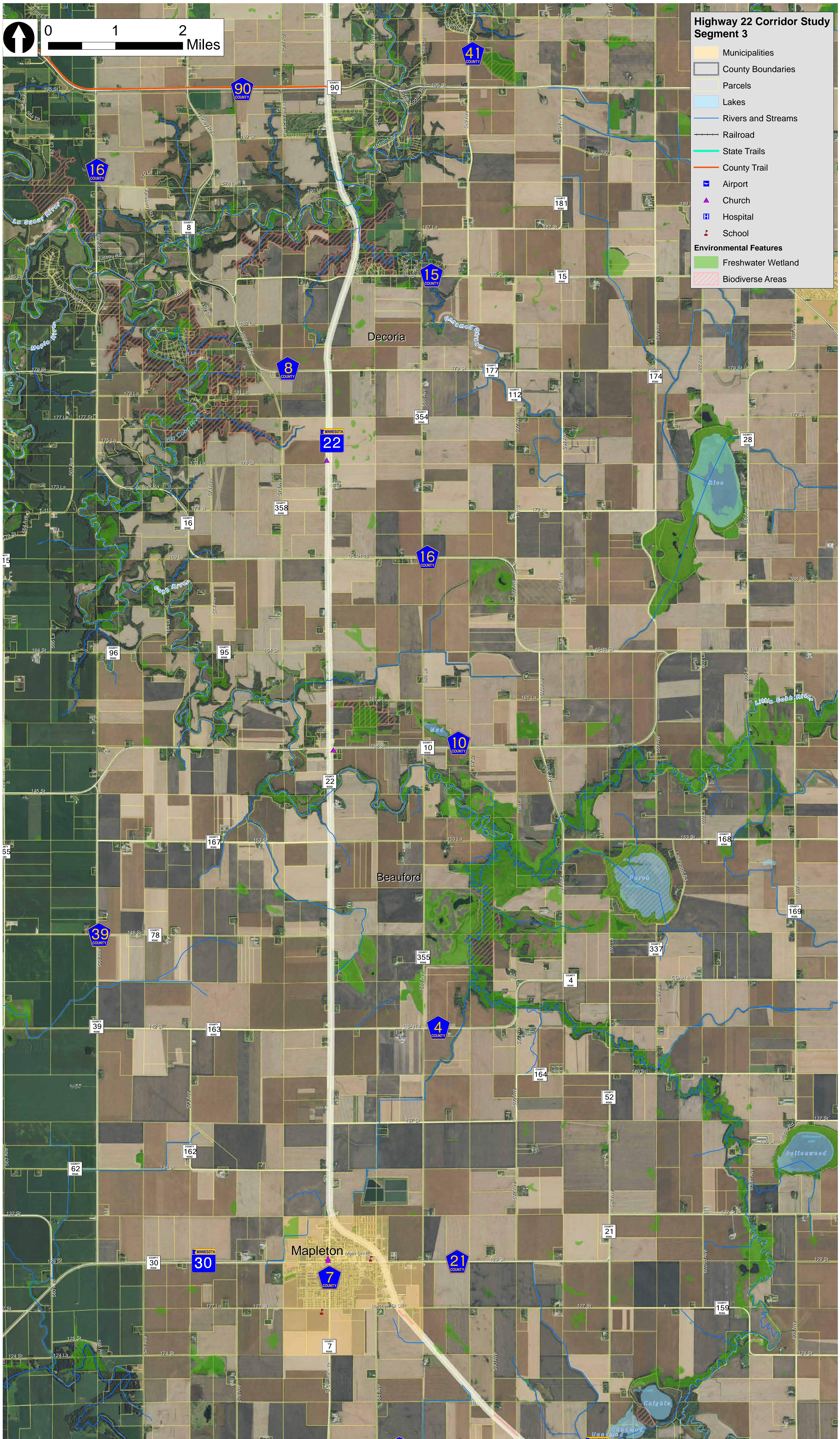


## Please Identify Any Existing Issues or Needs





## Please Identify Any Existing Issues or Needs







## HIGHWAY 22 | CORRIDOR STUDY

## Open House #1

Thursday, January 18 | 4:00-5:30 p.m.

Name	Phone	Email
Garrett Rohlfing	507-304-4381	garrett.rohlfing@blueearthcountymn.gov
D. Clouse		
Matt		
Kevin Swanson	507-514-3097	Swansek@gmail.com
Kelley Haeder	507-380-2130	khaeder@gmail.com
Andy Witke	507-550-1102	andrew.witke@gpp.com
Katie Boone	507-351-3207	Katieb@tlpsmn.com
Patrick Baker	507-385-6657	
Wayne Radke	524-3668	—
Carol Clark	387-1666	VINE Faith in Action - TRUE Transit CarolClark@vinevolunteers.com
MARK PIERHO	322-4161	MARK.PIERHO@BLUEEARTHCOUNTYMN.GOV
Chad Fowlds		



## HIGHWAY 22 | CORRIDOR STUDY

## Open House #1

Thursday, January 18 | 4:00-5:30 p.m.

Name	Phone	Email
Joe McCoy	1-507-317-6768	None - 34645 Midway ct, Kasota, Mn. 56050
Brian H Bruckhoff	1-507-380-3718	mn/dot
Kari Lozinski	507-469-9497	karihozinski@hotmail.com
Nick Veith	507 881 1815	nveith1211@gmail.com
Diane McConnell	507-720-6678	dianeam@hotmail.com
Mark Anderson	507.340.7677	markanderson1620@gmail.com
Dylan Beske	507 327 3438	beske.dylan@gmail.com
Ethan McDonough	507 341 4177	ethanmcd@outlook.com
Sue Raasch	507-387-1060	lucytrell135296@gmail.com
Mike Plouffe	507-995-0018	Mn DOT
Dave Pamm	507-920-7080	Mathrowetz Const.
Art Keith	507-345-6687	Mankato artkeith08@gmail.com





## HIGHWAY 22 | CORRIDOR STUDY

## Open House #1

Thursday, January 18 | 4:00-5:30 p.m.

Name	Phone	Email
Jody Swanson	507-345-7010	Swansev@gmail.com
DONN VETTER	507-317-3003	donn@vetterstone.com
Linda Hewitt	507-351-5054	al.linda.hewitt@gmail.com
John Shanahan	507-340-0420	Shnd01@HickoryTech.NET
Joel Schaefer	507-317-6125	JoelSchaefer58@gmail.com
Steve Brault	507 345-8029	
Tricia Bleck	612-868-9029	bleckat@gmail.com
Tim Gunderson	507-240-2214	
JEREMY GRIGER	507-344-2760	jeremy.griger@skate.mn.us
John Barklow	507-431-2809	T14DRR@Juno.COM
BRYAN SCHAEFER	345-2229	INKTOBETA@YAHOO.COM
Aaron Stubbs	507.304.4339	Aaron.Stubbs@blueearthcountymn.gov





**Thursday, January 18 | 4:00-5:30 p.m.**

[illegible]





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: *Kari Lozinski*

Address: *113 Kingsmill Court*

Email/Phone: *kari.ozinski@hotmail.com*

Comments: *Stoplight or roundabout is needed at Augusta 3<sup>rd</sup> St.*

*I'm against a 4-turn as it makes it difficult to get to Kwik Trip and when they had the temporary one there, I saw people weave through to get to Kwik Trip. Others just walked which is dangerous as well crossing traffic at 55+ mph.*

NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: *Wayne Rubie*

Address:

Email/Phone:

Comments:

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*Four lanes St. Peter to Market*

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NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: Kenneth J Johnson

Address: 38901 State Hwy 99 St Peter Mn. 56082

Email/Phone: KKjohnsonph@gmail.com

Comments: Any place trails are made in Hwy Right of way allow Multi use under Mn Statute 85.015

Align as much of Minnesota River Trail with Hwy 22 as possible because other Routes are not Multi use accessible under Mn. Statute 85.015. Look at using frontage Roads Near housing development to help align State trail in More scenic and safer Routes than being close to Hwy and to alleviate traffic entering and

NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**

exiting Hwy 22 at peak use times. Any place a bridge is installed or upgraded make Multi use access under Statute 85.015 on Bridge on or both sides. for future use and for crossing by ~~Recreation~~ recreational traffic that is using ditches as allowed by law.





## HIGHWAY 22 | CORRIDOR STUDY

### COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: Kenneth S Johnson

Address: 38901 State Hwy 99 St Peter Mn. 56082

Email/Phone: KKjohnsonph@gmail.com

Comments: Contact Me We have existing snowmobile crossings along this project I would like to work with you to keep the safe and accessible so we do not have Hwy accidents.

NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: Brian Vetter

Address: 34915 Arrowwood Dr. Kasota, MN. 56050

Email/Phone: 380-5657

Comments:

Definitely no bike trail. Death wish  
roundabout at 101 no stop sign }  
wider Field Approach at 1 blk north  
of cor rd 2. Roundabout at 21.  
Tile issue raised outlet and have water  
backup into field.

NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: Joe McCoy  
Address: 34645 Midway ct,  
Kasota, Mn. 56050  
Email/Phone: 1-507-317-6768

Comments: I hope we can solve this major problem!!  
It is very dangerous living along 22.  
Traffic is getting heavier 24/7.  
Good luck!!!

NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

Public Open House – Thursday, January 18, 2018

Please provide your input on the information and boards presented at the open house.

Name: Tobin Baumgard

Address: 35086 Primrose Ln Kasota

Email/Phone: tmbaumgard@gmail.com

Comments:

Trying to make left turns onto Hwy 22 from  
Co Rd #101 & County Road 21 are difficult.  
Possible roundabouts would help.

NOTE: Deadline for mailed comments is **Friday, February 2, 2018.**



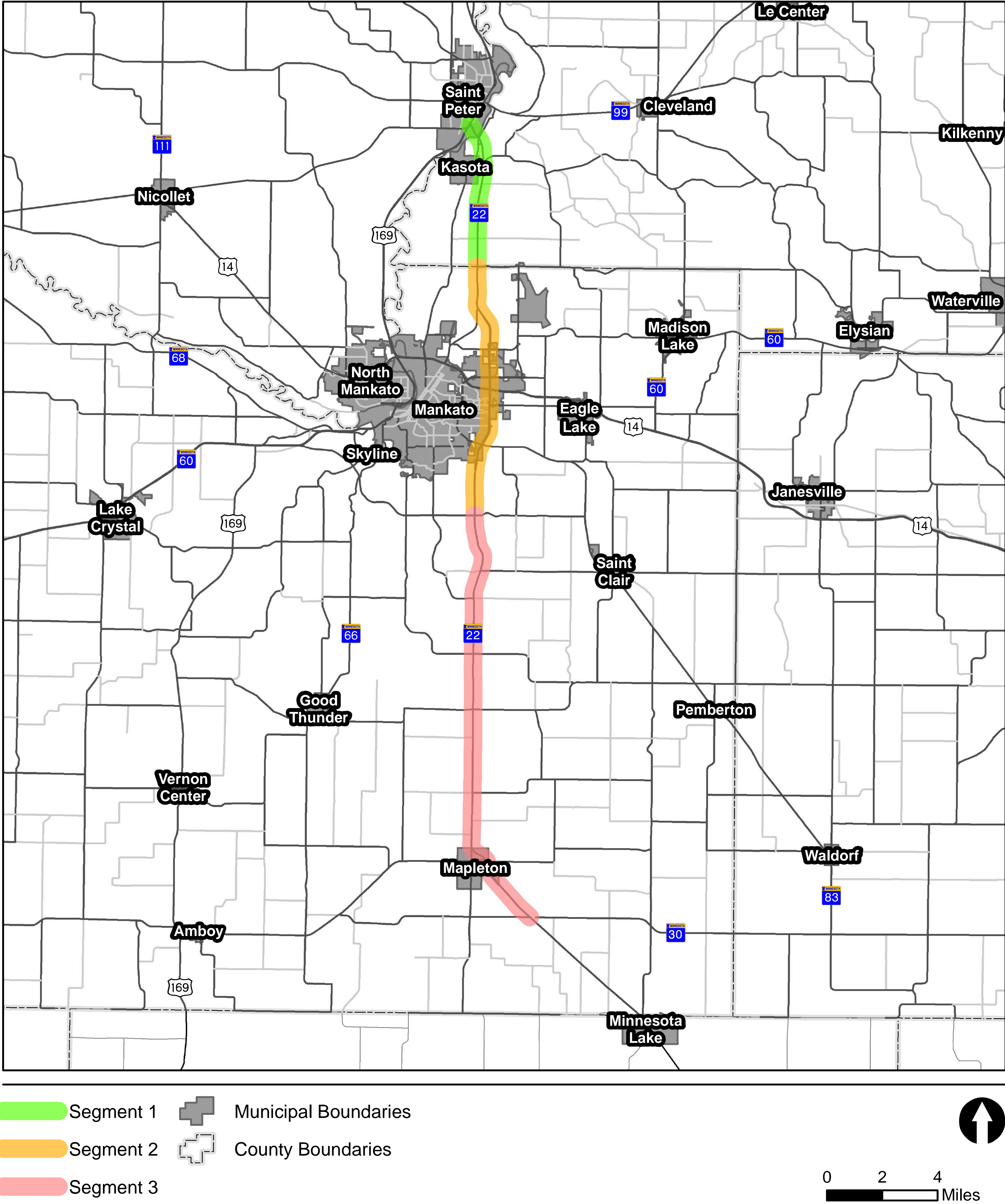
# WELCOME



## OPEN HOUSE 2



# About the Study

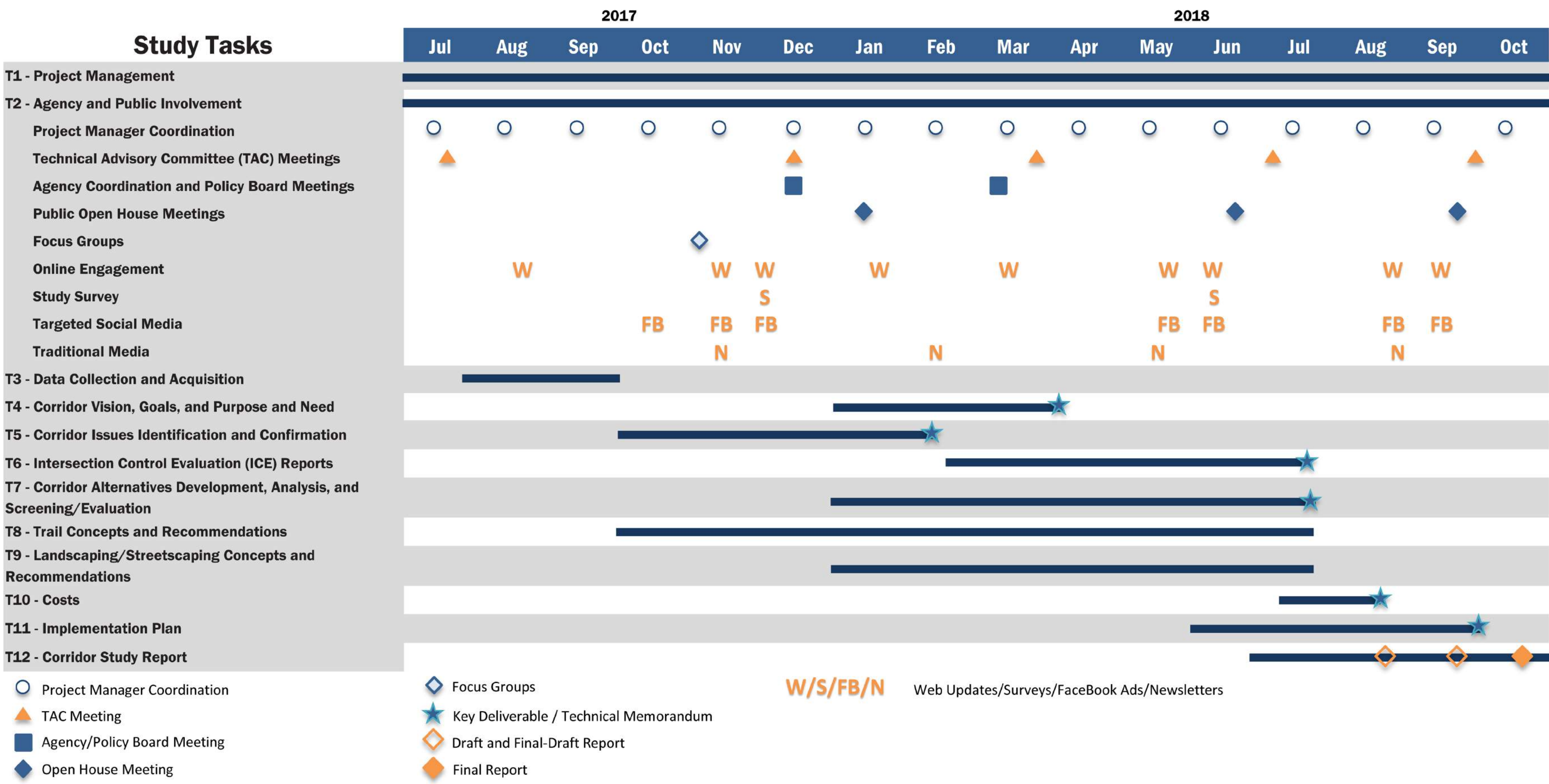


The Mankato/North Mankato Area Planning Organization (MAPO) and the Minnesota Department of Transportation (MnDOT) are conducting a Highway 22 Corridor Study from Saint Peter to Mapleton. The Study will evaluate existing and future transportation recommendations, including:

- lane configurations
- access management
- intersection control options
- alternative intersection designs
- bicycle and pedestrian connectivity
- local roadway and trail networks
- potential land use impacts and opportunities

### Partners

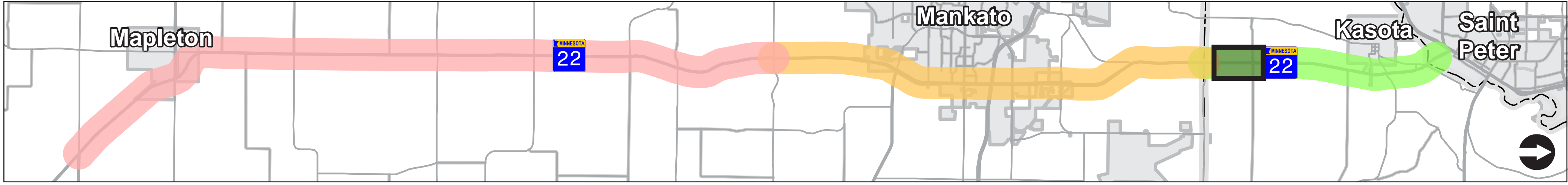
- MAPO
- MnDOT
- Blue Earth County
- Le Sueur County
- Kasota
- Lime Township
- Mankato
- Mankato Township
- Mapleton
- Saint Peter
- Region Nine Development Commission
- MnDNR





# Segment 1 Concepts (Preliminary)

## US 169 (in Saint Peter) to CR 2



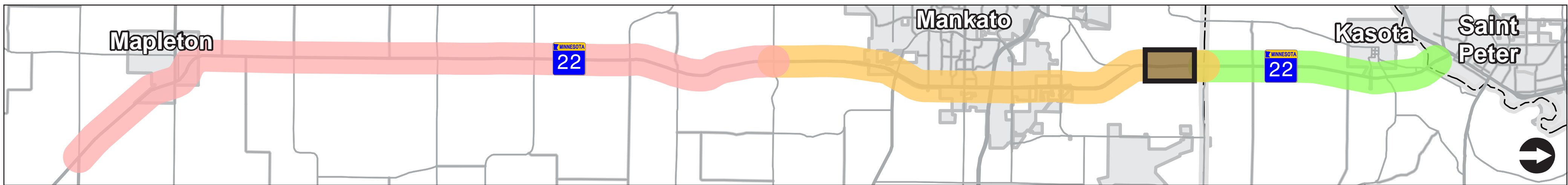
MARK BOX FOR TOP CHOICE	<h3>No Build - Two Lane</h3> <p>2 Lane (No Build)</p> <p>Typical Section</p>	<p>Lower Cost Moderate Congestion More Access</p> <p>North of CR 101</p>
MARK BOX FOR TOP CHOICE	<h3>Concept A - Two Lane with Trail</h3> <p>2 Lane + Trail</p> <p>Typical Section</p>	<p>Lower Cost Moderate Congestion More Access</p> <p>North of CR 101</p>
MARK BOX FOR TOP CHOICE	<h3>Concept B - Three Lane Options</h3> <p>2 Lane + Center Left Turn Lane</p> <p>2 Lane + 1 Passing Lane</p> <p>Typical Section</p>	<p>Moderate Cost Reduced Congestion, More Access</p> <p>North of CR 101</p>
MARK BOX FOR TOP CHOICE	<h3>Concept C - Three Lane Options with Trail</h3> <p>2 Lane + Center Left Turn Lane + Trail</p> <p>2 Lane + 1 Passing Lane + Trail</p> <p>Typical Section</p>	<p>Moderate Cost Reduced Congestion, More Access</p> <p>North of CR 101</p>
MARK BOX FOR TOP CHOICE	<h3>Concept D - Four Lane Divided*</h3> <p>4 Lane Divided</p> <p>Typical Section</p>	<p>Higher Cost Minimal Congestion, Less Access</p> <p>North of CR 101</p>
MARK BOX FOR TOP CHOICE	<h3>Concept E - Four Lane Divided with Trail*</h3> <p>4 Lane Divided + Trail</p> <p>Typical Section</p>	<p>Higher Cost Minimal Congestion, Less Access</p> <p>North of CR 101</p>

\*Future Median Openings will be Subject to MnDOT Access Management Guidelines



# Segment 2A Concepts (Preliminary)

CR 2 to CR 26 (227th Street) & Hwy 83/CR 60 (Stadium Road) to CR 90



**Legend:**

- Pavement (Roads & Trails/Sidewalks)
- Grading/Construction Limits

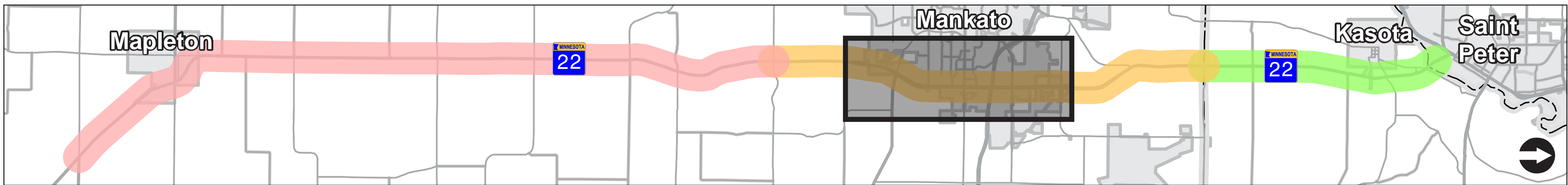
MARK BOX FOR TOP CHOICE	<h3>No Build - Two Lane/Four Lane</h3> <p>2 Lane (No Build)</p> <p>Typical Section</p> <p>North of Jayhawk Road</p> <p>Lower Cost Moderate Congestion Improved Access</p>
MARK BOX FOR TOP CHOICE	<h3>Concept A - Two Lane/Four Lane with Trail</h3> <p>2 Lane + Trail</p> <p>Typical Section</p> <p>North of Jayhawk Road</p> <p>Lower Cost Moderate Congestion More Access</p>
MARK BOX FOR TOP CHOICE	<h3>Concept B - Three Lane Options</h3> <p>2 Lane + Center Left Turn Lane</p> <p>Typical Section</p> <p>North of Jayhawk Road</p> <p>Moderate Cost Reduced Congestion, More Access</p>
MARK BOX FOR TOP CHOICE	<h3>Concept C - Three Lane Options with Trail</h3> <p>2 Lane + Center Left Turn Lane + Trail</p> <p>Typical Section</p> <p>North of Jayhawk Road</p> <p>Moderate Cost Reduced Congestion, More Access</p>
MARK BOX FOR TOP CHOICE	<h3>Concept D - Four Lane Divided*</h3> <p>4 Lane Rural Divided</p> <p>Typical Section</p> <p>North of Jayhawk Road</p> <p>Higher Cost Minimal Congestion, Less Access</p>
MARK BOX FOR TOP CHOICE	<h3>Concept E - Four Lane Divided with Trail*</h3> <p>4 Lane Rural Divided + Trail</p> <p>Typical Section</p> <p>North of Jayhawk Road</p> <p>Higher Cost Minimal Congestion, Less Access</p>

\*Future Median Openings will be Subject to MnDOT Access Management Guidelines



# Segment 2B Concepts (Preliminary)

## Hwy 83/CR 60 (Stadium Road) to CR 26 (227th Street)

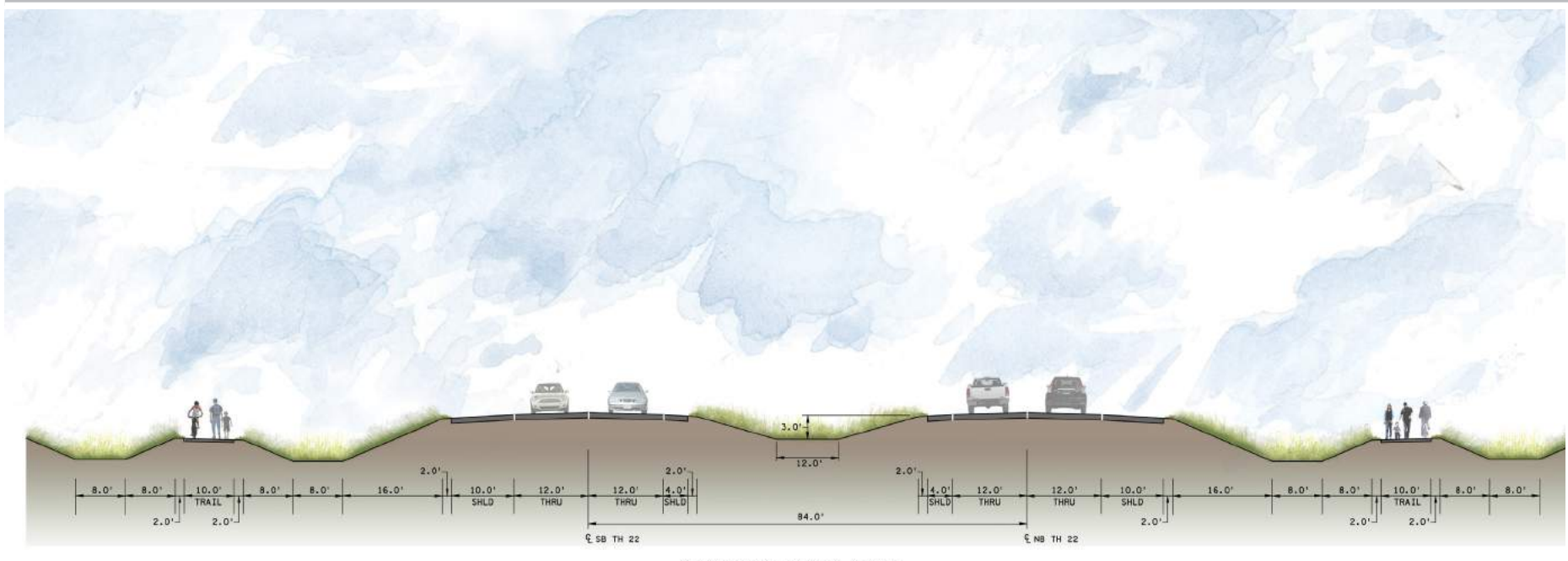


**Legend:**

- Pavement (Roads & Trails/Sidewalks)
- Grading/Construction Limits

### No Build - Four Lane Divided

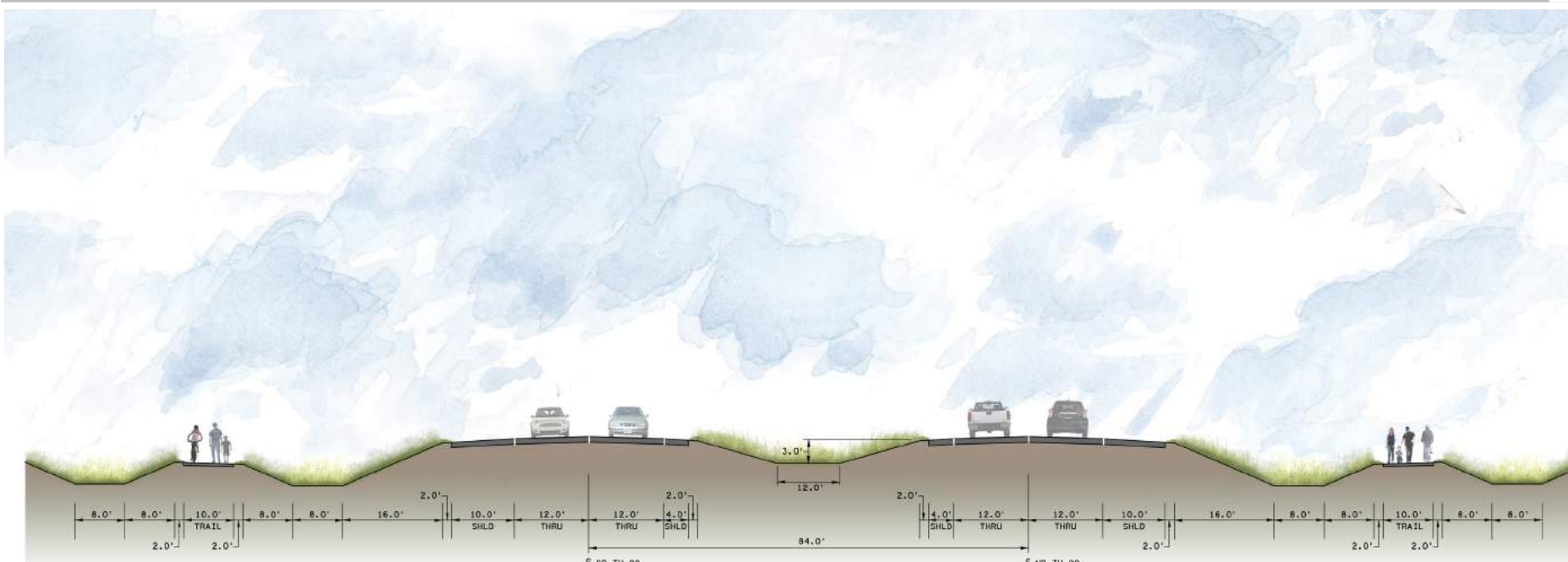
- Lower Cost
- Large Footprint
- Drainage Ponds/Ditches



Typical Section

### Concept A - Four Lane Divided with Sidewalk/Trail Improvements

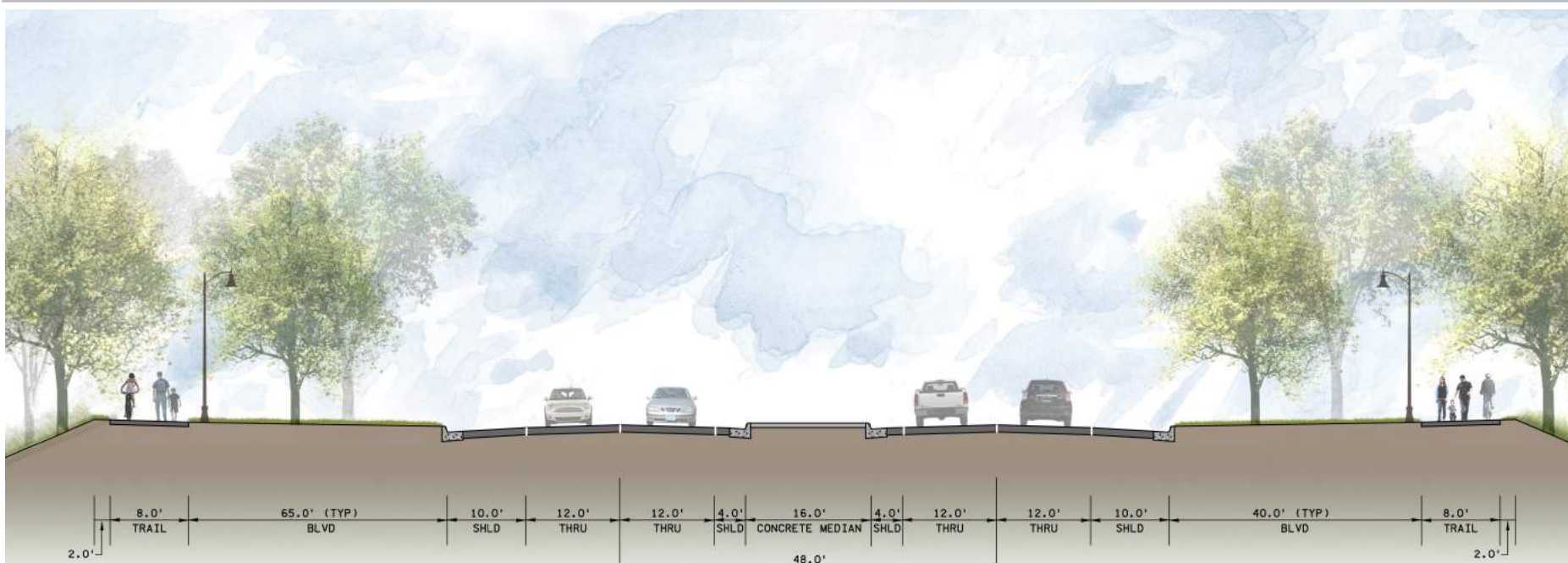
- Lower Cost
- Large Footprint
- Drainage Ponds/Ditches



Typical Section

### Concept B - Four Lane Urban Divided with Sidewalk/Trail (Both Sides)

- Higher Cost
- Reduced Footprint
- Curb & Gutter
- Shorter Pedestrian Crossings



Typical Section



South of CR 26 (227th Street) to South of Hoffman Road

MARK BOX FOR TOP CHOICE

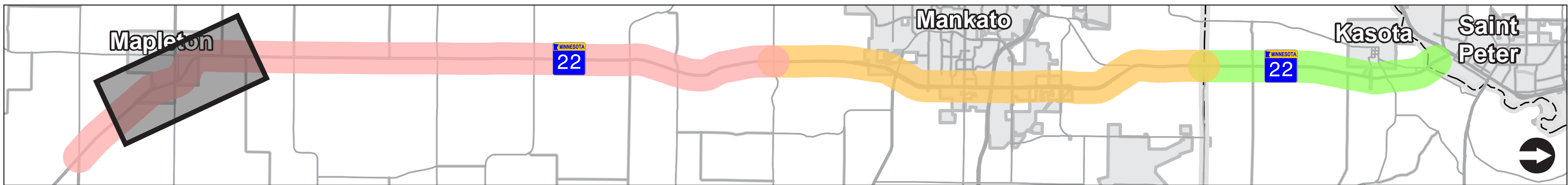
MARK BOX FOR TOP CHOICE

MARK BOX FOR TOP CHOICE



# Segment 3 Concepts (Preliminary)

City of Mapleton



**Legend:**

- Pavement (Roads & Trails/Sidewalks)
- Grading/Construction Limits

MARK BOX FOR TOP CHOICE	<h3>No Build - Two Lane</h3> <p>2 LANE (NO BUILD)</p> <p>Typical Section</p>	<p>Lower Cost Minimal Impacts Ditches</p> <p>North of Hwy 30/CR 21 (129th Street)</p>
MARK BOX FOR TOP CHOICE	<h3>Concept A - Two Lane with Trail</h3> <p>NO BUILD + TRAIL</p> <p>Typical Section</p>	<p>Lower Cost Minimal Impacts Ditches</p> <p>North of Hwy 30/CR 21 (129th Street)</p>
MARK BOX FOR TOP CHOICE	<h3>Concept B - Two Lane Urban with Sidewalk/Trail</h3> <p>2 LANE URBANIZING</p> <p>Typical Section</p>	<p>Higher Cost Curb &amp; Gutter Speed Reduction</p> <p>North of Hwy 30/CR 21 (129th Street)</p>
MARK BOX FOR TOP CHOICE	<h3>Concept C - Three Lane Rural</h3> <p>3 LANE</p> <p>Typical Section</p>	<p>Moderate Cost Ditches Improved Access</p> <p>North of Hwy 30/CR 21 (129th Street)</p>
MARK BOX FOR TOP CHOICE	<h3>Concept D - Three Lane Rural with Trail</h3> <p>3 LANE + TRAIL</p> <p>Typical Section</p>	<p>Moderate Cost Ditches Improved Access</p> <p>North of Hwy 30/CR 21 (129th Street)</p>
MARK BOX FOR TOP CHOICE	<h3>Concept E - Three Lane Urban with Sidewalk/Trail</h3> <p>3 LANE URBANIZING</p> <p>Typical Section</p>	<p>Higher Cost Curb &amp; Gutter Improved Access Speed Reduction</p> <p>North of Hwy 30/CR 21 (129th Street)</p>



# Segment 1 Evaluation Summary

US 169 (in Saint Peter) to CR 2

		Corridor Function			Right-of-Way	Safety			Cost
		Reduce congestion	Increase travel speed	Reduce access	Minimize right-of-way acquisition/ property impacts	Improve intersection safety (i.e. turn/R-cut/ roundabout/passing lanes)	Improve bicycle connectivity	Improve pedestrian/bicycle comfort/safety	
No Build - Two Lane	No Build (Two Lane Pavement Resurfacing)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept A	Two Lane Pavement Resurfacing with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div>
Concept B	Three Lane Options	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div>
Concept C	Three Lane Options with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div> <div></div>
Concept D	Four Lane Divided	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div> <div></div>
Concept E	Four Lane Divided with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div> <div></div> <div></div>

Best meets objective

Acceptable, but not distinguishing

Does not meet objective



# Segment 2A Evaluation Summary

CR 2 to CR 26 (227th Street) and Hwy 83/CR 60 (Stadium Road) to CR 90

		Corridor Function			Right-of-Way	Safety			Cost
		Reduce congestion	Increase travel speed	Reduce access	Minimize right-of-way acquisition/ property impacts	Improve intersection safety (i.e. turn/R-cut/ roundabout/passing lanes)	Improve bicycle connectivity	Improve pedestrian/bicycle comfort/safety	
No Build - Two/Four Lane	No Build (Two/Four Lane Pavement Resurfacing)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept A	Two/Four Lane Pavement Resurfacing with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept B	Three Lane Options	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept C	Three Lane Options with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept D	Four Lane Divided	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept E	Four Lane Divided with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Best meets objective

Acceptable, but not distinguishing

Does not meet objective



# Segment 2B Evaluation Summary

CR 26 (227th Street) to Hwy 83/CR 60 (Stadium Road)

		Corridor Function			Right-of-Way	Safety			Cost
		Reduce congestion	Potential for reduction in speeds	Reduce access	Improve corridor aesthetics	Increase greenspace between roadway and trail/sidewalk	Improve pedestrian crossing safety by reducing crossing distance	Improve pedestrian/bicycle comfort/safety	
No Build - Four Lane Divided	No Build (Four Lane Pavement Resurfacing)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept A	Four Lane Divided with Sidewalk/Trail Improvements and Ditches	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept B	Four Lane Urban Divided with Sidewalk/ Trail (Both Sides)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Best meets objective

Acceptable, but not distinguishing

Does not meet objective



# Segment 3 Evaluation Summary

City of Mapleton

		Corridor Function			Right-of-Way	Safety			Cost
		Potential for reduction in speeds	Improve business (i.e. provide turn-lanes)	Improve corridor aesthetics	Minimize right-of-way acquisition/property impacts	Improve intersection safety (i.e. turn/passing lanes)	Improve bicycle connectivity	Improve pedestrian/bicycle comfort/safety	
No Build - Two Lane	No Build (Two Lane Pavement Resurfacing)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Concept A	Two Lane Pavement Resurfacing with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div>
Concept B	Two Lane Urban with Sidewalk/Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div> <div></div>
Concept C	Three Lane Rural	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div>
Concept D	Three Lane Rural with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div> <div></div>
Concept E	Three Lane Urban with Sidewalk/Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div> <div></div> <div></div>

Best meets objective

Acceptable, but not distinguishing

Does not meet objective



# Pedestrian Crossing Options

City of Mankato

## How do you prefer pedestrians to cross Highway 22?

### AT INTERSECTIONS



Signal



Roundabout

### AT MID-BLOCK CROSSINGS



Overpass



Underpass



Pedestrian Signal – Hawk System

Place a sticker on your preferred grade-separated pedestrian crossing location (overpass/underpass)

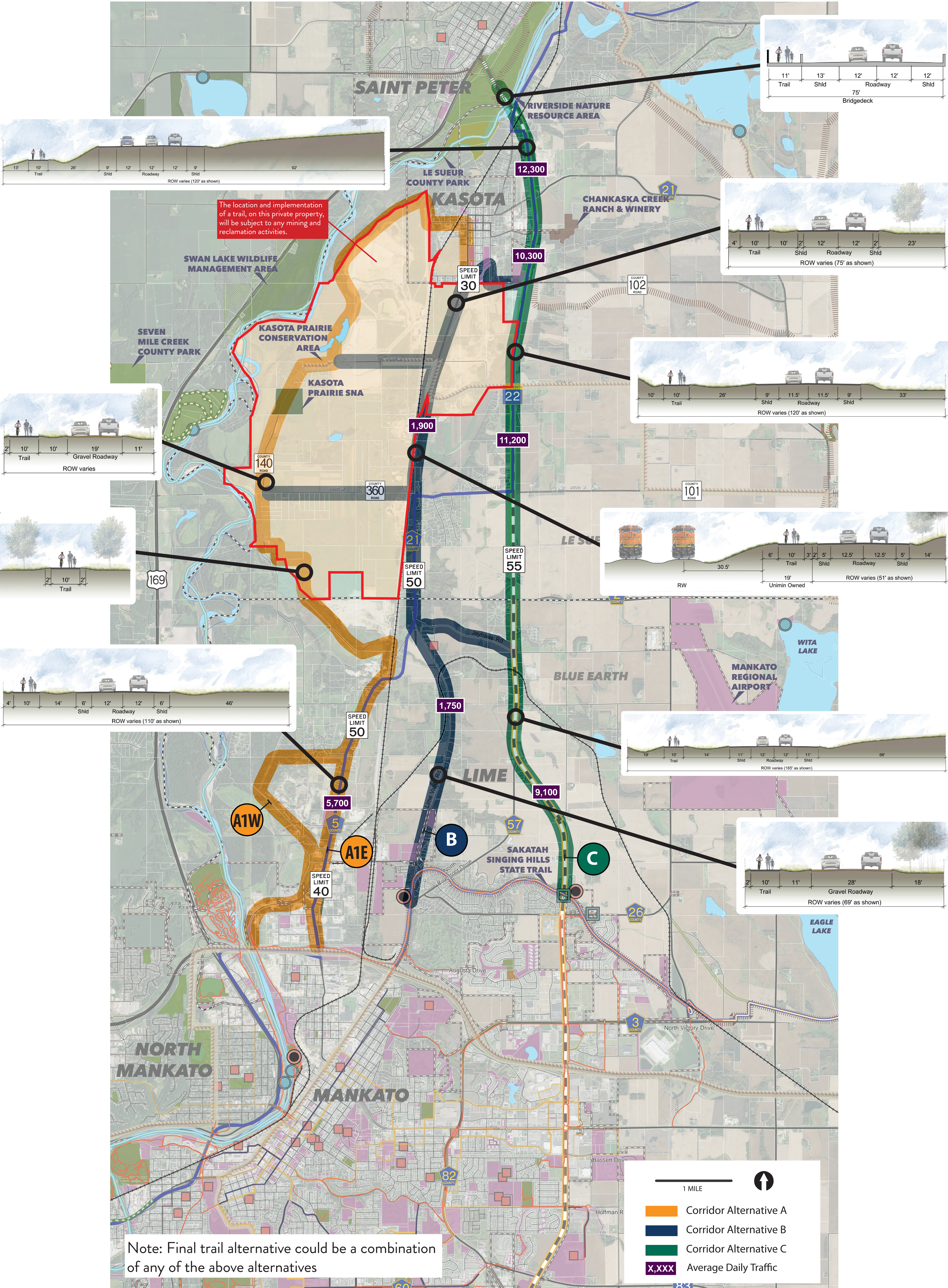


Place a sticker on your preferred pedestrian crosswalk type





# Minnesota River State Trail Corridor Alternatives





# Minnesota River State Trail Corridor Alternatives – Evaluation Summary

	Segment A West	Segment A East	Segment B	Segment C
Length (miles)	11.5	10.3	6.8	7.8
<b>Trail User</b>				
Ped/Bike Multi-use Trail per MnDNR guidelines	Yes	Yes	Yes	Yes
Snowmobile	No	No	Potential	Potential
Equestrian	No	No	No*	No*
<b>Right-of-Way Ownership</b>				
Publicly owned land requires no right-of-way acquisition	● - Private	● - Public & Private	● - Public & Private	● - Public
<b>Wetland Conflicts (acres)</b>				
Corridor alignment crosses between 1 and 5 acres	●	●	●	●
<b>Railroad Crossing</b>				
Corridor alignment does not cross railroad	●	●	●	●
<b>Road Crossing</b>				
Corridor alignment minimizes amount of crossings	●	●	●	●
<b>Scenic Value</b>				
Corridor has high scenic value	●	●	●	●
<b>Traffic Volume</b>				
Alignment minimizes exposure to traffic	●	●	●	●
<b>Comfort Value</b>				
Corridor has high comfort value (traffic volume, traffic speed & distance from travel lane)	●	●	●	●
<b>Key Destinations</b>	Sakatah Singing Hills State Trail, MN River, Kasota Prairie SNA & Downtown Kasota	Sakatah Singing Hills State Trail, MN River, Kasota Prairie SNA & Downtown Kasota	Sakatah Singing Hills State Trail, Downtown Kasota & Kasota Prairie Conservation Area	Sakatah State Trail & Riverside Park

● Good: meets criteria well

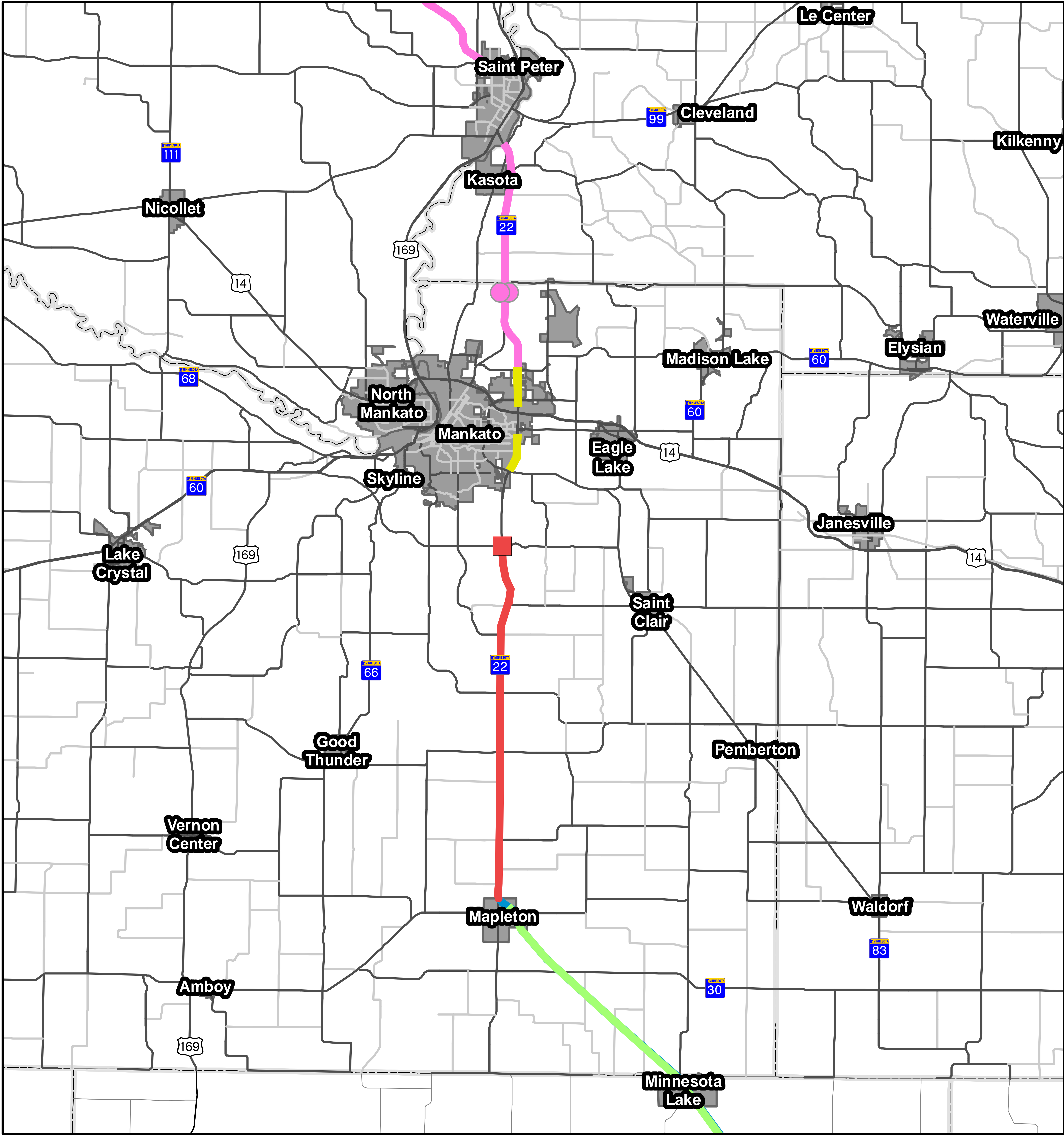
● Acceptable: but relatively less desirable than Good

● Less Desirable: considering criteria

\*Horses may use a separate unpaved trail where available



# MnDOT District 7 – Current and Future Projects



**Bridge Projects**

2024

**Road Projects**

2018

2019

2023

2024

2025

**Intersection Projects**

2018

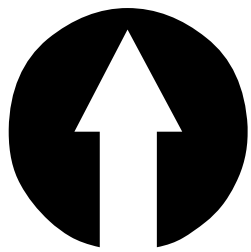


Municipal Boundaries



County Boundaries

0 2 4 Miles





# Segment 1 Preliminary Intersection Alternatives

## Hwy 22/US 169 Intersection

Dual Left Turn Lanes or Roundabout Being Constructed in 2022

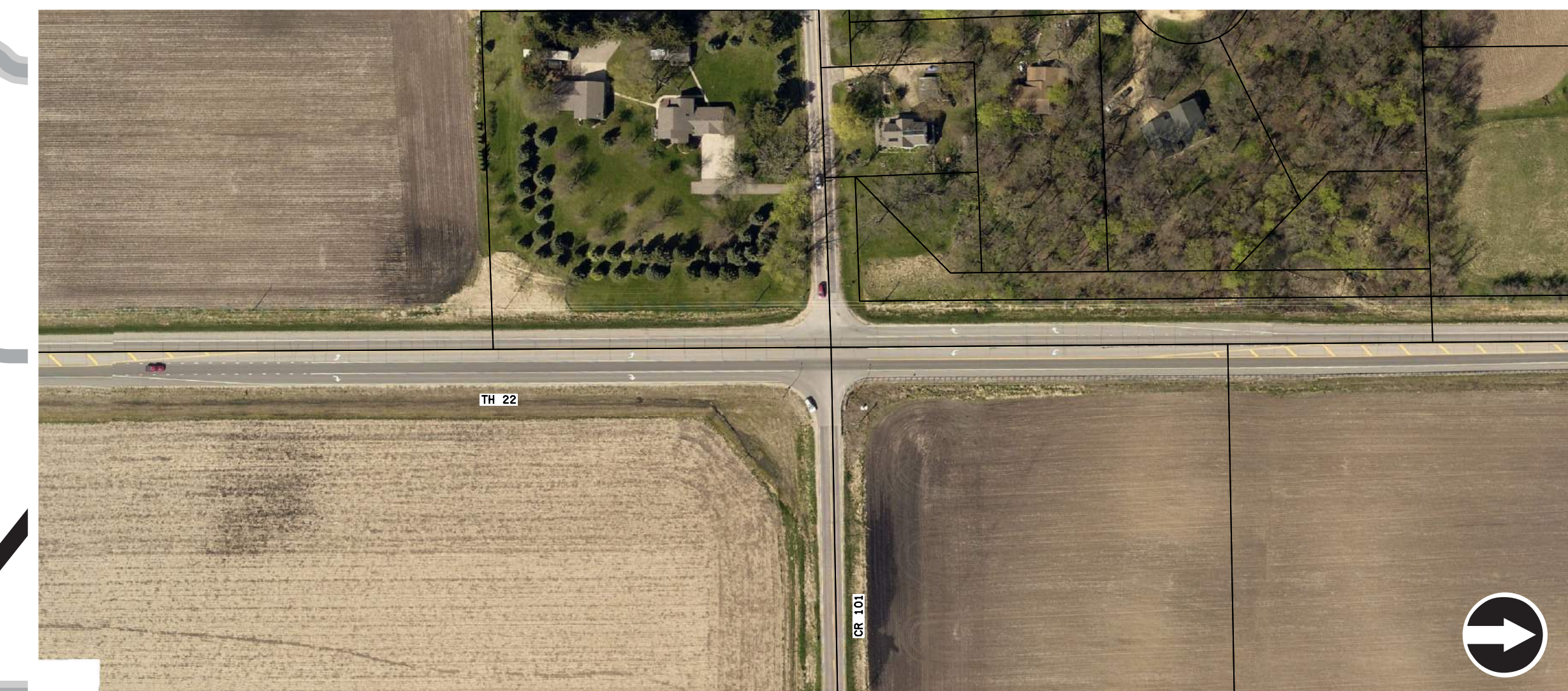
## Hwy 22/CR 21 Intersection



### Alternatives Being Evaluated:

- Side Street Stop Control (Existing)
- Roundabout\*\*
- J-Turn (RCI)\*

## Hwy 22/CR 101



### Alternatives Being Evaluated:

- Side Street Stop Control (Existing)
- Roundabout\*\*
- J-Turn (RCI)\*

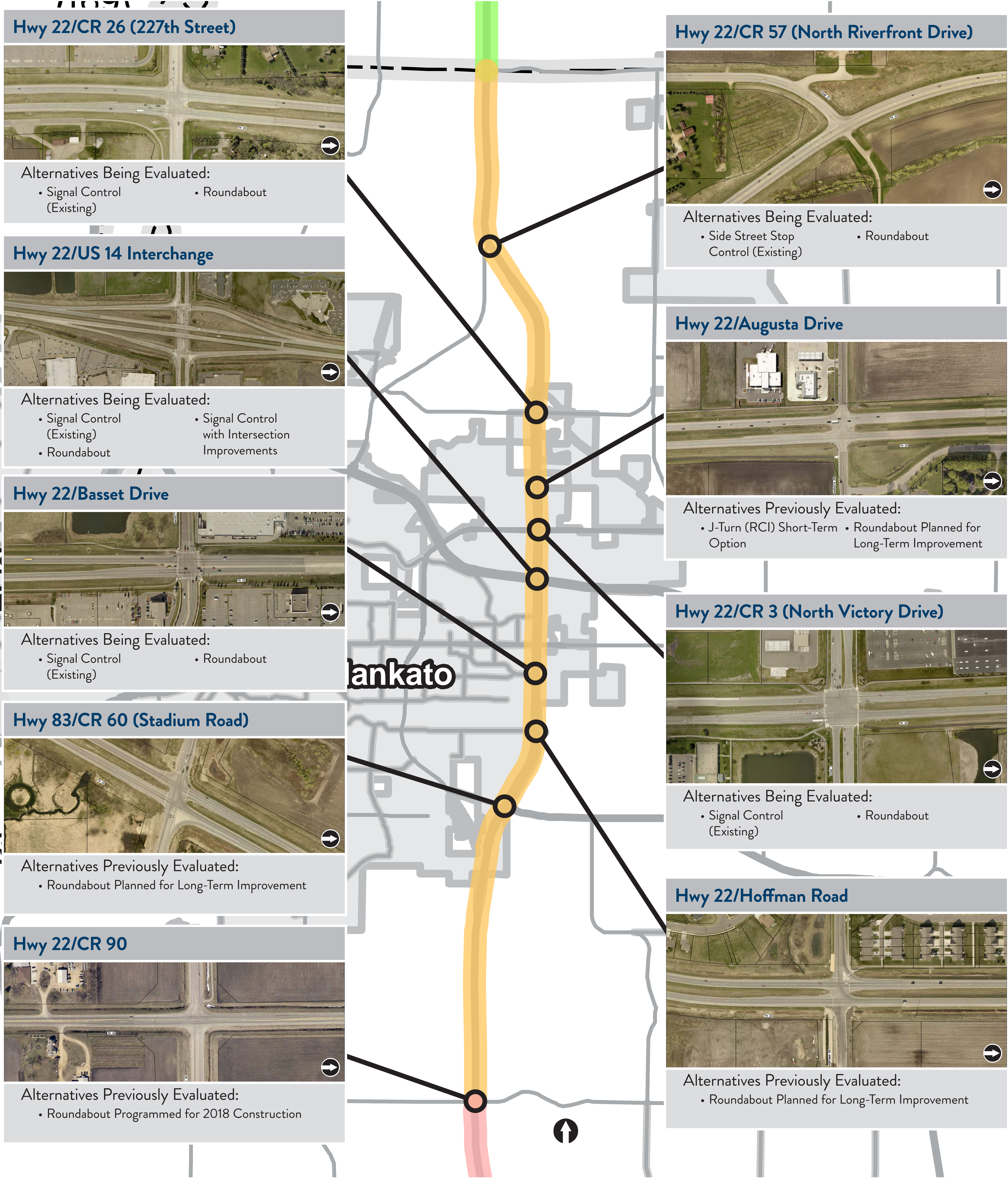
\*Only being evaluated for four-lane divided typical section alternatives

\*\*Only being considered for two-lane or three-lane typical section alternatives





# Segment 2 Preliminary Intersection Alternatives

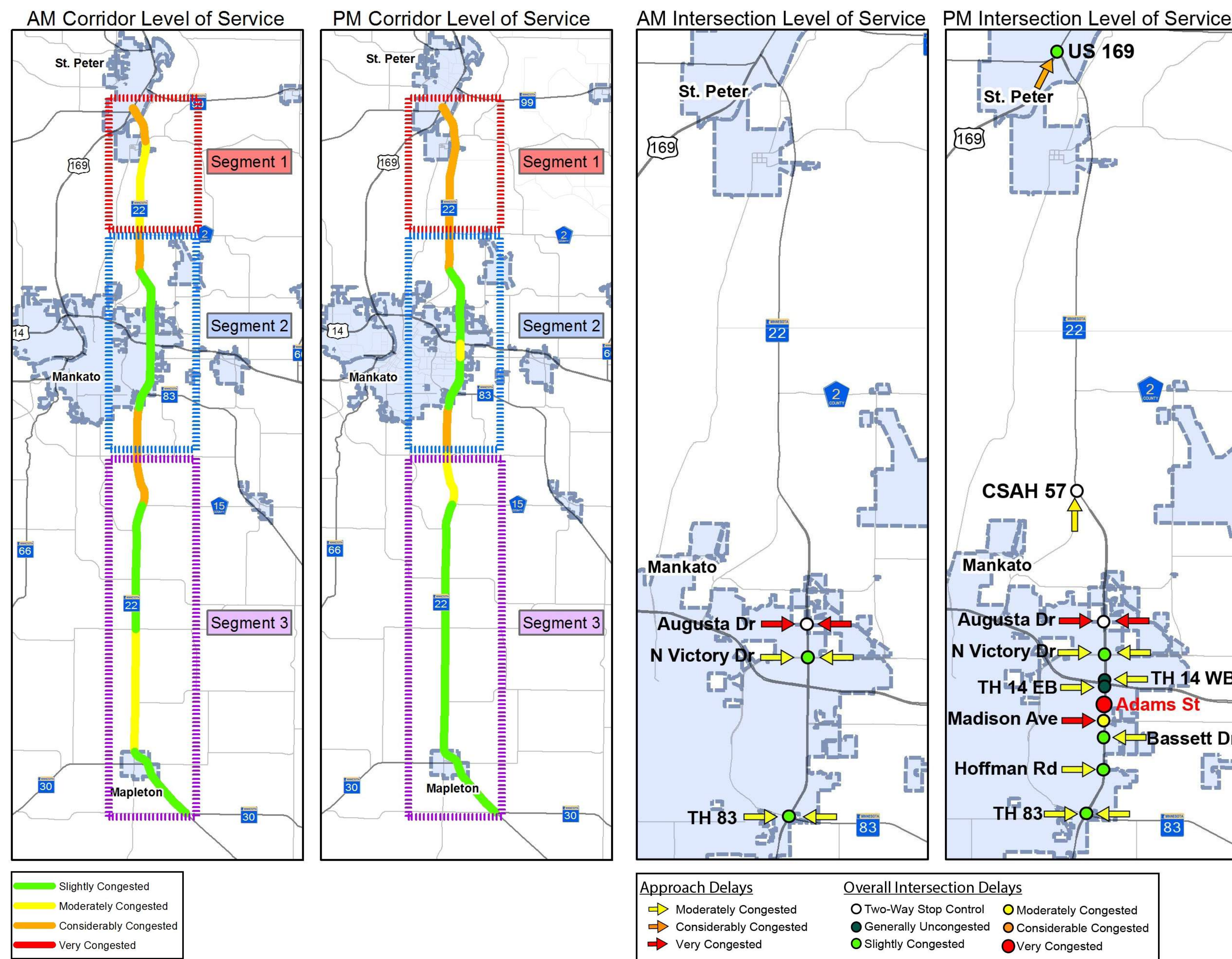




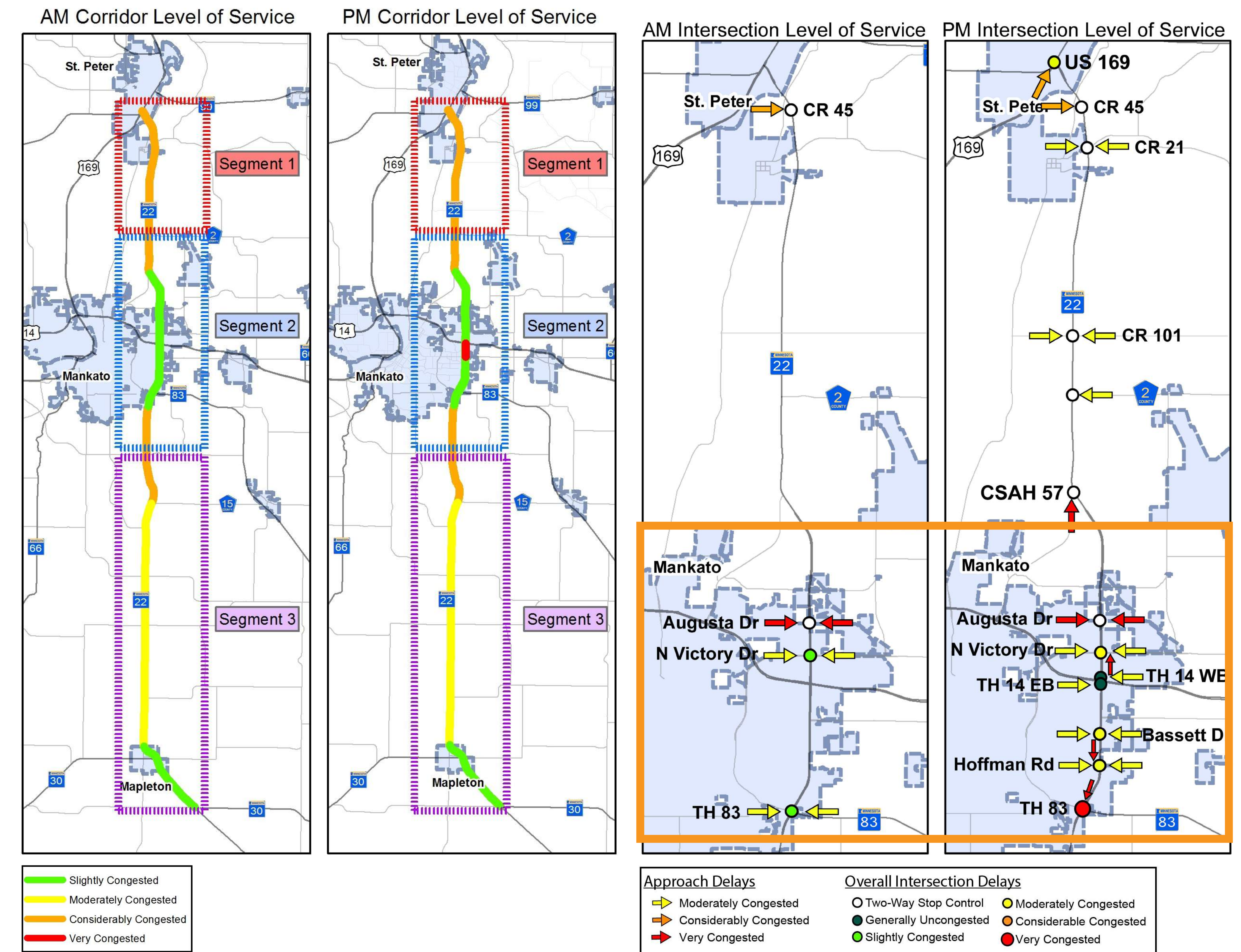
# Projected Traffic Conditions (AM and PM Peak Hour)

No Build Scenario

## Existing (AM and PM Peak Hour)



## 2045 (AM and PM Peak Hour)



## Key Highlights for Projected Traffic Conditions:

### Segment 1:

- Increased traffic is expected to result in increased peak hour congestion, especially where passing is not allowed.
- Traffic volumes on Hwy 22
  - Existing = 10,300 to 12,300 vehicles/day
  - Future = 14,900 to 16,800 vehicles/day
  - Two-lane undivided highway capacity = 15,000 vehicles/day
  - Three-lane undivided highway capacity = 17,000 vehicles/day
  - Four-lane divided highway capacity = 38,000 vehicles/day

### Segment 2:

- Evening peak hour congestion is expected to increase between Madison Avenue and US 14.
- Less severe congestion is expected north of US 14 and South of Madison Avenue.
- Side streets are expected to experience moderate congestion at Hwy 22 in the future, however not too severe at most locations.
- High delays are expected on Augusta Drive at Hwy 22 if stop control is maintained.
- Traffic volumes on Hwy 22
  - Existing = 9,100 to 19,100 vehicles/day
  - Future = 15,700 to 32,400 vehicles/day
  - Four-lane divided highway capacity = 38,000 vehicles/day
- Additional traffic analysis to be completed in Segment 2. Traffic results may potentially change.

### Segment 3:

- Moderate congestion is expected in the future between Mankato and Mapleton, with more congestion expected just south of Mankato.
- Less congestion is expected in Mapleton and south of Mapleton.
- Traffic volumes on Hwy 22
  - Existing = 1,850 to 5,000 vehicles/day
  - Future = 2,400 to 8,500 vehicles/day
  - Two-lane undivided highway capacity = 15,000 vehicles/day

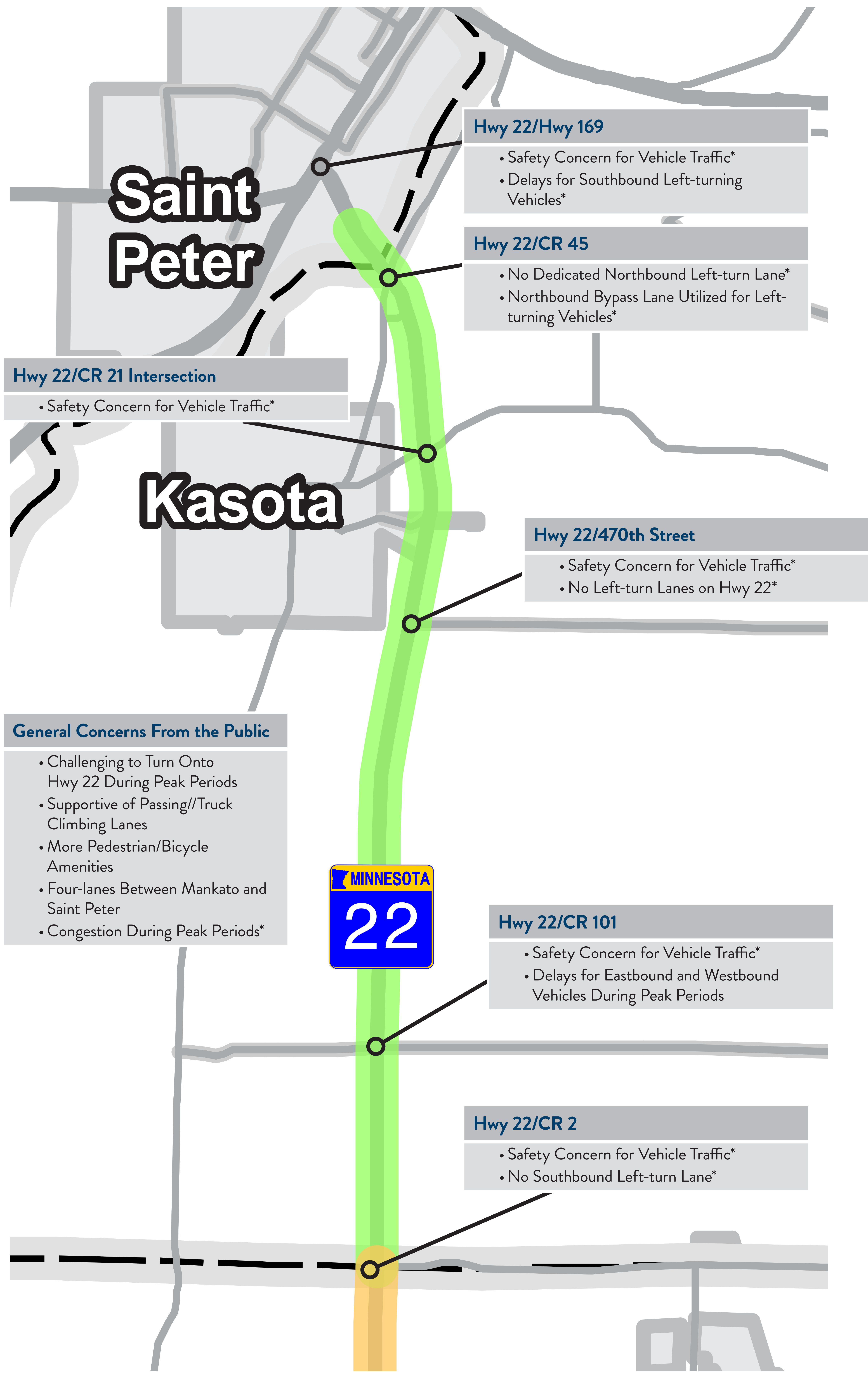


**HIGHWAY 22 | CORRIDOR STUDY**





# Segment 1 Summary of Existing Issues

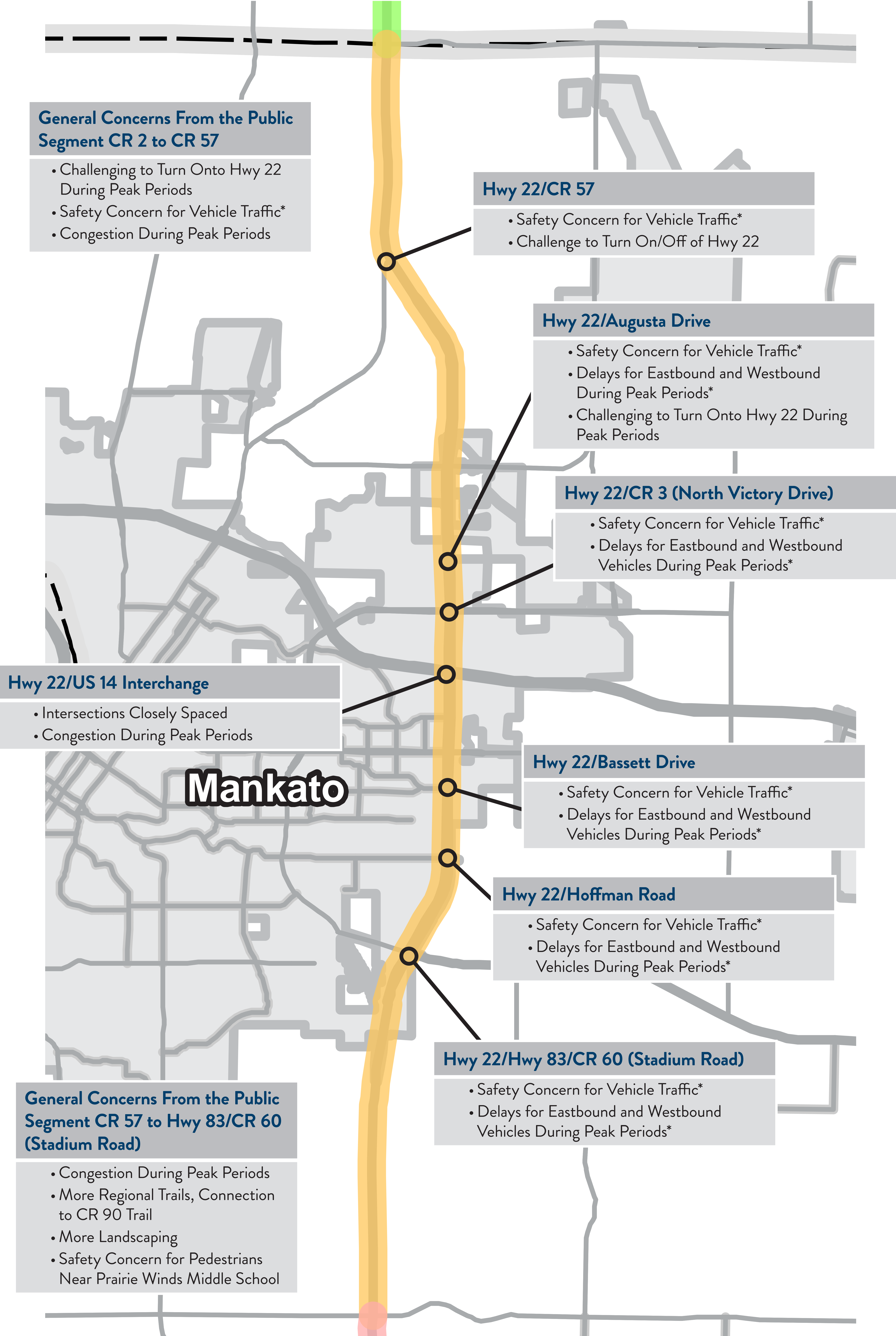


\*Confirmed by Existing Conditions Analysis





# Segment 2 Summary of Existing Issues

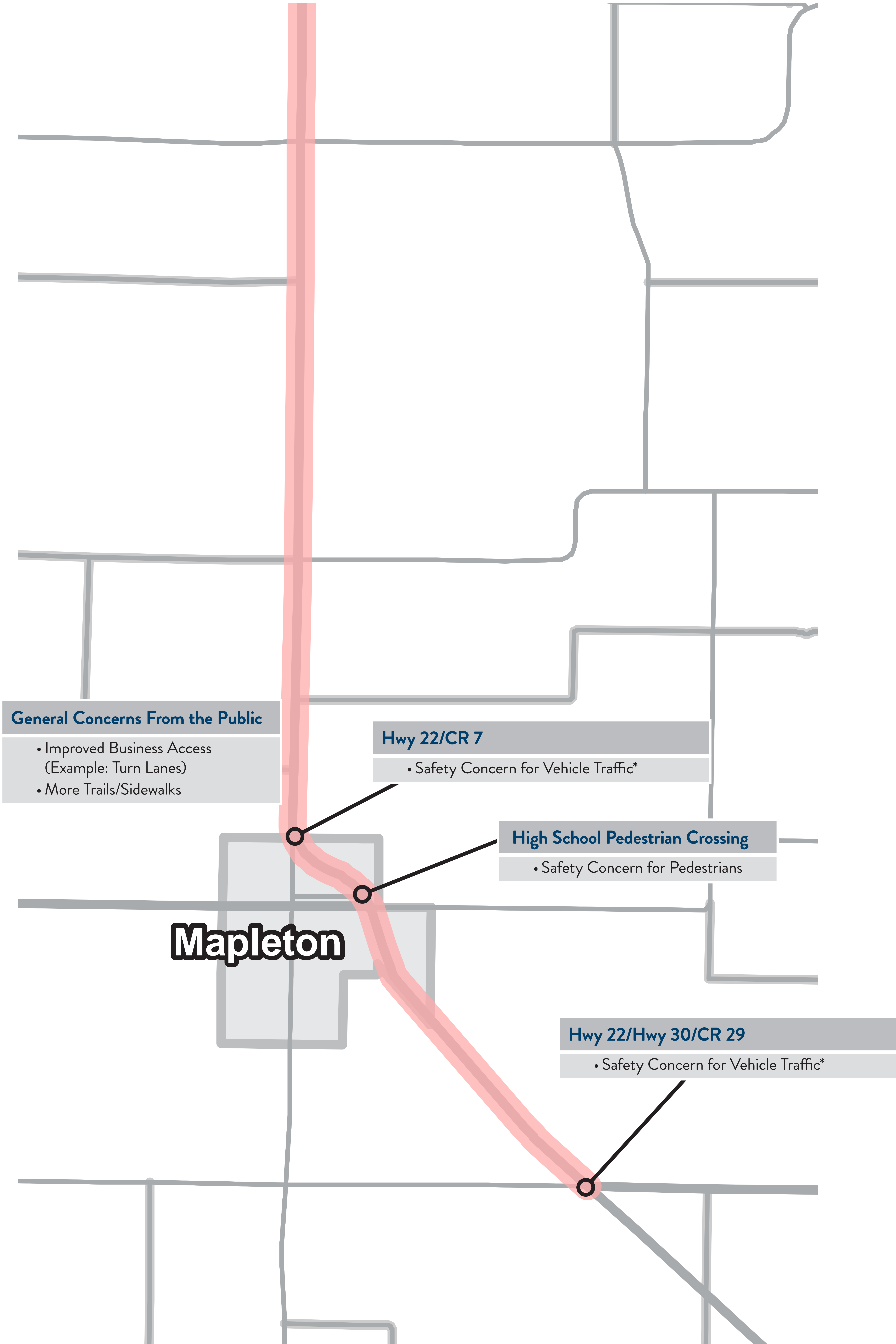


\*Confirmed by Existing Conditions Analysis





# Segment 3 Summary of Existing Issues



\*Confirmed by Existing Conditions Analysis





## HIGHWAY 22 | CORRIDOR STUDY

## Open House

Tuesday, June 5 | 5:00-6:30 p.m.

Name	Phone	Email
Ryan Thilges	507-304-4025	ryan.thilges@blueearthcounty.mn.gov
Paul Johnson	507 524-3621	
Gene Brana	388 -7583	
Richard Nienow		
Sam Parker		Region 9 Dev. Com.
Lisa Bjham		MnDOT
Rebecca Andt		MnDOT
Angela Piltavr		MnDOT
Molly Gust		SRF
Amy Elias		SRF
Scott Thompson		MnDOT
Jody Swanson		





Name	Phone	Email
Craig Vaughn	763 475-0010	CVAUGHN@SELFCONSULTING.COM
Sandy Jackson	507-931-5624	sandra.jackson@mnsu.edu
Craig Beckman		craig-beckman@state.mn-us
JERRY HUETTL	507 514 3000	CHOPPER@HICKORYTECH.NET
Neil Pekrul	507 931-6081	neil.pekrul@covia corp.com
Tony Borglum	507-461-0628	info@driveatank.com
June Davin	507-380-8549	junedavin516@gmail.com
Kevin & Jody Swanson	507-625-1424	gavin6@hickorytech.net
Angela Piltaver	507-345-7010	swanseau@gmail.com
Bruce & Lynn Davy		angela.piltaver@glatz-dot
Nancy Madsen	507 931 8568	nancy.madsen@stpeterherald.com





Name	Phone	Email
Dianne Young	507-779-6626	OR GOINGS @HOTMAIL.COM
Greg Stoffel	507-317-2651	greg.stoffel@gmail.com
Barb Anderson	507-317-3110	barbjunanderson@gmail.com
Curtis Anderson	507-388-6491	Curtis, O. ANDERSON23 @ GMAIL.COM
Richard Keir	507-387-3728	RKeir@kcdarytech.net
Tom Feltz	112-491-4966	-
Harriet Masoe	507-934-3253	
Mike and Lana Bramstedt	(605) 359-8280	lanaanjohnson@gmail.com
Robert & Laurie DeGezelle	507-327-5487	Laurie DeGezelle - Lime Township Clerk - lime.ts.id@gmail.com Ldegezelle@yahoo.com Bob.degezelle@yahoo.com
Larry & Kristi Maruska	507 380-6071	kristmaruska@yahoo.com
Julia & Jim Anderson	507-327-1000	
Tuff & Loring Miller	507-931-4524	





Name	Phone	Email
Trek Tomala	507-382-0486	wysiwyg@hickorytech.net
Chuck & Bev Fitzloff	507-625-1015	— — —
Becky Gasleson	507-387-1339	— —
Scott & Tammy Oatis Rep. Clark Johnson	507-388-2737 507-381-5011	tammyc2@hickorytech.net rep.clark.johnson@house.mn
Danielle Ceminisky	507-382-5684	ceminisky@hickorytech.net
Vicki Kennedy	507-317-3853	vakennedy@hickorytech.net
Mark Kennedy	507-380-6134	mkennedy@hickorytech.net
Bev Gasleson	507-387-1339	gasleson@mankatofreepress.com
Ky Johnson	507-327-8200	kkjohnsonph@gmail.com
Tim Mayo	507-934-0670	tim@saarpeter.mn.gov
Cyndi Allen	507-931-9424	cyndi-allen@hotmail.com





Name	Phone	Email
Steve Rohlfing	507-317-5095	
Mike + Chris Thomas	507-381-1457	Chrismike@hotmail.com
Tom & Candace Beckel	507-317-9260	cabeckel@gmail.com
John Scholtz	507-381-6158	joann.scholtz@hickorytech.net
Jeff Domras	507-625-4171	
Kyle Selys	507-995-6023	
Linda Engstrom	507-380-5376	
Tom "	507-720-2059	
Jim & Becky Sievert	507-327-5643 507-380-6891-B	
Bob Susan Allen	507-327-8410 507-327-8416	susan@arlingtonraceway.com





Name	Phone	Email
Steve Swartz	218 576 6645	STEVE.SWARTZ@STATE.MN.US
Kevin & Judy Swanson	507-345-7010	Swanson @ G mail . com
Jack Kolacz	327 9987	
VANCE STUEHREBERG	507-317-3942	
Charles Androsky		
Art Keith	507-345-6687	
Andrew Lawver	507-304-6216	
Kevin Buck	507-382-8132	Kbuck553@gmail.com
Darci Karau	507-389-9842	
Deane McConnell	507-720-6678	
Daniel Brown	507-317-4051	
Wendy Prantner	507-461-3041	wendy.prantner@gmail.com





6/14

[illegible]





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** Robert Debezele

**Address:** 205 Phasant Court MANKATO

**Email/Phone:** 507-327-5487 bob.debezele@yahoo.com.

**Comments:**

Please Consider using HW12 And make this  
A new Road from Mankato to St Peter 4 Lane,  
Sooner or Later you will need to do this, now should  
Be the Time

Thanks Robert Debezele





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name:

CHRIS ANDERSON

Address:

48940 STATE HWY 22 - KASOTA

Email/Phone:

CHRIS.O.ANDERSON23@GMAIL.COM

Comments:

STRONGLY OPPOSE ANY DIVIDED LANE

OPTIONS





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** Barb Anderson

**Address:** 48940 State Hwy 22, Kasota MN 56050

**Email/Phone:** barbjunanderson@gmail.com 507-317-3110

**Comments:**

Main concern is safety turning west into driveway from 22.

Improve <sup>line</sup> ~~sign~~ of sight (regrade) 22 by Wood Drive + Co. Rd. 2





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: *Chuck & Bev Sitzloff*

Address: *507-625-1015*

Email/Phone: *57866 231st St Mankato,*

Comments:

*4 lanes would make 22 much safer -*





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Karin Gavin

Address: 23886 State Hwy 22 MKTO

Email/Phone: gavin@hickorytech.net 507-625-1424

Comments:

Opposed to a 4 lane on  
current road. A representative  
shared about a 4 lane that  
would go to the East of Hwy 22.  
That concept is intriguing.

My family is at risk every day  
when pulling into our driveway. The  
passing lane in front of our house here  
is dangerous. We have no where to  
go to get out of the way of  
inattentive drivers,





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: *Tim Letts*

Address:

Email/Phone: *612-991-4966*

Comments:

*Safety is big concern. 4 lane option to separated  
traffic.*





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Todd Gavin

Address: 23886 State Hwy 22, Mapleton

Email/Phone: gavin6@hickorytech.net

Comments:

it is very difficult to add input without knowing a more specific plan. The road itself is not the problem. Drivers not following posted speeds, passing at no-passing zones and other violations are the problem. Highway patrol is a better option than MN DOT.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

Segment 1 (US 169 to CR 2)

Segment 2 (CR 2 to CR 90)

Segment 3 (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name:

Jody Swanson

Address:

110 Pleasant Dr. Mark. to

Email/Phone:

swanseve@gmail.com

Comments:

Do not over build Hwy 22 - keep 55 mph

Three lane will do the job on Seg 1 & 2,

projections do not justify 4 lane

Do trail off highway, (B)

Thank you





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

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**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: June Davis

Address: 101 W. Main Kgsota

Email/Phone:

Comments:

live on city Rd 5-

~~4~~ Lane - Hwy 22 - ~~Single Lane~~ <sup>2 Lane</sup> Round About

on 2 Lane Rd - Single Lane Round About.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

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**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Kevin Swanson

Address: 110 Pheasant Dr.

Email/Phone: swansev@gmail.com / 507-345-7010

Comments:

① Roundabout at Riverfront & 22 - Difficult & dangerous left turn. I was rear ended there

② Boards should tie cost to each segment better.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Rick Tomala

Address: 908 Menk Dr St Peter

Email/Phone: 507-382-0486

Comments:

Be nice if meetings could be later  
for individuals that work until 5pm-6pm





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name:

Bruce Davy

Address:

Email/Phone:

~~B. DAVY~~ BDAVEY122@GMAIL.COM

Comments:

MAKE IT SAFER NOT FASTER  
PLEASE





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Rebecca Sievert

Address: 101 Pheasant Dr., Mukto

Email/Phone: sievert52@hotmail.com

#### Comments:

Worried about sound on Hwy 22 - live closest  
house to Hwy 22! Also worried about losing land & safety  
of having my grandchildren close to traffic while  
playing in the yard.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

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**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Kenneth J. Johnson

Address: 38901 State HWY 99 St Peter Mn. 56082

Email/Phone: kjohnsonph@gmail.com

Comments:

Don't make a bike & Hike Trail Keep Minnesota River Trail Multi USE as it was intended from the beginning. If there is enough interest in a bike & Ped trail only Regional groups will fund trails that connect to the State Multi use trail if there is not enough interest the users that want a FREE Bike Trail can use the State Multi use Trail, and we won't have to waste money on routes that Segregate users or favor specific users. Implement Lime Valley Rd, ~~private~~ private land and Hwy 22 as needed to build 1 single Multi use Trail for all Refer to Multi use statutes for state Trail that include all users not listing Horse back and Snow mobile as special use





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** Kevin Buck

**Address:** 55363 Hemlock Rd Mantato Mr.

**Email/Phone:** KBuck553@gmail.com 507-382-8132

**Comments:**

License Fees for Bikes like 4x4's + snowmobiles.  
Classes for How to Ride a bike on a Road Single file



# HIGHWAY 22

## CORRIDOR STUDY

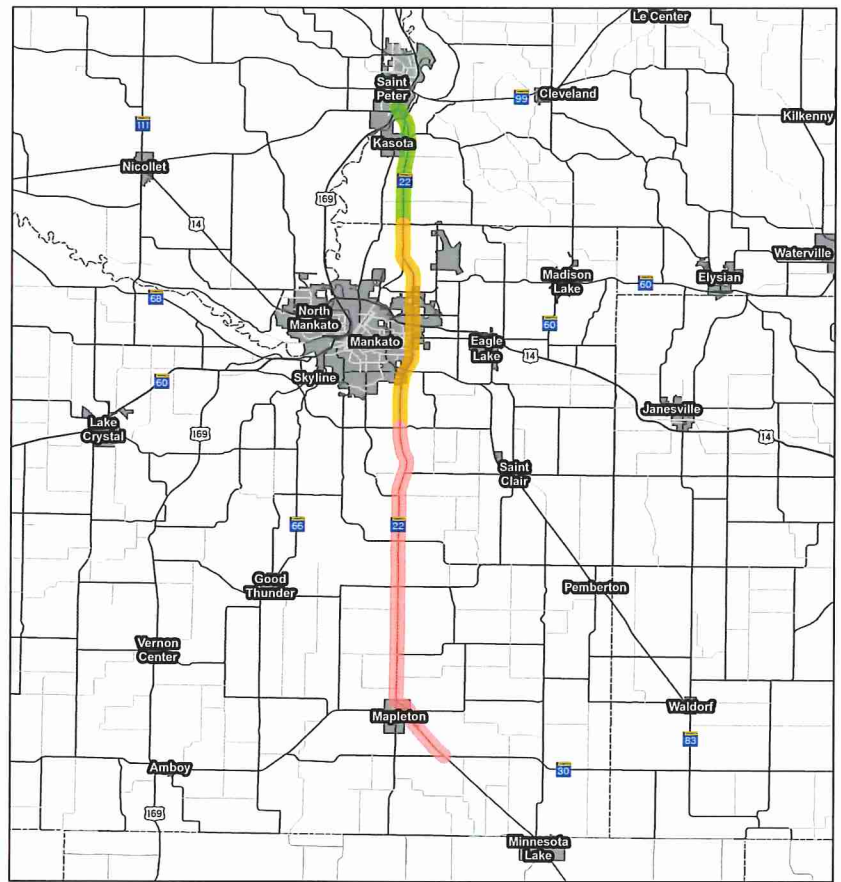
### Stop by the open house tonight:

**Thursday, June 14** from 4:00-6:00 p.m.  
MnDOT District 7 Office  
2151 Bassett Drive  
**Mankato, MN 56001**

View and comment on the alternatives for the future of Highway 22. Plans include a possible DNR MN River State Trail, intersection modifications, lane variations and access considerations. If you can't make the meeting...

### Visit

[www.th22corridorstudy.com](http://www.th22corridorstudy.com) for more information or contact MAPO Director Paul Vogel, 507-387-8613 or Lisa Bigham MnDOT Planning Director, 507-304-6195.



Segment 1  
Segment 2  
Segment 3

Municipal Boundaries  
County Boundaries



*Roundabouts at all the intersections!*

### MINNESOTA DEPARTMENT OF TRANSPORTATION

2151 Bassett Drive, Mankato, MN  
(Open house location)

[th22corridorstudy.com](http://th22corridorstudy.com)







# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: *Chris Corley*

Address: *617 Range St. N. Mankato, MN*

Email/Phone: *507-344-1179*

Comments:

*I really hope a scenic trail can be completed between  
Mankato + Krosby + St. Peter!*





## HIGHWAY 22 | CORRIDOR STUDY

### COMMENT SHEET

#### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** Kevin Buck

**Address:** 55363 Hemlock RD

**Email/Phone:** kbuck553@gmail.com 507-382-8132

**Comments:** Bicycle traffic in the rural areas is increasing. Roads are too narrow for safety. Even when trails are close to a Highway - the road is used. I pay a lot of taxes on my vehicles. Why can't Bicycle owners pay a fee and attend a safety class for stupid adults on how to ride a bike. I ride motor cycle and we have safety classes and endorsements on our drivers licenses.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: ~~Kevin Johnson~~ Kevin Johnson

Address: 105 E Wood St Kasota Mn

Email/Phone: 507-327-8201

#### Comments:

When Improving the Highway The Minnesota River State Trail should be implemented as much as possible this is a good place to build the Trail as multi use for all Trail users Snowmobile, walk, horse, ski ETC even bicycles of all ages this Rural Highway is very scenic and if there is enough interest in other specific use trails the users will be able to connect local and Regional Trails to this system creating loops any user group that would like to have a trail restricted to special use only such as Hike and Bike, instead of Multi use can build there own trails if there are Truly enough people interested. Snowmobiles are very active in this area and we have several snowmobile related business that would connect to each other with this Trail. Snowmobilers would create the most economic Impact to the area, and are always willing to share there trail with everyone. please Read the enclosed letter from Senator Kathy Sheran from earlier in the trail planning process. Our senators wold like to see the first part of the trail to include Everyone. Do not discriminate against any Trail users by segregating Trail use keep the entire Trail multi use





## HIGHWAY 22 | CORRIDOR STUDY

### COMMENT SHEET

#### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

Segment 1 (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    Segment 3 (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: Art Keith

Address: 100 Palmer Path

Email/Phone:

Comments:

I was pleased that the roundabout option is preferred for Augusta Dr/22. That makes the most sense to me. There is also, optimally, a need for safe crossing of 22 for bikes + pedestrian. An underpass on the Trail Creek side of the intersection could be advantageous and would likely get used quite a lot more than at present. I'm a SR citizen and crossing 22 is intimidating when there is traffic. So I rarely attempt it.





## HIGHWAY 22 | CORRIDOR STUDY

### COMMENT SHEET

#### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** ANDREW OLMANSON

**Address:** 44659 367th AVE ST. PETER 56082

**Email/Phone:** 507 931 6105

**Comments:**

NEEDED ON TH22 ARE/IS: A TRUCK CLIMBING LANE S. BOUND FROM  
THE GRAVEL PIT. ; LEFT TURN LANES AT NB T140 AND PHEASANT RUN  
ALSO SB AT CO. RD 2 AND WHATEVER IT TAKES TO ELIMINATE THE BYPASS  
BUMPOUTS. ANOTHER PLACE FOR A NB LEFT TURN LANE  
IS THAT ROAD "A" JUST BEFORE (SOUTH OF) THE OVER HEAD  
RAIL ROAD BRIDGE AS YOU ARE APPROACHING ST PETER.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** Parker Pendergast

**Address:**

**Email/Phone:** parker.pendergast@State, . . .

**Comments:**

Very good presentation very clear and  
hopefully ~~for~~ easy to understand for public





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:**

*Matt Rottermond*

**Address:**

**Email/Phone:**

**Comments:**

*Need to evaluate a Green-T at  
CR 57.*





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)    **Segment 2** (CR 2 to CR 90)    **Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

Name: STEVE OSWALD

Address:

Email/Phone: 218-576-6645

Comments:

- AUGUSTA ROUNDABOUT WOULD SOLVE LEFT TURN ISSUES

- TWO LANE TWO WORKS WITH EXCEPTION OF  
INTERSECTION AT AUGUSTA AND KASOTA

- IS THERE A NEED FOR PED. TRAIL? MAYBE BETWEEN  
KASOTA AND ST. PETER



## A note from my desk to yours. ☺

Bruce Davey  
47081 Linden Lane  
Kasota MN 56050  
507-317-0770  
bdavey122@gmail.com

July 10, 2018

To: Lisa Bigham, MnDOT, Mankato

RE: Hwy 22 Corridor study

I have just a few comments to share regarding the Hwy 22 study. To give you my perspective, I live just east of the highway on 470<sup>th</sup> St (AKA T-140<sup>th</sup>) which is one mile south of the asphalt plant and one mile north of Squirrels Nest Road, Co Rd 101. This is also the road where the large gravel pit is to the west of the highway. Further, my background was as a MnDOT highway technician (detail design) and then as a State Trooper and accident reconstruction specialist for 28 years based in Mankato for 25 years.

First and most important to me and many of my friends and neighbors whom I have talked to in relation to the upcoming project, is to **make it safer not faster.**

Even if it turns into a 4-lane at 65 MPH the gain in time from St. Peter to Mankato (call it 10 miles) versus a 2 lane at 55 MPH is about 1.5 minutes. Not much gain.

I would love to see **dedicated center left lanes with adjacent dedicated right turn lanes** at several intersections. While I have not seen the current stats for Hwy 22 it strikes me that there have been less crashes at the locations where the center left turn lanes and adjacent right turn lanes were installed a couple of years ago. That is the type of modifications that I believe are effective in both lives saved and construction costs. My particular intersections of choice for a center left turn lane with adjacent right turns lanes is at 470<sup>th</sup> St (T-140, and the gravel pit entrance road) and at Co Rd 102/T-298 (the Asphalt Plant).

I would also like to see **two roundabouts on the St. Peter to Mankato section.** My target locations would be at Shanaska Creek Road (Co Rd 21) and at the Riverfront Drive (Co Rd 57) intersection. My reasoning for these two intersections is that simply from my observance they both have substantial traffic volume that would benefit from a roundabout especially at Shanaska Creek Road. That intersection, at times, has very heavy traffic and has had a significant number of accidents over the years. From simply personal observation the traffic volume has increased substantially over the last 10 to 15 years and it seems to me that the volume will only increase over time and would be an appropriate location for a roundabout.

Having roundabouts at these two locations could also have the side affect of helping folks make the decision to return to using Hwy 169 for their trips to Mankato, since it might make the trip seem faster for those with the "need for speed". The need for speed is not what this road needs.


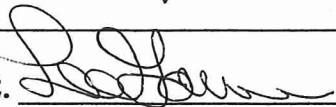
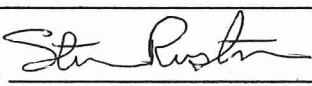
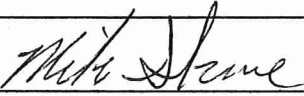
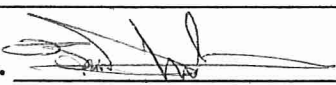
**Hwy. 22 needs to be safer not faster. Please help us with that.**

Please feel free to share my thoughts with others as you deem appropriate. Thank you.



### Local Businesses For Multi-Use Trails



We, the undersigned, formally request that the MN River Trail, as proposed, become multi-use under Mn. Statute 85.015 to allow use by all recreationalists, including, but not limited to, snowmobilers, horseback riders, hikers and bicyclists.

Signature	Printed Name	Address
1. 	K&K Plog & Htg LLC	43622, 361st Ln St Peter Mn. 56082
2. 	LEE GANSEN	40999 CR 20 ST Peter
3. 	CARQUEST AUTO PARTS	151 W. ST. JULIEN ST,
4. 	SKROVE Automotive	171 St. Julien St St. Peter
5. 	City of Grille + Pup	814 N mn ave St. Peter, mn
6. _____	_____	_____
7. _____	_____	_____
8. _____	_____	_____
9. _____	_____	_____
10. _____	_____	_____



## Local Businesses For Multi-Use Trails

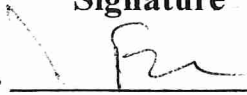

We, the undersigned, formally request that the MN River Trail, as proposed, become multi-use under Mn. Statute 85.015 to allow use by all recreationalists, including, but not limited to, snowmobilers, horseback riders, hikers and bicyclists.

	Signature	Printed Name	Address
1.		Goette Farming	20640 Wild Creek Rd LeCenter MN 56057
2.		Blue Sky Mechanical	LeCenter MN 56057
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			



### Local Businesses For Multi-Use Trails

We, the undersigned, formally request that the MN River Trail, as proposed, become multi-use under Mn. Statute 85.015 to allow use by all recreationalists, including, but not limited to, snowmobilers, horseback riders, hikers and bicyclists.

	Signature	Printed Name	Address
1.		Joe Frederick	516 Cardinal Pl.
		Buffalo Wild Wings	Mankato, MN 56001
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			



## Responsible Recreationalists For Multi-Use Trails

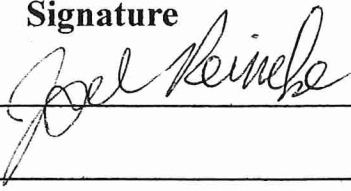

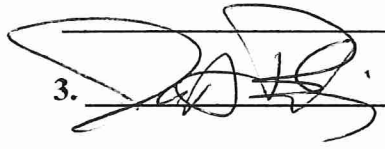
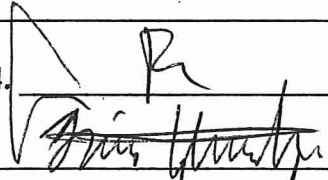
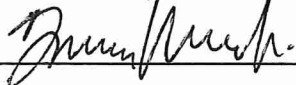

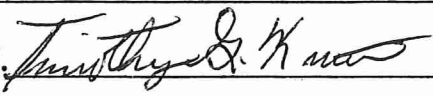
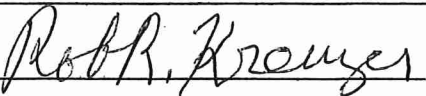
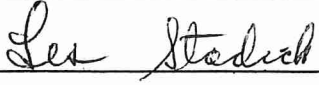
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Signature	Printed Name	Address
1. <u>Steve Rustman</u>	<u>STEVE RUSTMAN</u>	<u>38773 436th St Sturgeon</u>
2. <u>Mike Skrove</u>	<u>Mike Skrove</u>	<u>46243 Jefferson Shores</u> <u>Dr. Cleveland Minn.</u>
3. <u>Kelvin P Johnson</u>	<u>Kelvin P Johnson</u>	<u>105 E Wood St Kasota</u>
4. <u>Frank Weber</u>	<u>Frank Weber</u>	<u>48331 Pheasant Rd</u>
5. <u>Wayne Sandeen</u>	<u>WAYNE SANDEEN</u>	<u>46944 County Rd. 15 56024</u>
6. _____	_____	_____
7. _____	_____	_____
8. _____	_____	_____
9. _____	_____	_____
10. _____	_____	_____



## Responsible Recreationalists For Multi-Use Trails

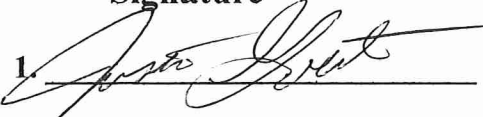
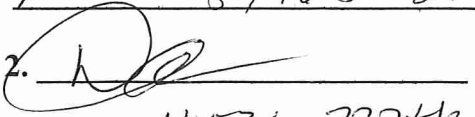
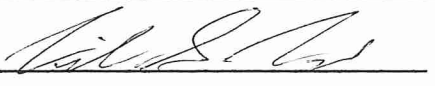
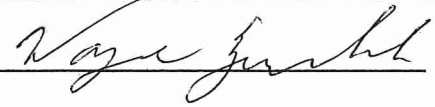
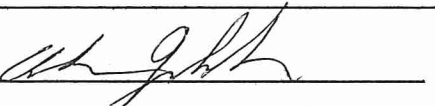


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Signature	Printed Name	Address
1. <u></u>	<u>Joel Reinke</u>	<u>202 N. Front St. St. Peter</u>
2. <u></u>	<u>Doug Clausen</u>	<u>PO Box 1075</u>
3. <u></u>	<u>JOHN BENDIX</u>	<u>417 MAIN ST, CRETEND MN</u>
4. <u></u>	<u>Joe Frenz</u>	<u>516 Cardinal Pl. Mankato, MN 56001</u>
5. <u></u>	<u>Tim Vuruk</u>	<u>Gaylord MN</u>
6. <u></u>	<u>DAVID MILLER</u>	<u>1595 SHARON DR. N. MANKATO, MN 56002</u>
7. <u></u>	<u>Timothy G. Knutson</u>	<u>212 Diane Dr. Eagle Lake, mn. 56024</u>
8. <u></u>	<u>ROBERT R KREIZER</u>	<u>118 ECHO ST MANKATO MN 56001</u>
9. <u></u>	<u>Les Stadick</u>	<u>2317 N. Broadwar New Ulm, MN</u>
10. _____	_____	_____



## Responsible Recreationalists For Multi-Use Trails

We, the undersigned, formally request that the MN River Trail, as proposed, become multi-use under Mn. Statute 85.015 to allow use by all recreationalists, including, but not limited to, snowmobilers, horseback riders, hikers and bicyclists.

#	Signature	Printed Name	Address
1.		Justin Gaetke	39465 217th Ave LeCenter MN 56057
2.		Dan Neubauer	41531 237th Ave LeCenter, MN 56057
3.		William S. Wend	205 Pleasant Street Cleveland MN 56015
4.		Wayne Zuelch	22773 410st LeCenter
5.		Adam Zuelch	43233 221st Ave. Le Center MN 56057
6.		Mitte Blaschke	240 N 5th St Le Center, Minn
7.		Tom LeBon	810 Hillcrest Montgomery
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____



- Yes, I like that it incorporated healthy, natural, historical, and cultural aspects of the MN River. It is a unifying statement that includes different interests and purposes for the trail.
- I fail to see how having people bicycle, run, walk, jog, walk dogs, ski, ride horses, snowmobile, hunt and have access to fishing while going through my property every day would benefit my healthy lifestyle.
- I believe this trail provides an exceptional opportunity to help preserve the valley and attract more Minnesotans to recreate and experience nature and history in a breathtaking setting.
- NO
- I don't know how it would help the people who live here. The only ones [trail users] who spend money are snowmobilers.
- This trail sounds like a great opportunity for all trail users!
- Yes, destination traveling. All of the MN River is a community – tap into the social/cultural tapestry and network that exists.

*What additions, changes, or deletions would you suggest?*

- DNR needs to take a more aggressive role
- Bikers or hikers will not bring [dollars to the] rural economy. They will not stop in any of the small towns except for water and restrooms.
- What about the homeowners that pay taxes to live here? No – the trail will not bolster rural economy; it will create litter and noise along a once quiet secluded country road.
- The trail will also provide a form of recreation for users, but I'm not seeing that included in this statement.

### **Recommended Trail Uses:**

*Should any other uses be accommodated?*

- What about ATVs? We are tired of taking our money to WI to ride grant in aid trails.
- No
- Please allow snowmobile traffic. Also being a person who has partaken in most trail activities, I can tell you that snowmobilers do more for the local economies than the others by buying gas, food, oil, and lodging.

*Should any of these uses be limited?*

- I do not like the idea of hunting or people carrying guns by our home with small children playing nearby.
- Please limit motorized use of any trails.
- No hunting.
- No uses should be limited. Make everyone pay for use with a permit for summer users and winter users. Multi-use trail needs to include snowmobiles on all trails!
- I think that parts of any trail maybe appropriate for some users but not for all; Some uses are not compatible ex. XC ski and snowmobiles
- May need to restrict motorized uses in some sensitive segments and provide alternate routes.



**Trail Corridor Resources:**

*Do you have any other suggestions related to water resources, vegetation management, wildlife habitat, or the area's historical and cultural resources?*

- I have my own wildlife and vegetation. Leave it as is.
- This section is beyond my knowledge, but I do trust that the DNR has the future impact on vegetation, water resources, and wildlife at its goal.

**Implementation:**

*Do you have any other suggestions for how the master plan is implemented, once it has been reviewed and approved by the DNR Commissioner?*

- Just to make sure that all agencies are working together so that we can find the best long term option for everyone involved.
- Mankato-St Peter-New Ulm has a lot going for it and would work best and the community has the capacity to make our section work.
- St Peter to Mankato seems the easiest piece to implement. St Peter to Le Sueur should be the second to connect towards the city.
- A tar, gravel, or dirt path can run alongside this trail for ATVs.
- I hope that the step-by-step process outlined in this section is strictly followed.
- We expect only purchases between willing sellers and buyers [including third partys] using a method of uniform standard appraisal to ensure fair treatment of sellers. We expect no eminent domain actions be taken as pressure mounts for trail completion from special interest groups.

**Overall:**

*What is the one thing you are most excited about related to the Minnesota River State Trail?*

- The whole thing. I ride the MN River and would like a recreational trail option along with that. Think recreation experience not so much inter-state transportation. Excited about State Park to State Park destination routes.
- Getting people outside.
- Being able to use it!!
- Snowmobiling with connections to other trails including Casey Jones, Sakatah, and MN Valley trails.
- Connectivity
- Not one thing is exciting about it!

*What is the one thing you are most concerned about?*

- People too near our homes, more littering than we already have. Too many people think all of the countryside is theirs to do with as they please and that means trouble for the landowners.
- The difficult task of trying to be all things to all people to the point that none are well served.
- Misuse and abuse of trails
- Landowners cooperation



Utilizing a combination of designated bike routes and off-road trails could expedite the process of creating a contiguous trail segment. Directing state trail users onto bike routes would be a temporary solution until an entirely off-road trail alignment can be secured. Coordination between local governments, DNR, and Minnesota Department of Transportation will be critical throughout this process.

***Overall Criteria for Location of the Trail***

- Provide a scenic route that showcases the landscape of the Minnesota River Valley.
- Minimize trail user exposure to vehicular traffic.
- Minimize impact on wetlands and flood plains.
- Avoid negative impacts on rare and endangered species and avoid fragmentation or disturbance of significant native plant communities.
- Provide snowmobile and horseback riding access where they can be safely accommodated.
- Connect or link to existing trail systems and hubs of outdoor recreation.
- Provide connections to, and vistas of, the Minnesota River and surrounding bluffs.



### 3. RECOMMENDED TRAIL USES

The Minnesota River State Trail will be a multi-use, multi-season trail, with different uses appropriate at different times of the year. Some trail segments will be developed as a single treadway with compatible multiple uses such as walking, bicycling and in-line skating, as well as snowmobiling. Other segments may be developed as separate treadways for specific uses; for example, a natural surface treadway for horseback riding. Not all uses may be accommodated on all segments of the trail due to limitations of right-of-way width, land use restrictions, landowner agreements, and resource constraints. The exact number and location of treadways will be determined on a segment-by-segment basis.

The recommended uses for the trail include the following:

**Bicycling:** Bicycling is a popular activity in Minnesota, with approximately 590 miles of paved or hardened/improved state trails to accommodate a portion of this rising demand. Although advanced cyclists often prefer riding on roads, trails provide a more comfortable and safer option for casual and recreational cyclists and children. Bicycling is a recommended use throughout the entire length of the trail.

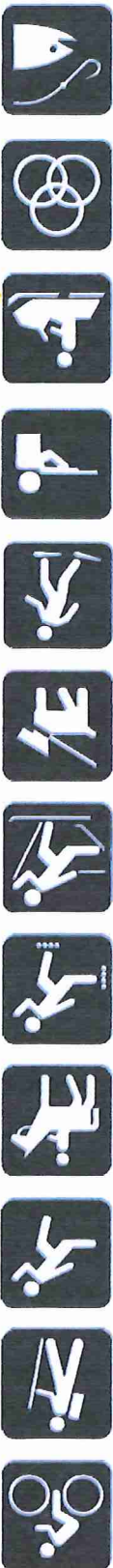
**Hiking and Walking:** The relative flatness of this trail will lend itself to hiking and walking activities, which are second only to bicycling as popular low-impact cardiovascular fitness activities on state trails. Hiking and walking are recommended uses along the entire length of the trail.

**Running and Jogging:** Many people use state trails for running and jogging. In addition to individuals who regularly use the trails for exercise, local school track and cross-country teams will be able to use this scenic trail for training purposes. Running and jogging are recommended uses along the entire length of the trail.

**In-line Skating / Skate Skiing:** In-line skating levels of use have declined, but it remains a popular sport. This activity requires a paved trail with a smooth, wide surface, and thus would be feasible only on paved portions of the trail.

**Dog Walking:** Dog walking is allowed along the entire length of the trail so long as dogs are leashed and owners properly dispose of pet wastes. State trail rules require all pets to be attended and restrained by a leash of not more than six feet in length.

**Horseback Riding:** Horseback riding is a popular activity in the Minnesota Valley and there are several active and organized riding clubs. Development of an interconnected horse trail system should begin at those locations where there are existing horse trails and horse campgrounds. The system could build and





expand from those locations, focusing on the development of loop trails that could eventually be connected by a linear trail. Existing horse trail hubs are:

- Fort Ridgely State Park
- Seven Mile Creek County Park

**Snowmobiling:** Snowmobiling should be considered as a use as trail alignments are acquired. There are significant gaps in the snowmobile trail network in the Minnesota River Valley, and strong interest in finding scenic, permanent alignments. By concentrating snowmobile use on the trail, environmental impacts will be limited to the trail corridor. This is especially important in portions of the corridor with extensive wetland environments. (Most state trails are open to snowmobiles and some trails include separate natural-surface treadways used for snowmobiling and/or horseback riding.)

**Cross-Country Skiing and Snowshoeing:** Cross-country skiing and snowshoeing are possible winter uses when snow conditions permit.

**Hunting:** State trails allow hunting within the trail right-of-way during the legal hunting season, except where restricted by local ordinance. The current rule states: "No firearm or bow and arrow shall be discharged within the trail at any time, except for the purpose of lawful hunting during the period from September 15 to March 30 only. No rifle, shotgun with slug, or bow and arrow shall be discharged upon, over, or across the trail treadway at any time."

Communities may restrict firearms or bow and arrow discharge, or trapping, by ordinance. These ordinances take precedence over state trail rules.

**Natural Resources Education/Interpretation:** Use of state trails for natural resources education, both for individual trail users and formal groups, is encouraged. Schools or organizations that wish to use a trail can work with DNR staff on specific projects. Interpretive displays on the environment and history of the trail can enhance the trail users' experience. Nature photography and geocaching are also popular activities.

**Accessibility:** The trail will be accessible to people with disabilities wherever possible. Grades in excess of 5% may be unavoidable in some locations where the trail must match a parallel transportation corridor or where one of the exceptions in the Federal accessibility guidelines is met.

**Fishing Access:** The trail will provide access to the Minnesota River and its tributaries, including several state designated trout streams. The trail should be designed to connect anglers to fishing opportunities.



- **Formal landowner contact; complete acquisition process.** As mentioned above and with proper coordination, DNR or other entities may take the lead on land acquisition.

- **Seek funding.** State trails are typically funded through a variety of sources that include state bonding appropriations, federal

Transportation Enhancement (TE) funds and federal trail grants.

- **Trail engineering and design.** The design process offers a final opportunity to assess feasibility, including the need to avoid sensitive natural or cultural resources and address constraints such as wetlands or steep slopes. Trail alignments may shift during the design process.

- **Construction.** Initiate construction on one or more segments, while the processes of negotiation and design continue on others.

- **Ongoing maintenance and stewardship.** Trail associations often act as "eyes on the trail" to monitor conditions, notify DNR of concerns and volunteer on certain efforts. Local units of government may provide trail maintenance via a cooperative agreement.

- **Orientation and interpretation.** All trails are developed with traffic safety and directional signs. Some trails provide interpretive signs that highlight notable natural and cultural resources and landscape features. An interpretive plan may be developed to identify themes and features that will be interpreted. Interpretive signs for the Minnesota River State Trail should be developed in conjunction with other trail sections and the interpretive plans for other nearby state recreation units.

### **Actions Local Governments Can Take to Support Trail Development**

City and county governments can play an important role in trail development through their planning and development review processes, including the following:

- **Integrate the trail concept into community plans,** including comprehensive and land use plans, park and open space plans, and transportation plans.
  - Through the local park and trail plan, link the state trail corridor to local and regional trails; integrate it with local parks.
  - Seek opportunities to meet multiple goals through trail development – i.e., to improve water quality, protect natural areas, provide educational opportunities, or provide additional transportation options.

- **Require park and trail set-asides.** Through their subdivision ordinances, cities and counties may require that developers dedicate a reasonable

Sketch a Blue Earth  
Le Sueur & Blue Earth  
clubs  
with DNR on sketch  
club already works  
the county is surrounded  
oldest trail Assn in



Ken Johnson Copy

From:

Kathy Sheran

Senate District 19

120 Capitol Building

75 Rev. Dr. Martin Luther King, Jr. Blvd.

Saint Paul, MN 55155-1206

Office Phone: (651) 296-6153



**Senate**

**State of Minnesota**

Paul Hansen  
Natural Resources Dept  
261 Highway 15 South  
DNR South Region Headquarters  
New Ulm, MN 560738915

Dear Paul,

I attended the capitol investment committee meeting at MNSU, Mankato at which a presentation was made by you regarding the Minnesota River Trail, and the Master Plan for that trail due in December.

It was my understanding that this project is not in the DNR capitol request for this years bonding bill. It was also implied that the request from DNR could be revised to include this project if the work is completed and details are resolved adequately to be ready for a financing request. I did not get a feeling for where this project is in the ranking for priority by DNR. Perhaps you could advise me on my assumptions about it possibly being included and where it would rank in priority by the DNR.

I also understood you to indicate that the recommended route and users would be a part of the master plan completed by December. Senator Carla Nelson and I made inquiries during the hearing about the utilization of this trail and if any restrictions were being considered as a part of the plan. I believe I heard you say that was an unanswered question at this time, but that consideration was being made for a two trail system that would provide different users different paths.

Because the time was limited I did not get to understand this possibility adequately. I assume that the two path system if proposed would be paid for and implemented simultaneously so that no user would be excluded from this expansion of the trail system. I also assume that if the two trail system is suggested but not accommodated for in the initial development of the trail that the completed trail would be used by all users without restriction until the second trail is completed. Am I correct in assuming that you are listening to the needs and concerns of all users and not moving forward with a plan that does not respect all of their interests at the same time.

Thanks for your hard work on this important trail expansion. It will be a wonderful asset to this region of the State and one that I will support if all interests are fairly resolved.

Sincerely,

Senator Kathy Sheran

CC: Dennis Fredrickson, Regional Department of Natural Resources Director



Recycled Paper  
100% Post-  
Consumer Fiber



<b>Native Plant Community (NPC) Name</b>	<b>NPC Code</b>
Mesic Prairie (Southern)	UPs23a
Native Plant Community, Undetermined Class	
Pin Oak - Bur Oak Woodland	FDs37b
Red Oak - Sugar Maple - Basswood - (Bitternut Hickory) Forest	MHs38c
Sedimentary Bedrock Outcrop (Southeast)	ROs12c
Seepage Meadow/Carr	WMs83a
Seepage Meadow/Carr, Tussock Sedge Subtype	WMs83a1
Silver Maple - (Virginia Creeper) Floodplain Forest	FFs68a
Southern Dry Prairie	UPs13
Southern Mesic Maple-basswood Forest	MHs39
Sugar Maple - Basswood - (Bitternut Hickory) Forest	MHs39a
Sugar Maple Forest (Big Woods)	MHs39c
Wet Prairie (Southern)	WPs54b
Wet Prairie (Southern)	WPs54b
Willow - Dogwood Shrub Swamp	WMn82a
<b>Other Ecological Feature</b>	
Fossil Plant (Quaternary)	
Igneous Composition (Lower Proterozoic)	
Igneous Intrusion (Lower Proterozoic)	
Igneous Unit or Sequence (Lower Proterozoic)	
Mixed Unit or Sequence (Archean, Lower Proterozoic)	
Proglacial River Erosion (Quaternary)	
Sedimentary Composition (Cretaceous)	
Sedimentary Composition (Lower Proterozoic)	
Sedimentary Unit or Sequence (Cambrian, Ordovician)	
Sedimentary Unit or Sequence (Cretaceous)	
Weathering (Jurassic, Cretaceous)	



# WE WELCOME YOUR INPUT!

Local and state transportation officials will be formulating solutions about the future of Highway 22 – and many of them include challenging tradeoffs. **Fill out as much or as little as you choose. Just check the ones that are important to you.**

- 1) On Hwy 22 between **Mankato and St. Peter**, what is more important to you, mobility (getting through quickly with little or no delays) or easily accessing local roads, businesses, and residential areas? Please select one.
- ☐ **Mobility** – maintain higher average speed for through traffic and reduce congestion – add lanes but restrict or consolidate local access, make use of J-turns at intersections with four lanes
  - ☒ **Easy access** - reduced average speed for through traffic, but improve access to local roads with – roundabouts, etc... (two lanes with dedicated left turn lanes)
- 2) What are your preferences for the look and feel of Hwy 22 as you **travel through Mankato**? Please select one.
- ☐ Urban parkway (four-lanes, curbs, continue trails on both sides, landscaping, narrower median, roundabouts, lower speeds, higher cost)
  - ☐ Rural highway (four-lanes, stays as is with ditches and wider median, roundabouts, continue trails on both sides, additional landscaping, lower cost)
  - ☒ Other. Please list Leave it for what it was intended (rural local traffic) not a major short cut for oversized trucks and fast vehicles.
- 3) In the **city of Mankato**, if a **pedestrian underpass or overpass** were to be provided, where is the best location? Please select two.
- ☐ At or near Wickersham Health Campus
  - ☐ At or near HyVee/River Hills Mall
  - ☐ At or near Walmart (Bassett Drive)
  - ☐ At or near Hoffman Road (schools)
  - ☒ Other. Please list Depends on trail plans
- i. What type of pedestrian crossing are you comfortable using in Mankato? Select all that apply.
- ☐ Signal (at intersection only)
  - ☐ Roundabout (at intersection only)
  - ☒ Grade separated crossing (underpass or overpass)
- ii. What **type of grade-separated pedestrian crossing** (separates pedestrians from traffic flow) do you prefer in Mankato? Please select one.
- ☐ Overpass (bridge)
  - ☐ Underpass (tunnel)
  - ☒ No preference
- 4) Tell us how you would use the Minnesota River State Trail between **Mankato and St. Peter**. Select all that apply.
- ☐ Travel/Commute (to and from work/shortest route along Hwy 22)
  - ☒ Recreation (most scenic closer to the MN River, family friendly)
  - ☐ Special use (horses, snowmobiles) → No!! Not by Hwy 22
  - ☐ All of the above (just happy to have a trail anywhere)



NOTE: Thank you for your input. Please understand that public input is an important part of the process. Other factors will need to be considered as we move forward including environmental impacts, funding and local approvals.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 2

Please circle the segment your comments pertain to (can circle more than one)

**Segment 1** (US 169 to CR 2)

**Segment 2** (CR 2 to CR 90)

**Segment 3** (Mapleton)

Please provide your input on the information and boards presented at the open house.

**Name:** Laurie DeGezelle

**Address:** 205 Pheasant Court

**Email/Phone:** ldegezelle@yahoo.com

**Comments:**

(See attached)



I am currently a resident of the Pheasant Run Subdivision on Hwy 22, and have been for at least the past 14+ years. I also have friends and neighbors that live in other areas along the Hwy 22 corridor.

As a resident of the Hwy 22 corridor, it is quite evident that the level of traffic, and type of traffic has changed considerably in the past years. The most dramatic of these changes has been the discerning level of oversized trucks that now use Hwy 22 as a "short cut" to the industrial park warehouses, especially since last year's closure of Hwy 169 for repairs.

With not only the increase in traffic, but the type of vehicles now using this highway, residents along the Hwy 22 corridor, now face:

- Difficulty exiting our subdivisions/residence – There can be an up to 5-10 minute wait period during peak hours, especially if you are trying to turn left out of the subdivision, crossing over two lanes. Traffic coming from Mankato and traffic coming from St Peter tends to be unsynchronized so that when one lane starts to clear in order to cross, the other lane does not allow it.
- Difficulty entering our subdivisions/residence - This is even scarier! The fear of turning left into our subdivision, even when it is NOT during peak hours is very real. Being rear ended is not uncommon. So far, most of these incidents have been fairly minor, however, being rear ended and pushed into on-coming traffic, especially one of those over-sized rigs, is a real possibility. By Pheasant Run there is a lane to the right to allow cars to go around, however, the speed at which these vehicles are going around you, and the fact that some people just stop behind you then decide to pull out and go around you, makes for an accident waiting to happen (and there have been some already!) Then you can always add in the "texter" factor where distracted drivers just don't even bother to stop until it's too late.
- With the corridor now being used as a "short cut" for those in a hurry to get between St Peter and Mankato there are more vehicles speeding and trying to pass in areas with limited visibility or little passing capacity. (Road rage, especially during peak hours is not uncommon).
- There is a DEFINITE increase in oversized trucks taking "short cuts" to the industrial parks on this small rural highway not intended for use by these types of vehicles. Car traffic is one matter. However, with these oversized trucks, residential homes along the Hwy 22 corridor LITERALLY SHAKE when these vehicles go by. There is little regard to the quality of residential life we now face as these oversized trucks (which more often than not are already exceeding the speed limit) rumble down the corridor at all hours of the night and day. (\*I would welcome anyone interested to come and join us for an early morning cup of coffee on the porch to give you a sampling of what we put up with all day and night).
- The level of safety for ANYONE/ANYTHING traveling or living along Hwy 22 has decreased. This is a rural residential area. This is not only affecting people along this stretch, but the animals as well. There are deer, raccoons, wild turkeys, and other animals that wander onto the highway. On any given trip you can see a variety of carcasses along the road. I have also been awakened to the sound of blasting semi-truck horns only to see deer (sometime injured) racing across residential lawns.



The recent Hwy 22 Corridor Open House held in Kasota, was very much appreciated. Keeping in mind the previous concerns current residents along Hwy 22 face, I would like to express the following:

- **Creating a “CONCEPT F” – Extend Hwy 12 past the Mankato Airport to create a new four-lane expressway/highway all the way to St Peter.**
  - Highway 22 is a rural residential highway with many subdivisions and residential homes. Trying to turn it into a major throughway, especially with the level of increased traffic projected, would be
    - Very disruptive to the MANY residents along this road.
      - Decrease in residential quality life,
      - Cost inefficient due to relocation of residence, properties, etc
    - An inefficient waste of public money for what will only be a “temporary bandage” on what will easily become a bigger problem as you again try to accommodate for growing traffic levels.
  - Concept F could be more efficiently designed to provide for a faster, safer, better use of taxpayer dollars than any temporary “fix” currently proposed for Hwy 22
- **Residential Noise Levels and Privacy Factors – Berms and Barriers**
  - Installation of noise barriers or berms DOES need to be considered for residential areas/subdivisions where the growing 24/7 traffic levels (especially oversized trucks) affects neighborhood standards.
  - Security fencing, especially where potential trails would cross close to residential properties needs to be a priority.
  - Berms/ Barriers / Security Fencing should also be considered in regard to rural wildlife.
- **Decrease Speed Limits to 45/50 mph**
  - Current traffic speeds (especially by oversized trucks and business commuters using Hwy 22 as a short cut) only promote unsafe conditions.
  - Considerable tax payer dollars have been spent upgrading Hwy 169 for use by commercial/industrial transport and commuters. Using tax payer dollars to try to turn Hwy 22 into a similar venue would again be nothing more than a wasteful, unsafe use of tax payer’s dollars. **(Again, please consider a “Concept F”—Hwy 12 to St Peter – for a fresh beginning and more efficient, safer, cost-effective alternative to Hwy 22!!)**

I would welcome an opportunity to be contacted about any of my comments/concerns. Additionally, my offer to have early morning coffee really does stand....or any other time during the day for that matter, if you’d like to get a true feel for what we as residents along Hwy 22 currently put up with. And we know it’s only going to get worse if not addressed in the planning phases of any Hwy 22 improvements.

Thank you for listening and considering these concerns and comments. Your consideration is greatly appreciated.

Respectfully,

Laurie DeGezelle

205 Pheasant Court; Mankato, MN 56001

(507) 951-5287

[ldgezelle@yahoo.com](mailto:ldgezelle@yahoo.com) / [limets.ld@gmail.com](mailto:limets.ld@gmail.com)



Lisa Bigham  
MnDOT Planning Director – District 7  
MnDOT  
[lisa.bigham@state.mn.us](mailto:lisa.bigham@state.mn.us)

Paul Vogel  
MAPO  
MAPO Director  
[pvogel@mankatomn.gov](mailto:pvogel@mankatomn.gov)

Craig Vaughn, PE, PTOE  
SRF Consulting Group  
Project Manager  
[cvaughn@srfconsulting.com](mailto:cvaughn@srfconsulting.com)

Jody & Kevin Swanson  
110 Pheasant Dr.  
Mankato, MN 56001  
507-345-7010  
[swansev@gmail.com](mailto:swansev@gmail.com)

June 14, 2018

RE: Highway 22 Corridor Study: St. Peter to Mankato, specifically Segment 2A.

Dear Ms. Bigham, Mr. Vogel & Mr. Vaughn,

Thank you for the opportunity to share our perspective on the future of Highway 22, St. Peter to Mankato. We have used Highway 22, Segment 1 and 2 for personal and business trips as an accessible local route for decades. In addition to driving it, we observe its traffic 24 X 7 from our Pheasant Run neighborhood on the north edge of Segment 2A. Working with you, we are hoping for a WIN WIN solution, ideally low cost high benefit.

While some parties may want all roads leading to Mankato to be Interstate Highways, we implore you to **build to SRF Consulting's key finding that Highway 22 is used 95% for 'local to local travel' trips.** This usage **requires easy access for safety and efficiency.** When deciding our road's future, both in infrastructure and character please be guided by 'local to local' primary usage and consider the following:

**If Not Already Four Lanes, Hwy 22's 2024 Forecast Traffic Volume Supports Two or Three Lanes Only**

Far into the future, twenty-seven years from now, SRF projects average daily trips (ADT's) on much of Hwy 22 Segment 1 and 2 to fit two and three lane road functionality. A four lane divided roadway from St. Peter to Mankato is not justified by the numbers plus its restrictive median would impede countless needed local accesses. **The study's higher forecasted traffic totals occur in Mankato where Hwy 22 is already four lane divided.** The State of Minnesota has limited resources. District 7 does not have the funds it needs to maintain the current roads as it would like, build the crucial four lane safety expansion of Hwy 14 New Ulm to Nicollet, much less build and maintain surplus lanes on Hwy 22.

In addition, where we live, **Segment 2A, would be obliterated by the four lane expansive median divided highway concepts presented.** They are the size, look and feel of an interstate highway.

**Hwy 169 Proximity, Capabilities & Investment**

Nearby is a **High Priority Interregional Corridor with ample excess vehicle capacity, Hwy 169.** Enormous state funding has been and will be spent on that high speed volume divided highway. In **recent years, \$55,000,000 alone was invested in Hwy 169 upgrades between St. Peter and Mankato, paralleling Hwy 22 Segments 1 and 2.** To build out Hwy 22 to four lanes including speeds in excess of 55 mph would diminish taxpayers' return on Hwy 169's investment, encourage nonlocal truck traffic congestion on Hwy 22 and through Mankato while squandering scare taxpayer dollars.



### Congestion Limited Minutes & Location

**More times than not, Hwy 22 is not busy.** A few recent examples we noted while turning on to Hwy 22 the road was quiet or 'dead': 6/8/18 Friday night 8:55pm, 6/10/18 Sunday morning 9:00am, 6/11/18 Monday morning 6:00am and today 6/14/18 Thursday morning 8:30am. We have rarely waited significantly to turn on to or off of Hwy 22. The Corridor Study only found one very short, two to three mile section meeting 'considerable congestion' in the AM hour only just north of Mankato. It surprised us that the Corridor Study labels 'congestion' based on a tiny fraction of a day, two hours in a day, verse twenty-four hours? **It seems wasteful to build massive road capacity to provide all potential cars instant access for 8% of each day.**

### Roadway Character

River, bridges, quarry, winery, hills, sheep farm, crops, horses grazing, eagles flying, streams, corn stalk sales, pumpkin patches and railroad gullies represent the ambiance of Hwy 22 Segment 1 and 2 as it winds past flood plains, farms, multiple residential subdivisions, and historic homesteads. Please give us a future which preserves this flavor as we travel to St. Peter, Mankato or somewhere between. **Hwy 22's road way character is an asset to capitalize on, not stamp out.**

Follow the **City of Mankato's recent example.** Experiencing the **negative effects of faster higher volume traffic** roads, they replaced extensive 'one way streets' in their downtown and numerous neighborhoods, with 'two way streets', speed slowing stop signs, narrower roads, street parking, bike lanes and curb bump-outs. These positive changes have successfully enhanced the affected areas and traveling through them, allowing their ambiance to shine, cultivating a renaissance with trip flow and reduced speed designs.

At the June 12, 2018 Kasota Corridor Study Open House, I overheard an intriguing idea being discussed by other attendees. **Keep Hwy 22's St. Peter to Mankato two lane, make the speed limit 45 mph with 'No Passing Allowed' and multiple roundabouts.** Non local traffic trips may then choose nearby Hwy 169, the underutilized 65 mph divided interregional highway we continue to invest in. Although 45 mph may seem 'over the top', it reflects desire for local road access.

### Impacted Property Value Cost & Lifetime Savings Jeopardized

The Pheasant Run subdivision's seventeen homes 2018 estimated market value is \$5,500,000 by Blue Earth County. The Hwy 22 construction start **date 2024 market value is projected to be \$9,700,000** averaging Lime Township's last three years' value increases by Blue Earth County. All homes in the small subdivision would be irreparably harmed if Hwy 22 is enlarged and moves closer to or over the first homes on Pheasant Drive and Court. The **resulting amputated subdivision entrance would accurately reflect the impact to the remaining eleven homes, merely 65% of the original Pheasant Run.** Property values and salability will plummet, with deficient remaining subdivision design, truncated entrance, increased truck traffic, road noise, ground vibration, air and sight pollution. Knowing most families' major asset is their home, many life savings will be jeopardized.

An expanded scope of two miles of Hwy 22, which includes Pheasant Run, runs from County 2 south to North Riverfront Drive. This short northern portion of Segment 2A has fifty-one homes with 2018 estimated market value of \$15,400,000. By construction start date **2024, that is projected to be \$27,200,000.** Huge impacted property values at risk and related state acquisition costs, plus fifty-one families jeopardized if a too big Hwy 22 solution moves forward.



### **Residential Quality of Life**

Perhaps worst of all, **an expanded Hwy 22 in Segment 2A will kill our neighborhood's residential tranquility** with the constant irritation, danger and stresses of living next to a big high speed interstate sized highway. Being in the Mankato Regional Airport flight path and vicinity of two busy railroad train lines with railroad car switching depot, we have various travel noise already.

Please do not compound our transportation burden in every way by overbuilding Hwy 22 or moving it closer to residential areas like ours. Our home is our sanctuary where we savor a little piece of heaven. Do not gut our neighborhood, financially and emotionally. Please do no harm.

### **Better Solution Options**

If updated post 2015 crash data reflecting recent extensive Hwy 22 turn lane improvements continue to indicate safety concerns, better Hwy 22 Segment 1 and 2 solution options considering need, costs and outcomes include:

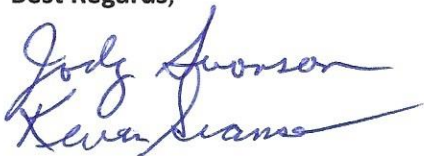
1. **Keep Hwy 22's St. Peter to Mankato two lane, make the speed limit 45 mph with 'No Passing Allowed' and multiple roundabouts**, as noted above. This provides local travel trips ample access, while allowing the area's ambiance to shine and prosper, plus utilize Hwy 169 and potentially County 12.
2. **Build out and extend County 12 from County 2 north to St. Peter** primarily through farm land, making this road **Mankato's 'Eastern Bypass'**, just like County 90 serves as Mankato's 'Southern Bypass'. County 12 is well placed to capture Mankato's eastward growth, avoiding additional in city congestion pressure, plus it has a new high volume Hwy 14 interchange with roadways. Doing so would provide long desired infrastructure for the Mankato Regional Airport with faster metro travel times for aviation related industries, current and future. County 12 travelers would reach Hwy 169 via Hwy 99 east of St. Peter or via Hwys 19 (Shanaska Creek Rd) to 22 just southeast of St. Peter.
3. **Concept B – Three Lane Option for Highway 22, utilizing extensive roundabouts, minimizing residential and homestead encroachment, using advanced sound quieting techniques and materials to avoid collateral damage.**

The above better options address SRF Consulting Group's study key findings and efficiently. The Win Win we were hoping for! Reinforcing that, they are spot on to what a former Minnesota State Patrolman and MnDot employee's advised at the June 12, 2018 Kasota Open House, "Make it safer, not faster."

Thank you again Highway 22 Corridor Study Team for your time and consideration. Working together, we trust your group will identify the accurate right sized answer for Highway 22 for those of us who use it, pay for it and live by it.

Please call if you have any questions.

Best Regards,



Jody Swanson  
Kevin Seamus



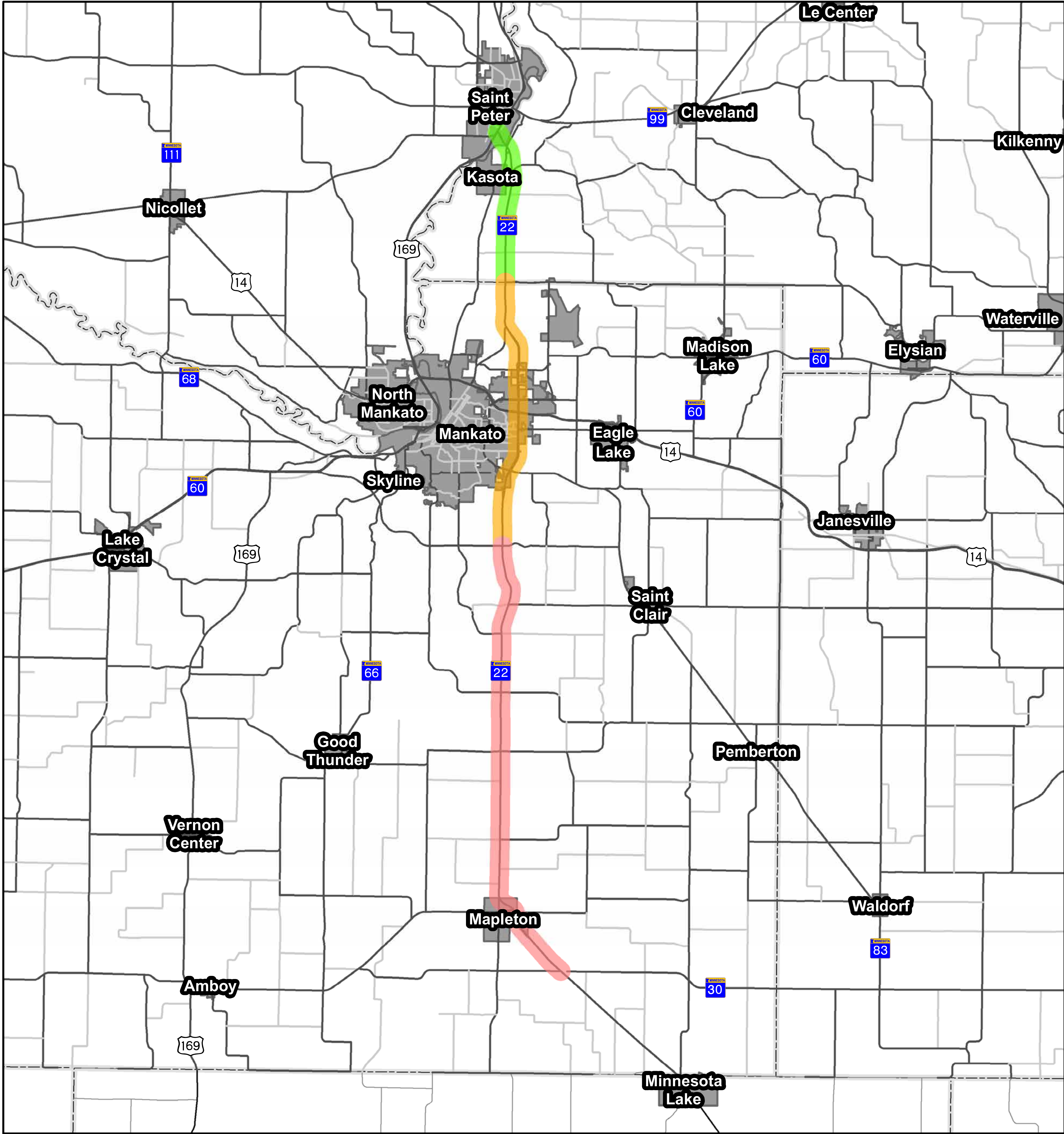
# WELCOME



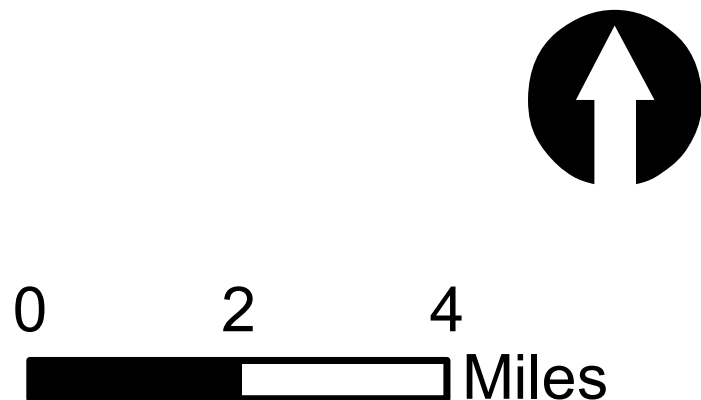
## OPEN HOUSE 3



# About the Study



- Segment 1
- Segment 2
- Segment 3
- Municipal Boundaries
- County Boundaries



The Mankato/North Mankato Area Planning Organization (MAPO) and the Minnesota Department of Transportation (MnDOT) are conducting a Highway 22 Corridor Study from Saint Peter to Mapleton. The Study will evaluate existing and future transportation recommendations, including:

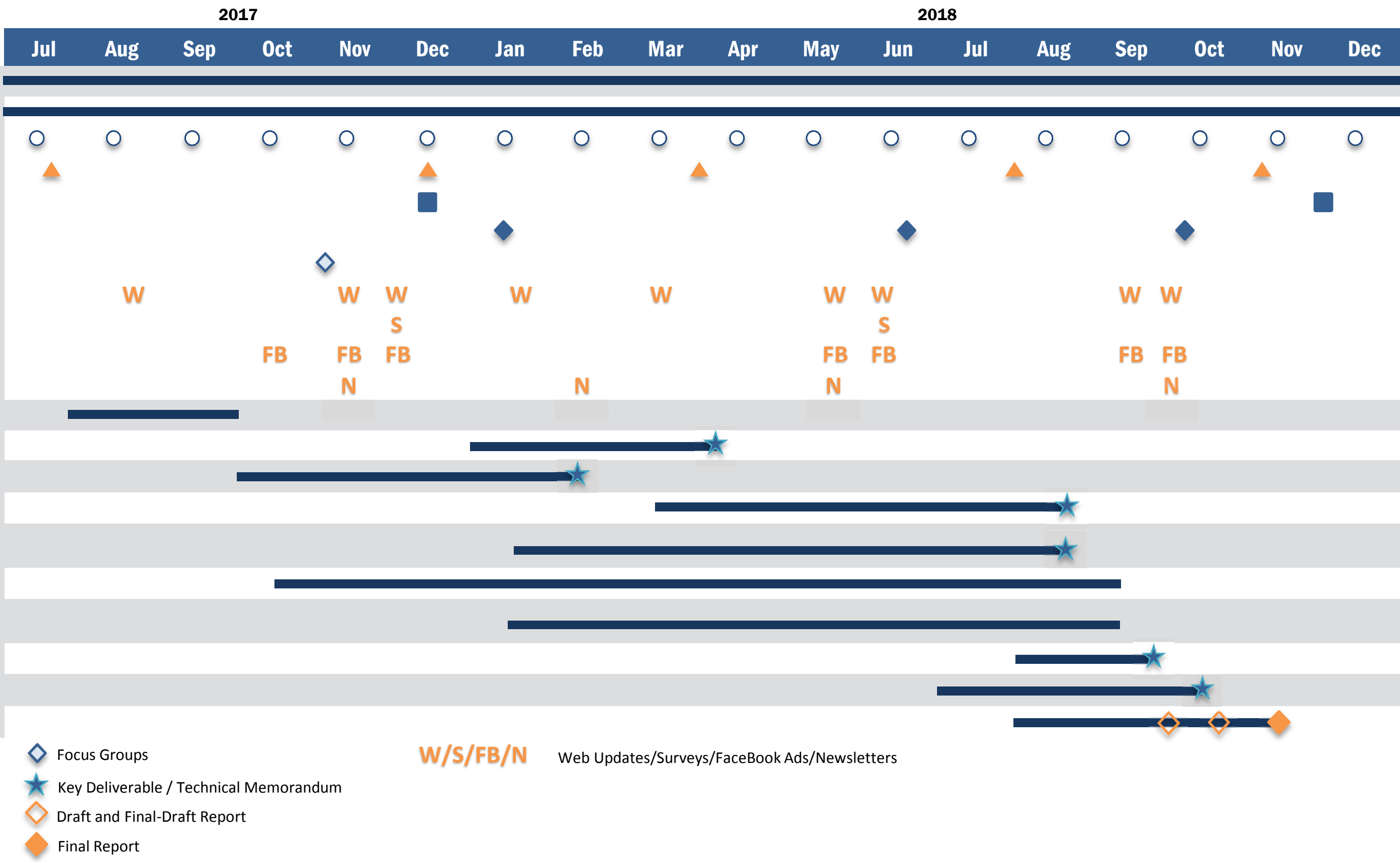
- lane configurations
- access management
- intersection control options
- alternative intersection designs
- bicycle and pedestrian connectivity
- local roadway and trail networks
- potential land use impacts and opportunities

### Partners

- MAPO
- MnDOT
- Blue Earth County
- Le Sueur County
- Kasota
- Lime Township
- Mankato
- Mankato Township
- Mapleton
- Saint Peter
- Region Nine Development Commission
- MnDNR

### Study Tasks

- T1 - Project Management
- T2 - Agency and Public Involvement
  - Project Manager Coordination
  - Technical Advisory Committee (TAC) Meetings
  - Agency Coordination and Policy Board Meetings
  - Public Open House Meetings
  - Focus Groups
  - Online Engagement
  - Study Survey
  - Targeted Social Media
  - Traditional Media
- T3 - Data Collection and Acquisition
- T4 - Corridor Vision, Goals, and Purpose and Need
- T5 - Corridor Issues Identification and Confirmation
- T6 - Intersection Control Evaluation (ICE) Reports
- T7 - Corridor Alternatives Development, Analysis, and Screening/Evaluation
- T8 - Trail Concepts and Recommendations
- T9 - Landscaping/Streetscaping Concepts and Recommendations
- T10 - Costs
- T11 - Implementation Plan
- T12 - Corridor Study Report





# Segment 1 Concept Alternatives

## Three-Lane Alternative (Current Recommendation)



## Northbound Passing Lane Alternative



## Two-Lane Alternative





# Segment 1 Concept Alternatives

## Three-Lane with Trail Alternative (Current Recommendation)



## Three-Lane Alternative





# Segment 2 Concept Alternatives

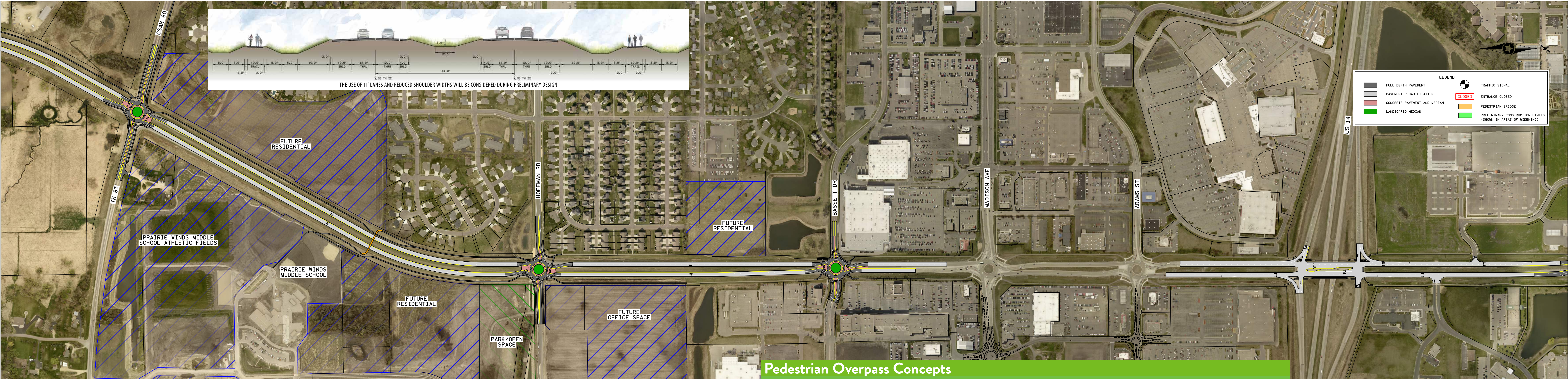
## Two-Lane/Three-Lane/Four-Lane Rural Alternative (Existing Lane Configuration)



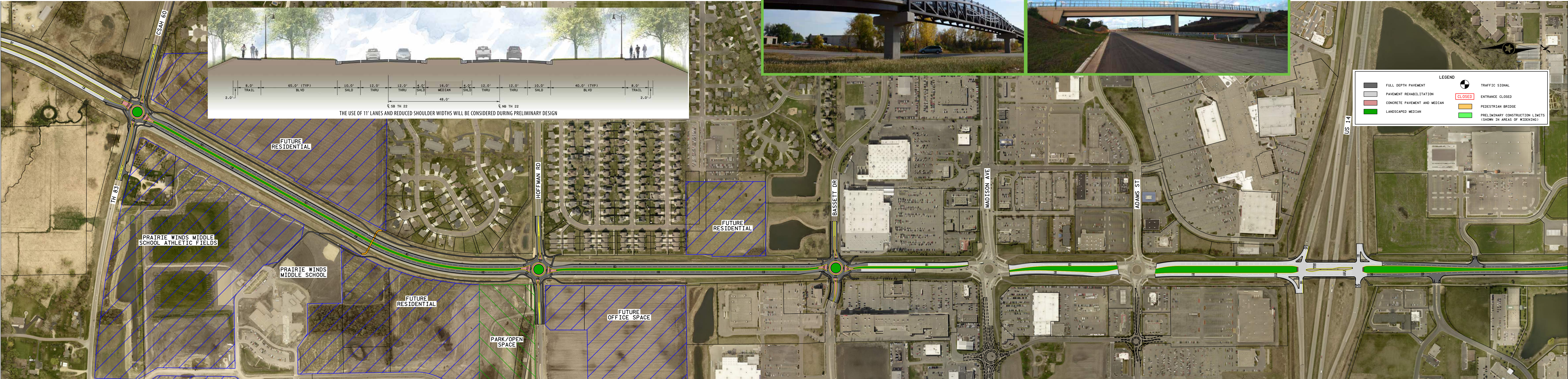


# Segment 2 Concept Alternatives

## Four-Lane Rural Alternative



## Four-Lane Urban Alternative



### Pedestrian Overpass Concepts





# Segment 2 Concept Alternatives

## Four-Lane Rural Alternative



### Pedestrian Overpass Concepts



## Four-Lane Urban Alternative



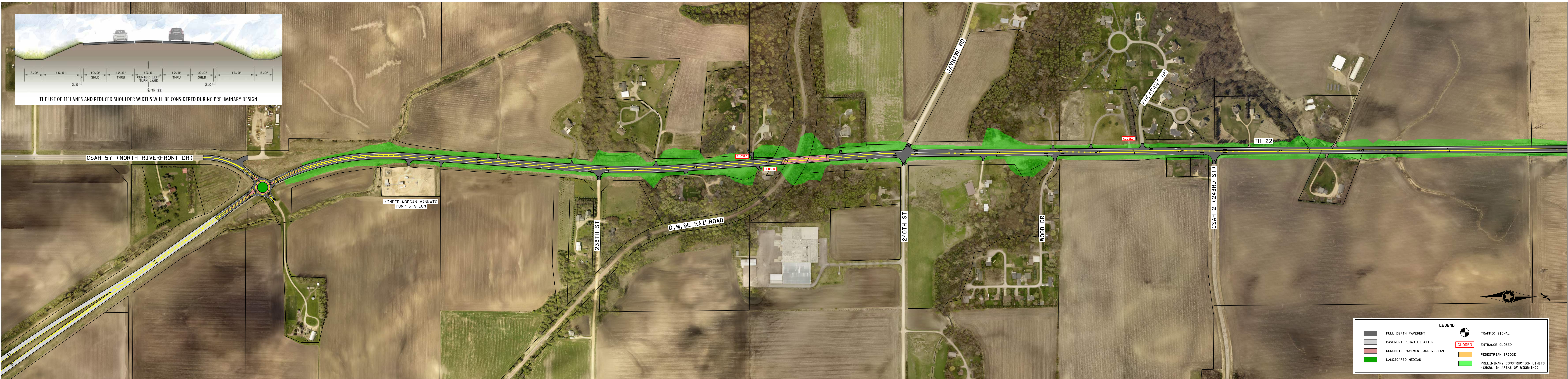


# Segment 2 Concept Alternatives

Continuous T at CR 57 Alternative (Current Recommendation)



Roundabout at CR 57 Alternative





# Segment 3 Concept Alternative

Two-Lane Rural Alternative (Existing Lane Configuration)





# Segment 3 Concept Alternatives

## Three-Lane Urban Alternative (Current Recommendation)



## Three-Lane Rural Alternative





# Segment 1 Evaluation Summary

CR 2 to US 169 (in Saint Peter)

	Corridor Function			Right-of-Way	Safety			Public Preference	Minimize Cost	Cost
	Reduce congestion	Increase travel speed	Reduce access	Minimize property impacts	Improve intersection safety (i.e.turn lanes, R-cut, roundabout, passing lanes)	Improve bicycle connectivity	Improve pedestrian/ bicycle comfort/ safety			
No Build (Pavement Resurfacing)	●	●	●	●	●	●	●	●	●	\$2,750,000
Three-Lane with Two-Lane (CR 2 to CR 101)	●	●	●	●	●	●	●	●	●	\$7,220,000
Three-Lane	●	●	●	●	●	●	●	●	●	\$10,080,000
Three-Lane with Northbound Passing Lane (CR 2 to CR 101)	●	●	●	●	●	●	●	●	●	\$10,080,000
Three-Lane with Two-Lane (CR 2 to CR 101) with Trail	●	●	●	●	●	●	●	●	●	\$7,520,000
Three-Lane with Trail	●	●	●	●	●	●	●	●	●	\$10,380,000
Three-Lane with Northbound Passing Lane (CR 2 to CR 101) with Trail	●	●	●	●	●	●	●	●	●	\$10,380,000

● Good; meets criteria well   ● Acceptable; but relatively less than good   ● Moderate; no distinguishing characteristics   ● Less desirable; considering criteria   ● Poor; fails to meet criteria



# Segment 2 Evaluation Summary

CR 90 to CR 2

	Corridor Function				Right-of-Way	Safety				Public Preference	Minimize Cost	Cost
	Reduce congestion	Increase travel speed	Reduce access	Improve corridor aesthetics	Minimize property impacts	Improve intersection safety (i.e.turn lanes, R-cut, roundabout, passing lanes)	Increase greenspace between roadway and trail/sidewalk	Improve pedestrian crossing safety by reducing crossing distance	Improve pedestrian/ bicycle comfort/ safety			
No Build (Pavement Resurfacing)	●	●	●	●	●	●	●	●	●	●	●	\$5,840,000
Three-Lane (CR 57 to CR 2) Two-Lane with Trail (CR 90 to Hwy 83/CR 60) Four-Lane Rural Section (Hwy 83/CR 60 to CR 57) Roundabout at CR 57	●	●	●	●	●	●	●	●	●	●	●	\$27,170,000
Three-Lane (CR 57 to CR 2) Two-Lane with Trail (CR 90 to Hwy 83/CR 60) Four-Lane Urban Section (Hwy 83/CR 60 to CR 26) Four-Lane Rural Section (CR 26 to CR 57) Roundabout at CR 57	●	●	●	●	●	●	●	●	●	●	●	\$40,740,000
Three-Lane (CR 57 to CR 2) Two-Lane with Trail (CR 90 to Hwy 83/CR 60) Four-Lane Rural Section (Hwy 83/CR 60 to CR 57) Green T at CR 57	●	●	●	●	●	●	●	●	●	●	●	\$27,720,000
Three-Lane (CR 57 to CR 2) Two-Lane with Trail (CR 90 to Hwy 83/CR 60) Four-Lane Urban Section (Hwy 83/CR 60 to CR 26) Four-Lane Rural Section (CR 26 to CR 57) Green T at CR 57	●	●	●	●	●	●	●	●	●	●	●	\$41,290,000

● Good; meets criteria well   ● Acceptable; but relatively less than good   ● Moderate; no distinguishing characteristics   ● Less desirable; considering criteria   ● Poor; fails to meet criteria



# Segment 3 Evaluation Summary

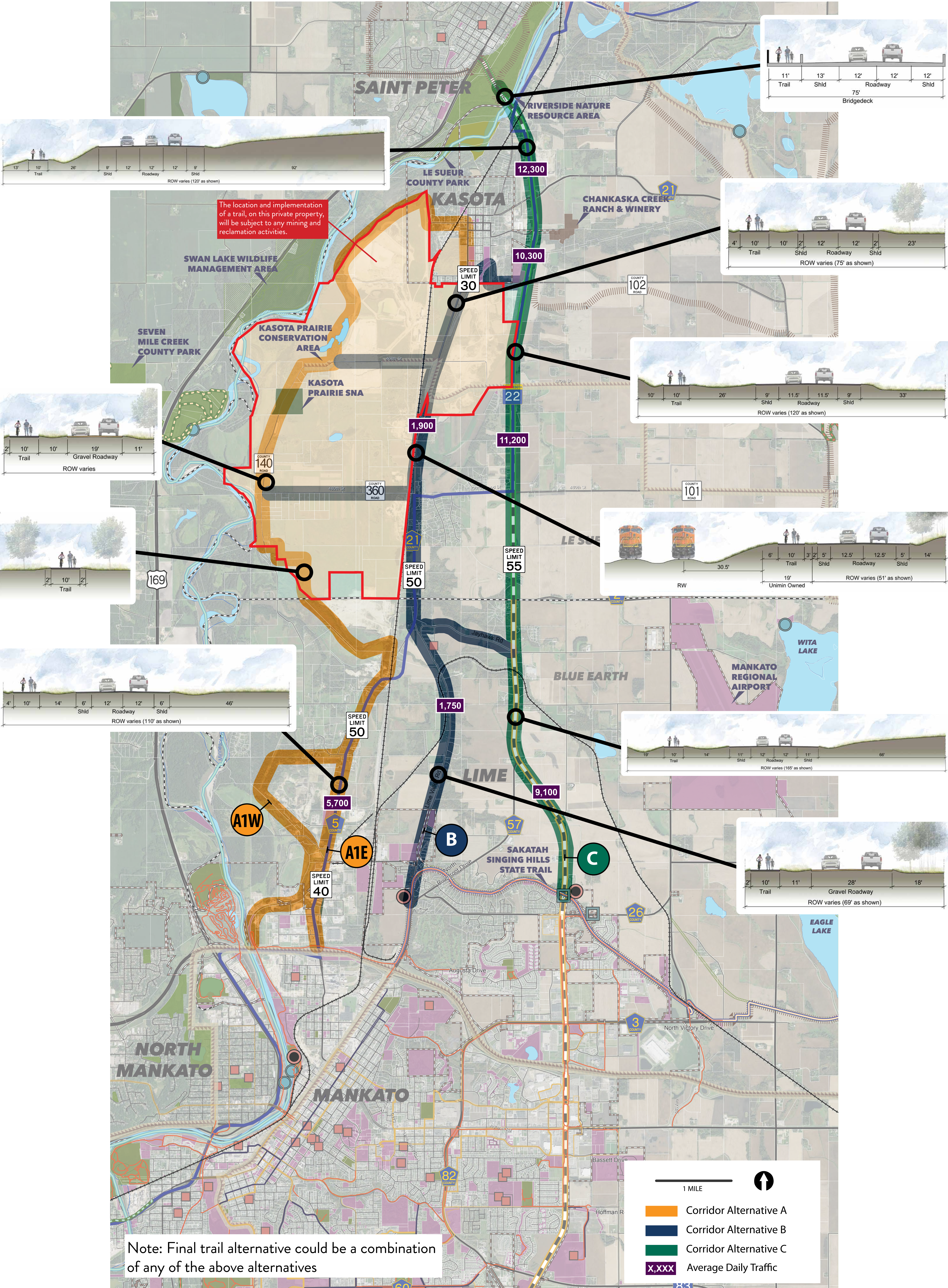
City of Mapleton

	Corridor Function			Right-of-Way	Safety			Public Preference	Minimize Cost	Cost
	Potential for reduction in speeds	Improve business (i.e. provide turn lanes)	Improve corridor aesthetics	Minimize property impacts	Improve intersection safety (i.e. turn lanes)	Improve bicycle connectivity	Improve pedestrian/ bicycle comfort/ safety			
No Build (Pavement Resurfacing)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	\$1,500,000
Three Lane-Rural with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	\$7,080,000
Three-Lane Urban with Trail	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	\$8,220,000

Good; meets criteria well    Acceptable; but relatively less than good    Moderate; no distinguishing characteristics    Less desirable; considering criteria    Poor; fails to meet criteria

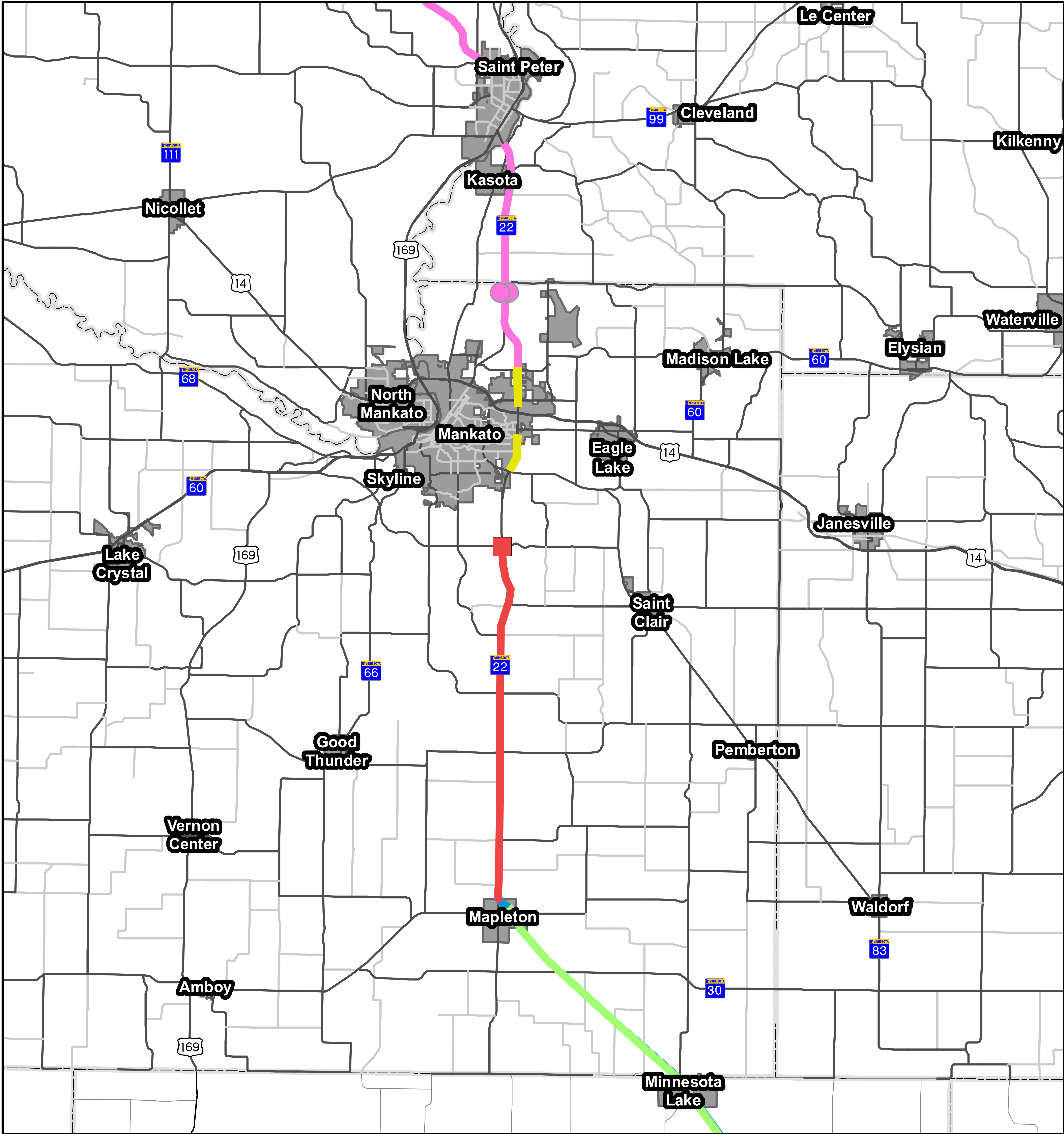


# Minnesota River State Trail Corridor Alternatives





# MnDOT District 7 – Current and Future Projects



## Bridge Projects

2024

## Road Projects

2018

2019

2023

2024

2025

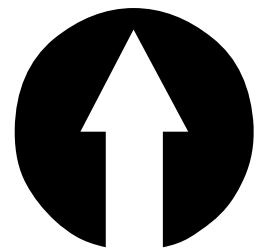
## Intersection Projects

2018

Municipal Boundaries

County Boundaries

0 2 4 Miles



HIGHWAY 22 | CORRIDOR STUDY







# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

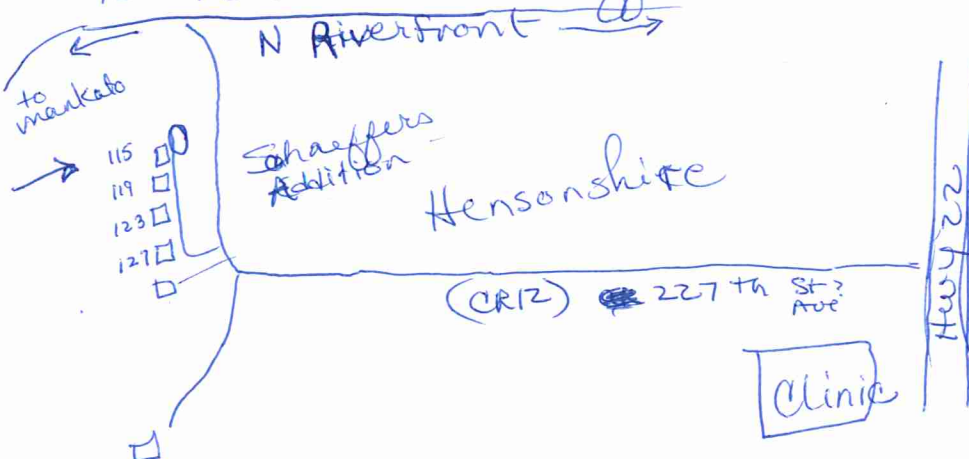
Name: Sharon Jackson

Address: 115 Mary Lane

Email/Phone: gmasharon 718 @ gmail .com

Comments: We need to slow traffic down on (227th St) old CR12 off N. Riverfront - It's 40 mph - with signs on E bound traffic - There is only 1 40mph sign off Hwy 22 going towards N. Riverfront & it doesn't register with traffic (especially trucks) - requesting more speed limit signs & someone paying attention to how fast traffic is actually going.

NOTE: Deadline for mailed comments is Friday, October 26, 2018.



Traffic doesn't go 40 - or even close - !!





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: Barb Keith

Address: 100 Palmer Path, Mankato

Email/Phone: barbartsweden@gmail.com -

Comments:

Trail corridor: I like B. Makes the most sense feeding out of downtown Mankato + the Sakonch.

Segment 2: Roundabouts 😊 overhead pedestrian Bridge 😊 I think "Urban" due to planned building - might make people feel they should go slower on a tree-lined street.

NOTE: Deadline for mailed comments is **Friday, October 26, 2018.**

Segment ① 3 lane with Left turn all the way.

Thanks for the opportunity + for understanding the need





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name:

AT Haase

Address:

113 Nicklaus Pkwy

Email/Phone:

atHaase113@gmail.com

Comments:

Best news - Roundabout <sup>July</sup> 22 + Augusta -

Bad news - Must wait till 2023 ??? -

Accidents are so prevalent there - Such a dangerous crossing - Roundabout the sooner the better!!

NOTE: Deadline for mailed comments is **Friday, October 26, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: Emma Woods  
Address: 104 Nicklaus Path  
Email/Phone: ecwoods67@gmail.com  
Comments:

happy to hear of roundabout on 22+  
Augusta - please make it ASAP

NOTE: Deadline for mailed comments is **Friday, October 26, 2018.**

another issue -  
put "Do Not Enter" or "No left turn"  
sign at Co 12 + Adams intersection





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: BRYAN SCHNEIDER

Address:

Email/Phone: MKTDBETA@YAHOO.COM

Comments:

FOR THE PROPOSAL ON SEG 4 / E PEARL ST INTERSECTION

DESIGN NEEDED AT 470TH AND CR101

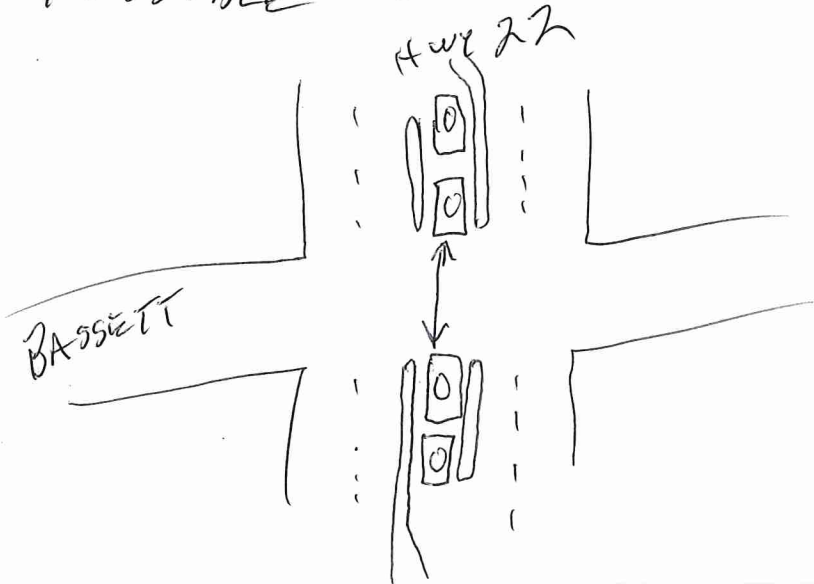
SEGMENT 2 - PREFER 4-LANE RURAL

ALSO - SHORT TERM ON SEGMENT 2 - 22 @ BASSETT

DRIVE - CHANGE MEDIAN SO THAT CARS TURNING

LEFT ON YELLOW ARROW ARE FACING HEAD ON,

NOTE: Deadline for mailed comments is **Friday, October 26, 2018**. NOW THEY ARE OFFSET AND IT'S DIFFICULT TO SEE ONCOMING TRAFFIC. POSSIBLE HEAD-ON COLLISION SITUATION.







# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: BRYAN SCHWEIDER

Address:

Email/Phone:

Comments:

WITH ALL OF THE TIZATON ON 22 BETWEEN ST. PETER

AND MANKATO, AND ALL OF THE PROJECTED GROWTH ON THE

EAST SIDE OF MANKATO, MN DOT SHOULD INSTEAD INVEST

IN A 4-LANE BETWEEN MANKATO & ST. PETER. NOW, MANY

PEOPLE AVOID HWY 22 BECAUSE OF TRAFFIC & CONGESTION,

IT'S DANGEROUS. RATHER THAN WAIT FOR HWY 22 TO BE EVEN

NOTE: Deadline for mailed comments is **Friday, October 26, 2018.**

MORE DANGEROUS & SPENDING A LOT NOW ON MINOR IMPROVEMENTS,  
MAKE IT 4-LANE. PROJECTIONS OF EAST MANKATO & EAGLE  
LAKE GROWTH ALONG WITH BUSINESS GROWTH, IF HWY 22  
WERE FASTER AND SAFER, TRAFFIC LEVELS ON 22 COULD  
MATCH HWY 169 IN 5 TO 10 YEARS. EVEN MORE CRITICAL  
IS THAT 4-LANE WILL HELP PREVENT HEAD-ON  
COLLISIONS. 3-LANE WILL MAKE IT FRUSTRATING FOR  
DRIVERS WHEN THEY ARE UNABLE TO PASS AND THEY  
ARE ALREADY VERY CONFUSED BY 3-LANE IN THE  
CITY OF MANKATO.





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: Doug Haeder

Address: Mankato

Email/Phone:

Comments: I appreciate the effort to improve safety  
on this corridor, especially Mankato to St. Peter.  
Great challenges.  
I also appreciate the roundabouts over signals.

NOTE: Deadline for mailed comments is **Friday, October 26, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: TIM SIEVERT

Address: 101 PLEASANT DR.

Email/Phone: 327-5643 SIEVERT63@HOTMAIL.COM

Comments: SEGMENT 2 - ROUNDABOUT @ CR 57

COMING OFF 57 CAN BE HARD. 3 LANES  
WOULD BE NICE I'VE HAD A FEW CLOSE CALLS  
TURNING IN TO PLEASANT RUN + 2 NEIGHBORS  
HAVE BEEN HIT

NOTE: Deadline for mailed comments is **Friday, October 26, 2018.**





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: Art Keith

Address: 100 Palmer Path

Email/Phone: 345-6687

#### Comments:

My most important concern was the intersection of Augusta Dr at 22. I am very pleased that a roundabout is planned, a little disappointed that it is scheduled for 2023 especially as dangerous + problematic it often is. Between the 2 alternatives I would definitely

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go with the urban option as it much better reflects the look an ~~auto~~ city would want to have as opposed to the more rustic rural look. I think that the city and county would have regrets 10 years out if the urban option were not selected (and funded).

But, good work guys!





# HIGHWAY 22 | CORRIDOR STUDY

## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name: Jody Swanson

Address: 110 Pheasant Drive

Email/Phone:

Comments: Please use narrower lanes & shoulders, to keep Segment 2 traffic going slower - not to speed up. Push traffic to Hwy 169 & protect corridor of Hwy 22.

Please consider roundabout at (or Rd 5) for traffic flow, safety & discourage truck traffic.

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Very happy Hwy 22 will not be 4 lane!  
Thank you!

Thank you for keeping most access points too!





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## COMMENT SHEET

### Open House 3

Please provide your input on the information and boards presented at the open house.

Name:

KOF

Address:

Email/Phone:

Comments:

Bike Trail - Orange Route or Lime Valley Road  
to Le Sueur Co. line - then Orange

Seg #3 - Urban 3 Lane with Trail

Seg #2 - in town - 4 Lane Urban with Trail + overpass

Seg #2 - Lime Twp - use roundabout Alternative at  
Riverfont Drive.

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Seg. #1 - Both recommended alternatives are good.