

TH 22 Forecast Locations and Values

Segment ID	Roadway	Location Description	Current Volume Year ¹	Current Volume	2030 Forecast	2045 Forecast	Growth Rate
3621	US 169	NE of TH 22 in St Peter	2015	25,500	30,000	34,000	1.1%
69142	CSAH 45	West of TH 22 in Kasota	2013	1,300	1,500	1,700	1.0%
2717	TH 22	TH 22 North of CSAH 21 in Kasota	2017	12,300	13,500	14,900	0.8%
18811	CSAH 21	West of CSAH 18 in Kasota	2013	2,200	2,600	2,900	1.0%
19030	CSAH 21	East of CSAH 45 in Kasota	2013	1,450	1,700	1,900	1.0%
19023	CSAH 41	West of TH 22 in Kasota	2009	440	600	700	1.6%
2718	TH 22	North of CR 102 Junction in Kasota	2017	10,300	12,700	15,400	1.8%
18809	CR 102	West of CSAH 19 near Kasota	2009	65	100	100	1.5%
18798	CR 101	West of TH 22 on CR 101 North of Mankato	2009	950	1,200	1,450	1.5%
18796	CR 101	East of TH 22 on CR 101 North of Mankato	2009	630	1,000	1,200	2.5%
31227	CSAH 2	West of CSAH 12 on CR 2 North of Mankato	2013	1,150	1,300	1,500	1.0%
62122	TH 22	North of CSAH 57 North of Mankato	2017	11,200	13,800	16,800	1.8%
422	CSAH 57	North of Mankato	2013	2,650	3,800	4,800	2.5%
61889	TH 22	North of CSAH 12 in Mankato	2017	9,100	12,200	15,700	2.6%
34052	CSAH 26	West of TH 22 in Mankato	2017	3,500	4,200	4,850	1.4%
33490	CSAH 26	East of TH 22 in Mankato	2013	2,450	3,700	4,750	2.9%
33489	TH 22	North of CSAH 3 in Mankato	2017	12,800	17,100	22,000	2.6%
33479	CSAH 3	West of TH 22 in Mankato	2017	9,500	12,100	15,000	2.1%
66511	CSAH 3	East of TH 22 in Mankato	2013	4,500	6,400	8,100	2.5%
33477	TH 22	South of CSAH 3 in Mankato	2017	15,600	20,700	26,700	2.5%
100001	US 14 W	NW ramp in TH 22 and US 14 interchange in Mankato	2017	4,600	6,100	7,800	2.5%
100002	US 14 E	SW ramp in TH 22 and US 14 interchange in Mankato	2017	5,400	7,200	9,200	2.5%
100003	US 14 W	NE ramp in TH 22 and US 14 interchange in Mankato	2017	2,800	3,700	4,800	2.6%
100004	US 14 E	SE ramp in TH 22 and US 14 interchange in Mankato	2017	3,000	4,000	5,100	2.5%
33718	MSAS 122	West of US 14 in Mankato	2013	10,200	12,800	15,000	1.5%
70031	MSAS 109	East of TH 22 and Adams Street in Mankato	2009	11,450	13,900	15,600	1.0%
497	TH 22	North of CSAH 17 in Mankato	2017	19,100	25,300	32,400	2.5%
33719	MSAS 123	West of TH 22 in Mankato	2013	16,000	19,200	22,000	1.2%
70005	CSAH 17	East of TH 22 and CSAH 17 in Mankato	2014	5,700	11,300	16,500	6.1% ²
33717	MSAS 125	West of TH 22 in Mankato	2017	8,000	9,300	11,200	1.4%
100007	MSAS 125	East of TH 22 in Mankato	2017	9,700	12,800	16,500	2.5%
484	TH 22	North of Hoffman Road in Mankato	2017	15,600	20,700	26,500	2.5%
486	TH 22	North of TH 83 and CSAH 82 in Mankato	2017	14,500	19,200	24,700	2.5%
33445	MSAS 109	West of TH 22 and Hoffman Road in Mankato	2013	6,600	7,700	8,600	0.9%
70007	US 14 Ramp	East of TH 22 and Hoffman Road in Mankato	2014	400	5,400	10,000	77.4% ²
33428	CSAH 82	East of CSAH 60 in Mankato	2013	7,000	8,600	10,100	1.4%
483	TH 83	East of TH 22 in Mankato	2013	3,650	5,000	6,200	2.2%
6564	TH 22	South of TH 83 and CSAH 82 in Mankato	2017	6,100	8,100	10,400	2.5%

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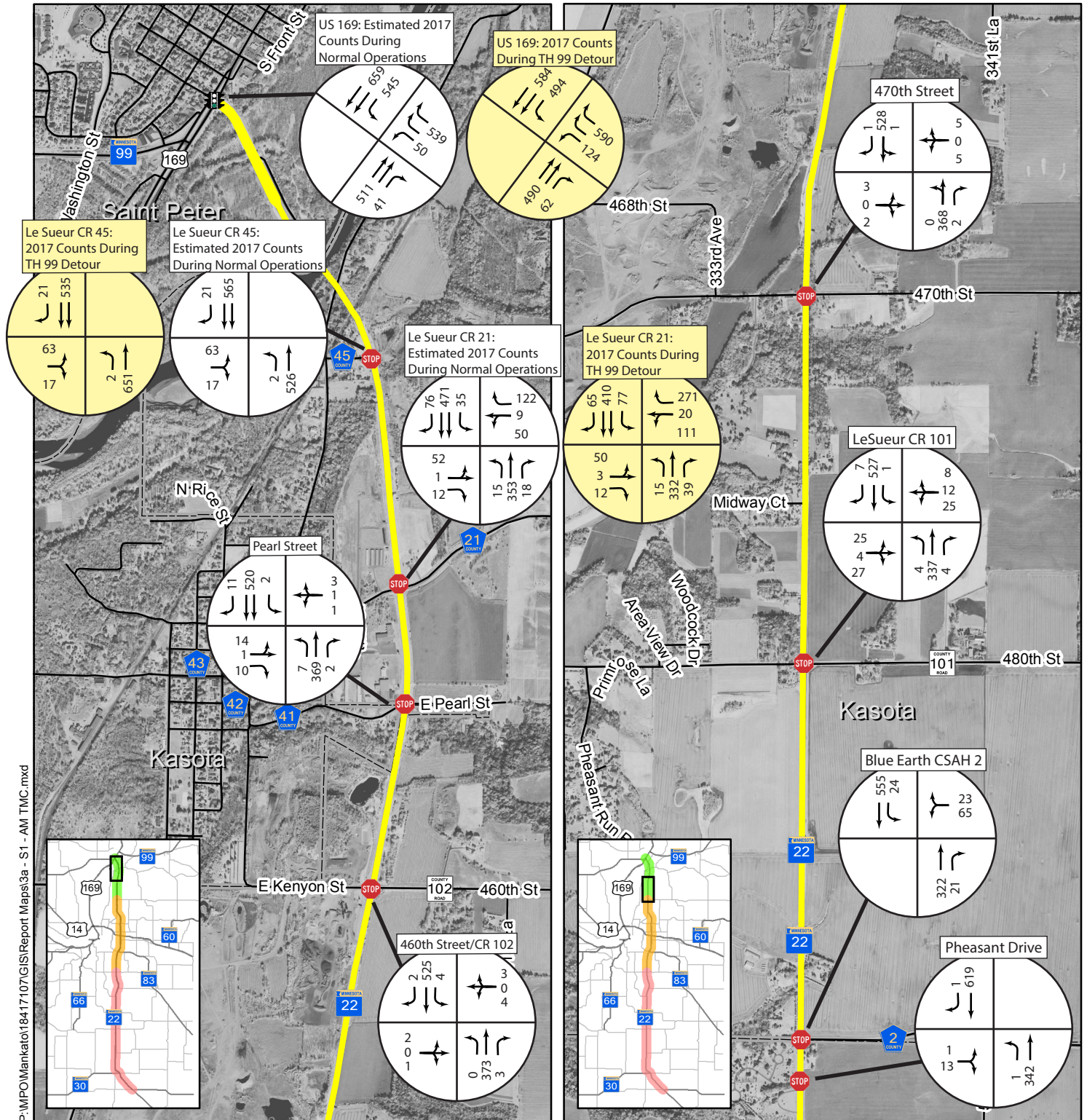
Segment ID	Roadway	Location Description	Current Volume Year ¹	Current Volume	2030 Forecast	2045 Forecast	Growth Rate
6566	TH 22	South of Mankato	2017	7,300	9,700	12,400	2.5%
100008	S Victory Drive	West of TH 22 South of Mankato	2017	2,200	2,500	2,800	1.0%
61476	CSAH 90	West of TH 22 South of Mankato	2013	3,400	4,000	4,500	1.0%
61475	CSAH 90	East of TH 22 South of Mankato	2013	1,050	1,500	2,200	3.4%
403	TH 22	North of CSAH 15 near Decoria	2017	5,000	6,600	8,500	2.5%
31171	CR 178	North of CSAH 8 near Decoria	2009	70	100	100	1.2%
31170	CSAH 15	East of TH 22 near Decoria	2013	540	600	700	0.9%
31141	CSAH 16	West of TH 22 near Decoria	2013	470	500	600	0.9%
31140	CSAH 16	East of TH 22 near Decoria	2013	290	300	400	1.2%
31147	CSAH 10	East of TH 66 near Beauford	2013	950	1,100	1,300	1.2%
31139	CSAH 10	East of TH 22 near Beauford	2013	530	600	600	0.4%
31107	CR 163	West of TH 22 near Beauford	2009	200	300	300	1.4%
59913	CSAH 4	East of TH 22 near Beauford	2013	205	300	300	1.4%
31063	CSAH 7	South of TH 22 in Mapleton	2013	2,800	3,300	3,700	1.0%
477	TH 22	North of TH 22 and TH 30 in Mapleton	2017	2,400	2,900	3,400	1.5%
478	TH 30	West of TH 22 and TH 30 in Mapleton	2015	1,850	2,100	2,400	1.0%
31058	CSAH 21	East of TH 22 and TH 30 in Mapleton	2013	750	900	1,100	1.5%
479	TH 22	South of TH 22 and TH 30 in Mapleton	2017	2,800	3,400	4,000	1.5%
391	TH 22	NW of TH 22 and TH 30 South of Mapleton	2017	2,300	2,800	3,300	1.5%
6749	TH 30	East of TH 22 South of Mapleton	2015	475	500	600	0.9%
393	TH 22	Southeast of TH 22 and TH 30 South of Mapleton	2017	2,100	2,500	3,000	1.5%

¹ 2017 current volumes were based on 48-hour turning movement counts collected by MnDOT in March 2017. A seasonal adjustment factor was also applied to annualized volumes.

² Forecasts generated assuming future connection of CSAH 12 to TH 83 and Hoffman Road.



HIGHWAY 22 | CORRIDOR STUDY



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

Study Intersections

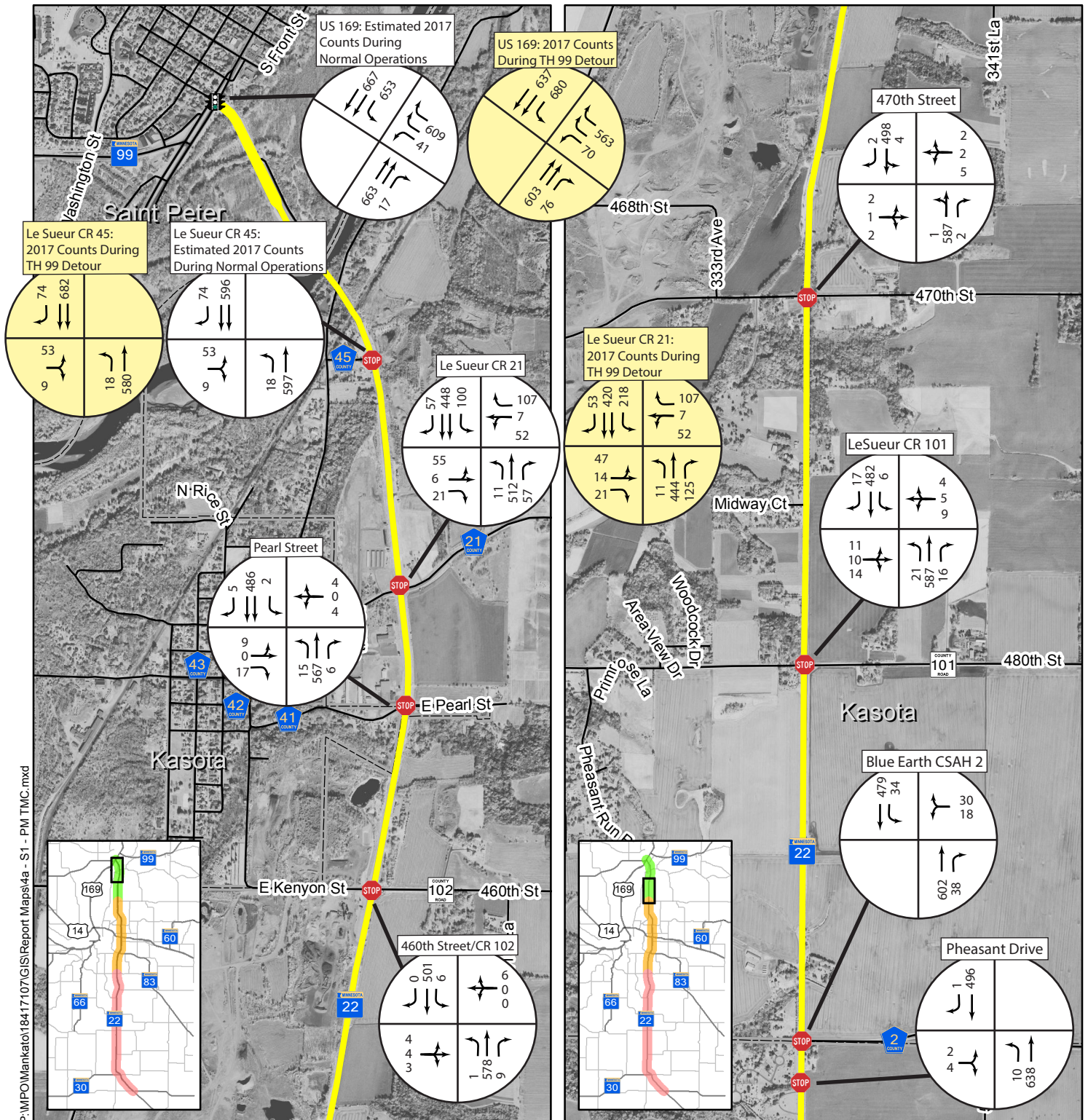
- TWSC
- Roundabout
- Signal

TH 22

0 1,000 2,000 Feet



HIGHWAY 22 | CORRIDOR STUDY



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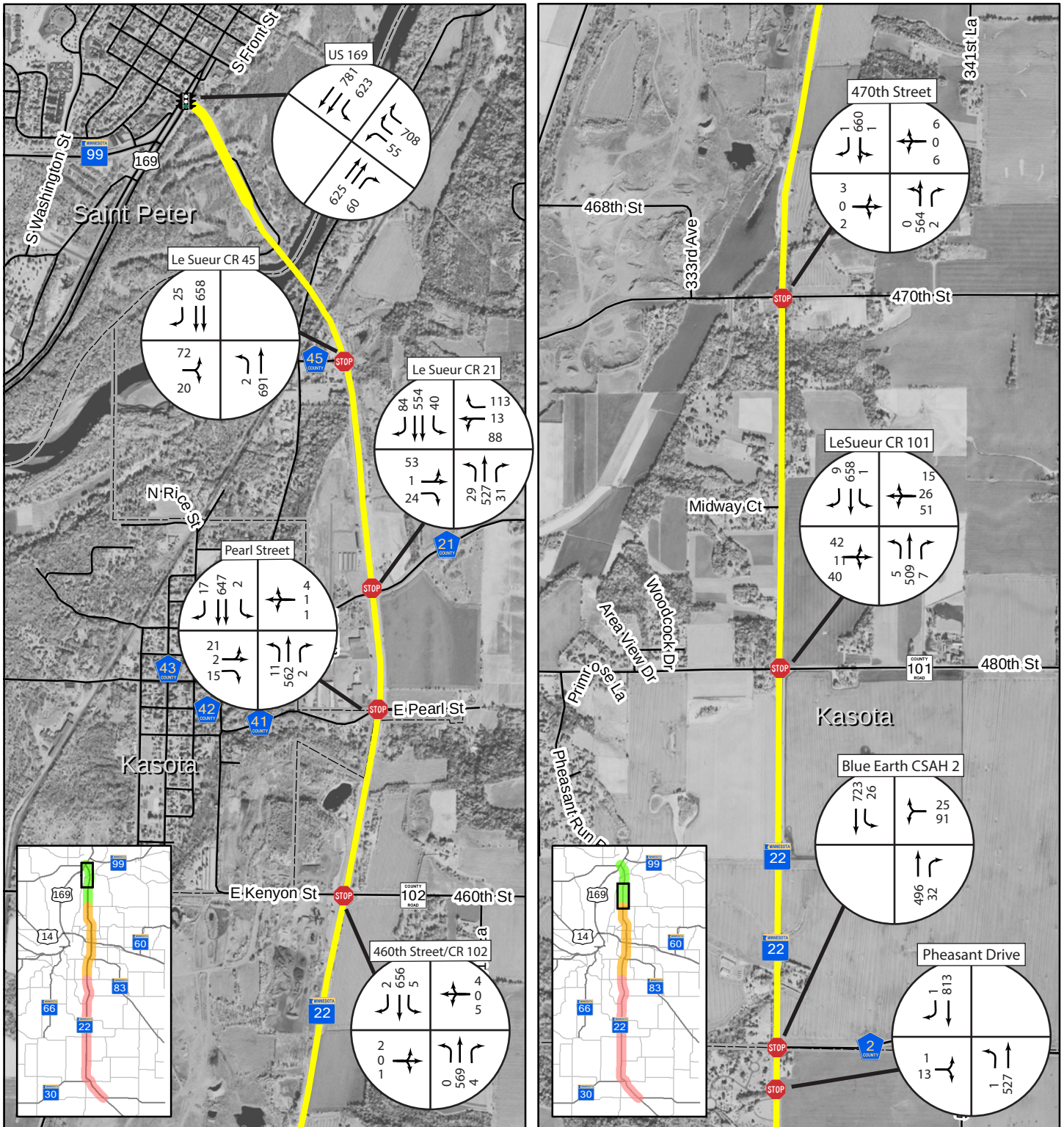
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TH 22

0 1,000 2,000 Feet



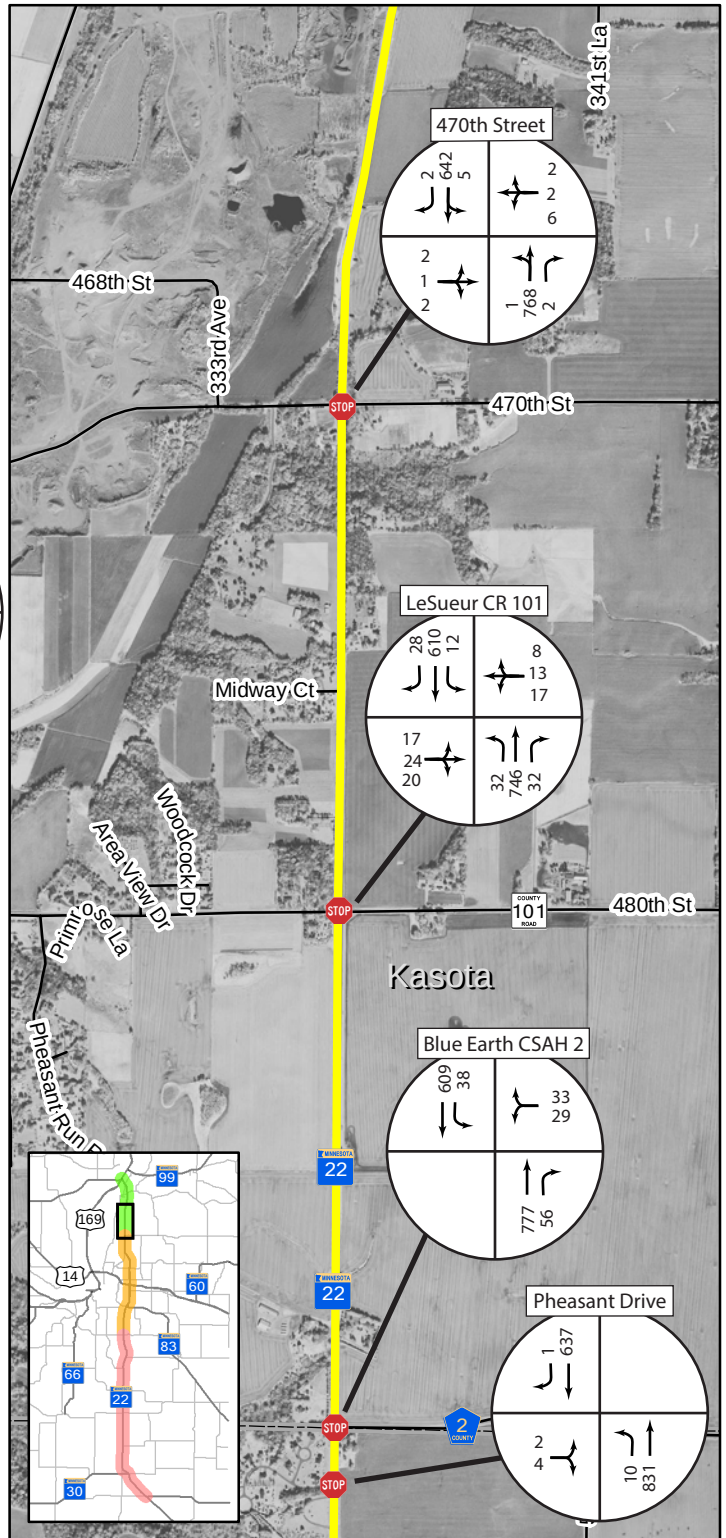
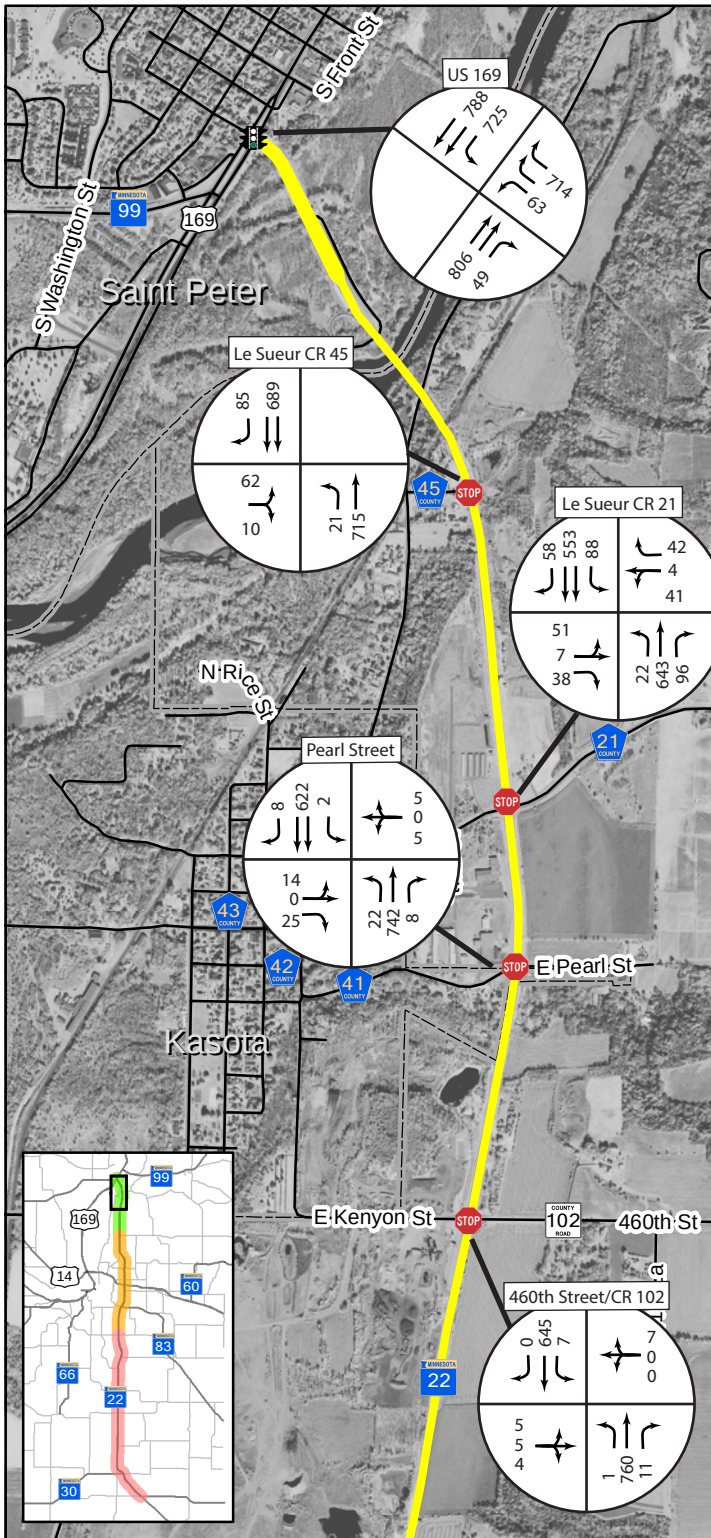
HIGHWAY 22 | CORRIDOR STUDY



2030 AM Peak Hour Turning Movements



HIGHWAY 22 | CORRIDOR STUDY

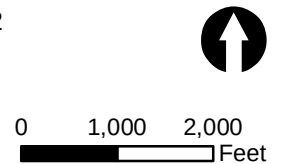


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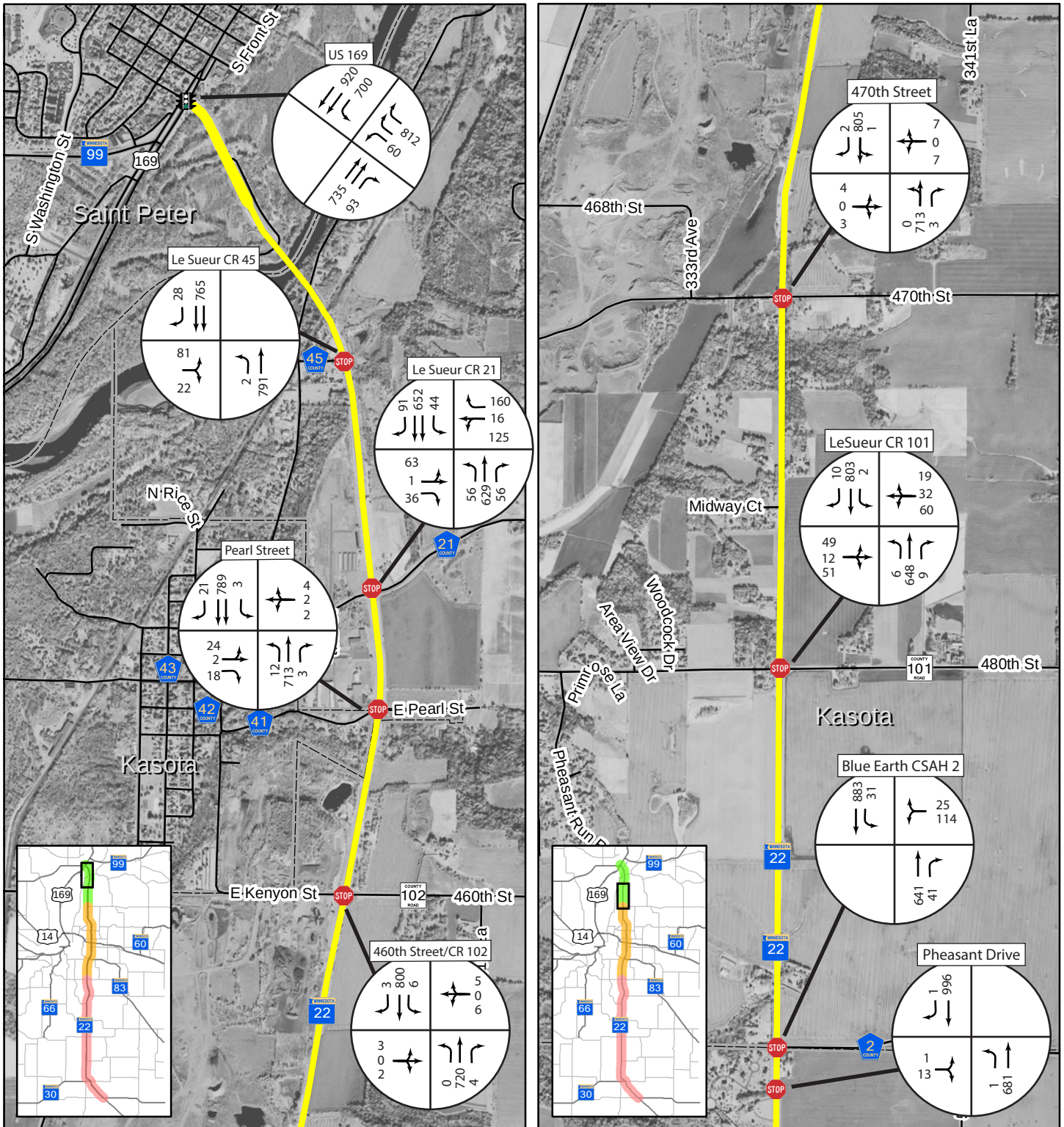
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TH 22





HIGHWAY 22 | CORRIDOR STUDY



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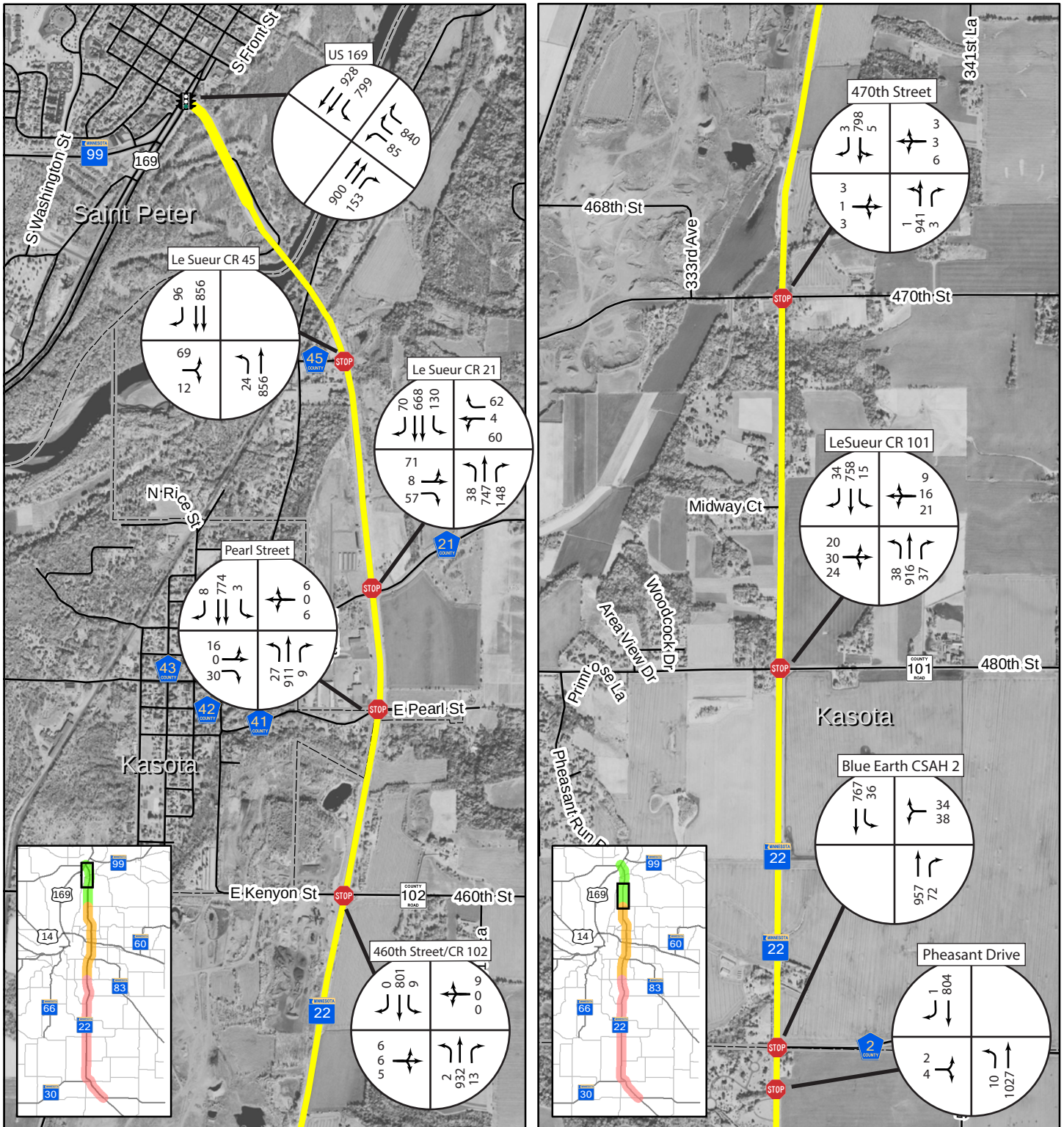
TH 22

0 1,000 2,000 Feet

2045 AM Peak Hour Turning Movements



HIGHWAY 22 | CORRIDOR STUDY

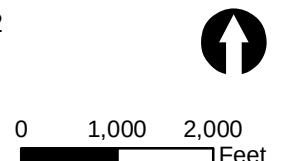


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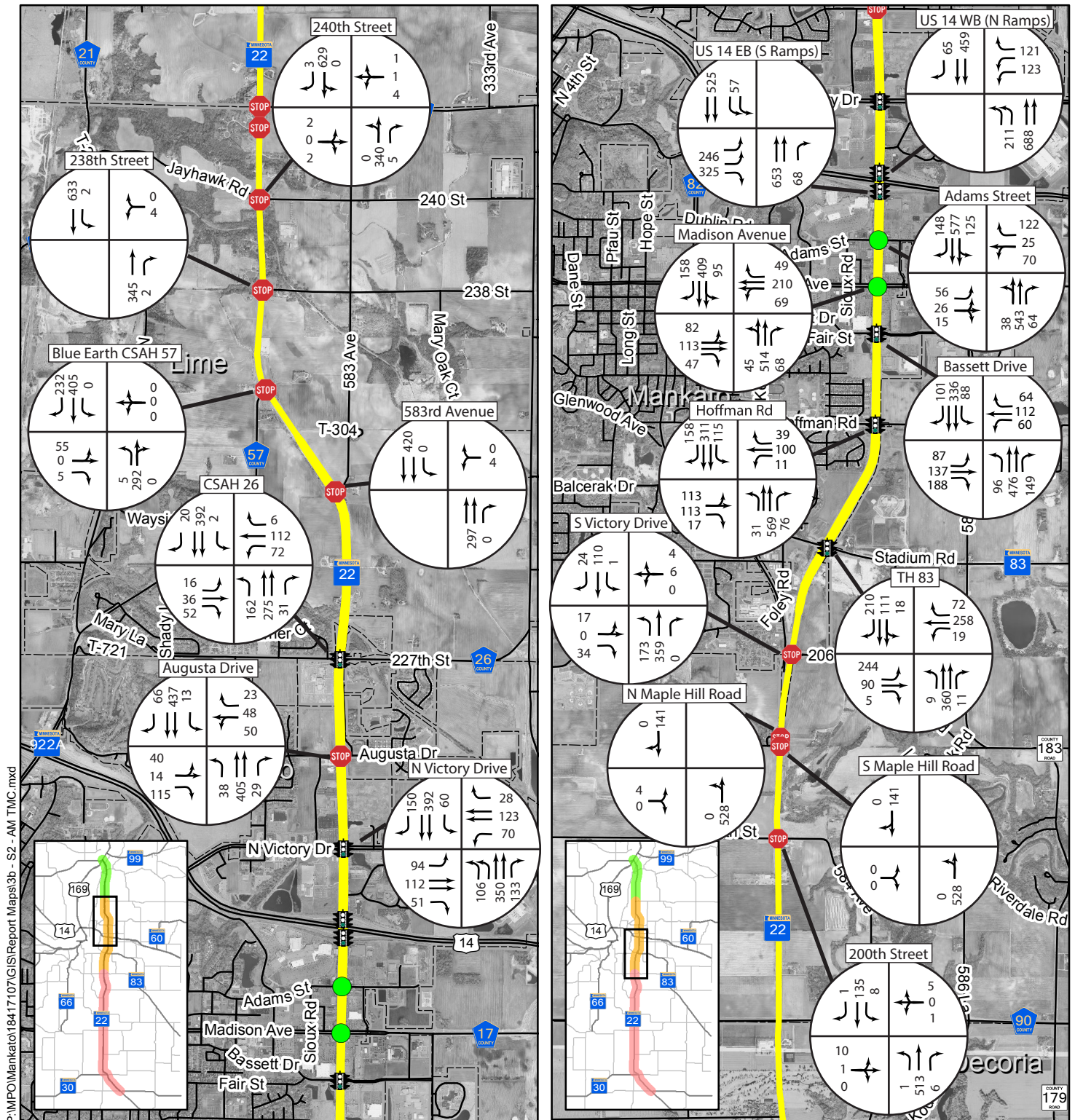
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TH 22



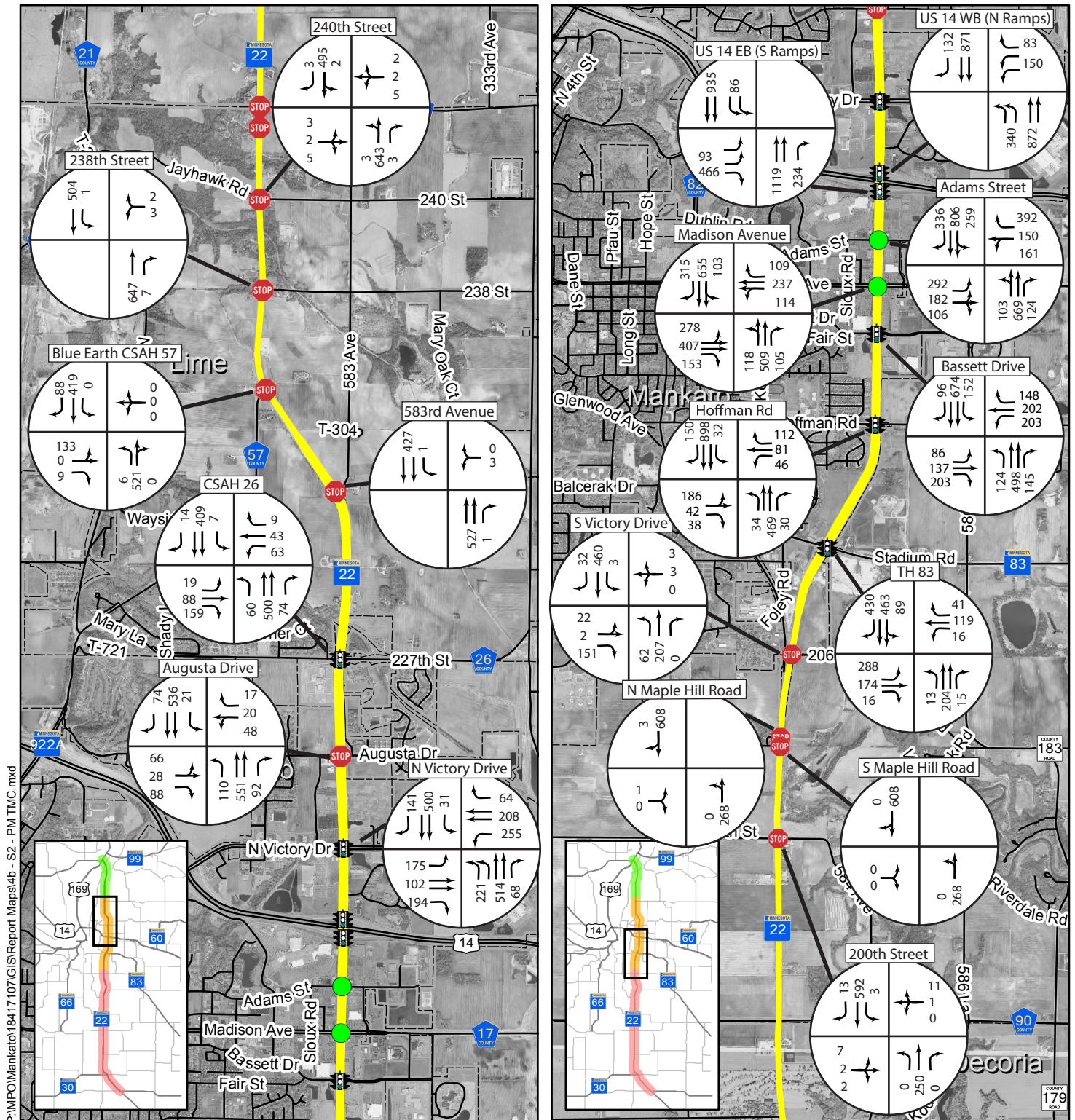


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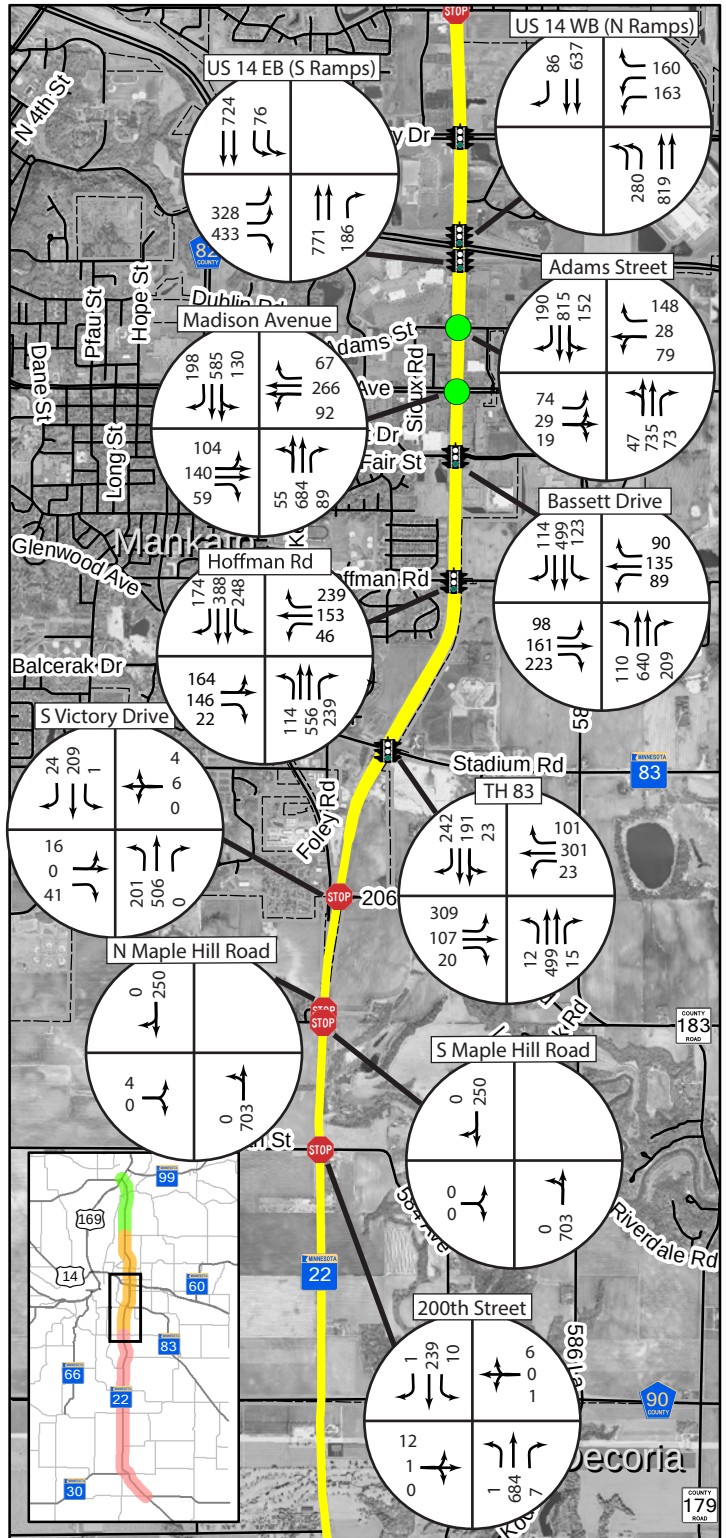
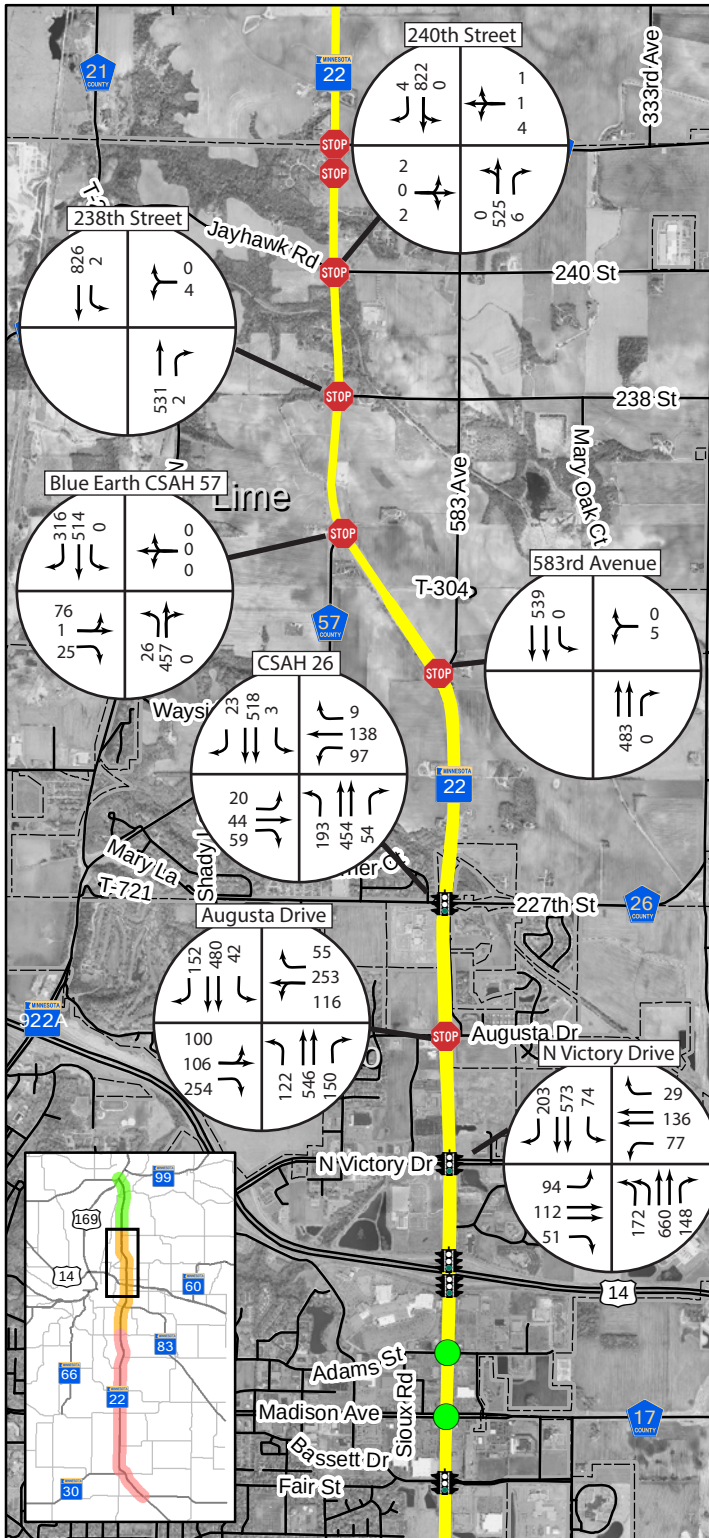


HIGHWAY 22 | CORRIDOR STUDY





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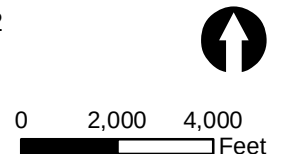


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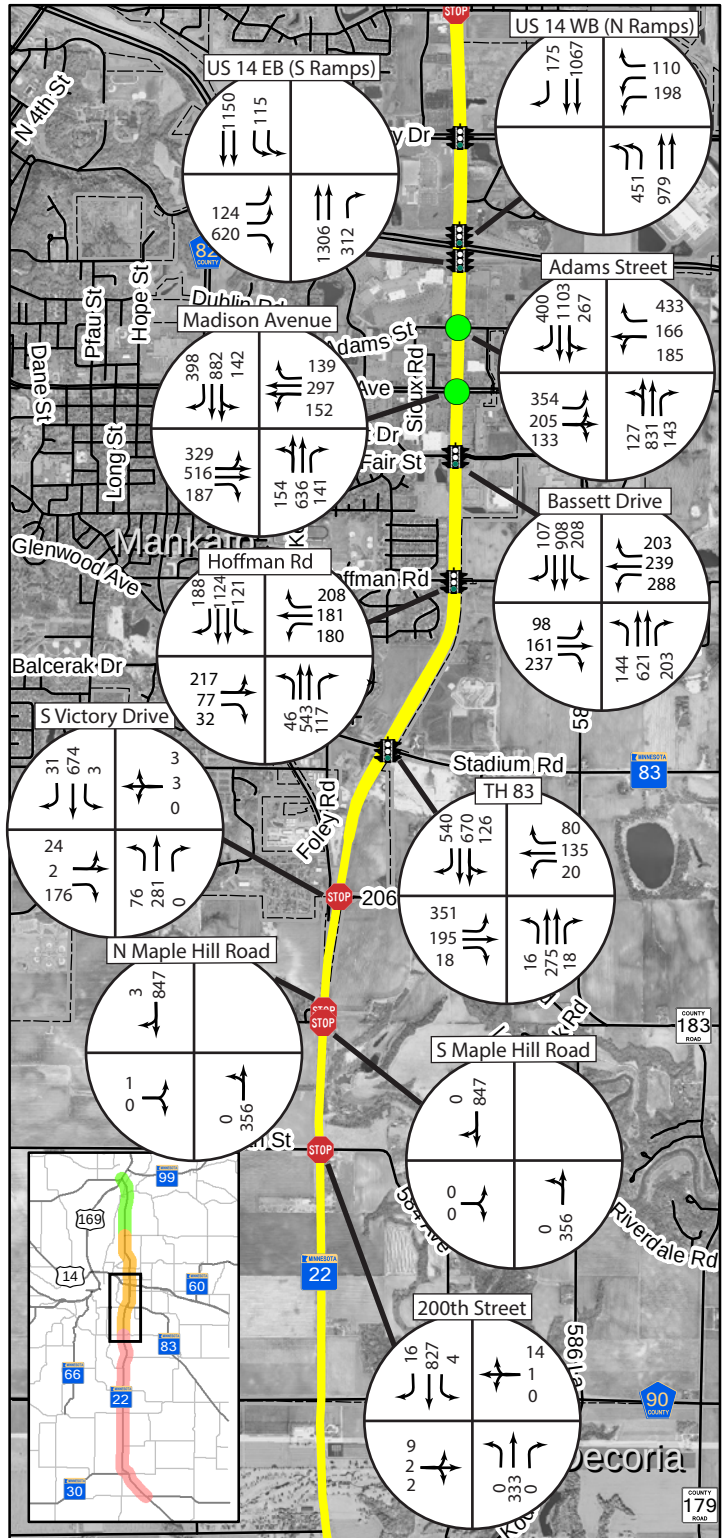
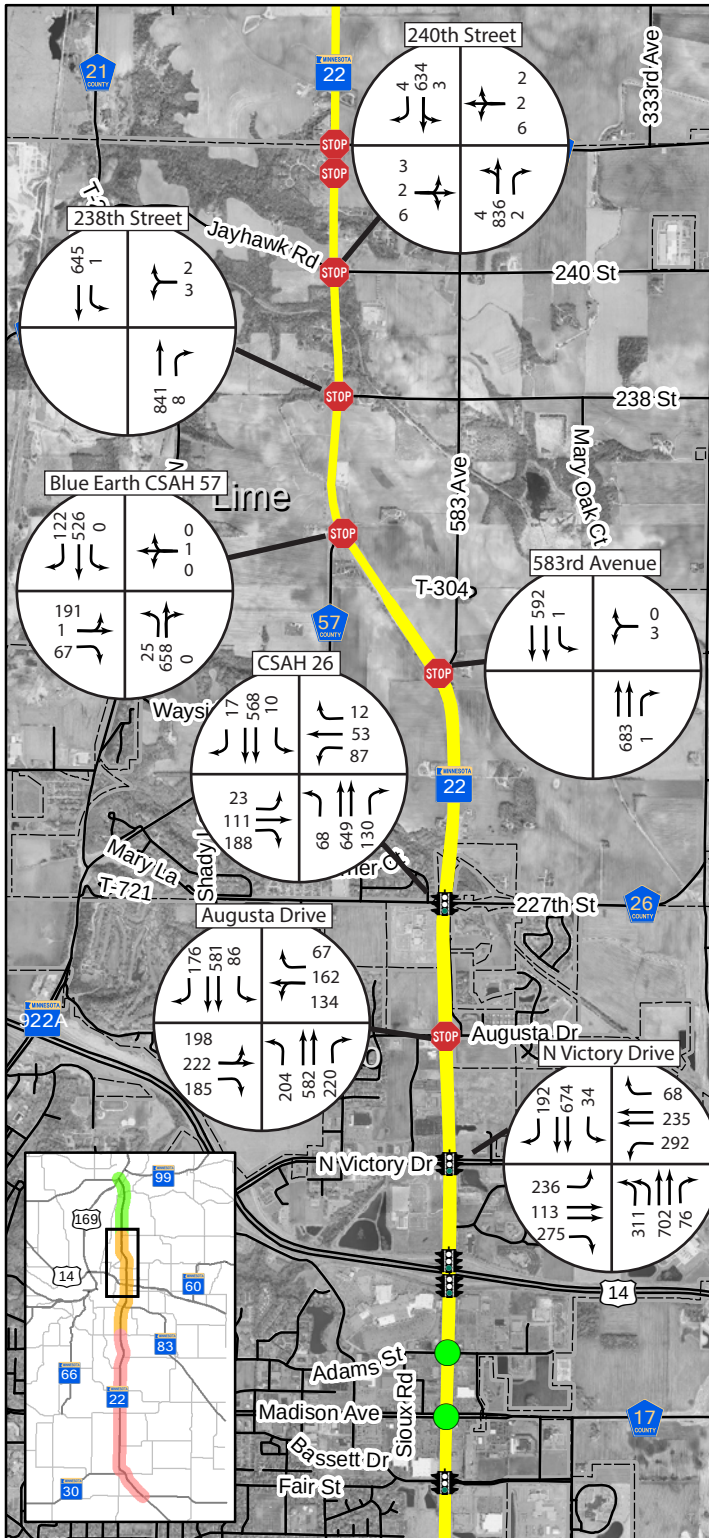
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TH 22





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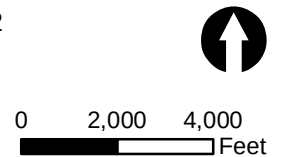


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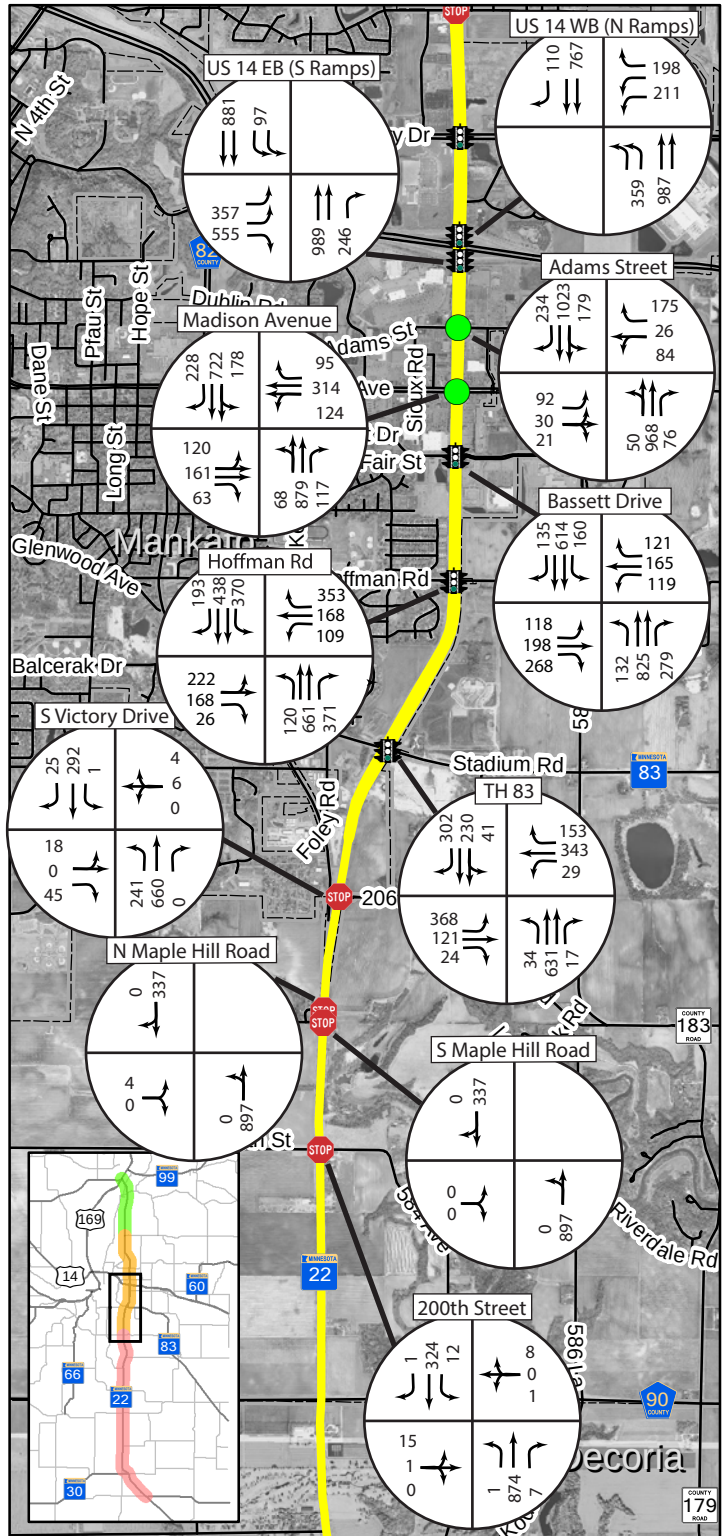
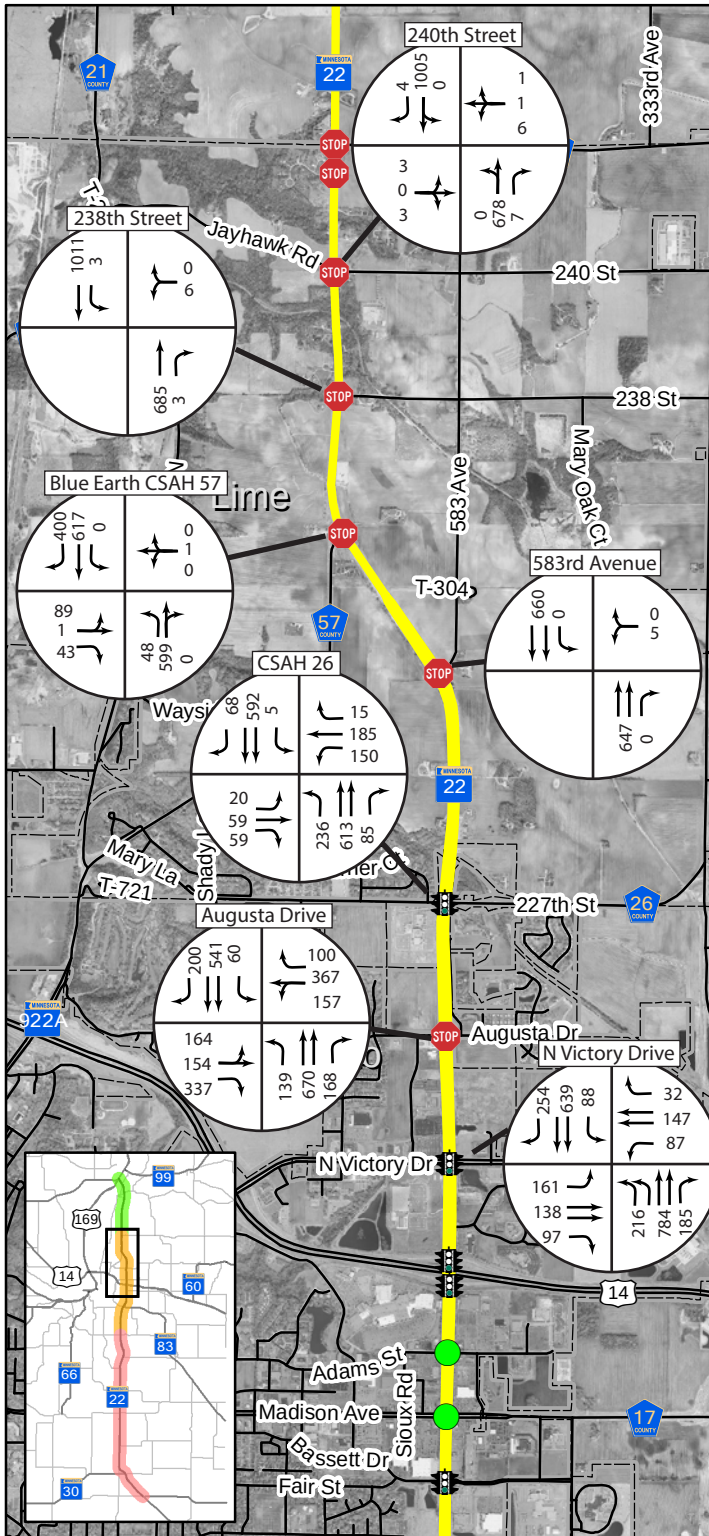
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TH 22





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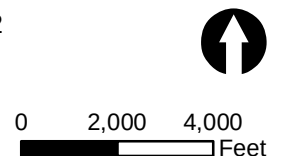


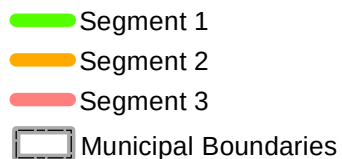
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TH 22

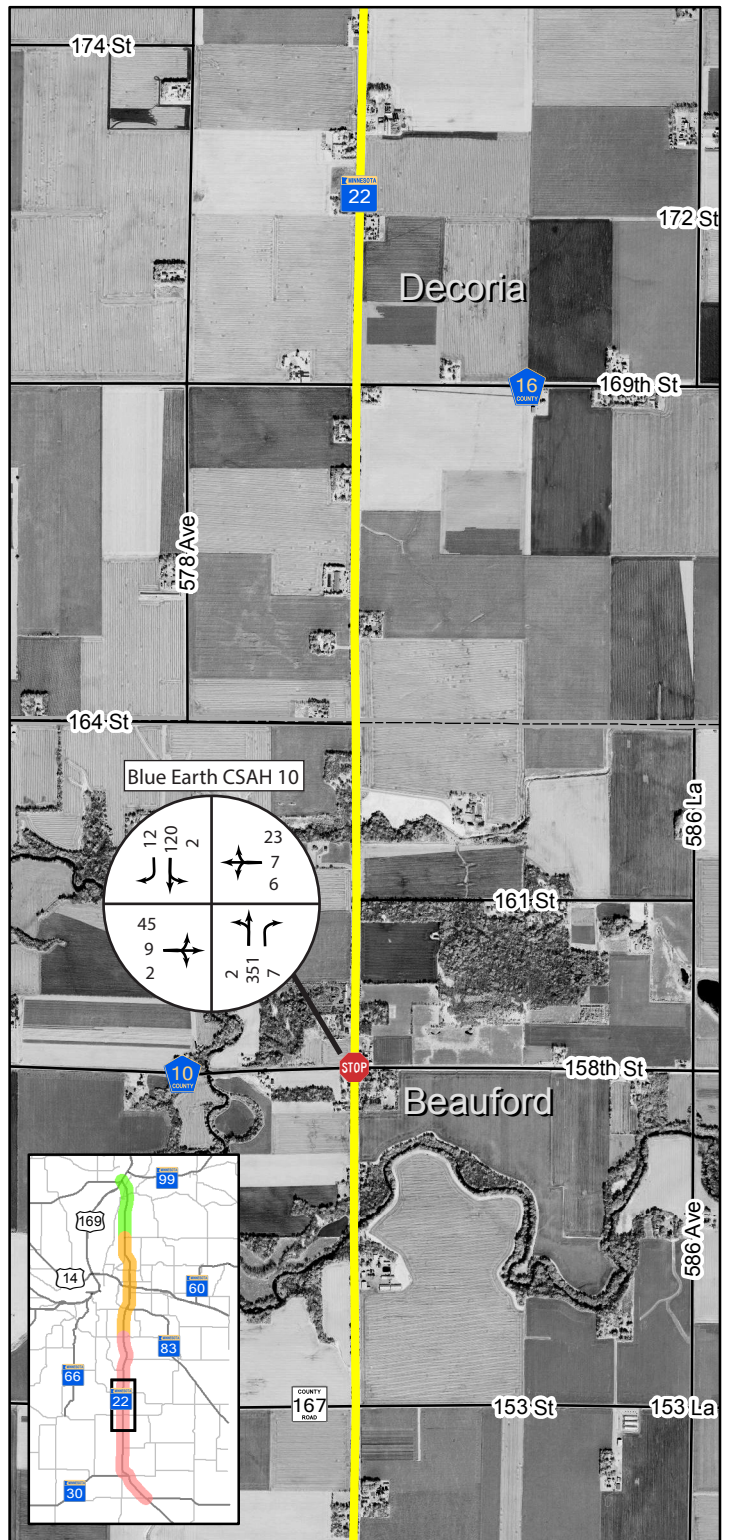
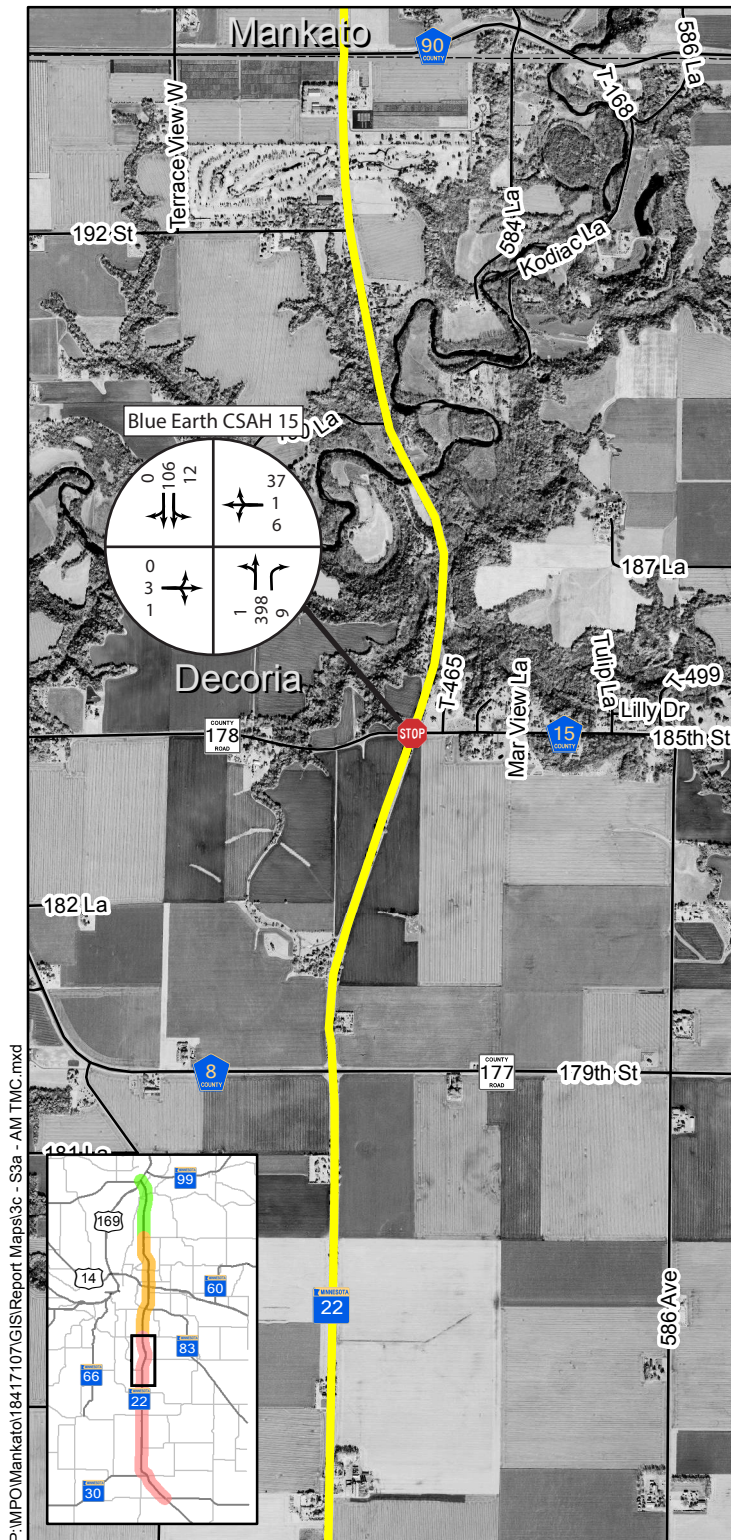




- STOP TWSC
- Roundabout
- Signal



HIGHWAY 22 | CORRIDOR STUDY



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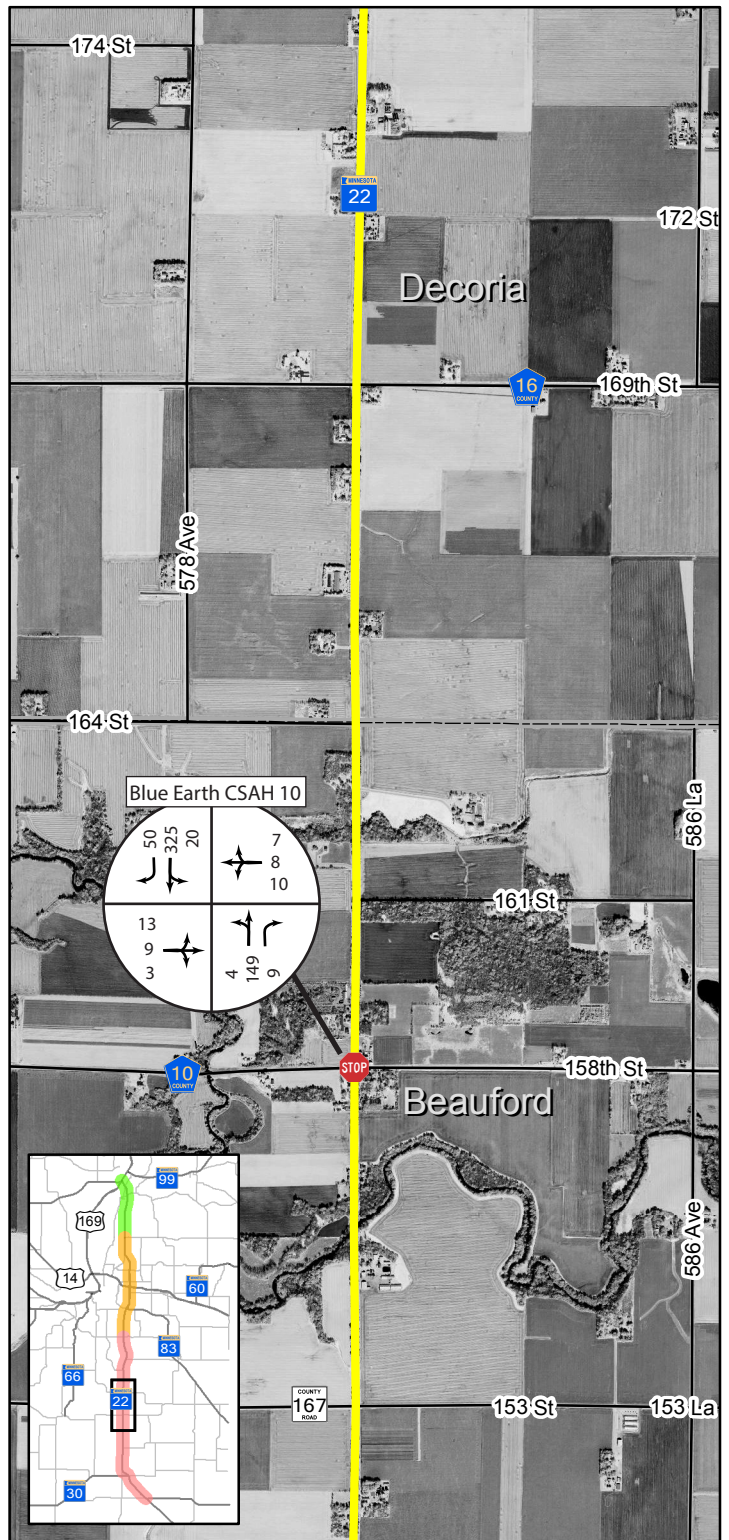
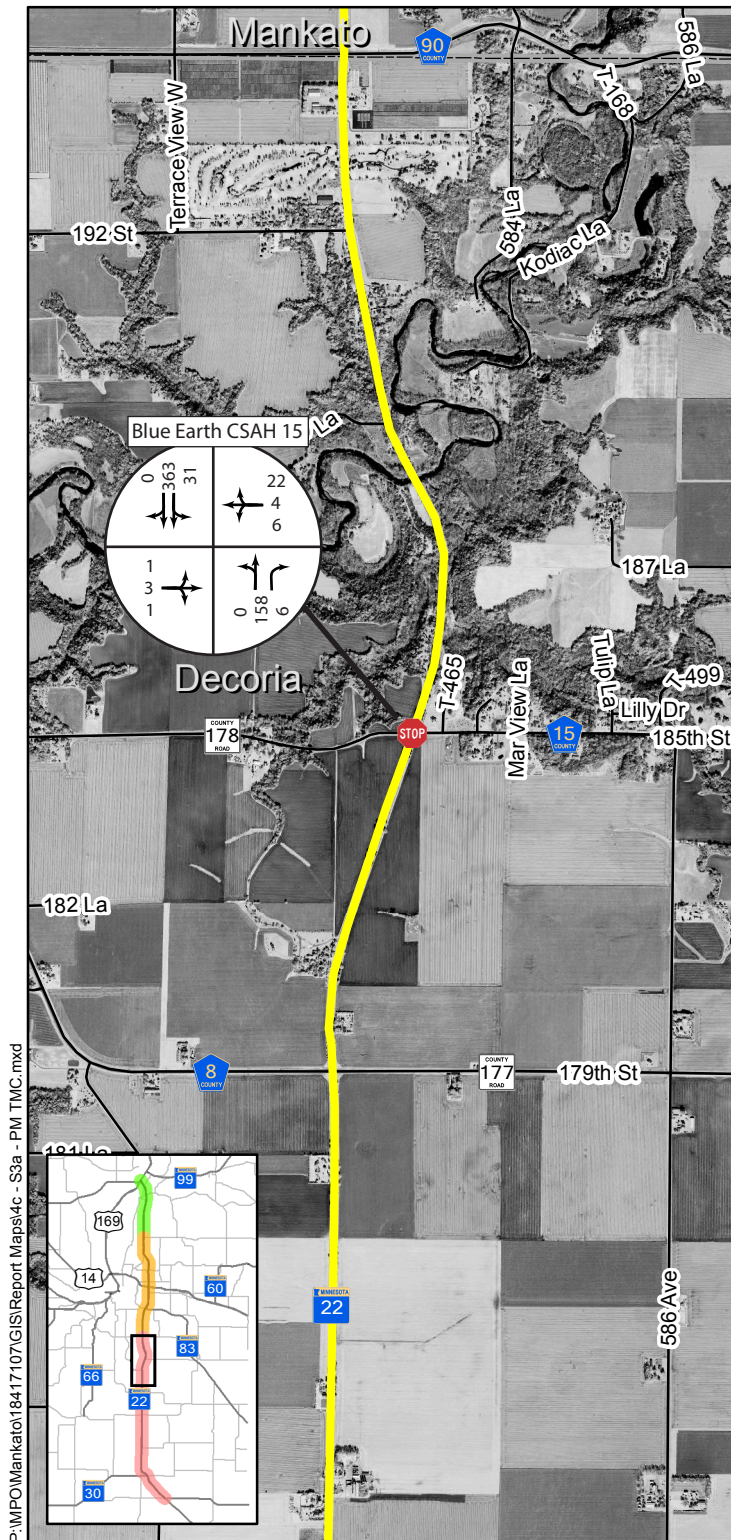
TH 22



0 1,500 3,000 Feet



HIGHWAY 22 | CORRIDOR STUDY

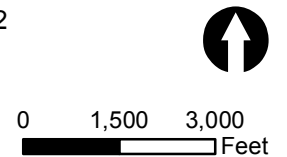


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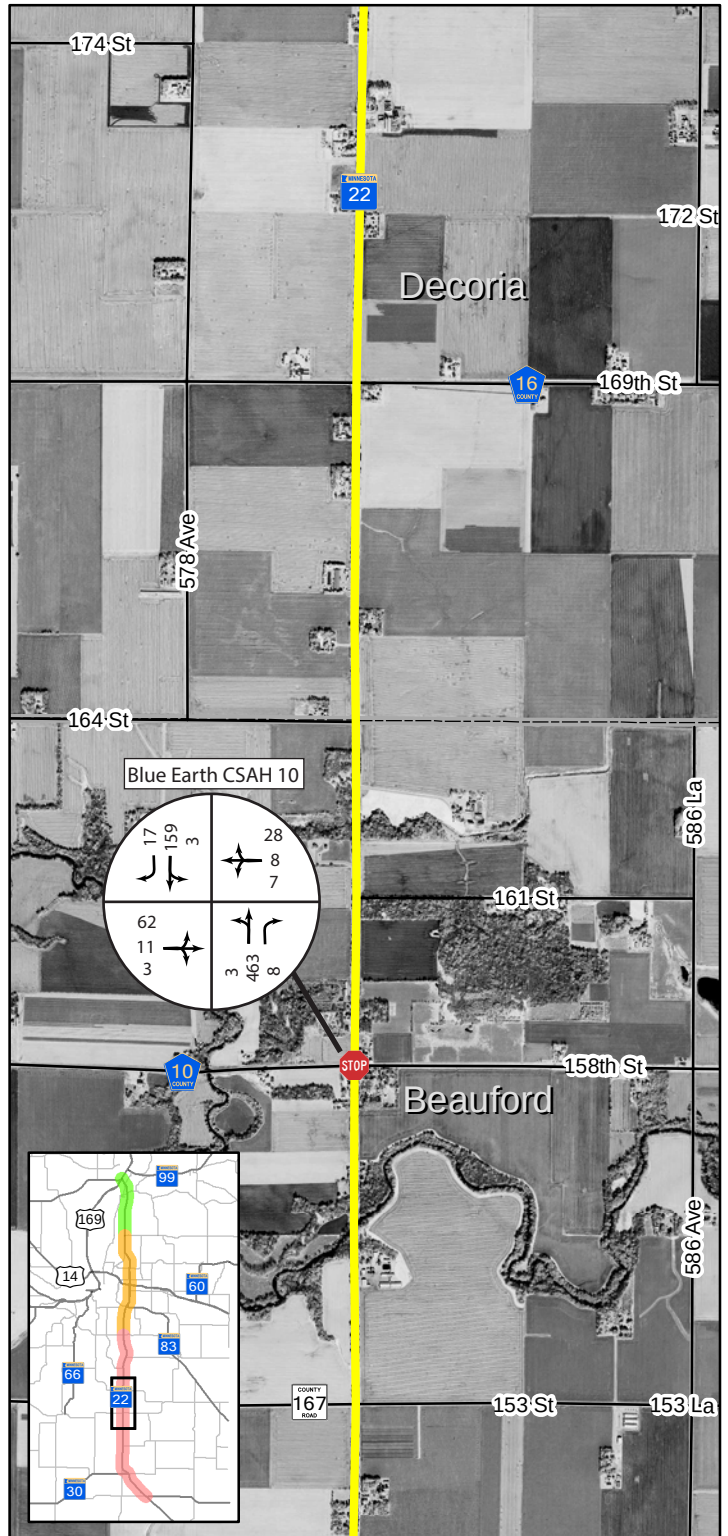
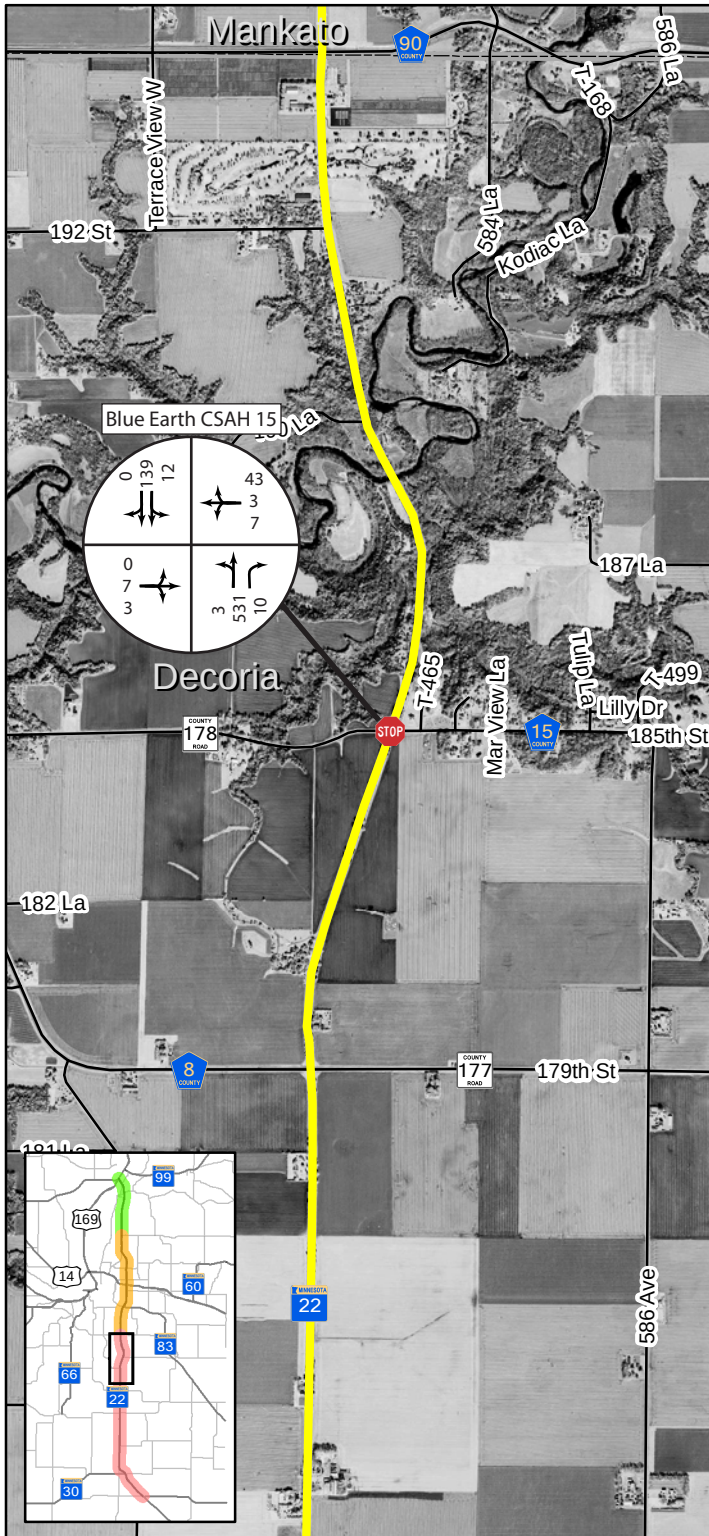
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TH 22





HIGHWAY 22 | CORRIDOR STUDY



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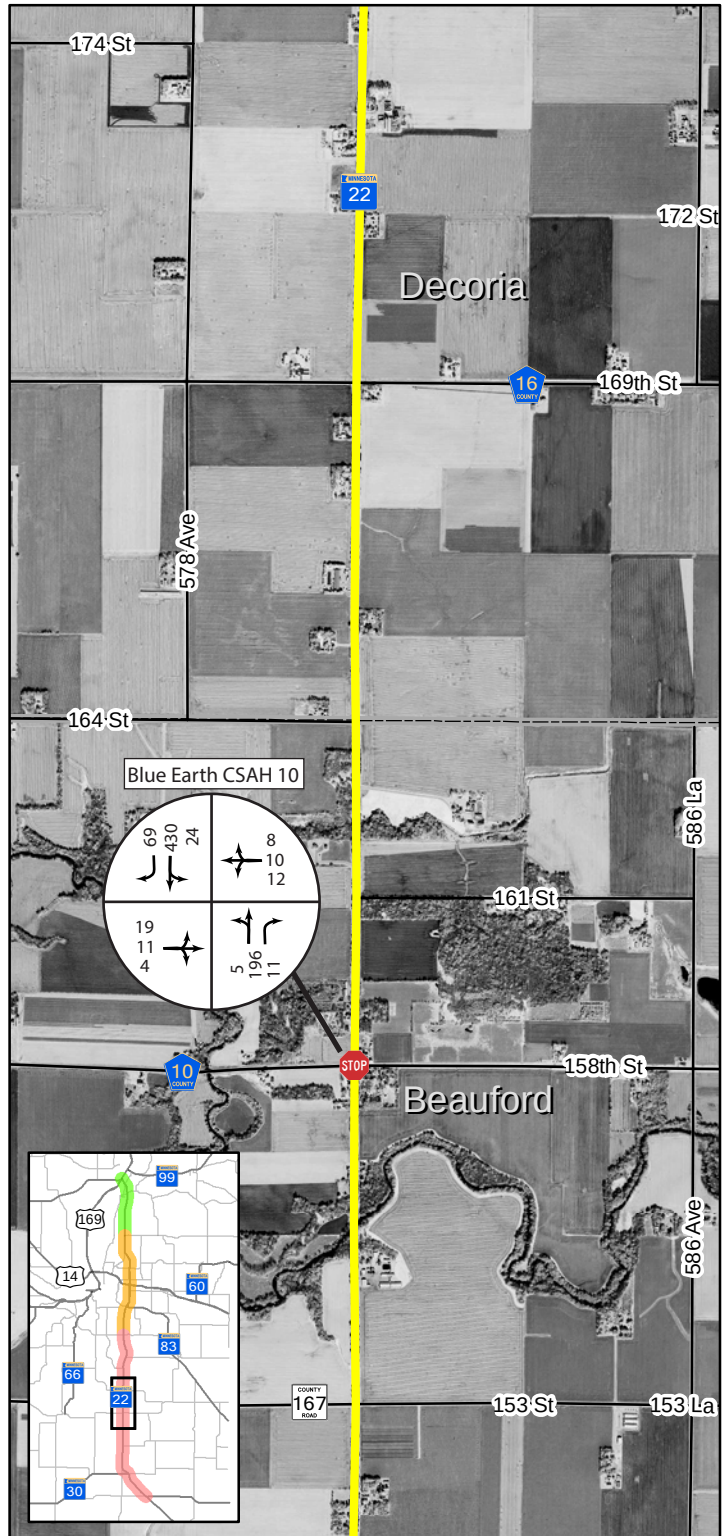
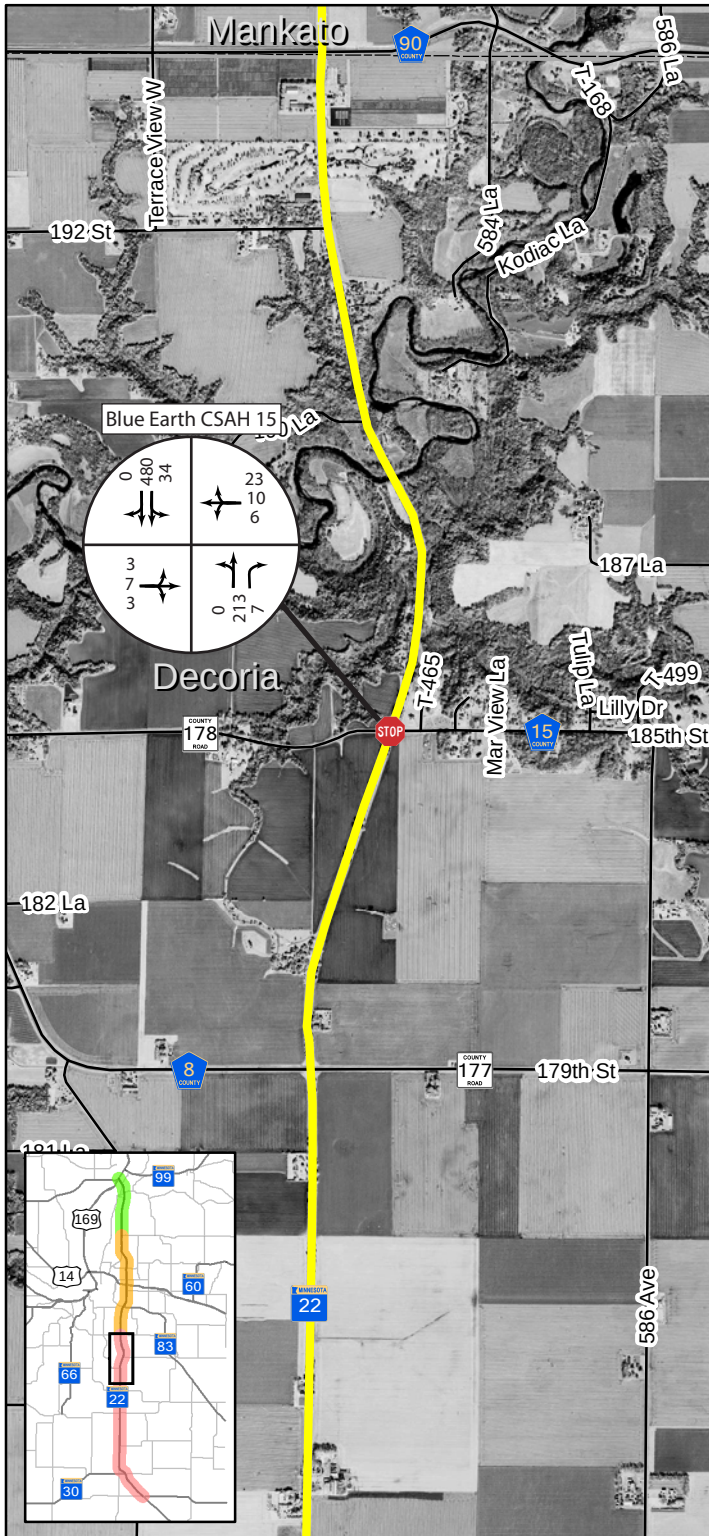
TH 22



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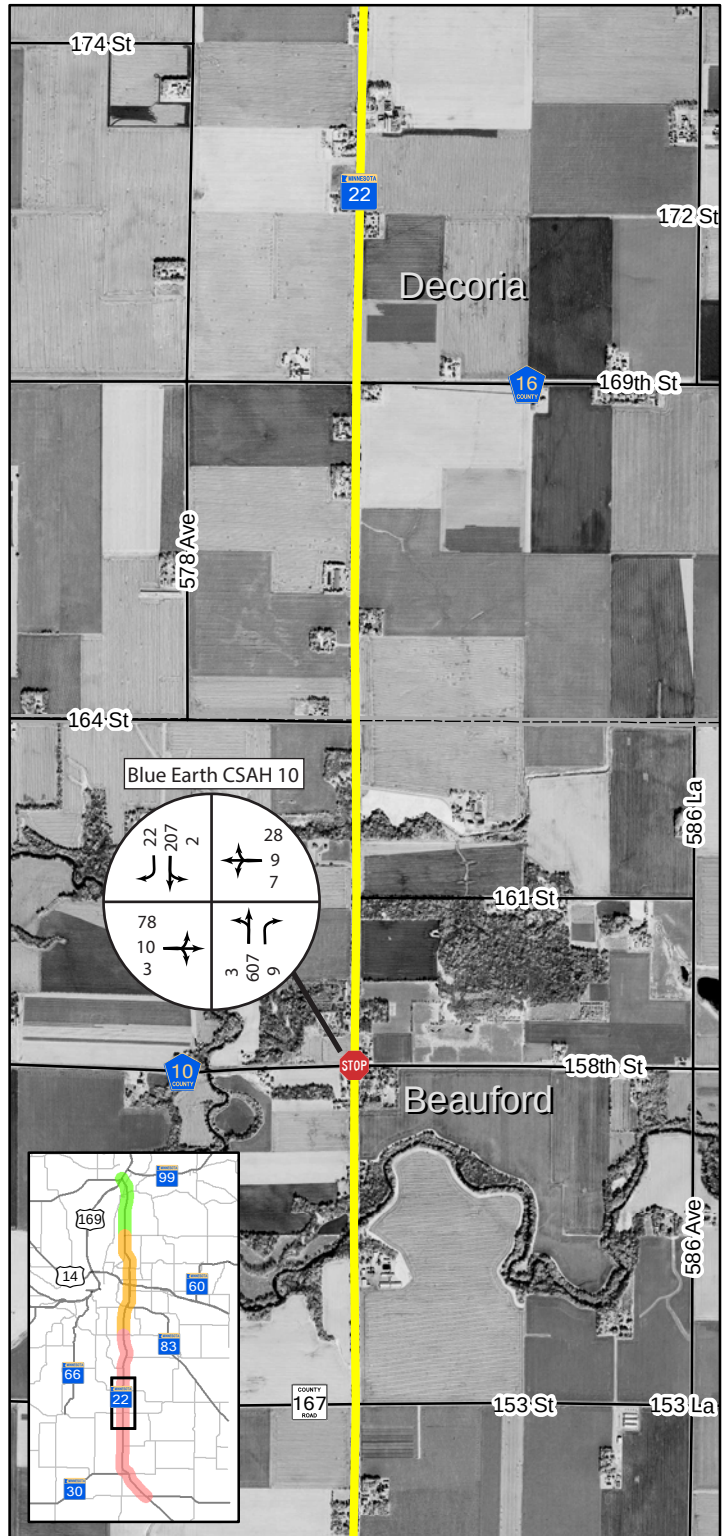
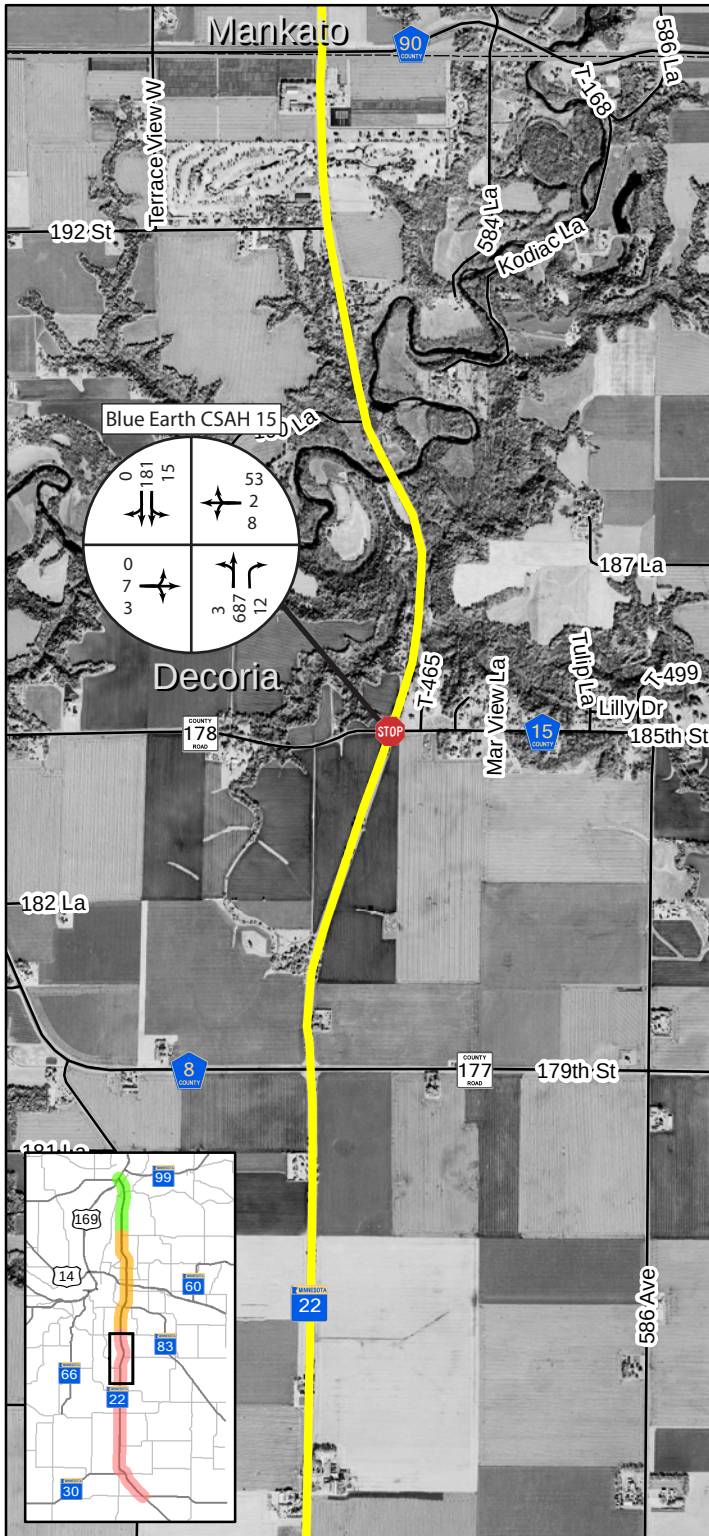
TH 22



0 1,500 3,000 Feet



HIGHWAY 22 | CORRIDOR STUDY

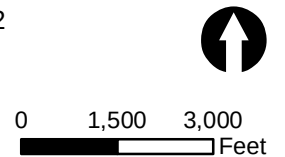


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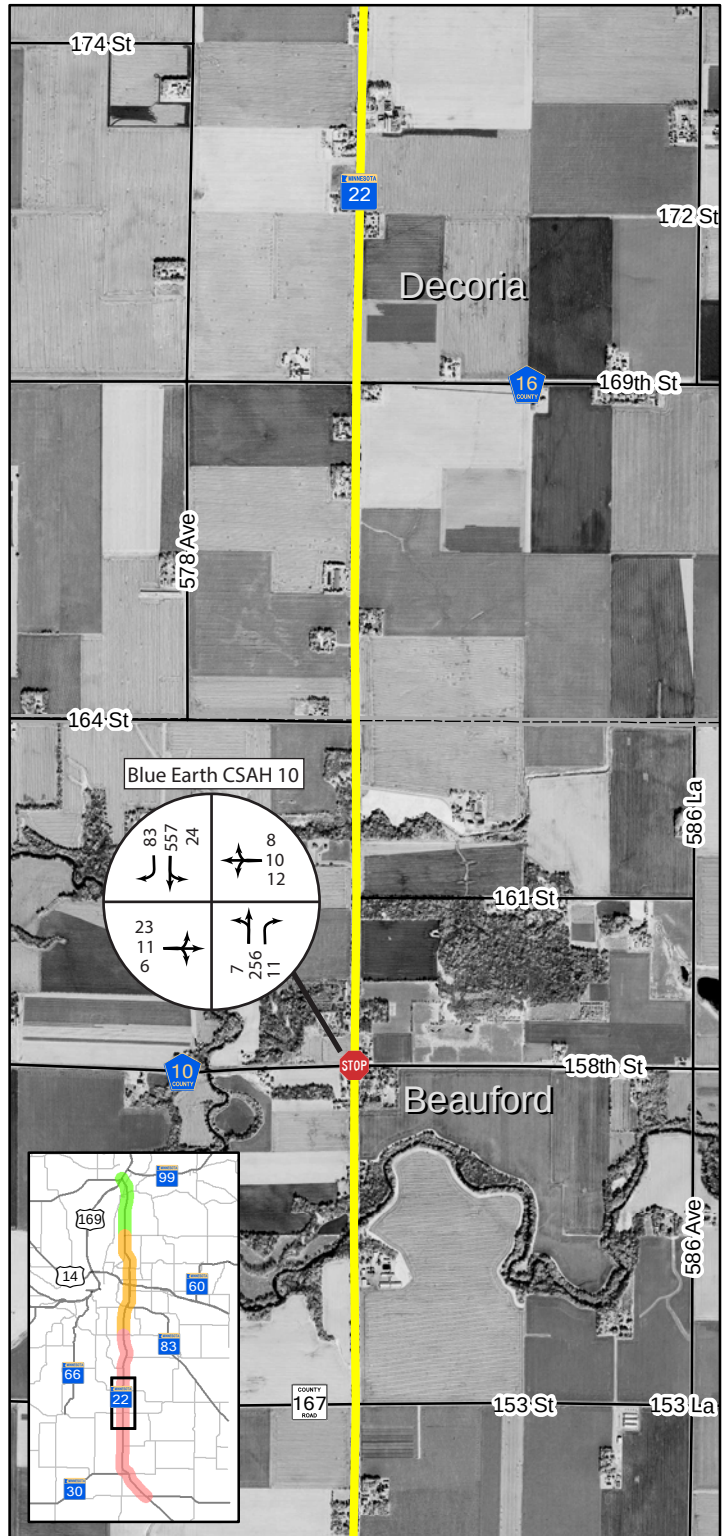
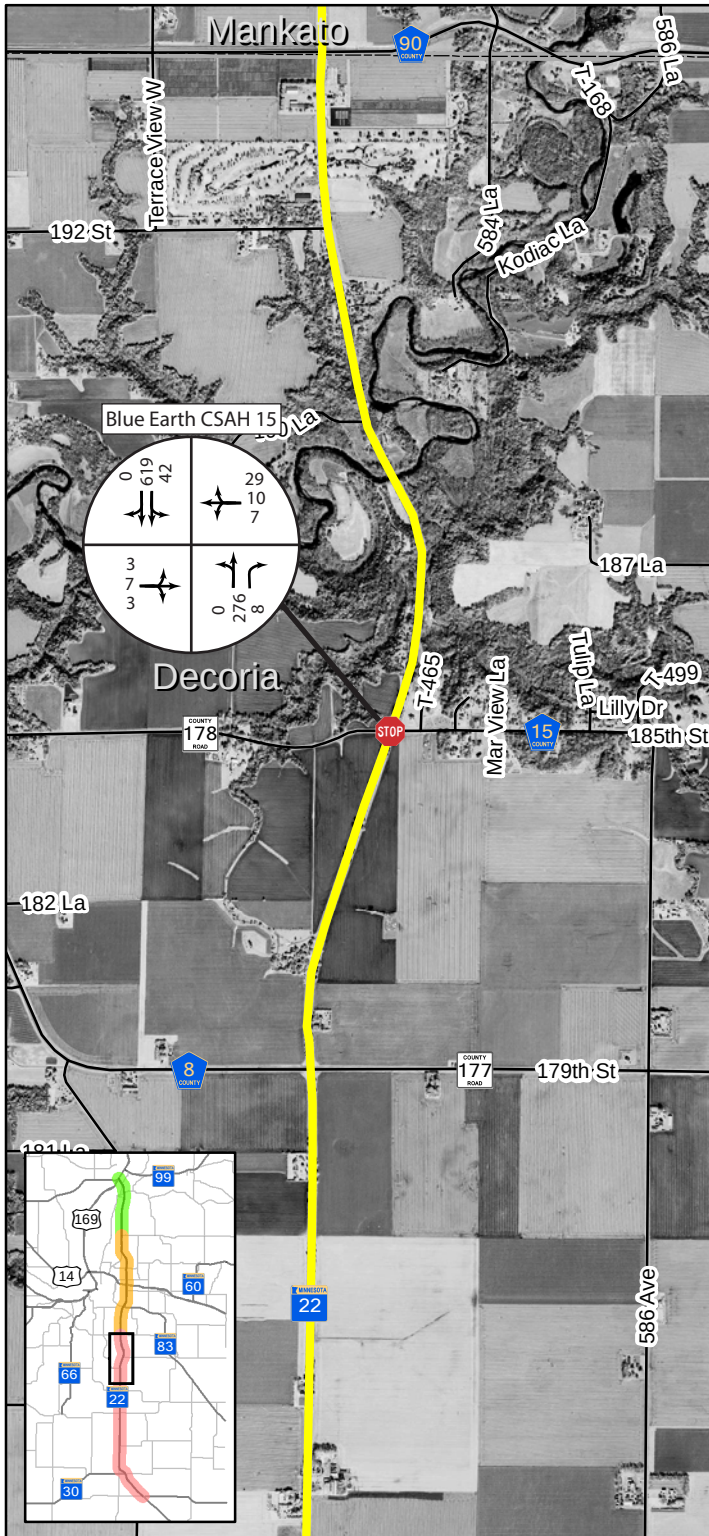
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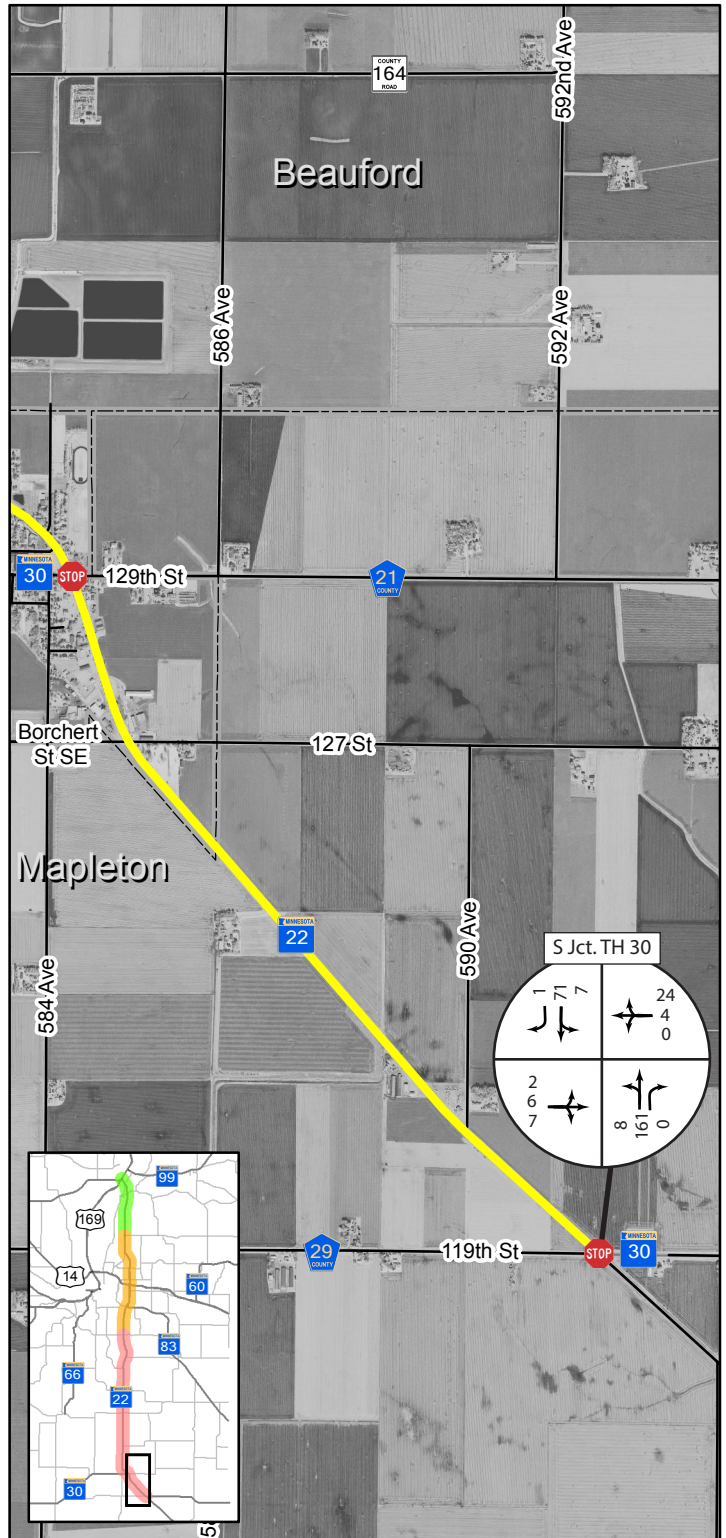
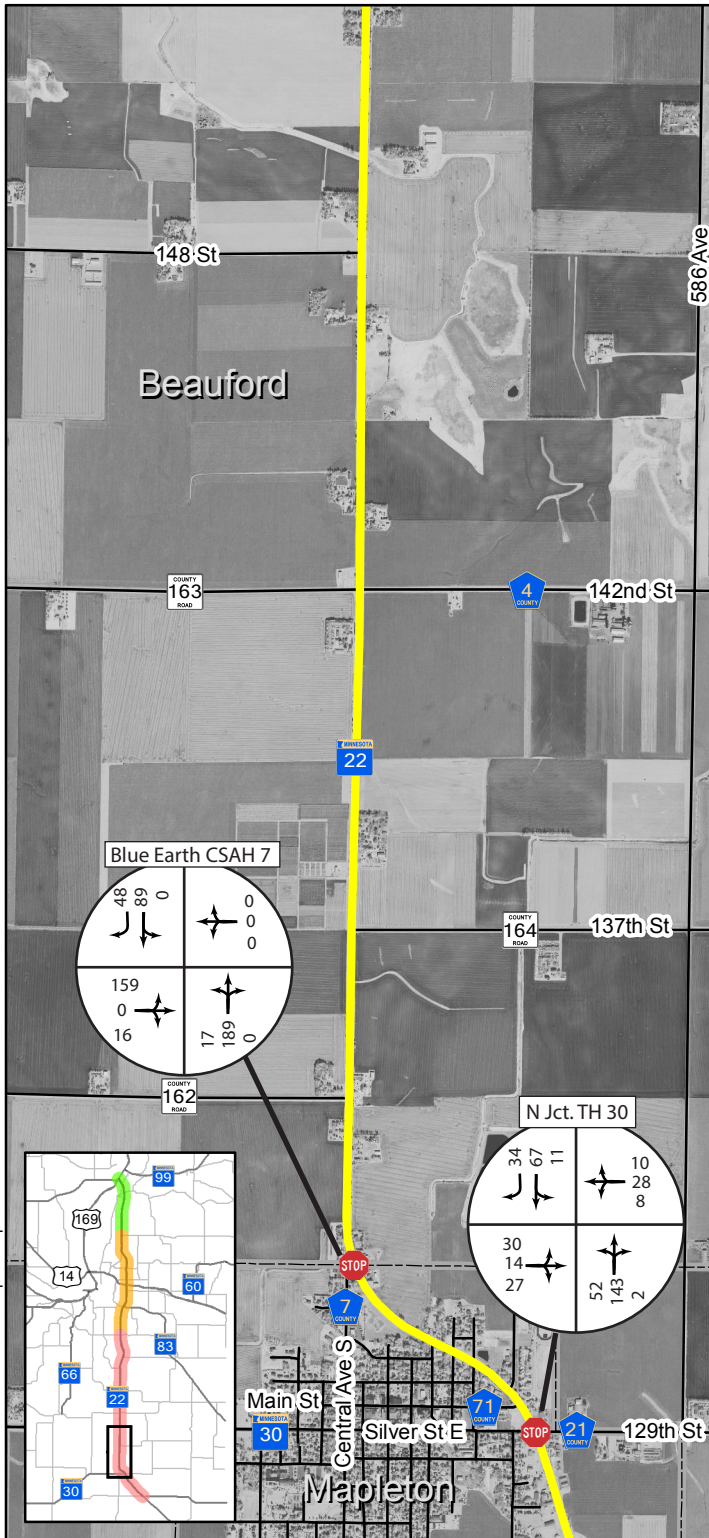


0 1,500 3,000 Feet



HIGHWAY 22 | CORRIDOR STUDY

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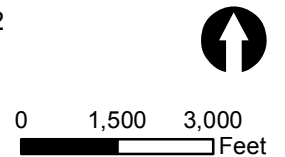


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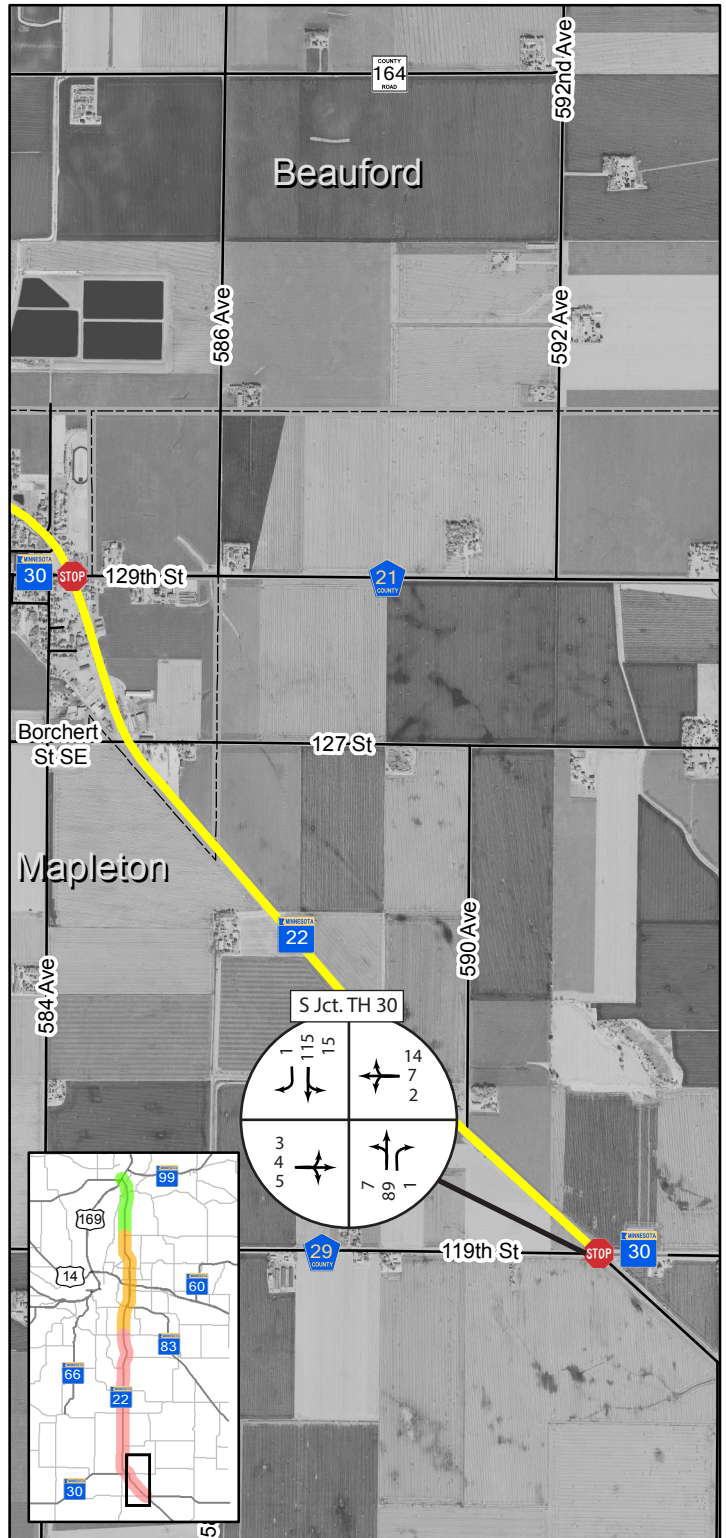
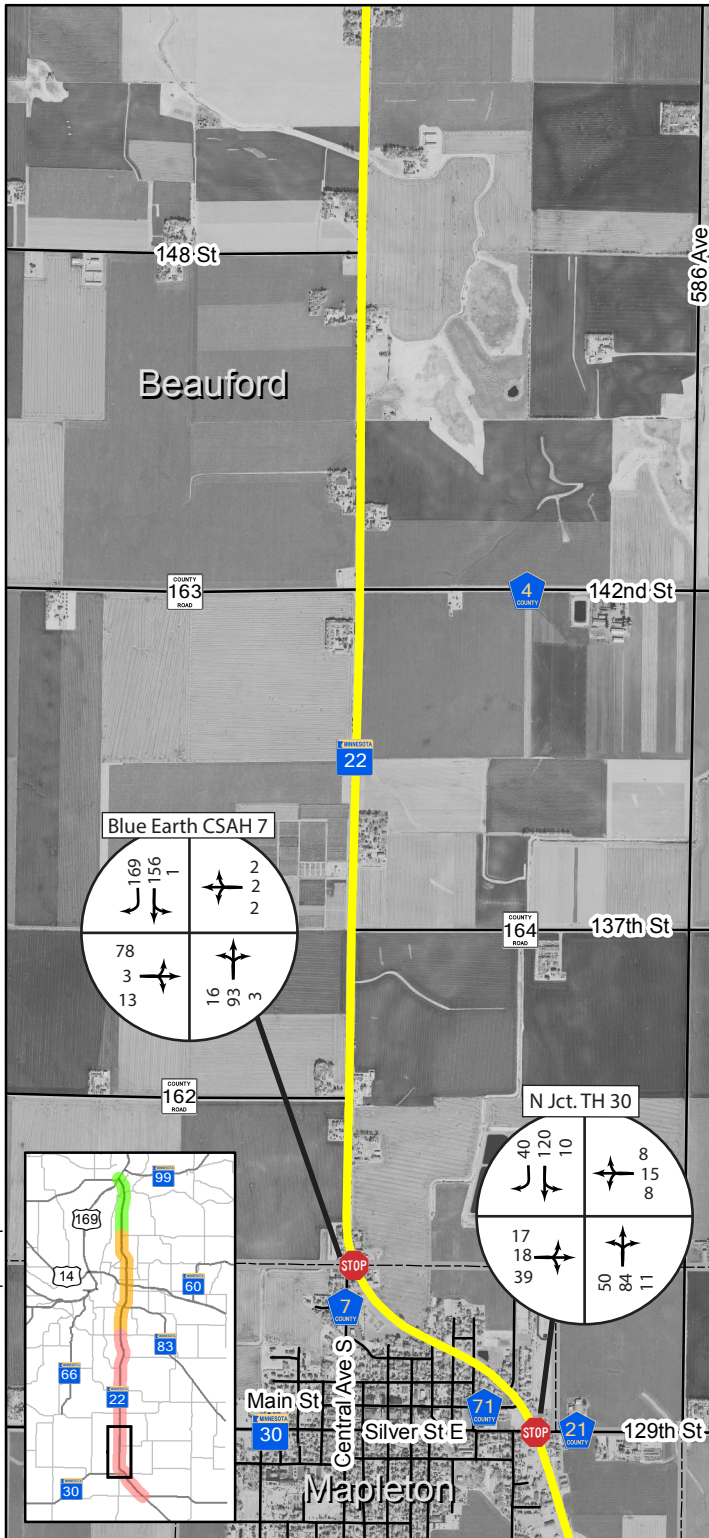
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HIGHWAY 22 | CORRIDOR STUDY

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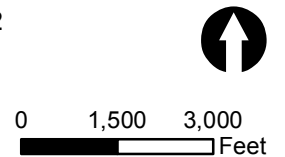


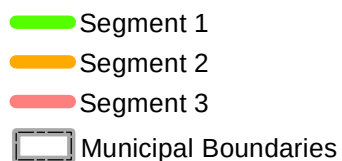
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TH 22





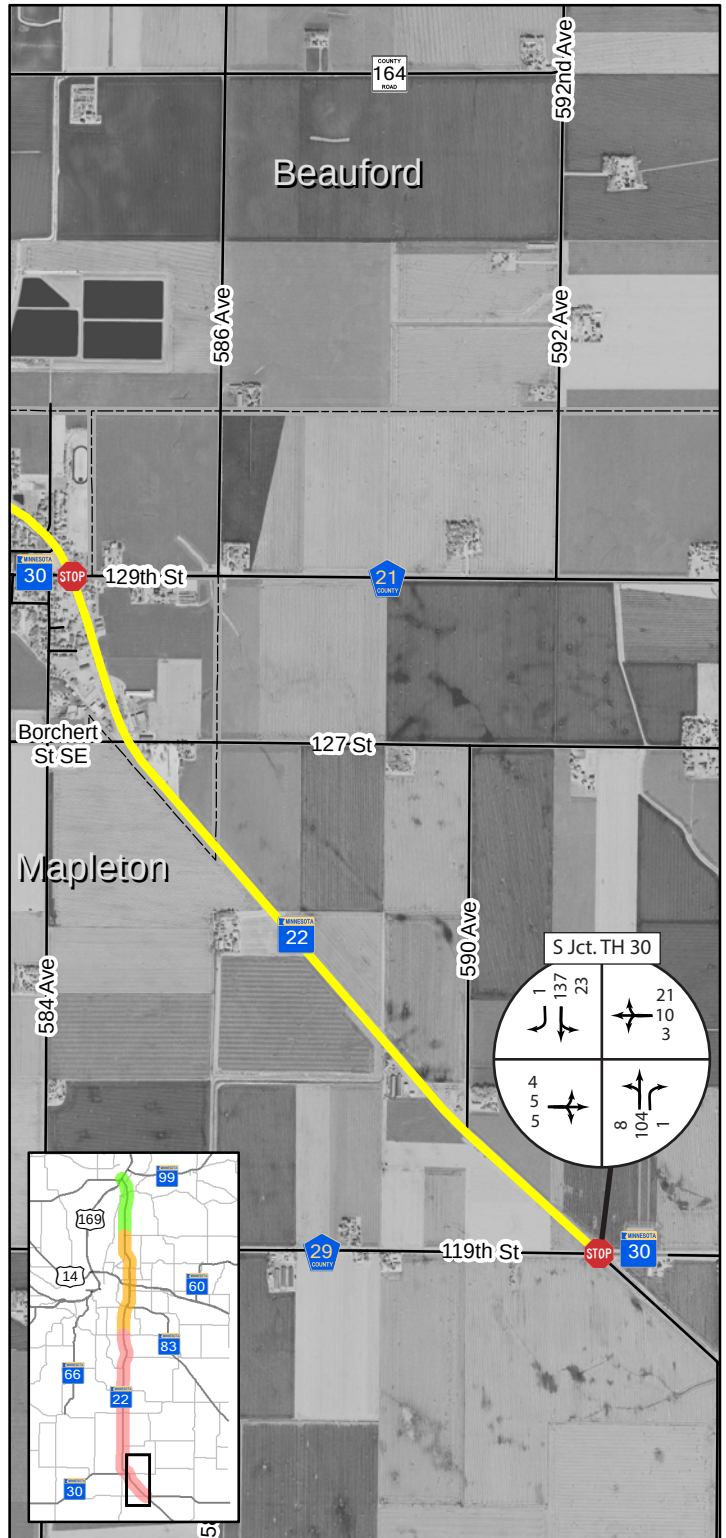
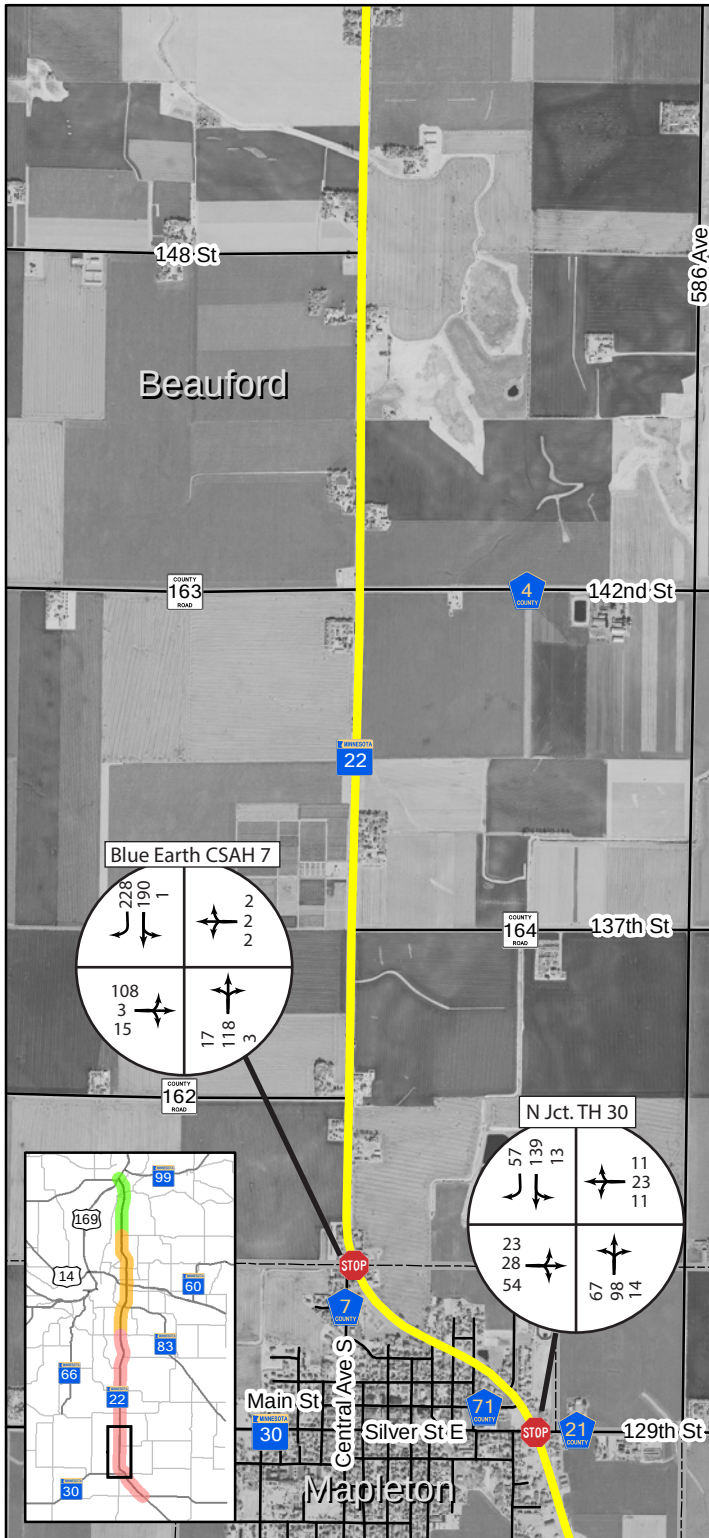
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0 1,500 3,000 Feet



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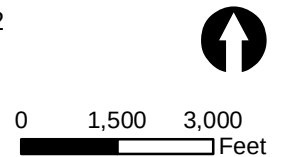


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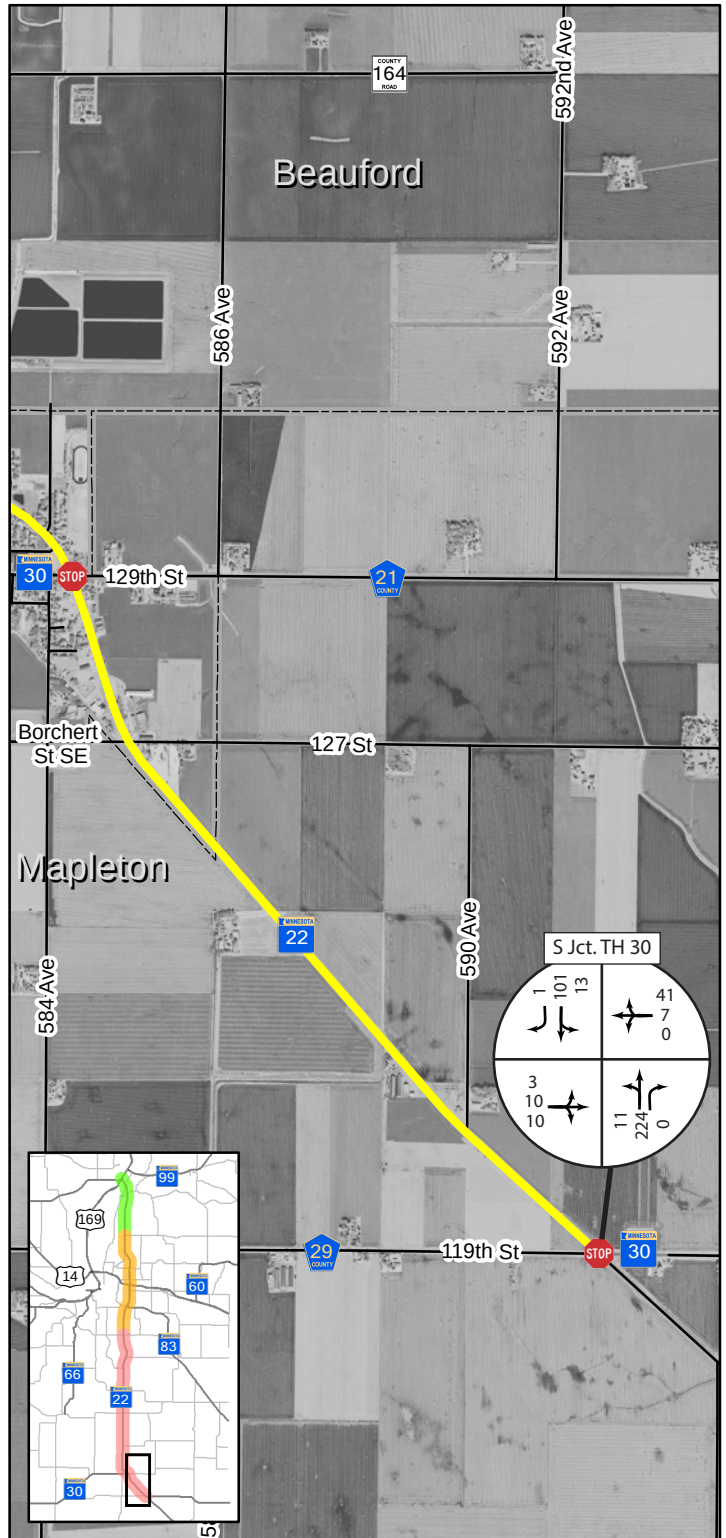
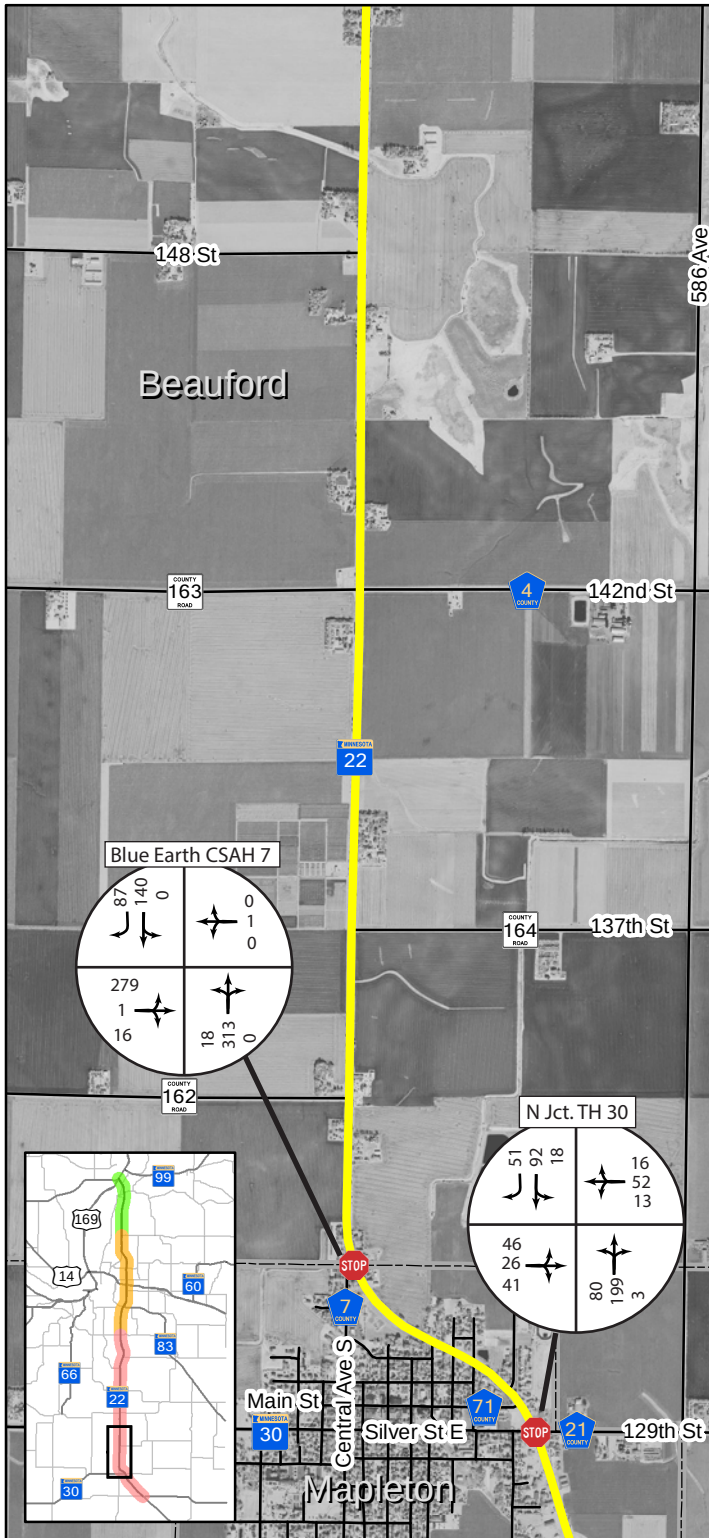
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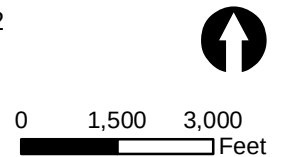


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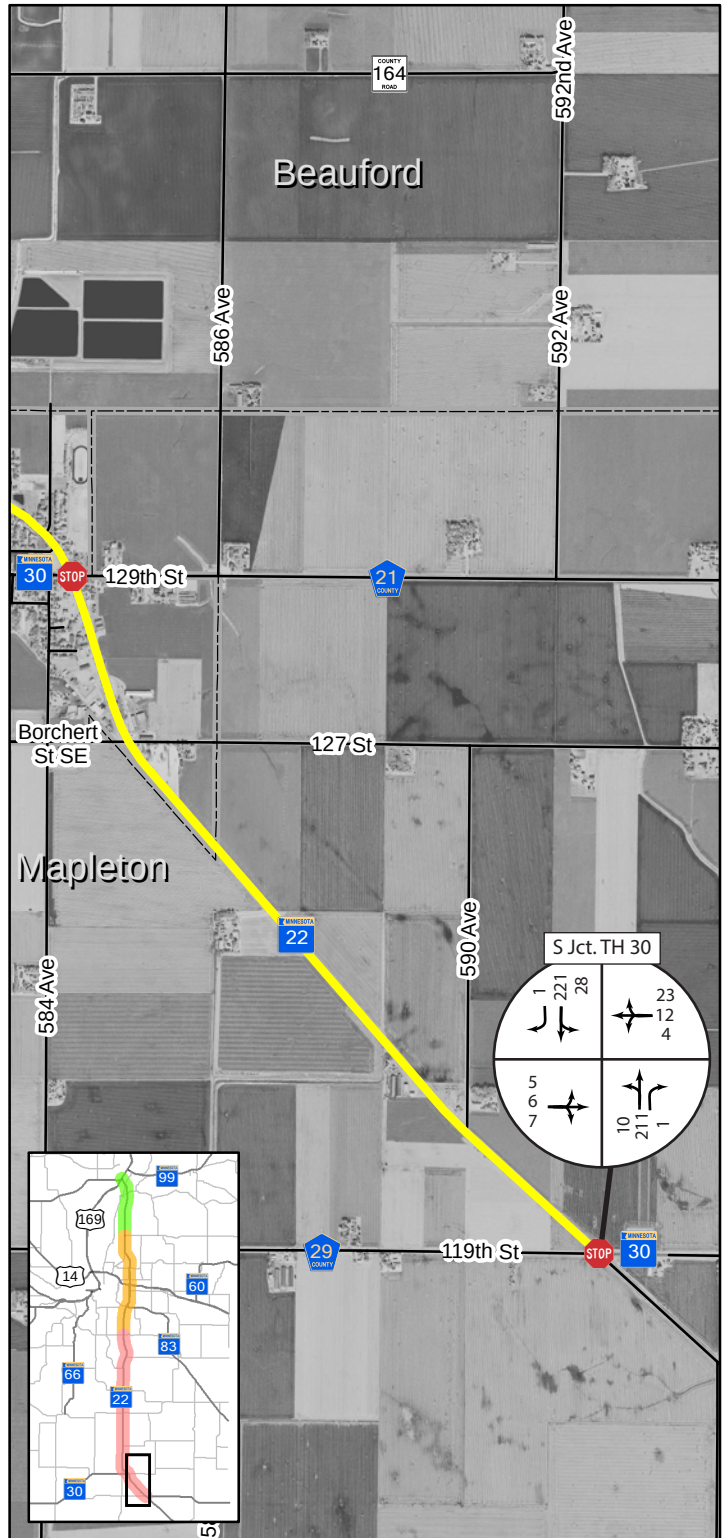
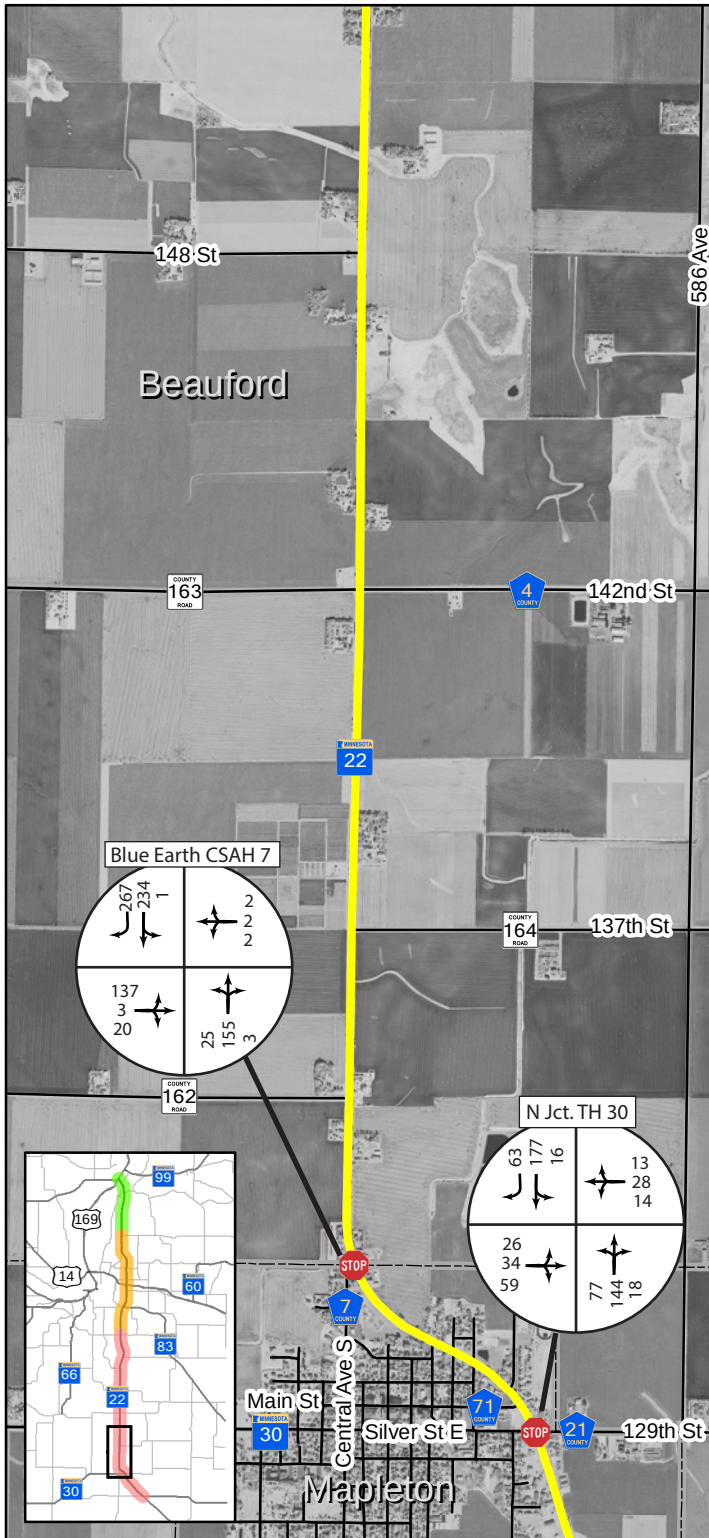
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