



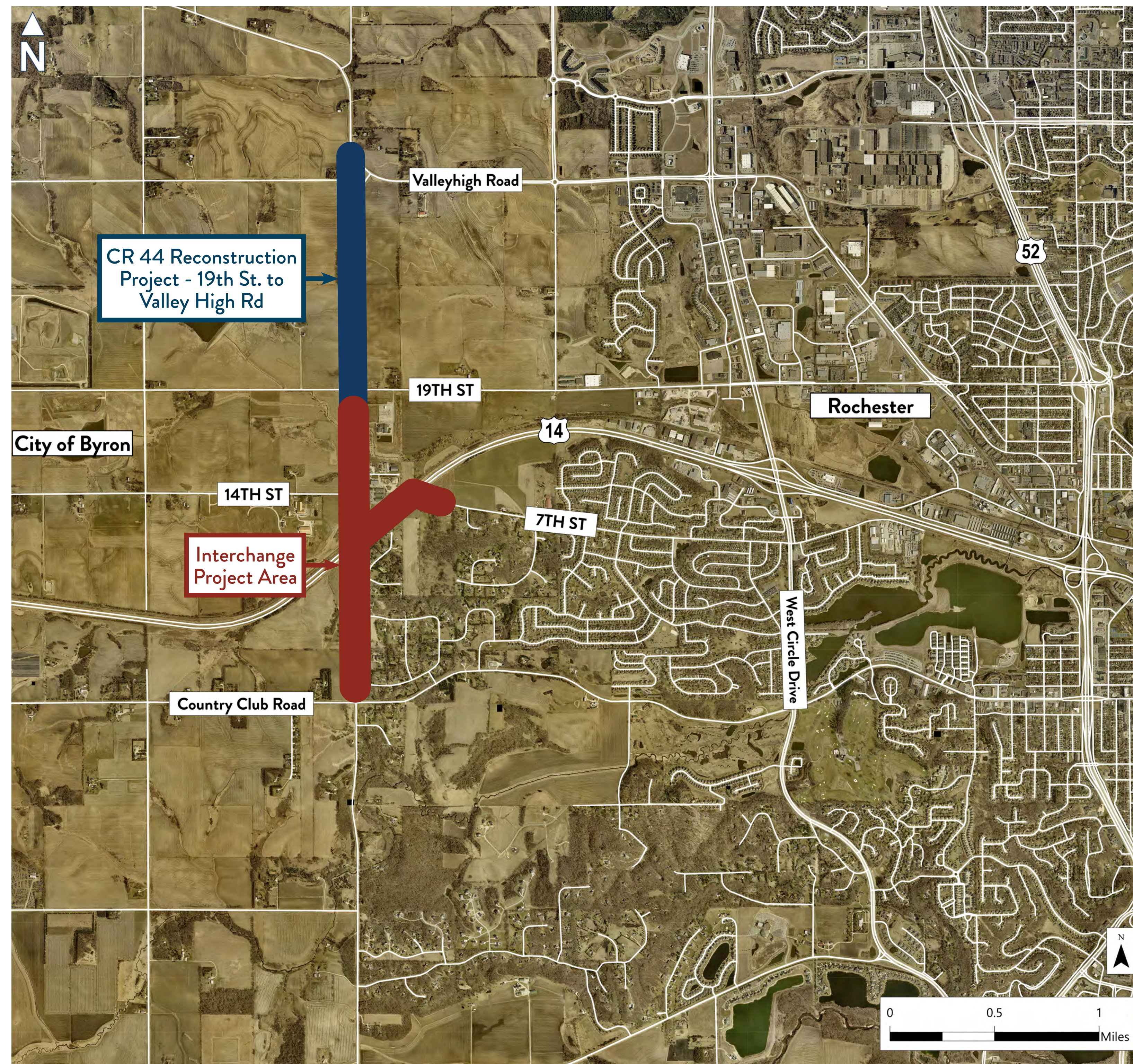
Welcome

County Road 44 and Highway 14 Interchange Project Public Meeting

Tuesday, April 23rd
6:00 - 7:30 pm



County Road 44 & Hwy 14 Interchange Project



Project Overview

- Olmsted County, in partnership with the Minnesota Department of Transportation (MnDOT), is planning improvements at County Road (CR) 44 and Highway (Hwy) 14.
- The project will improve safety and mobility and support regional growth by constructing a new interchange over Highway 14 with on/off ramps connecting to County Road 44 as well as an overpass at 7th St. NW.

Project Goals

- Improve safety for drivers and pedestrians
- Improve mobility for regional commuters and freight haulers
- Improve access for existing commercial and residential properties
- Enhance future growth and economic development



Purpose and Need



Needed safety and mobility improvements:

Hwy 14 carries 30,000 vehicles per day traveling at 65 MPH and CR 44 has 3,000 vehicles per day at this location.

- CR 44 intersects Hwy 14 at a skewed angle.
- Intersection annually averages 10 to 13 crashes, including one recent fatality.

Primary Needs



Vehicle Safety

- Address at-grade safety concerns at Hwy 14 / CR 44 intersection



Vehicle Mobility

- Reduce delays at the existing Hwy 14 / CR 44 intersection

Secondary Needs



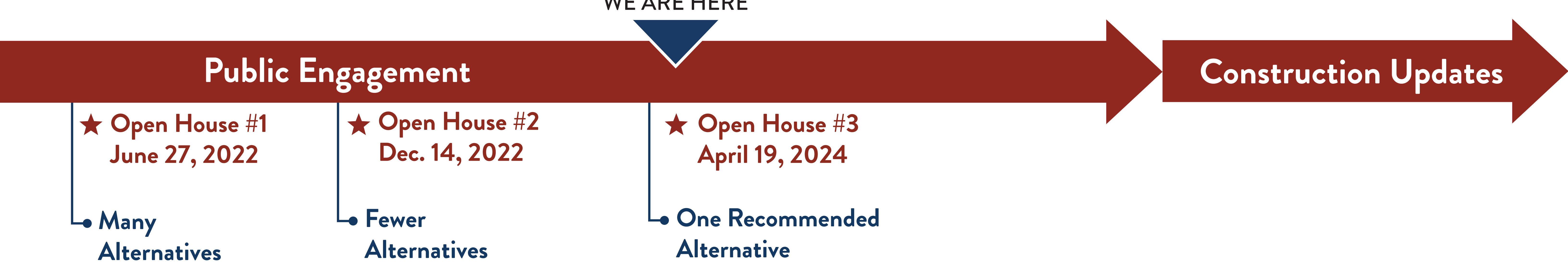
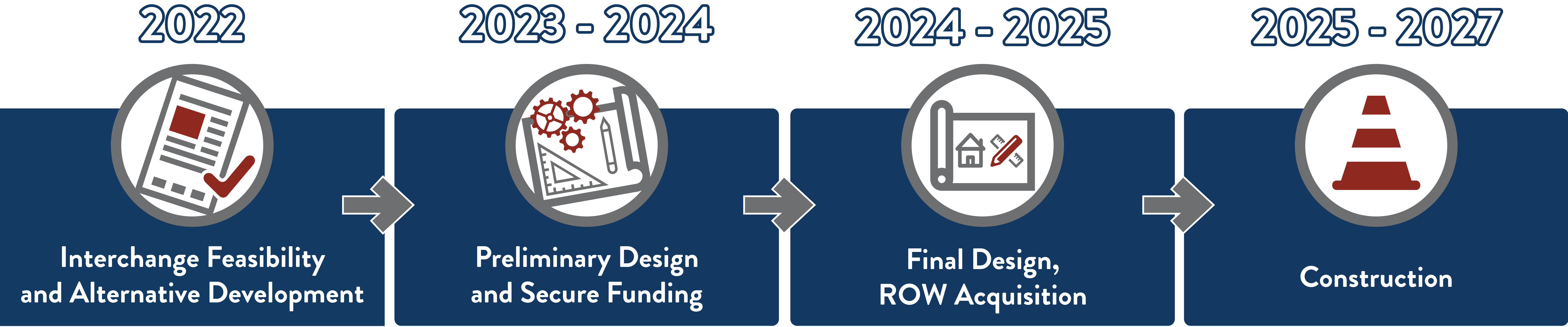
Walkability/Bikeability



Railroad Safety



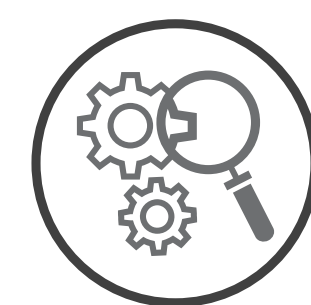
Project Schedule



Next Steps



What's next for CR 44 & Hwy 14?



Determine Right of Way impacts



Impacted properties will be contacted in the near future



Information about construction staging will be shared closer to construction



Finalize environmental documentation



Website updates and additional project communications



Stay Involved

Share



Please share the project website with friends, family, and coworkers that travel on or around Hwy 14 and CR 44.
bit.ly/3zuf7Kp

Stay Updated



You can stay involved and submit comments or questions to the project team by visiting the project page on the Olmsted County website.

We want to hear from you



Please use the comment cards to share any comments or questions with the project team about the meeting.



Visit the project page on the Olmsted County website:
bit.ly/3zuf7Kp

Contact



Ben Johnson
Director of Public Works-County Engineer
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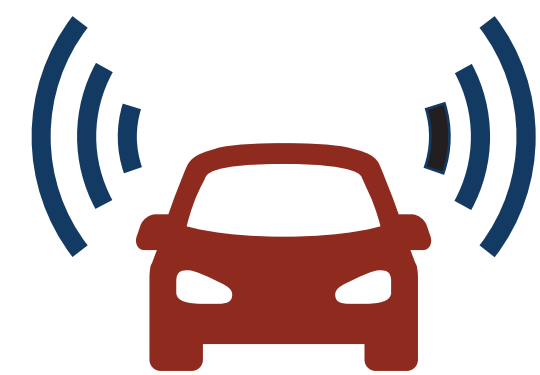
Aaron Breyfogle
MnDOT Contact
aaron.breyfogle@state.mn.us



Environmental Documentation

Environmental Review Summary

- The project includes federal-aid highway funding; therefore, an environmental review under the National Environmental Policy Act (NEPA) is ongoing and will be completed.
- The NEPA document provides information about the purpose and need; alternatives evaluation and identification of a preferred alternative; environmental impacts; and proposed mitigation measures.
- Other impacts studied include property impacts, threatened and endangered species, rock formations, traffic congestion, and utility impacts.



Traffic Noise

- Field measurements were collected
- Existing modeled noise levels at all locations in the project area are below Federal Noise Abatement Criteria
- The draft traffic noise analysis report is being reviewed by MnDOT's Office of Environmental Stewardship.



Wetlands

- Wetlands delineated
- It is not possible to avoid all wetland impacts with the project.
- Features have been incorporated into the project design to minimize wetland impacts (e.g., retaining walls).
- Mitigation for wetland impacts will be acquired prior to construction.



Water Resources

- The project will increase impervious surface area compared to existing conditions.
- Existing drainage patterns will be maintained to the extent practicable.
- Stormwater basins will be constructed to treat and control runoff.

Traffic Noise Analysis

FIELD MEASUREMENTS

- Document existing noise levels at representative sites
- Validate noise models (measured levels +/- 3 dBA of model levels)

Field Measurement



NOISE LEVEL MODELING

- Develop noise models of project area roadways and topology
- Model noise levels at receptor sites (homes, businesses, parks, etc.)
- Model existing, future no-build and future build conditions (Use 20-year traffic projections)

IMPACTS IDENTIFIED?

NO

NOISE ANALYSIS IS COMPLETE

YES



- Noise levels approaching or exceeding FHWA noise abatement criteria
- 66 dBA (Leq for residential use)
- Substantial noise increase (5 dBA or more increase between future build noise levels)

NOISE MITIGATION MODELING (FEASIBILITY AND REASONABLENESS)

Defined in MnDOT Noise Requirements

Feasibility

- Acoustic feasibility (5 dBA reduction to be considered benefited)
- Site Constraints

Reasonableness

- Noise reduction design goal (reduction of at least 7 dBA at minimum of one benefited receptor)
- Cost effectiveness (\$78,500 per benefited receptor)
- Noise wall voting (viewpoints of benefited residents and property owners)

We are here with the DRAFT noise analysis being reviewed by MnDOT. It's not considered final until approved by MnDOT.

MEETS FEASIBILITY AND REASONABLENESS ?

NO

NOISE ANALYSIS IS COMPLETE

YES

FEASIBLE AND REASONABLE NOISE WALLS ARE PROPOSED FOR CONSTRUCTION



Decibel level of common noise sources

