APPENDIX E CONCEPTS FOR SELECTED PROJECTS

Appendix E contains concepts for some of the key projects identified in MATAPS 2003 over the next 20 plus years. These concepts were developed through this study or through other studies that have taken place between the original MATAPS plan and this update. Concepts are shown by roadway.

E.1 TH 169

Le Hillier

A total of four concepts for the Le Hillier area have been incorporated into the TH 169 Corridor Management Plan. The concepts were originally developed as part of an intersection study conducted by Mn/DOT in 1999 ("State Highway 169 Intersections Study"). The intersection study recommended advancing two long-term alternatives into the environmental process for the area near Hawley Street, as well as for the area between CSAH 33 and TH 68.

Concept 1 improves the Hawley Street intersection by reconfiguring the intersection to a right-in/right-out alignment. In addition, this concept provides an underpass that connects to the local road system so that local traffic can safely cross under TH 169.

Concept 2 improves the Hawley Street intersection by moving the existing intersection to the west. As part of the improvement, an overpass is constructed.

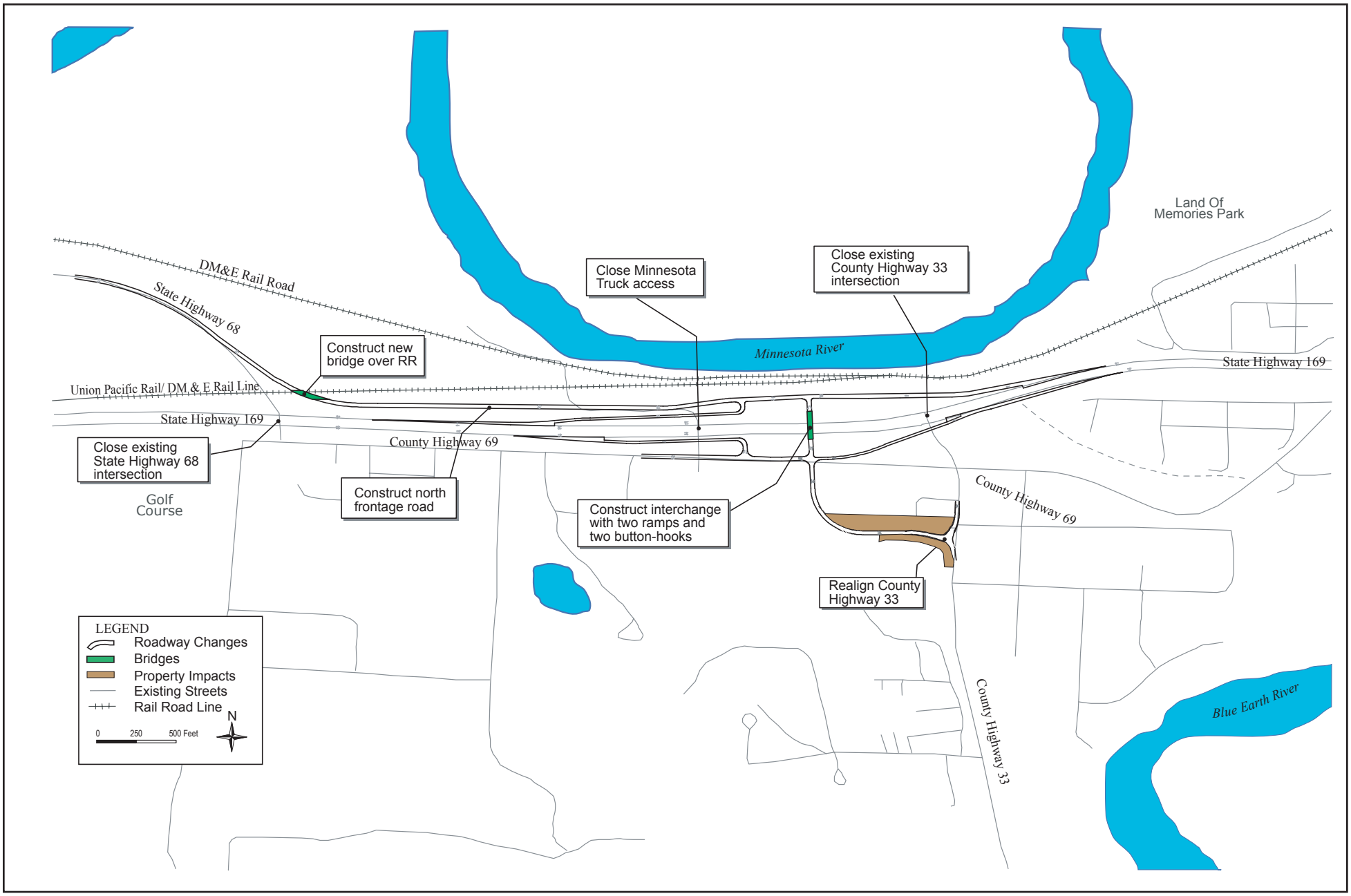
Concept 3 improves the area between CSAH 33 and TH 68 by removing the at-grade access at the existing intersections. These at-grade intersections are replaced with overpasses and a series of button-hook ramps that provide access to TH 169 from frontage roads.

Concept 4 improves the area between CSAH 33 and TH 68 by closing the existing at-grade intersections. At TH 68, the intersection is replaced with an overpass that directs traffic to a new interchange with ramps and button-hooks. In this concept, CSAH 33 is realigned to join into the interchange. Access to TH 169 is provided by the ramps and buttonhooks.

Additional Notes:

- Concepts may need to be modified based on the future alignment of the Dakota Minnesota and Eastern (DM& E) Railroad.
- Final concept designs will be evaluated through the environmental documentation and review process.

Figure E-1 – Le Hillier Concept 1



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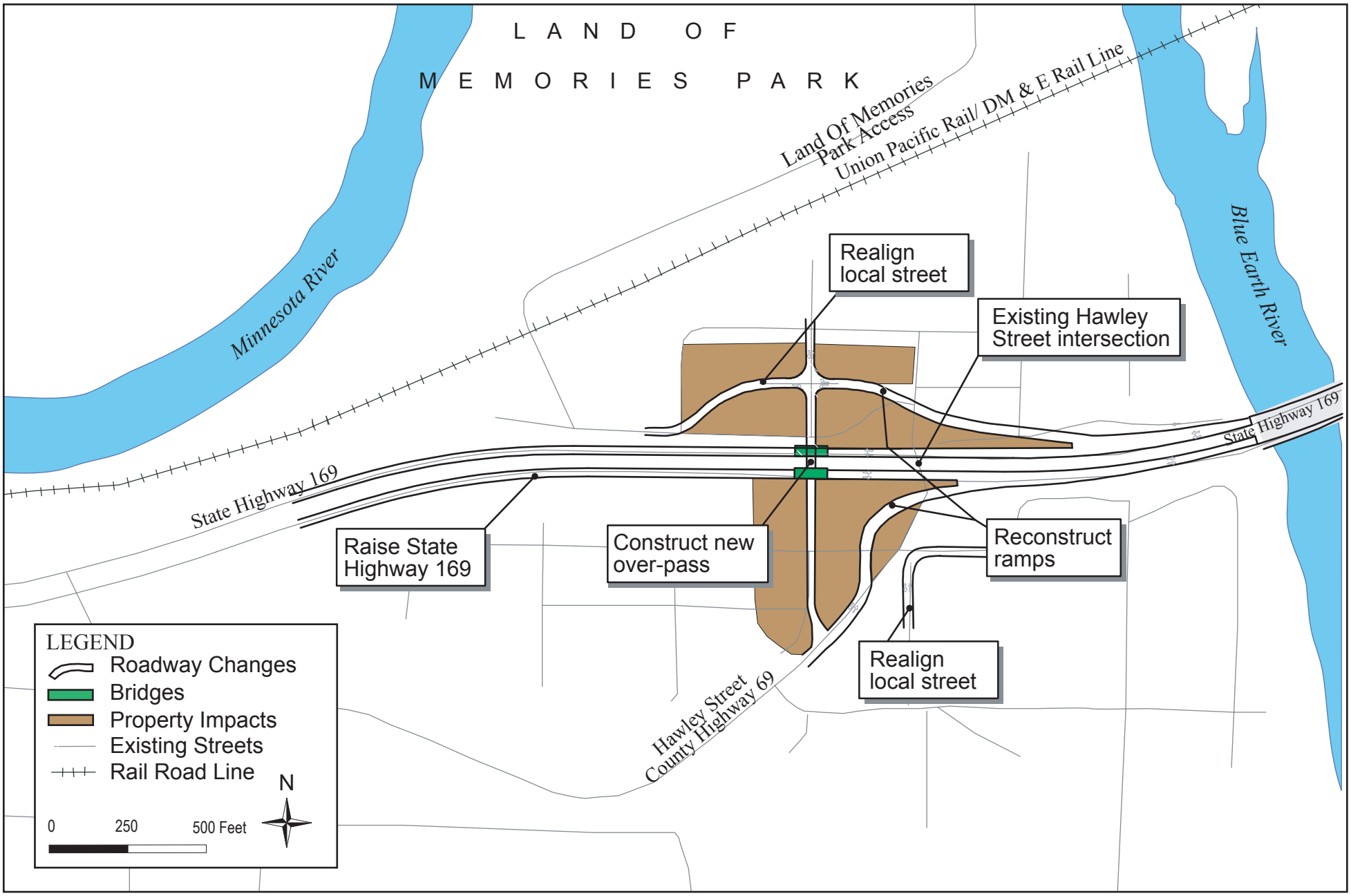
LE HILLIER CONCEPT 1

MATAPS 2003

Figure E-1

3664

Figure E-2 – Le Hillier Concept 2



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LE HILLIER CONCEPT 2

MATAPS 2003

Figure E-2

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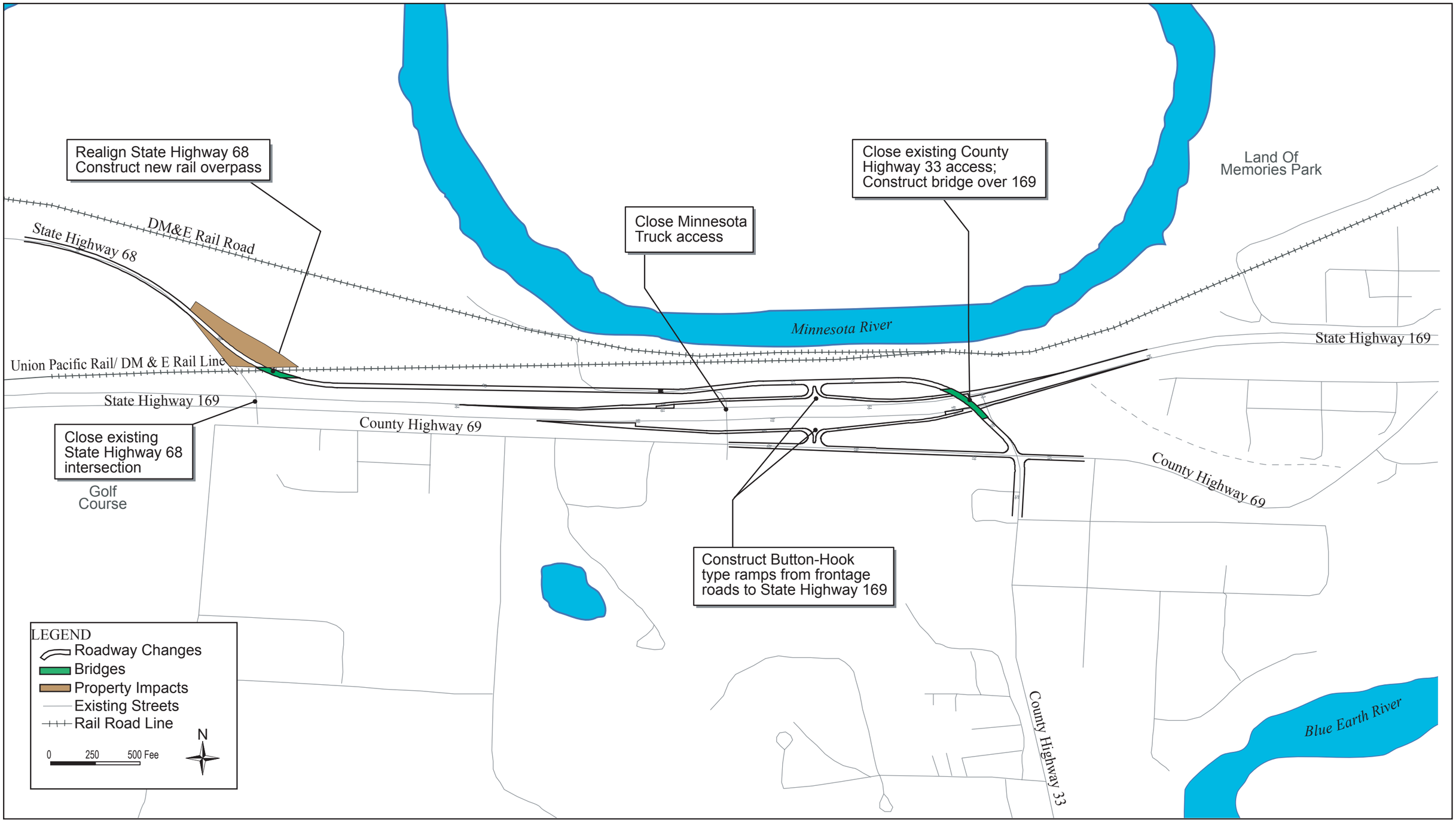
Figure E3 – Le Hillier Concept 3



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LE HILLIER CONCEPT 3

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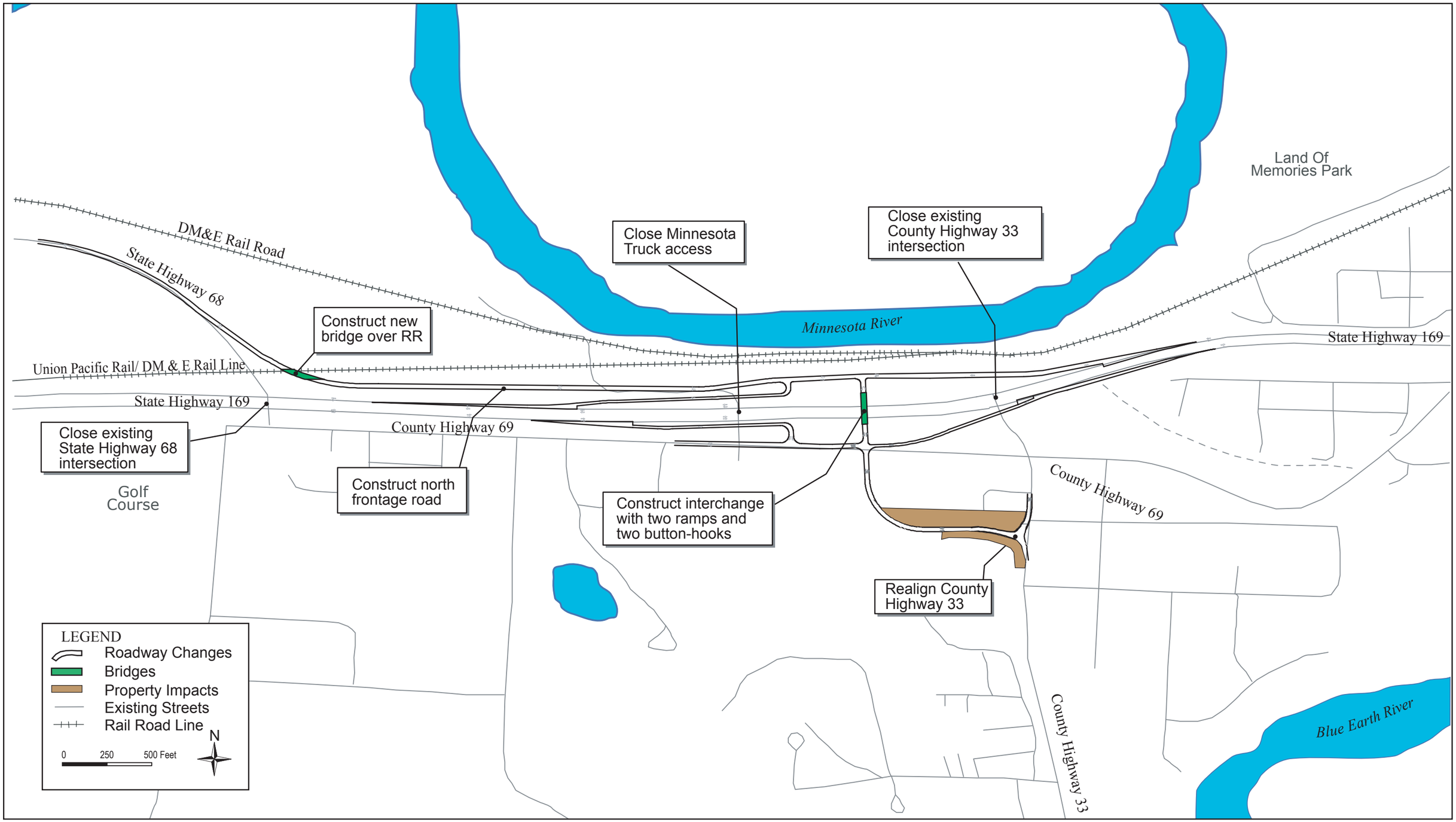
Figure E-3

Figure E4 – Le Hillier Concept 4



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LE HILLIER CONCEPT 4

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Figure E-4

Lind/Webster

A freeway concept was developed for the Lind Street and Webster Avenue intersections and the TH 14 interchange area. This concept was taken from the original Mankato Area Transportation and Planning Study (MATAPS), which was completed in 1996 and modified. The City of North Mankato expressed some concern over the concept developed in the original MATAPS plan. As a result, modifications were made to provide a more direct connection to Center Street, an MSA route. Based on comments from the City of North Mankato, this concept was slightly modified and is shown in Chapter 5 It should be noted that the City of North Mankato has expressed concern with the Lind/Webster concept due to an access closure at Monroe Avenue.

As this concept shows, the improvements are made to the existing TH 14 interchange and a new interchange is developed between the Lind and Webster intersections. Frontage roads run parallel to TH 169 and a connection is made to Center Street to keep traffic on the MSA route.

E.2 TH 14 TO THE WEST

TH 14/CSAH 41

Several concepts for an interchange at TH 14 and CSAH 41 were developed as part of the Highway 14/North Mankato Traffic Needs Study, which was completed in 2001. The study recommended a modified diamond interchange at TH 14 and CSAH 41. It also recommended a couple of options for an at-grade intersection at CSAH 6 and TH 14. The interchange at TH 14 and CSAH 14 would be connected to the at-grade intersection at CSAH 6 by a frontage road. The concept for TH 14 and CSAH 41 is shown on Figure E-5.

Additional Notes:

- Final concept designs will be evaluated through the environmental documentation and review process that are ongoing.

E.3 VICTORY DRIVE

There are a limited number of north-south routes in the Mankato area due to physical constraints and existing development. This has lead to increased congestion on TH 22 as the upper bluff area has developed around the River Hills Mall. To help better distribute traffic and minimize congestion, an extension of Victory Drive has been planned to provide better north-south continuity through Mankato. Phase I of the extension has been completed which includes a new interchange access with TH 14 and a backage road access to the River Hills Mall. Two more phases that complete the north-south connection to Madison Avenue will be completed as funding allows. The concept for Victory Drive is shown on Figure E-6.

Figure E5 – TH 14 and CSAH 41

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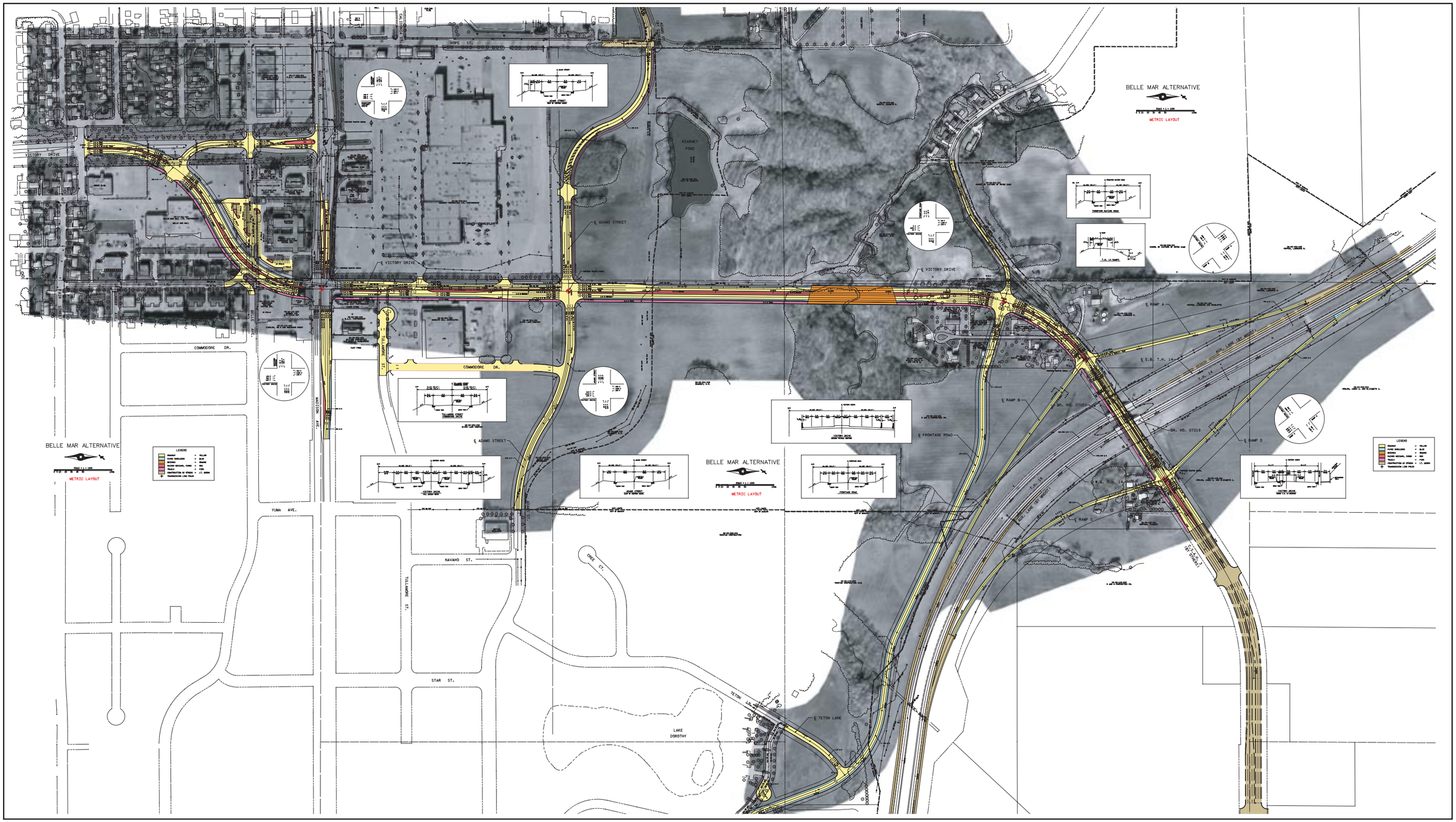
TH 14 AND CSAH 41
MATAPS 2003

Figure E-5

Figure E6 – Victory Drive



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VICTORY DRIVE

MATAPS 2003

Figure E-6

E.4 STADIUM ROAD

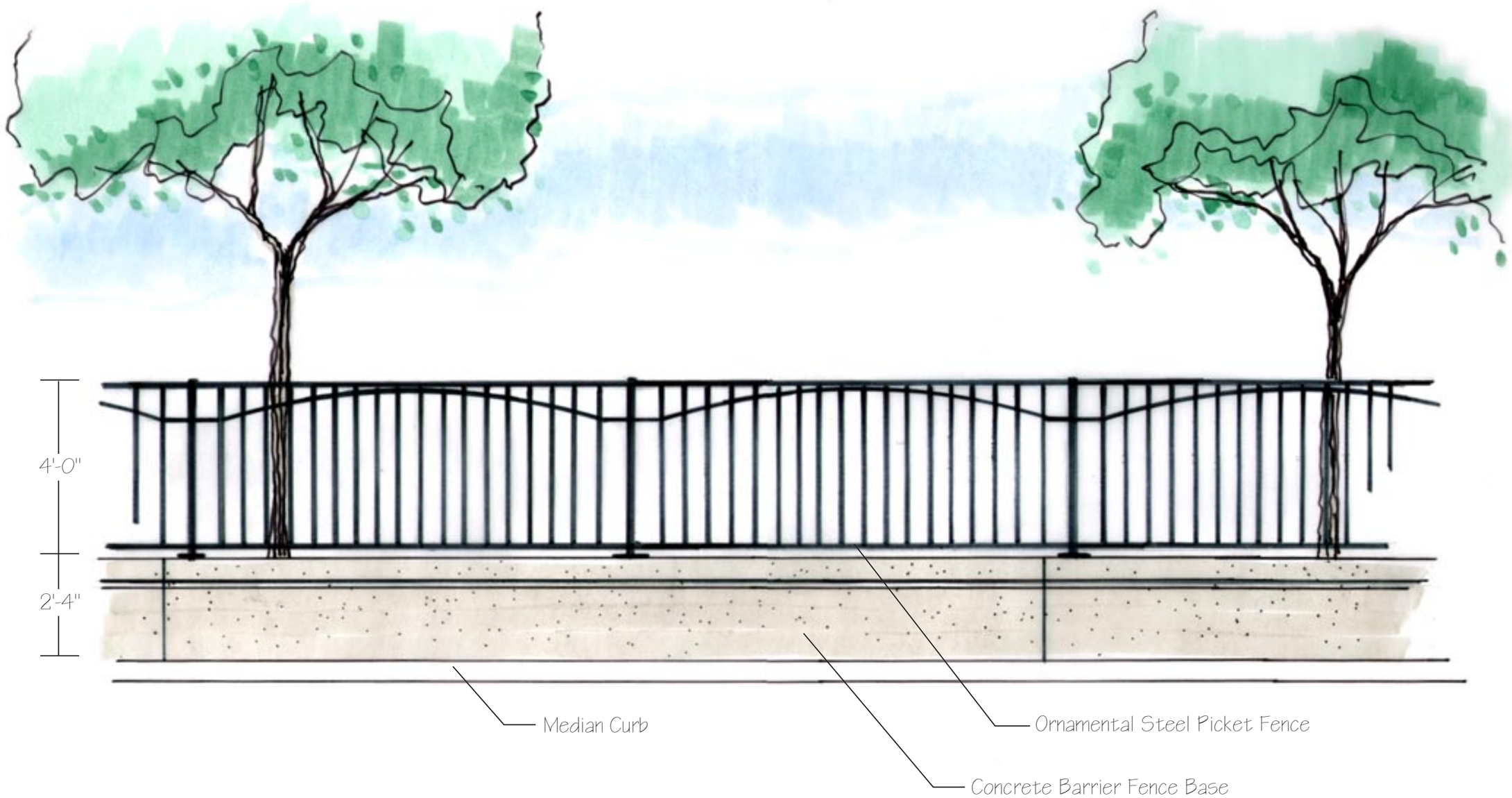
Streetscape Improvements near Minnesota State University

There are a number of safety and connectivity issues and concerns on Stadium Road. Recently, two pedestrians were killed as they were crossing Stadium Road on the Minnesota State University Campus. These deaths have prompted local officials and Minnesota State University to consider some long-term plans to better organize and separate pedestrian and vehicular movements. In the interim, some streetscape and median improvements along with some signing and striping modifications should be investigated to improve safety and traffic flow in the area. The following page shows one of the options for guiding pedestrian movements.

Connection to Victory Drive/TH 22

Stadium Road provides one of the main accesses to the Minnesota State University campus. The east end of Stadium Road lacks a good connection to other key regional routes, including TH 22. Long-term, a better connection between Stadium Road and TH 22 is needed to provide more east-west continuity within the study area. Several options were developed and were evaluated for route continuity, travel time and their ability to keep local traffic off of TH 22. A preferred concept for this connection is shown on Figure E-8.

Figure E7 – Stadium Road Median Treatment



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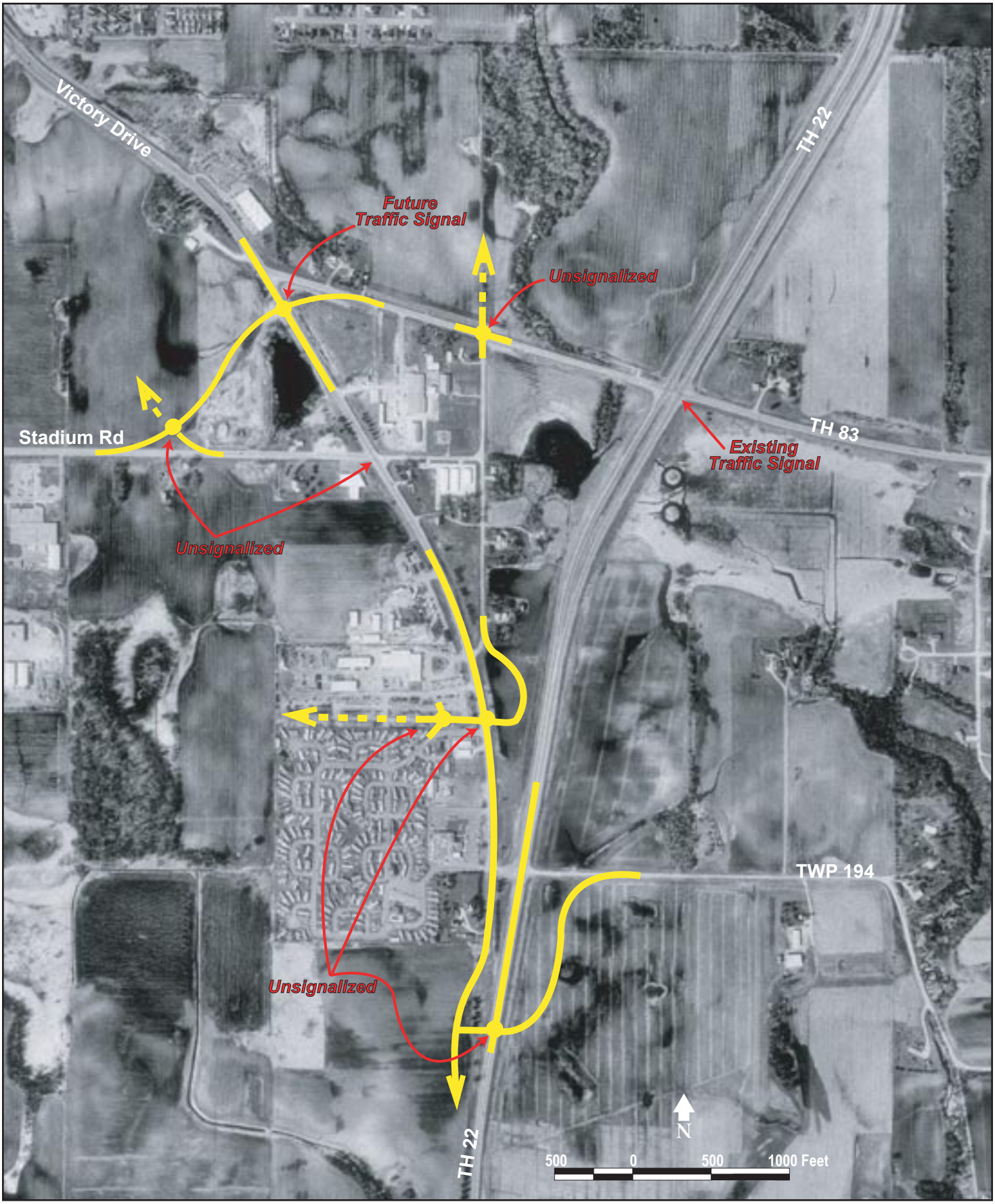
STADIUM ROAD MEDIAN TREATMENT
MATAPS 2003

Figure E-7

Figure E8 – Stadium/Victory Connection



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STADIUM ROAD/VICTORY DRIVE CONNECTION

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Figure E-8

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APPENDIX F

RESOLUTIONS ENDORSING MATAPS 2003