



TH 60 CORRIDOR STUDY

DRAFT IMPLEMENTATION REPORT

February 2022





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INTRODUCTION

This Implementation Plan is intended to synthesize analyses from all the previous phases of the TH 60 Corridor Study to provide a path to eventual project implementation for roadway improvements in the study area. This chapter summarizes the results of the alternatives evaluation, scoring, and ranking to help guide the selection of improvements to be carried through to implementation.

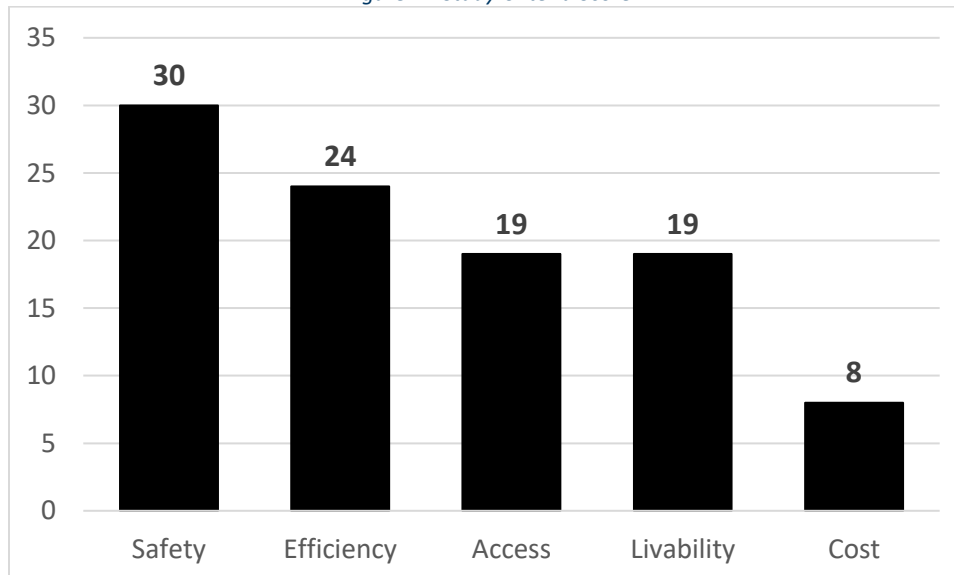
Alternatives were scored and ranked using the following scoring categories:

- » Study Criteria Development, and
- » Technical Advisory Committee (TAC) Score

STUDY CRITERIA DEVELOPMENT

To determine project criteria in the study area, the TAC was requested to rate the importance of the following elements: Safety, Vehicular Efficiency, Access, Livability, and estimated Project Cost. The TAC members were given 100 points to assign across the five elements above and were requested to perform this exercise for the corridor. Based on the committee feedback, safety was the top priority, vehicle efficiency was the second priority, Access and Livability had approximately equal priority, and Cost was the final priority. The breakdown of improvement priority on a score of 100 is shown in **Figure 1**.

Figure 1 - Study Criteria Score



The following weightage were given to value profile for each element: Safety (30%), Efficiency (24%), Access (19%), Livability (19%), and Cost (8%).

Evaluation and Ranking of Alternatives

Intersection and segment-type improvement alternatives were evaluated in terms of each of the elements that were prioritized by the TAC. For each of the evaluation elements, a score between zero and one hundred was assigned. A score of zero indicates the alternative performs poorly in each category and a score of one hundred indicates a significant improvement (or no consequences if conditions are already

good). Note that alternative scores are not intended to serve as recommendations, rather they are meant to be a metric to help the TAC better understand how different alternatives address the existing issues at each location.

Criteria Scoring Methods

Safety

Safety score was assigned based on the amount of expected crash potential associated with each alternative. Note that if a do-nothing condition has minimal to no safety issue, a high score can be achieved.

Vehicular Efficiency

The vehicular efficiency score was assigned based on the amount of expected traffic congestion associated with each alternative under 2045 condition. Note that if a do-nothing condition operates with little delay, a high score can be achieved.

Access

The access score was based on the degree of public and private property impacts (i.e. buildings, driveways, or other infrastructure), access density, and right-of-way acquisition needs.

Livability

The livability score was based on quality of service for roadway users (i.e. convenience, accessibility or transportation alternatives).

Estimated Cost

The cost score was based on planning level cost estimates for improvements, with all alternatives developed to minimize cost and impacts to the extent possible.

Overall Score

An overall average score considering all categories described above was calculated using the Review Committee input as the weighting criteria.

Example, the overall score is a weighted score that was calculated as follows:

$$\text{Overall Score} = \frac{\sum (TAC \text{ Score}_i \times \text{Criteria Weight}_i)}{\sum \text{Criteria Weight}_i}$$

The following weightings were given to value profile for each element: Safety (30%), Efficiency (24%), Access (19%), Livability (19%), and Cost (8%). The TAC Scores are discussed in the next section.

TECHNICAL ADVISORY COMMITTEE (TAC) SCORE

The TAC consisted of two City, two County, and four MnDOT members. The TAC was requested to review and score the alternatives for each location in order of most preferred to least preferred. This was also an opportunity for TAC members to suggest refinements to alternatives. The scoring sheet were shared via e-mail to the TAC members in early December 2021 who responded and returned their scoresheet by

mid-December 2021. High rankings resulted in higher scores and low rankings resulted in lower scores. The maximum TAC score varied by the number of alternatives under consideration.

The purpose of this analysis was to concisely summarize the different evaluation techniques to allow decision makers to make informed decisions. In other words, the summary scores are not recommendations. Rather, they are merely a tool to summarize complex information from varying sources. Within the study area, the alternatives that were developed and evaluated are discussed below. The TAC scores assigned for each criterion in the study areas are included in **Appendix A**.

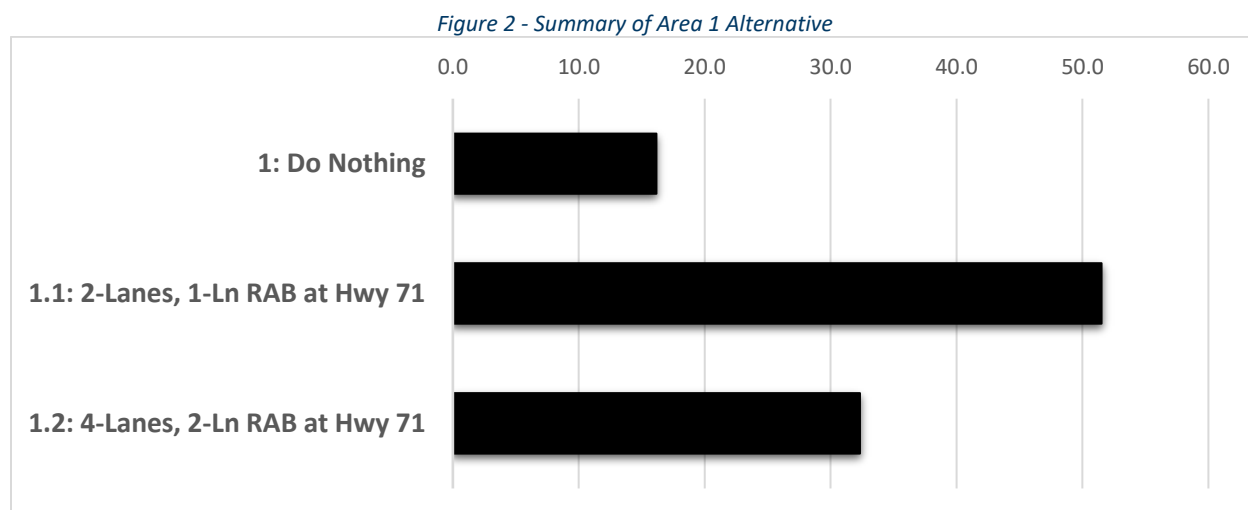
Area 1 – South of TH 62

1.0 Do nothing

1.1 Two-Lanes, One-lane Roundabout at US 71 S

1.2 Four-Lanes, Two-lane Roundabout at US 71 S

The summary of the three considered alternatives in Area 1 is shown in **Figure 2**.



The City indicated strong preference towards Alternative 1.0. However, Alternative 1.1 received the highest overall score in Area 1.

As part of redevelopment activities in the northeast quadrant of TH 60 at US 71S, TH 60 will be restriped from four-lanes to two-lanes for the area between just south of TH 62, and just south of US 71S for the Summer of 2022. The new cross section will be consistent with Alternative 1.1.

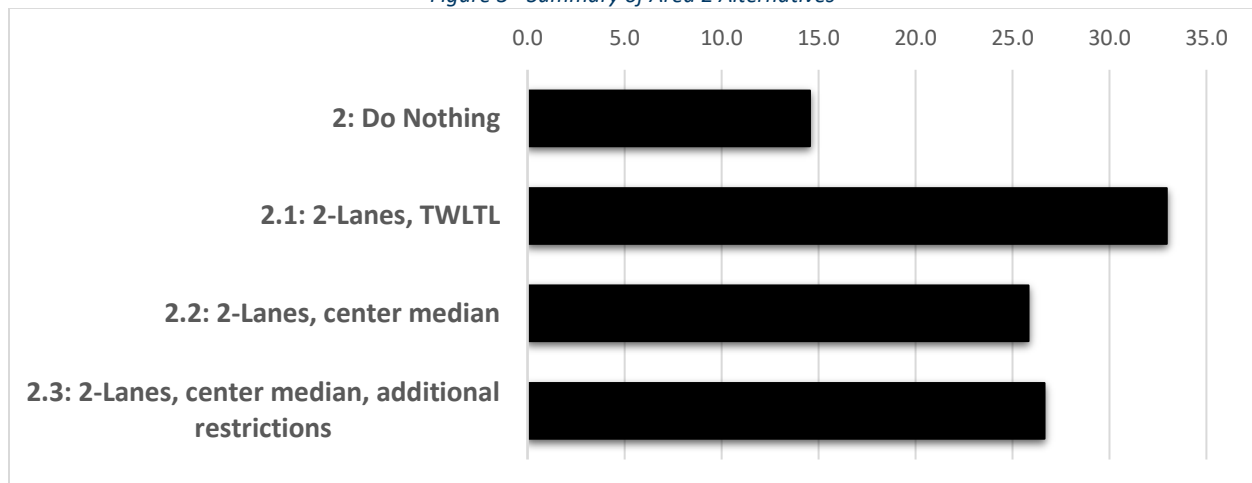
The intersection of TH 60 with US 71S experienced crash rates greater than critical rates for similar facilities. Angle crashes were the most prominent type crashes at the intersection. The skewed approach of the intersection contributes to insufficient sight distance and awkward sight lines that may contribute to these angle crashes at this intersection. The conversion of the existing four-lane roadway to two-lanes and a well-designed single lane roundabout at US 71 S is expected to mitigate the angle crashes at the intersection and improve traffic flow in the segment. For these reasons, **Alternative 1.1 – Two-lanes with one-lane roundabout at US 71 S** is the **most preferred and viable option** in Area 1.

Area 2 – TH 60 Urban Core

- 2.0 Do nothing
- 2.1 Two-Lanes with Two-way-left-turn-lane (TWLTL)
 - I. Roundabouts
 - II. Signals
- 2.2 Two-Lanes with Center Median
 - I. Roundabouts
 - II. Signals
- 2.3 Two-Lanes with Center Median and additional Restrictions
 - I. Roundabouts
 - II. Signals

The summary of the three considered alternatives in Area 2 is shown in **Figure 3**.

Figure 3 - Summary of Area 2 Alternatives

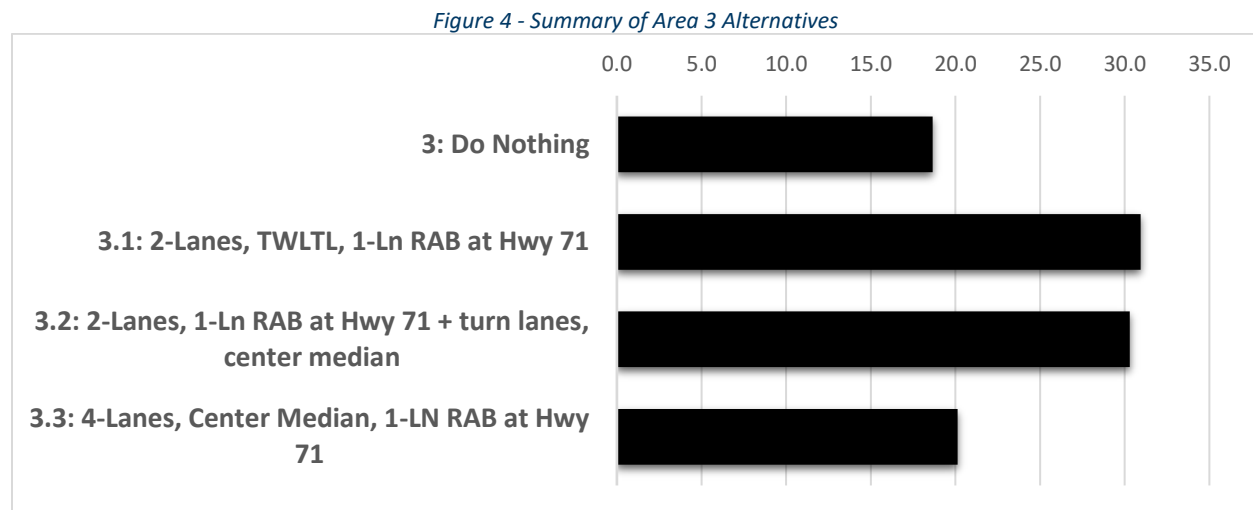


Alternative 2.1 received the highest overall score in Area 2. The traffic signal controls were preferred over single lane roundabouts at the intersection with 16th St, 10th St, and TH 62. The existing Average Daily Traffic (ADT) in this area ranges from 10,700 to 12,000. By 2040, the ADT is projected to range from 14,000 to 15,300. Four to three-lane conversion studies in Minnesota have demonstrated an upper limit of ADT of around 20,000 vehicles per day (vpd). Recent examples include Hwy 65/South Broadway Ave corridor in Albert Lea and Hwy 10 corridor in Wadena. This alternative improves pedestrian crossings by reducing the number of conflicts for pedestrians to observe, along with reducing the walking distance for pedestrians to cross. It is also generally accepted practice to understand that 3-lane sections with TWLTLs are safer for reasons of providing left turning vehicles a left turn lane and remove them from the through movement traffic lanes (Crash benefits range from a 20-50% crash reduction on average). While the analysis results show that intersection safety will be generally unchanged, the corridor safety and improved pedestrian movements will result in a better condition. For these reasons, **Alternative 2.1 – Two-lanes with center median** is a **viable option** in Area 2.

Area 3 – TH 60 North of US 71 N

- 3.0 Do nothing
- 3.1 Two-Lanes, TWLTL, and One-lane Roundabout at US 71
- 3.2 Two-Lanes, One-lane Roundabout with turn-lanes, and center medians
- 3.3 Four-Lanes, Center Median, and One-lane Roundabout at US 71

The summary of the three considered alternatives in Area 3 is shown in **Figure 4**.



Alternative 3.1 and 3.2 received similar scores. The scores provided by the TAC show that the Alternative 3.2 is the preferred option by MnDOT, whereas Alternative 3.1 is the preferred option by the City and County. The intersection of TH 60 with US 71N experiences high frequency of Angle and left-turn crashes. The skewed approach of the intersection may create insufficient sight distance and awkward sight line challenges that may have contributed to these angle crashes at this intersection. A single lane roundabout. The conversion of the existing four-lane roadway to two-lanes with TWLTL in the center and a single lane roundabout at US 71 N is expected to mitigate the speeding issues at the intersection and improve safety in the segment. For these reasons, **Alternative 3.1- Two-lane with TWLTL in the center and a Single-lane Roundabout at US 71 N** is the **most viable option** in Area 3. If safety issues are not mitigated under Alternative 3.1, then MnDOT may exercise the option of installing center median (Alternative 3.2) throughout the corridor.

Area 4 – US 71 South

- 4.0 Do nothing

The traffic operations in this area operate with acceptable levels through 2040. In addition, there is a lack of any significant issues, and significant cost would be associated with any modifications to the existing railroad bridge. For these reasons, **No-improvement** is recommended for **Area 4**.

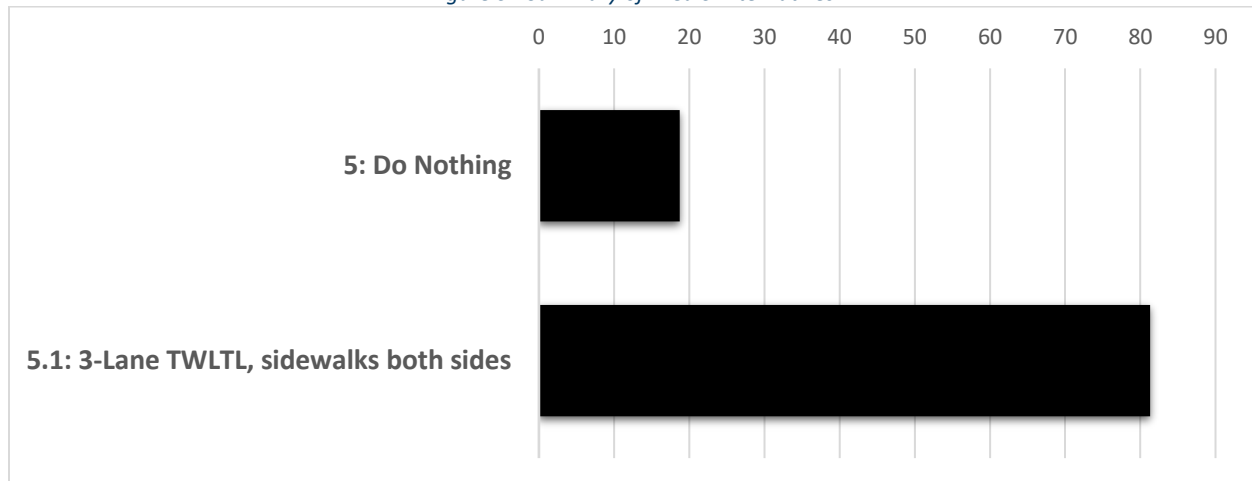
Area 5 – US 71 North

5.0 Do nothing

5.1 Three-lane TWLTL with sidewalks on both sides

The summary of the two considered alternatives in Area 5 is shown in **Figure 5**.

Figure 5 - Summary of Area 5 Alternatives



Alternative 5.1 received the highest overall score in Area 5. US 71 N from TH 60 to 4th Avenue has 4.5 times the recommended number of access points. The segment also experiences high frequency of angle and left turn crashes. A three-lane roadway with TWLTL in the center lane is expected to improve safety and accessibility in the segment. Area 5 lacks pedestrian facilities. Adding sidewalks on both sides of the road will encourage non-motorized activity in the area. For these reasons, **Alternative 5.1 – Three-lane TWLTL with sidewalks on both sides** is the **most preferred and viable option** in Area 5.

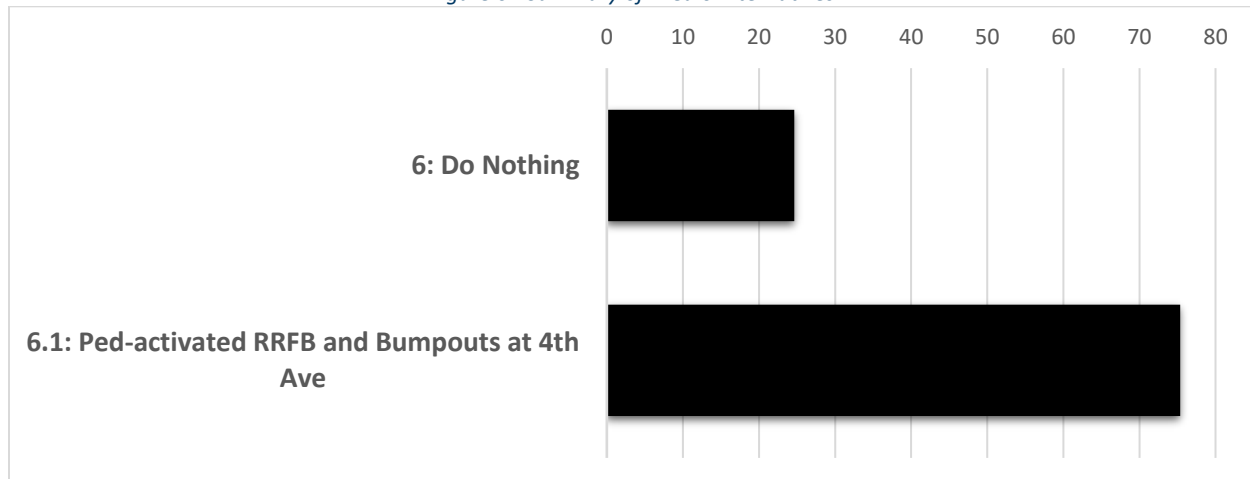
Area 6 – TH 62 Southwest

6.0 Do nothing

6.1 Ped-activated RRFB and Bump outs at 4th Ave

The summary of the two considered alternatives in Area 6 is shown in **Figure 6**.

Figure 6 - Summary of Area 6 Alternatives



Alternative 6.1 received the highest overall score in Area 6. Between 2009 and 2018, there were two pedestrian crashes at 4th Avenue, where there are marked crosswalks, but the east and west approaches are not stop controlled. The crash records indicated that the drivers did not see the pedestrian crossing TH 62. Installation of RRFB and a bump out is expected to enhance safety at 4th Ave. RRFBs seek to balance low cost and minimal intrusion on the existing site while meeting the needs of non-motorized road users. Bump-outs will decrease crossing distances and encourage motorists to slow down when approaching the crosswalk. For these reasons, **Alternative 6.1 – Ped-activated RRFB and Bump outs at 4th Ave** is the **most preferred and viable option in Area 6**.

PRIORITIZATION OF IMPROVEMENTS

The intersection and segment improvement options identified in this study were prioritized based on the timing of needs. Improvements were divided into three priority categories: Short-term improvements, Mid-term improvements and Long-term improvements.

Short-Term Improvements (2022-2025)

Short-term improvements are intended to mitigate deficiencies in the study area that need immediate attention. Short-term improvements could be implemented within one to five-year horizon. The short-term projects can be implemented with other STIP projects scheduled from 2022-2025. Note that the prioritization of these improvements does not consider funding availability. The following improvements should be made in the short term, or as soon as feasible:

Area 1 – South of MN 62

» Restriping from Existing Four-lane roadway to Two-lane roadway

The former Cenex gas station located north-east quadrant of the intersection of TH60 with US 71S was torn down last year. A brand-new Kwik Trip gas station is scheduled to be constructed and open to public by Summer 2022. Restriping the existing through lanes of TH 60 from four-lanes to two-lanes could be scheduled in the same horizon.

Area 2 – Urban Core

» Restriping from Existing Four-lane roadway to Three-lane roadway

Restriping the existing through lanes of TH 60 from four-lanes to three-lane roadway with TWLTL in the center could be scheduled around the same timeframe of restriping of the Area 1 segments.

» Reposition the signal heads at Intersections of TH62 with TH62 and 10th St

Restriping the segment will require repositioning of the signal heads for a Road Diet conversion, so the signal heads align with the new lane configuration, and there is a minimum of one signal head installed over each traffic lane. Implementation of Flashing Yellow Arrow signal heads should be considered.

Area 3 – North of US 71N

» Restriping from Existing Four-lane roadway to Three-lane roadway

Restriping the existing through lanes of TH 60 from four-lanes to three-lane roadway with TWLTL in the center could be scheduled around the same timeframe of restriping of the rest of the corridor.

Mid-Term Improvements (2026-2031)

Mid-term improvements are short-term projects that provide immediate benefits but because they aren't resolving major deficiencies under existing conditions, could be delayed if funding limitations arise. Mid-term improvements could be implemented within five to ten-year horizon. The mid-term projects can be implemented with other CHIP projects scheduled from 2026-2031. Each of the following projects noted below were included in the short-term project list. It is important to note that combining these projects with the larger short-term project package has the potential to lead to economy of scales and reduce overall cost of the improvements.

MnDOT has identified improving TH 60 bridge by 2031 in their 10-year Capital Highway Investment Plan (CHIP).

Area 1 – Segment south of TH 62

» Roundabout Construction at US 71S

A single-lane roundabout at the intersection of TH 60 with US 71S could be constructed in the same horizon of bridge replacement project in 2031.

Area 2 – Urban Core

» Signal Control at 16th St

The intersection of TH 60 with 16th St is expected to meet traffic signal warrants by 2028. The existing two-way stop control at 16th St will require a traffic control upgrade to signal control by 2028.

» Signal Retiming

With the opening of roundabouts in the corridor, a signal timing update will be due for the corridor. It will be viable for updating the signal timings at the two signalized intersections in the urban corridor once the two roundabouts in the corridor have opened. Flashing Yellow Arrow signal heads should be implemented if they weren't included in short term improvements.

Area 3 – North of US 71 N

» Roundabout Construction at US 71N

A single-lane roundabout at the intersection of TH 60 with US 71N could be constructed in the same horizon of bridge replacement project in 2031.

Area 6 – TH 62

» Install RRFB and Bump-Outs at 4th Ave

Install RRFB and bump-outs at 4th Ave as part of other improvements along TH 62.

Long-Term Improvements (2032 or later)

Long-term improvements are not required for existing or imminent issues, however, should be planned and later programmed to mitigate issues that are expected in the future. Traffic and safety conditions should be monitored to determine when these improvements become more urgent.

Area 5 – US 71 N

» Restripe and Add Sidewalks on Both Sides

Convert the existing two-lane roadway to three-lane with TWLTL and add sidewalks on both sides of the roadway when a major reconstruction is due in the segment.

NEXT STEPS

This report is intended to present the overall score results for the alternatives that were developed to address the transportation issues in the study area.

Once a preferred alternative is identified, funding will need to be identified and secured. At that point the project can advance into project development.



APPENDIX A

TAC Scores

TH 60 CONCEPT SELECTION PREFERENCES					
Agency: All		Respondents:	Respondents:	Respondents:	Respondents:
Concept Name					
		/100	/100	/100	/100
		All	City	County	MnDOT
1.0 - Area 1, South of Hwy 71					
1.0	Do Nothing	16.2	48.9	10.8	2.5
1.1	2-Lanes, 1-Ln RAB at Hwy 71	51.5	25.4	43.3	68.7
1.2	4-Lanes, 2-Ln RAB at Hwy 71	32.3	25.7	45.9	28.9
	Points Remaining	0.0	0.0	0.0	0.0

TH 60 CONCEPT SELECTION PREFERENCES					
Agency: All		Respondents:	Respondents:	Respondents:	Respondents:
Concept Name					
		/100	/100	/100	/100
		All	City	County	MnDOT
2.0 - Area 2, Hwy 60 Urban Core					
2.0	Do Nothing	14.6	51.2	7.0	0.0
2.1	2-Lanes, TWLTL				
i	Roundabouts	11.1	9.8	22.7	5.9
ii	Signals	21.9	20.8	39.9	13.4
2.2	2-Lanes, center median				
i	Roundabouts	10.7	5.4	7.6	14.9
ii	Signals	15.1	5.5	7.6	23.7
2.3	2-Lanes, center median, additional restrictions				
i	Roundabouts	11.9	3.5	7.6	18.2
ii	Signals	14.8	3.8	7.6	23.8
	Points Remaining	0.0	0	0	0.0

TH 60 CONCEPT SELECTION PREFERENCES					
Agency: All		Respondents:	Respondents:	Respondents:	Respondents:
Concept Name					
		/100	/100	/100	/100
		All	City	County	MnDOT
3.0 - Area 3, Hwy 60 North					
3.0	Do Nothing	18.6	43.7	30.9	0.0
3.1	2-Lanes, TWLTL, 1-Ln RAB at Hwy 71	30.9	41.7	31.7	25.2
3.2	2-Lanes, 1-Ln RAB at Hwy 71 + turn lanes, center median	30.3	8.1	18.7	47.2
3.3	4-Lanes, Center Median, 1-LN RAB at Hwy 71	20.1	6.6	18.7	27.6
	Points Remaining	0	0	0	0
4.0 - Area 4, Hwy 71 South					
4.0	No Change	100.0	100.0	100.0	100.0
	Points Remaining	0	0	0	0
5.0 - Area 5, Hwy 71 North					
5.0	Do Nothing	18.7	21.8	17.5	17.8
5.1	3-Lane TWLTL, sidewalks both sides	81.3	78.2	82.5	82.2
	Points Remaining	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES					
Agency: All		Respondents:	Respondents:	Respondents:	Respondents:
Concept Name					
		/100	/100	/100	/100
		All	City	County	MnDOT
6.0 - Area 6, Hwy 62 Southwest					
6.0	Do Nothing	24.6	23.3	29.5	22.9
6.1	Ped-activated RRFB and Bumpouts at 4th Ave	75.4	76.7	70.5	77.2
	Points Remaining	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: City

City Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
1.0 - Area 1, South of Hwy 71							
1.0	Do Nothing	30	55	80	27	80	48.9
1.1	2-Lanes, 1-Ln RAB at Hwy 71	37.5	20	7.5	36.5	12.5	25.4
1.2	4-Lanes, 2-Ln RAB at Hwy 71	32.5	25	12.5	36.5	7.5	25.7
	Points Remaining	0	0	0	0	0	0.0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: City

City Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
2.0 - Area 2, Hwy 60 Urban Core							
2.0	Do Nothing	40	50	65	42.5	85	51.2
2.1	2-Lanes, TWLTL						
i	Roundabouts	10	12.5	10	10	0	9.8
ii	Signals	23.5	22.5	10	27.5	15	20.8
2.2	2-Lanes, center median						
i	Roundabouts	7.5	5	5	5	0	5.4
ii	Signals	8	5	5	5	0	5.5
2.3	2-Lanes, center median, additional restrictions						
i	Roundabouts	5	2.5	2.5	5	0	3.5
ii	Signals	6	2.5	2.5	5	0	3.8
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: City

City Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
3.0 - Area 3, Hwy 60 North							
3.0	Do Nothing	30	50	47.5	35	87.5	43.7
3.1	2-Lanes, TWLTL, 1-Ln RAB at Hwy 71	45	40	42.5	50	12.5	41.7
3.2	2-Lanes, 1-Ln RAB at Hwy 71 + turn lanes, center median	15	5	5	7.5	0	8.1
3.3	4-Lanes, Center Median, 1-LN RAB at Hwy 71	10	5	5	7.5	0	6.6
	Points Remaining	0	0	0	0	0	0
4.0 - Area 4, Hwy 71 South							
4.0	No Change	100	100	100	100	100	100.0
	Points Remaining	0	0	0	0	0	0
5.0 - Area 5, Hwy 71 North							
5.0	Do Nothing	10	30	35	5	50	21.8
5.1	3-Lane TWLTL, sidewalks both sides	90	70	65	95	50	78.2
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: City

City Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
6.0 - Area 6, Hwy 62 Southwest							
6.0	Do Nothing	15	30	30	10	50	23.3
6.1	Ped-activated RRFB and Bumpouts at 4th Ave	85	70	70	90	50	76.7
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: County County Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
1.0 - Area 1, South of Hwy 71							
1.0	Do Nothing	0	0	40	0	40	10.8
1.1	2-Lanes, 1-Ln RAB at Hwy 71	60	40	30	40	30	43.3
1.2	4-Lanes, 2-Ln RAB at Hwy 71	40	60	30	60	30	45.9
	Points Remaining	0	0	0	0	0	0.0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: County

County Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
2.0 - Area 2, Hwy 60 Urban Core							
3.0	Do Nothing	0	0	20	0	40	7.0
3.1	2-Lanes, TWLTL						
3.2	Roundabouts	20	20	40	10	30	22.7
3.3	Signals	20	60	40	50	30	39.9
2.2	2-Lanes, center median						
i	Roundabouts	15	5	0	10	0	7.6
ii	Signals	15	5	0	10	0	7.6
2.3	2-Lanes, center median, additional restrictions						
i	Roundabouts	15	5	0	10	0	7.6
ii	Signals	15	5	0	10	0	7.6
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: County County Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
3.0 - Area 3, Hwy 60 North							
3.0	Do Nothing	25	30	35	25	60	30.9
3.1	2-Lanes, TWLTL, 1-Ln RAB at Hwy 71	25	40	35	25	40	31.7
3.2	2-Lanes, 1-Ln RAB at Hwy 71 + turn lanes, center median	25	15	15	25	0	18.7
3.3	4-Lanes, Center Median, 1-LN RAB at Hwy 71	25	15	15	25	0	18.7
	Points Remaining	0	0	0	0	0	0
4.0 - Area 4, Hwy 71 South							
4.0	No Change	100	100	100	100	100	100.0
	Points Remaining	0	0	0	0	0	0
5.0 - Area 5, Hwy 71 North							
5.0	Do Nothing	0	0	50	0	100	17.5
5.1	3-Lane TWLTL, sidewalks both sides	100	100	50	100	0	82.5
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: County County Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
6.0 - Area 6, Hwy 62 Southwest							
6.0	Do Nothing	0	50	50	0	100	29.5
6.1	Ped-activated RRFB and Bumpouts at 4th Ave	100	50	50	100	0	70.5
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: MnDOT

MnDOT Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
1.0 - Area 1, South of Hwy 71							
1.0	Do Nothing	0	7.5	0	0	8.25	2.5
1.1	2-Lanes, 1-Ln RAB at Hwy 71	87.5	66.25	50	67.5	52.25	68.7
1.2	4-Lanes, 2-Ln RAB at Hwy 71	12.5	26.25	50	32.5	39.5	28.9
	Points Remaining	0	0	0	0	0	0.0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: MnDOT MnDOT Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
2.0 - Area 2, Hwy 60 Urban Core							
2.0	Do Nothing	0	0	0	0	0	0.0
2.1	2-Lanes, TWLTL						
i	Roundabouts	5	0	16.25	3.75	7.912	5.9
ii	Signals	10	17.5	16.25	12.5	9.162	13.4
2.2	2-Lanes, center median						
i	Roundabouts	17.5	10	16.25	18.75	7.912	14.9
ii	Signals	22.5	30	21.25	26.25	9.162	23.7
2.3	2-Lanes, center median, additional restrictions						
i	Roundabouts	23.75	12.5	12.5	16.25	32.91	18.2
ii	Signals	21.25	30	17.5	22.5	32.91	23.8
	Points Remaining	0	0	0	0	0.0	0.0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: MnDOT MnDOT Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
3.0 - Area 3, Hwy 60 North							
3.0	Do Nothing	0	0	0	0	0	0.0
3.1	2-Lanes, TWLTL, 1-Ln RAB at Hwy 71	16.25	26	35	26	30.83	25.2
3.2	2-Lanes, 1-Ln RAB at Hwy 71 + turn lanes, center median	57.5	48.25	33.75	45.75	40.83	47.2
3.3	4-Lanes, Center Median, 1-LN RAB at Hwy 71	26.25	25.75	31.25	28.25	28.33	27.6
	Points Remaining	0	0	0	0	0	0
4.0 - Area 4, Hwy 71 South							
4.0	No Change	100	100	100	100	100	100.0
	Points Remaining	0	0	0	0	0	0
5.0 - Area 5, Hwy 71 North							
5.0	Do Nothing	13.75	21.25	21.25	13.75	23.75	17.8
5.1	3-Lane TWLTL, sidewalks both sides	86.25	78.75	78.75	86.25	76.25	82.2
	Points Remaining	0	0	0	0	0	0

TH 60 CONCEPT SELECTION PREFERENCES

Agency: MnDOT MnDOT Average

Concept Name		Value Weighting (%)					
		30	24	19	19	8	/100
		Safety	Efficiency	Access	Livability	Cost	AVERAGE
6.0 - Area 6, Hwy 62 Southwest							
6.0	Do Nothing	10	26.25	36.25	18.75	38.75	22.9
6.1	Ped-activated RRFB and Bumpouts at 4th Ave	90	73.75	63.75	81.25	61.25	77.2
	Points Remaining	0	0	0	0	0	0