



# Highway 61 – Corridor Study Update

## MnDOT Metro District & City of Hastings

February 21, 2023





# Project Overview

- Highway 61 Study Goal
  - Comprehensive Evaluation to Determine Vision and Alternatives



# Project schedule



Public Meeting





Phase 1 -  
Engagement  
and Data

Improve ped  
route from  
21st to 316  
and crossings  
entire way

316  
Roundabouts  
Do not work  
- 1915 or  
Speed lanes

Path/sidewalk  
needed on Tuttle  
Dr. between  
Shannon Dr. and  
316.

Sign  
through  
Folly, 46 to  
18th

Middleton  
East Hill  
Over Sidewalk  
Crossover

19th  
19th  
19th



# Vermillion Corridor Study 2018

City of Hastings, Minnesota

## Vermillion Street Corridor Study

Adopted April 2018

HL HOUSEAL LAVIGNE

## Vermillion Street Districts

### Corridor Districts

The three-mile long corridor consists of varying topographies, periods of development, and relationships with the rest of the City as well as the metropolitan region. For this Study, the corridor has been subdivided into four districts, Downtown, Midtown, Vermillion River, and Southtown.

#### Downtown

The portion of Vermillion Street from the City's northern border to 8th Street has a development style and feel reminiscent of traditional downtowns throughout the United States. This district, primarily developed in the late 19th century and early 20th century, is pedestrian-friendly and, from north to south, has continuous two and three-story buildings transitioning into one and two-story buildings and historic homes.

#### Midtown

The portion of Vermillion Street from 8th Street to 16th Street consists of large-scale, post-World War II strip malls and standalone office buildings. It is an auto-oriented commercial area with high traffic volumes due, in part, to the intersection of two major roadways – Highway 55 and Vermillion Street.

#### Vermillion River

The portion of Vermillion Street from 16th Street to 25th Street has the most diverse collection of land uses and conditions, with the Ardent Mills, the largely windowless and one of tallest buildings in town, next to Vermillion Falls Park. While largely commercial, properties along this stretch of Vermillion Street could take advantage of the park and the Hastings 10-Mile Scenic Circuit trail, which connects the Vermillion and Mississippi rivers, with mixed-use redevelopment.

#### Southtown

The portion of Vermillion Street from 25th Street to the City's southern border is defined by larger parcels and commercial uses with out-lots. This district is on the southern edge of Hastings, and the edge of the Minneapolis-St. Paul metropolitan area's urbanized area.

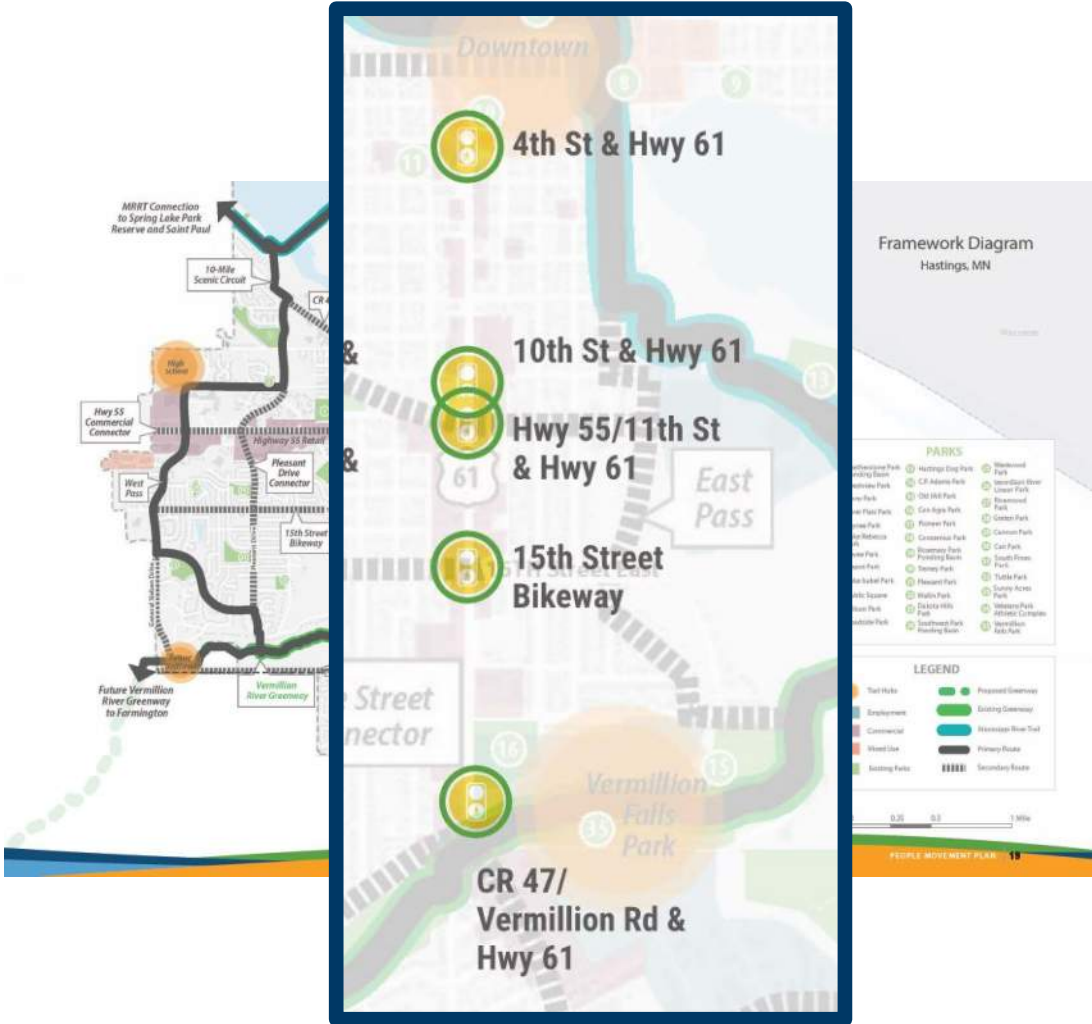
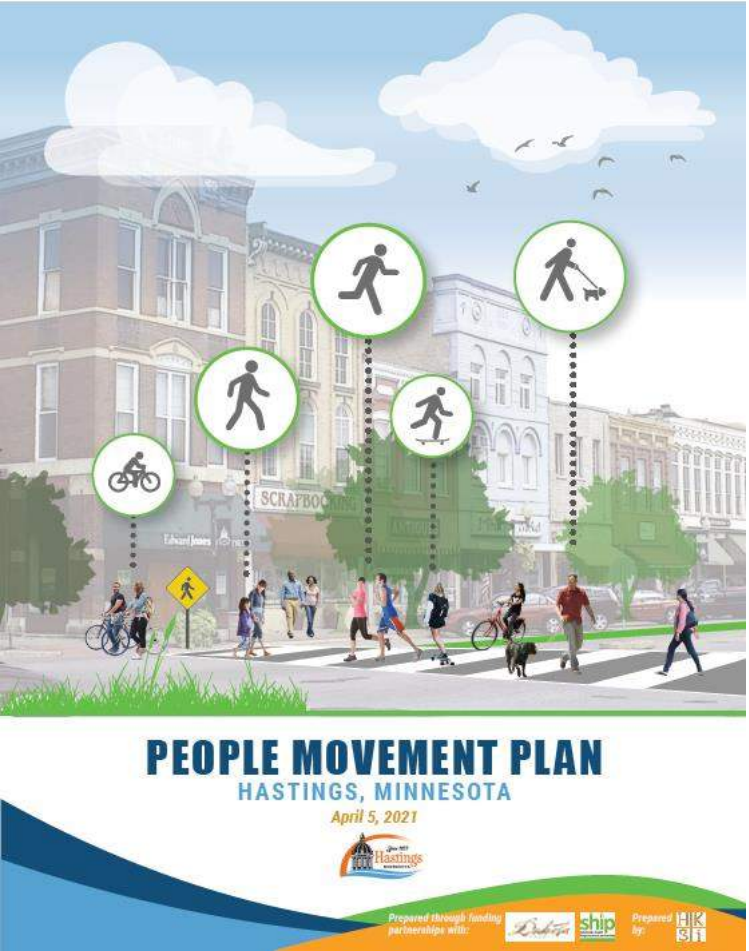


# Vermillion Corridor Study 2018

- Implementation Plan for Roadway Improvements
  - Landmark, landscaping
  - Signal at 17<sup>th</sup> or 18<sup>th</sup>
  - Roundabout at TH 316 (“Red Wing Blvd”)

39	Discourage right-turn lanes into private property.		Long	\$	Busin
<b>Roadway, Intersections, &amp; Signalization</b>					
40	Pursue the study's "public improvements" recommendations to achieve the vision for Vermillion Street.		Long	\$	Busin of Co
41	Monitor and coordinate with roadway construction schedules to incorporate recommended improvements (lane striping, pedestrian refuges, high-visibility crosswalks, automated signals, etc.).	●	Long	\$	MnD
42	Design and use street-wide and district specific (Downtown, Midtown, Vermillion River, Southtown) branding in the form of banners or medallions.		Medium - On-Going	\$\$	
43	Develop a roundabout to replace the intersection of Vermillion Street and Red Wing Boulevard.	●	Long	\$	MnD
44	Develop a welcoming landmark and landscaping at the intersection of Vermillion Street and Red Wing Boulevard (in conjunction with the construction of a roundabout). This would be one of two prominent landmarks along Vermillion Street welcoming people to the city.	●	Long	\$\$\$	MnD
45	Address the intersection of Cannon and Vermillion streets. Consider blocking access between the two, blocking access to the south leg of Cannon Street, or replacing the intersection with a roundabout.		Medium to Long	\$\$	MnD
46	Consider signalization of the intersection at 17th or 18th Street.		Medium	\$	MnD

# People Movement Plan 2021





# People movement requires a complete network

- Complete Streets vs. Complete Network
  - Hwy 61 is an east-west barrier and is constrained in what can fit moving north-south
  - Locate crossings where they will be used
  - Consider parallel routes and key community “nodes”
    - For example, do Ramsey or Eddy Streets offer a valuable north-south route between downtown and the river bridge?

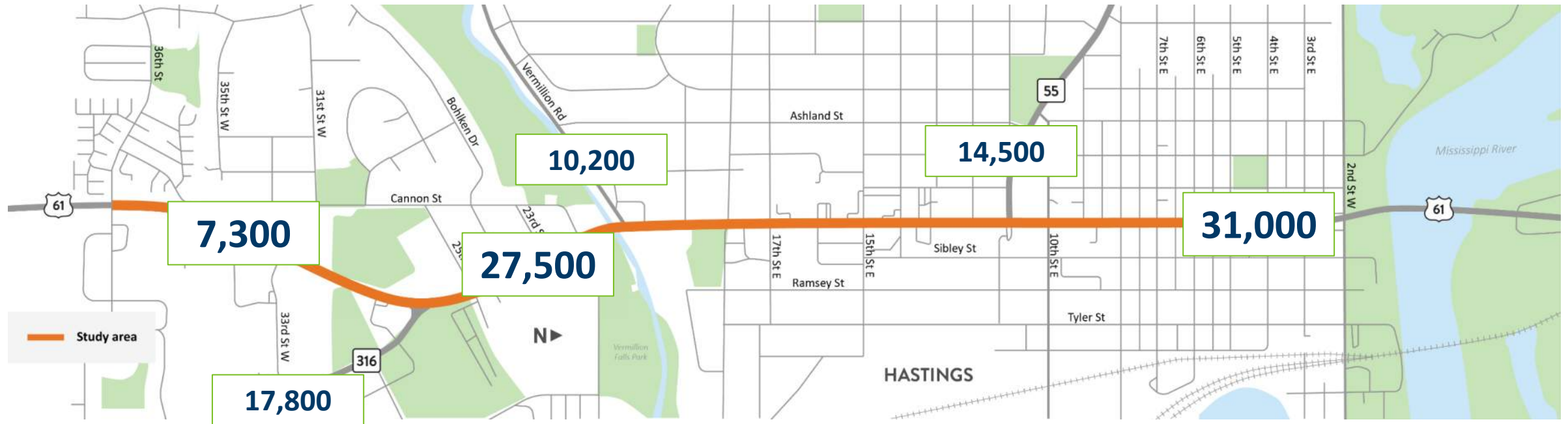




# Traffic Volume

## Average Annual Daily Traffic (AADT)

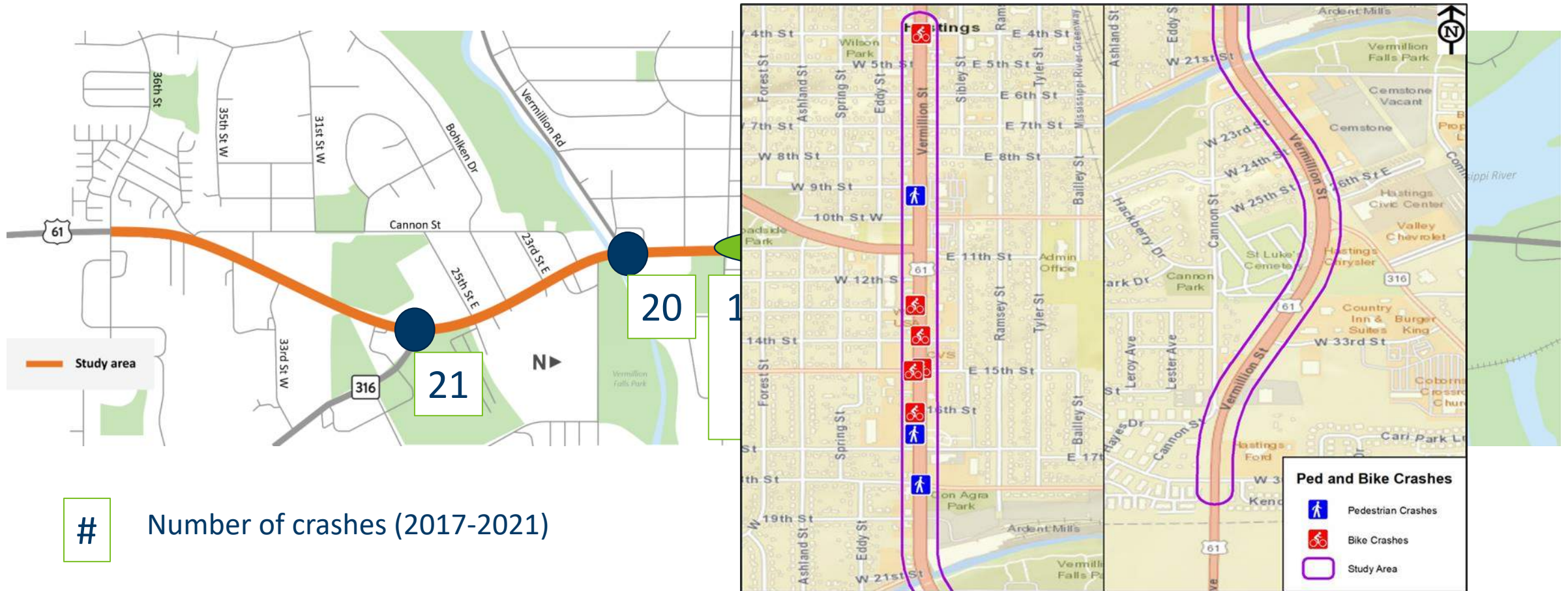
- 40% “regional” traffic, with emphasis to southeast of Hastings







# Safety – Crash Data



# Traffic Operations – Today and 2040

Degradation of traffic operations is expected to become very apparent by 2040, most notably in the afternoon peak southbound direction

	Northbound 36 <sup>th</sup> St to 4 <sup>th</sup> St	Southbound 4 <sup>th</sup> St to 36 <sup>th</sup> St
Today	4.28 minutes	4.76 minutes
2040 no build	5.17 minutes	21.84 minutes

Existing Operations

Intersection (with TH 61)	Traffic Control	2022 Existing Conditions									
		AM Peak					PM Peak				
		NB	SB	EB	WB	Int	NB	SB	EB	WB	Int
TH 61 & 4th Street	Signal	A	B	D	C	A	B	C	D	E	C
TH 61 & 5th Street	TWSC	A	A	A	B	B	A	A	B	B	B
TH 61 & 6th Street	TWSC	A	A	A	A	A	A	A	A	A	A
TH 61 & 7th Street	TWSC	A	A	B	A	B	A	A	C	B	C
TH 61 & 8th Street	TWSC	A	A	A	C	C	A	A	B	B	B
TH 61 & 9th Street	TWSC	A	A	A	-	A	A	A	A	-	B
TH 61 & 10th Street	Signal	A	B	C	C	B	A	B	D	C	B
TH 61 & TH 55	Signal	B	C	C	D	C	B	C	C	D	C
TH 61 & 12th Street	TWSC	B	A	A	-	B	A	A	B	-	B
TH 61 & 14th Street	TWSC	A	A	C	A	C	A	A	B	A	B
TH 61 & 15th Street	Signal	B	A	C	C	B	B	A	C	D	B
TH 61 & 16th Street	TWSC	A	A	-	A	A	A	A	-	B	B
TH 61 & 17th Street	TWSC	A	A	A	A	A	A	A	B	A	B
TH 61 & 18th Street	TWSC	A	A	A	A	A	A	A	A	A	A
TH 61 & 19th Street	TWSC	A	A	A	-	A	A	A	A	-	A
TH 61 & CSAH 47	Signal	B	B	D	-	B	B	B	C	-	B
TH 61 & 21st Street	TWSC	A	A	-	A	A	A	A	-	A	A
TH 61 & 22nd Street	TWSC	A	A	B	-	B	A	A	C	-	C
TH 61 & 23rd Street	TWSC	A	A	A	-	A	A	A	C	-	C
TH 61 & 24th Street	TWSC	A	A	A	-	A	A	A	B	-	B
TH 61 & 25th Street	TWSC	A	A	A	A	A	A	A	A	A	A
TH 61 & 26th Street	TWSC	A	A	-	A	A	A	A	-	A	A
TH 61 & TH 316	TWSC	A	B	-	A	B	A	B	-	A	B
TH 61 & 33rd Street	TWSC	A	A	-	B	B	A	A	-	C	C
TH 61 & Cannon Street	TWSC	A	A	C	-	C	A	A	C	-	C
TH 61 & 36th Street	TWSC	A	A	D	A	D	A	A	E	B	E

Future No Build Operations (2040)

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TH 61 & 10th Street	Signal	B	D	C	C	C	B	D	D	F	D
TH 61 & TH 55	Signal	C	D	C	D	C	C	D	F	E	E
TH 61 & 12th Street	TWSC	F	A	C	-	F	B	E	E	-	E
TH 61 & 14th Street	TWSC	C	A	D	C	D	A	F	D	D	F
TH 61 & 15th Street	Signal	C	B	F	D	C	C	D	C	D	D
TH 61 & 16th Street	TWSC	B	A	-	A	B	A	E	-	F	F
TH 61 & 17th Street	TWSC	A	A	B	C	C	A	F	F	D	F
TH 61 & 18th Street	TWSC	A	A	B	C	C	A	F	F	C	F
TH 61 & 19th Street	TWSC	A	A	B	-	B	A	F	F	-	F
TH 61 & CSAH 47	Signal	B	B	F	-	D	B	F	F	-	F
TH 61 & 21st Street	TWSC	A	A	-	A	A	A	A	D	-	E
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TH 61 & 25th Street	TWSC	A	A	A	B	B	A	F	A	C	F
TH 61 & 26th Street	TWSC	A	A	-	A	A	A	D	-	A	D
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TH 61 & 33rd Street	TWSC	A	A	-	C	C	A	A	-	D	D
TH 61 & Cannon Street	TWSC	A	A	D	-	D	A	A	D	-	D
TH 61 & 36th Street	TWSC	A	A	E	A	E	A	A	F	C	F



# Phase 1 Engagement

- Door-knocking businesses
- Public meeting May 18, 2022
- Pop-up at Rivertown Days
- Online comment map and survey



# Phase 1 Themes

- Safe pedestrian/bicycle crossings
- Reduce speed; speed enforcement; traffic calming
- Reduce access (driveways)
- Traffic operations; signal timing/backups; turn lanes; reduce lefts
- Sidewalk/trail on the southern end
- Traffic operations at 46/47 and mill
- Improve aesthetics; cultural identity pieces; public art



An aerial rendering of a modern urban intersection. The scene shows a multi-lane road with a central median, crosswalks, and landscaped medians with trees and plants. Several cars and pedestrians are visible, illustrating a safe and accessible environment. A large blue circular overlay is positioned on the right side of the image, containing the text 'Phase 2 – Concept-Based Engagement' in white.

# Phase 2 – Concept- Based Engagement

# Phase 2: Concepts



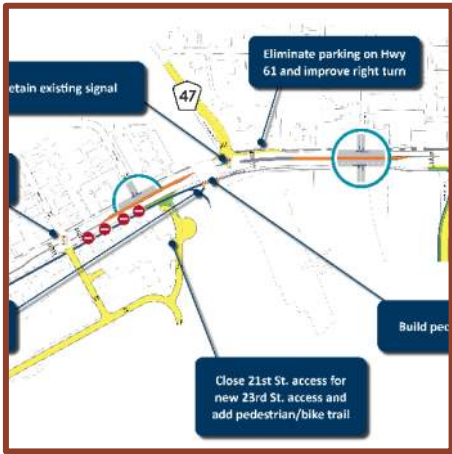
Downtown District

- Right-in right-out
- Parking areas
- Pedestrian environment



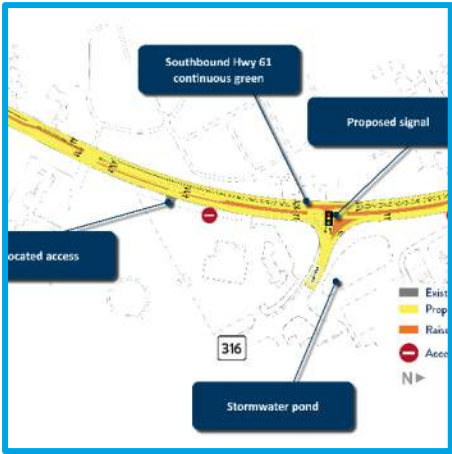
Midtown District

- Center median
- 10<sup>th</sup> St. modifications
- One-way pairs



Vermillion District

- Center median
- Roundabouts/Signals
- Backage road



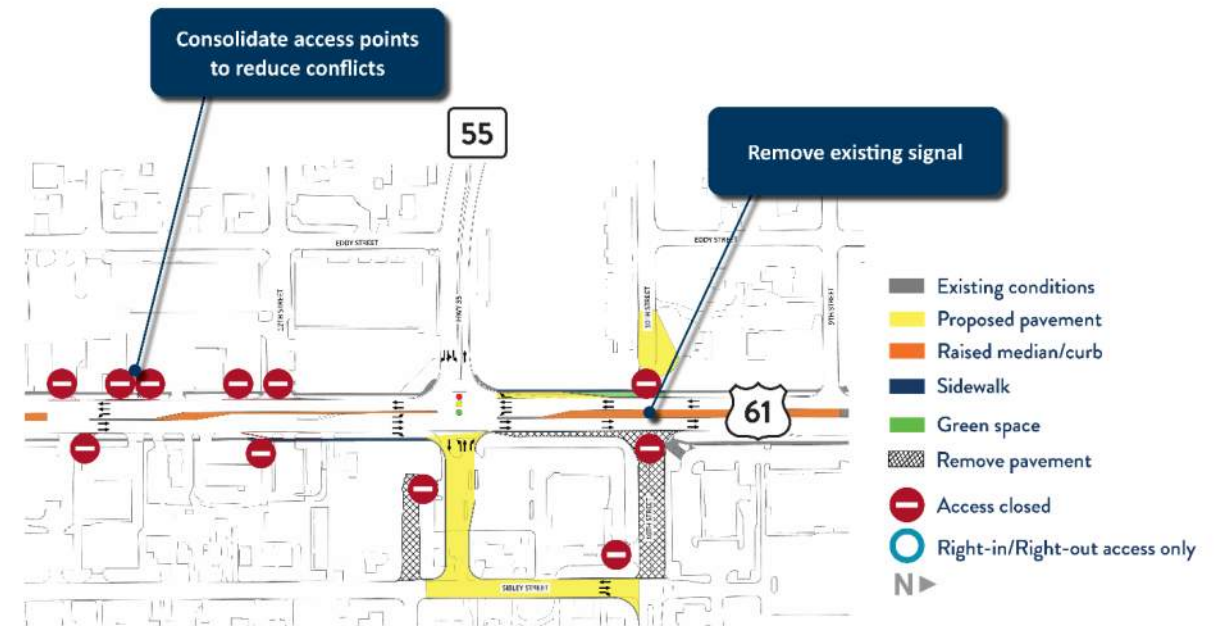
Southtown District (TH 316 intersection)

- Roundabout
- Direct connect route
- Continuous green "T"



# Phase 2 Engagement

- Door-knocking businesses
- Business association meetings
- Public meeting August 24, 2022
- Online survey



# Phase 2 Themes

- Support for safety improvements for all users
- Business access is important
- Consider historic aesthetic and community activities/events
- Support for full-size roundabouts



# Evaluation Criteria

Theme	Safety	Community Identity and Economic Development	Traffic Operations	Feasibility Factors
Criteria	<ul style="list-style-type: none"> <li>• Ped/Bike</li> <li>• Intersection</li> <li>• Corridor</li> <li>• Access Density</li> </ul>	<ul style="list-style-type: none"> <li>• Business/Neighborhood</li> <li>• Aesthetics</li> <li>• Stormwater</li> <li>• Historic Resources</li> <li>• Plans</li> <li>• Equity</li> </ul>	<ul style="list-style-type: none"> <li>• Highway 61</li> <li>• Local Network</li> <li>• Truck/Freight</li> </ul>	<ul style="list-style-type: none"> <li>• Cost</li> <li>• Right-of-way</li> <li>• Maintenance</li> <li>• Constructability</li> </ul>
Downtown				
Midtown				
Vermillion				
Southtown				

## **Downtown**

The portion of Vermillion Street from the City's northern border to 8th Street has a development style and feel reminiscent of traditional downtowns throughout the United States. This district, primarily developed in the late 19th century and early 20th century, is pedestrian friendly and, from north to south, has continuous two and three-story buildings transitioning into one and two-story buildings and historic homes.

## **Midtown**

The portion of Vermillion Street from 8th Street to 15th Street consists of large-scale, post-World War II office buildings and standalone office buildings. It is an auto-oriented commercial area with high traffic volumes due, in part, to the intersection of two major roadways – Highway 55 and Vermillion Street.

## **Vermillion River**

The portion of Vermillion Street from 16th Street to 25th Street has the most diverse collection of land uses and conditions, with the Ardent Mills, the largely windowless and one of tallest buildings in town, next to Vermillion Falls Park. While largely commercial, properties along this stretch of Vermillion Street could take advantage of the park and the Hastings 10-Mile Scenic Circuit trail, which connects the Vermillion and Mississippi rivers, with mixed-use redevelopment.

## **Southtown**

# Phase 3 - Funding Alternative





pedestrian crossing

Replace retaining wall allowing for improved safety and pedestrian space.

Potential optical

Example optical s



10th Street closed west of Hwy 61 for improved traffic flow and pedestrian safety

# Downtown

Remove left turn lanes for better traffic flow

New medians for safer pedestrian crossing and reducing traffic speed

On-street parking removed for safety and sight distance

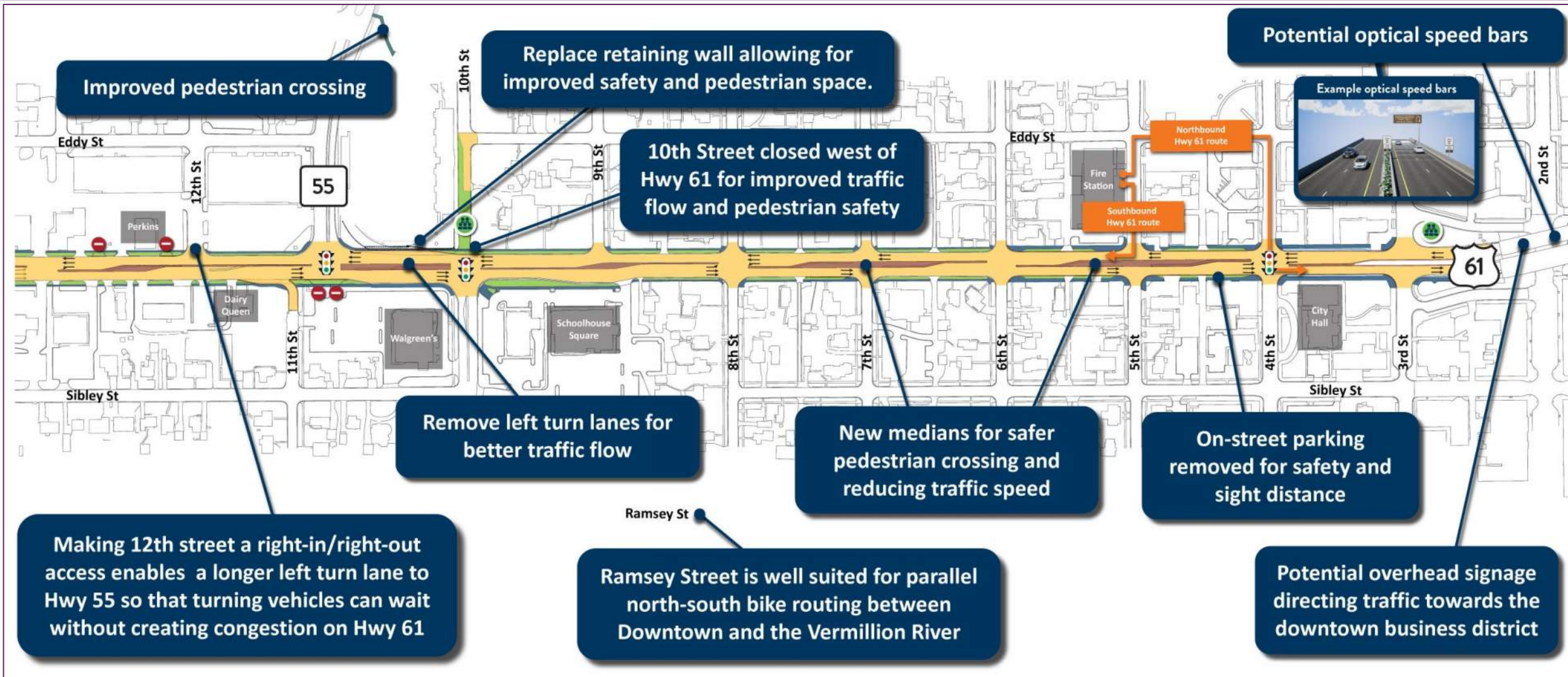
Ramsey Street is well suited for parallel north-south bike routing between Downtown and the Vermillion River

Potential over directing traffic downtown bu

street a right-in/right-out  
s a longer left turn lane to  
at turning vehicles can wait  
ing congestion on Hwy 61



# Downtown



# Coming off the bridge





# Downtown aesthetics and wayfinding



Downtown Aesthetics –  
“Herringbone” and  
wayfinding themes



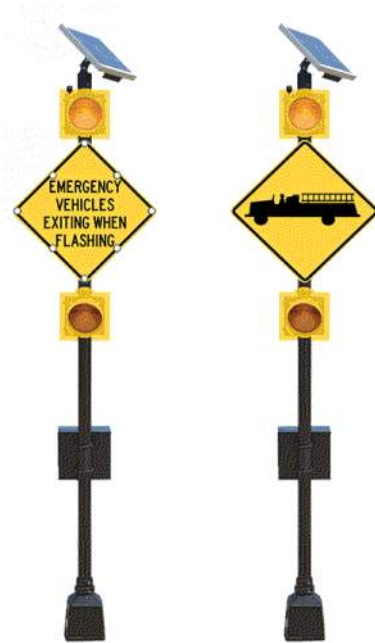
Opportunities for “banner” type displays





# Downtown visibility and safety

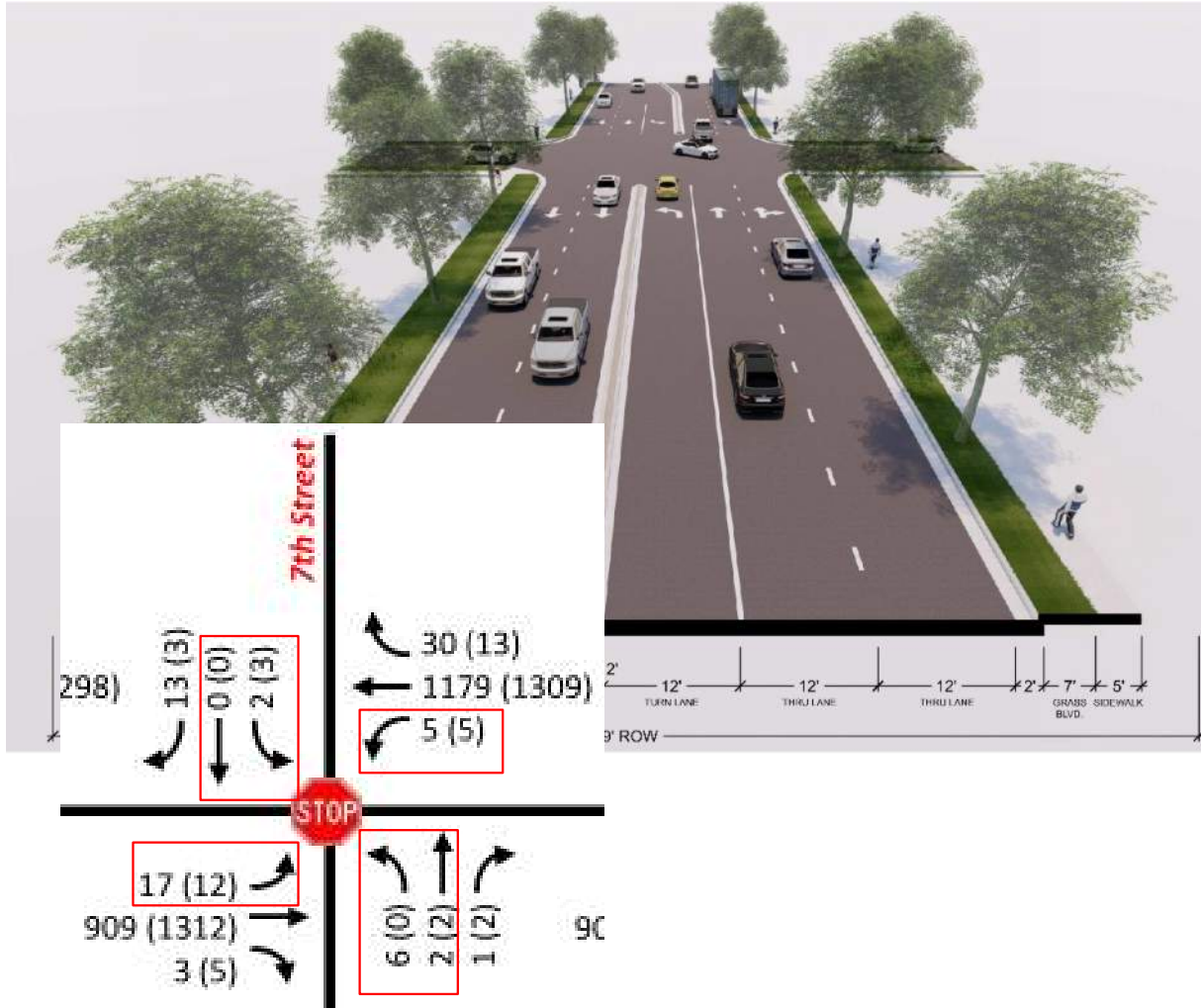
- Fire station access to Hwy 61 could benefit from new warning signs
- Current travel patterns align with our recommendations



- All Hwy 61 on-street parking is recommended to be removed
- Ongoing work with the city is needed to create off-street parking options for the business community



# Downtown – Pedestrian Crossings





# Downtown – Pedestrian Safety at 7<sup>th</sup> and 5<sup>th</sup> Streets





# Midtown

"Three quarter" access at 14th Street retains primary movements on and off Hwy 61 and encourages use of the 15th Street signal for safer left turns on to Hwy 61

Improved pedestrian crossing

10th Street closed w/ Hwy 61 for improved flow and pedestrian safety

One access to Hwy 61 per property

Remove left turn lanes for better traffic flow

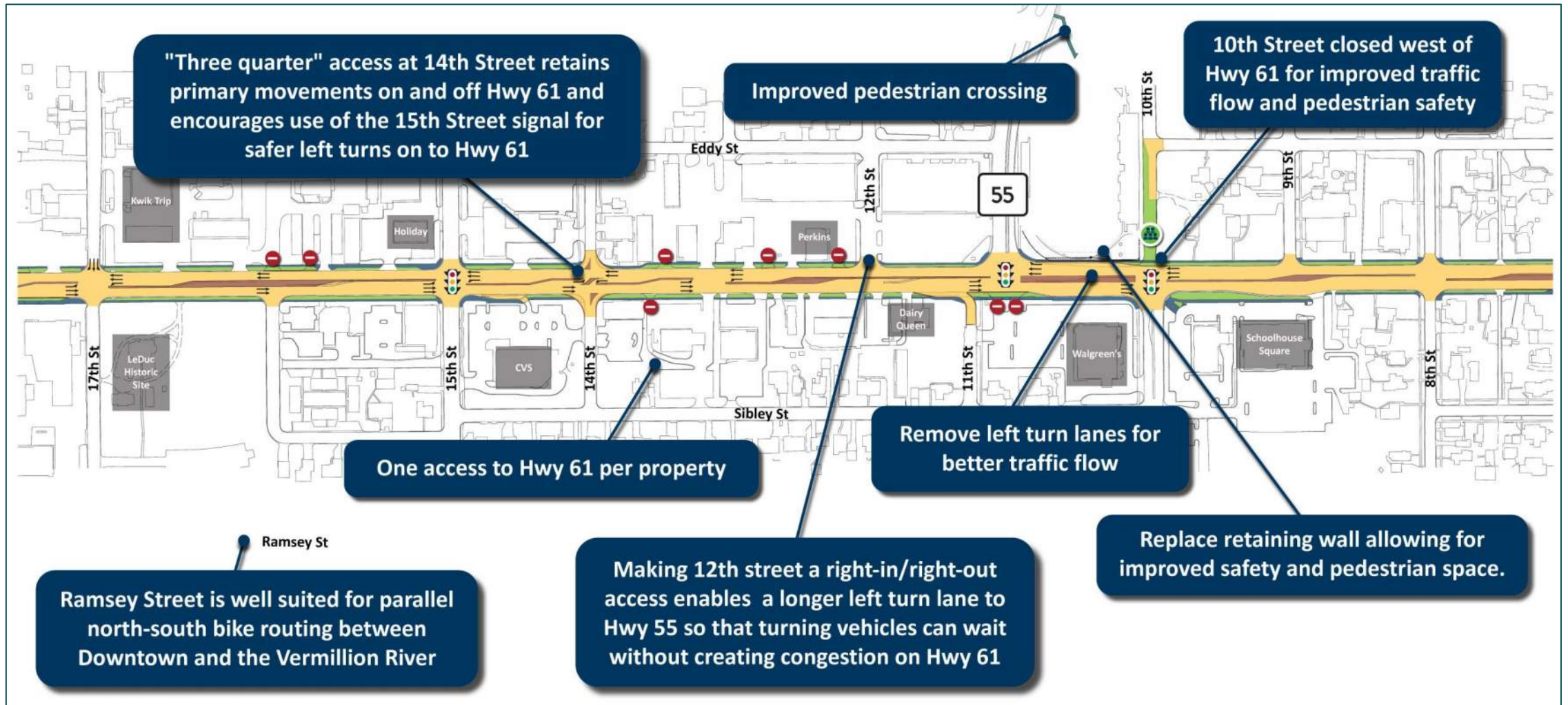
Replace retaining wall allow improved safety and pedestrian access

Making 12th street a right-in/right-out access enables a longer left turn lane to Hwy 55 so that turning vehicles can wait without creating congestion on Hwy 61

Street is well suited for parallel south bike routing between downtown and the Vermillion River



# Midtown

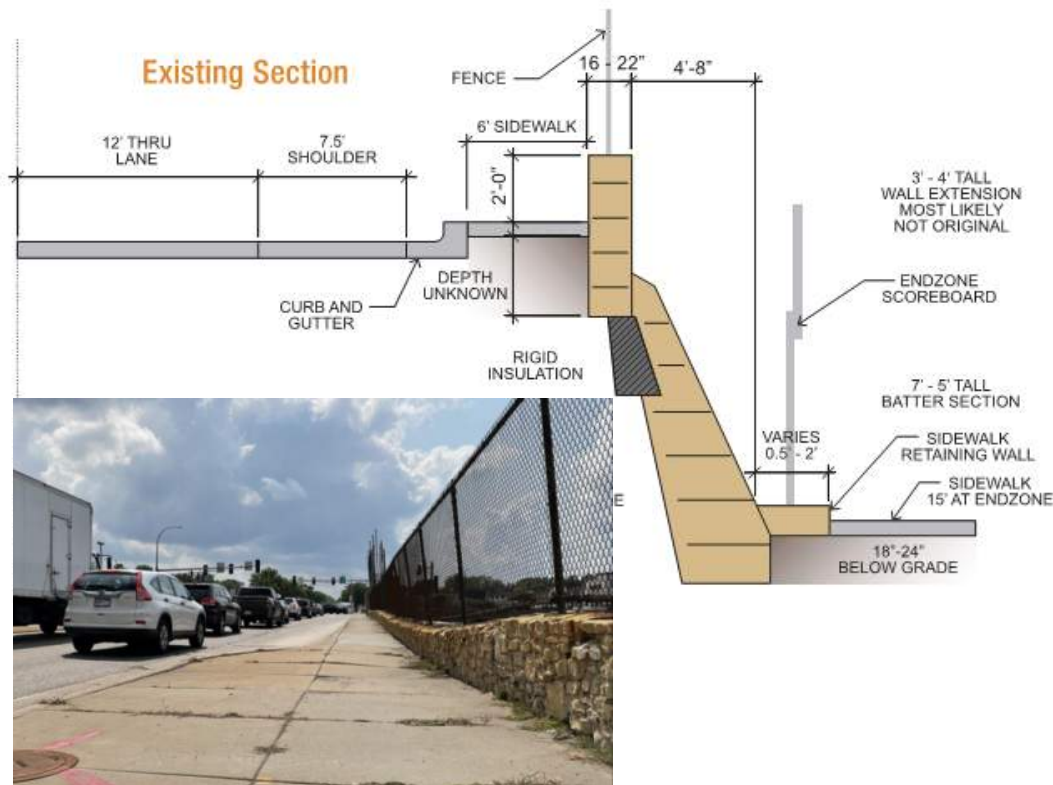


# Midtown – key location Hwy 55 and 10<sup>th</sup> street





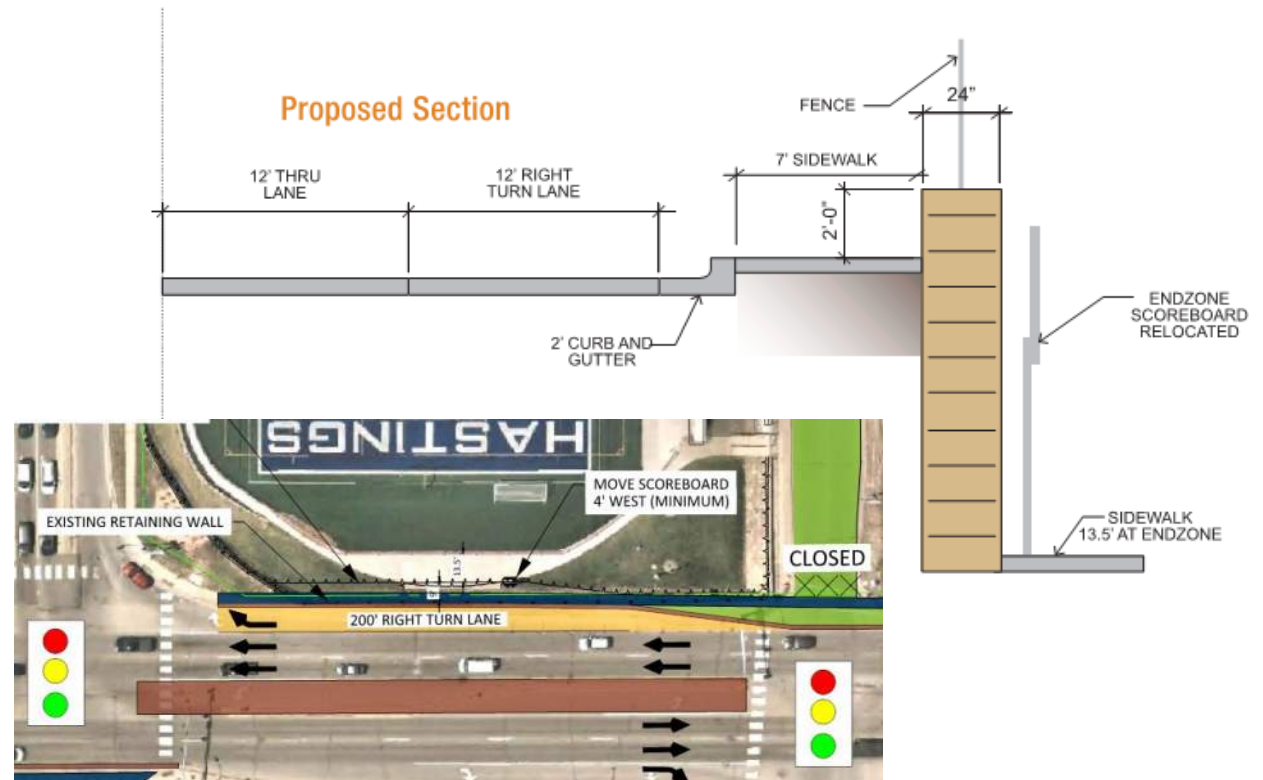
# Todd Field Wall



- Coordination with School District:
  - Safety
  - Functional space
  - Recognize history of the area
- Wall evaluation
  - Substantial concerns with integrity of the structure

# Todd Field Wall

- Proposed Improvements:
  - Wall repairs
  - Improved right turn lane
  - Safer pedestrian setting
  - Opportunity for community space
- Met with Heritage Preservation Commission in December





# Midtown – traffic signals

- Multiple alternatives considered in this challenging location
- Continued analysis for signal timing and lane geometry optimization likely in future design stages
- SEE VIDEO



- Pedestrian Safety – high risk section of corridor warrants mid-block traffic improvement (south of 12<sup>th</sup>)



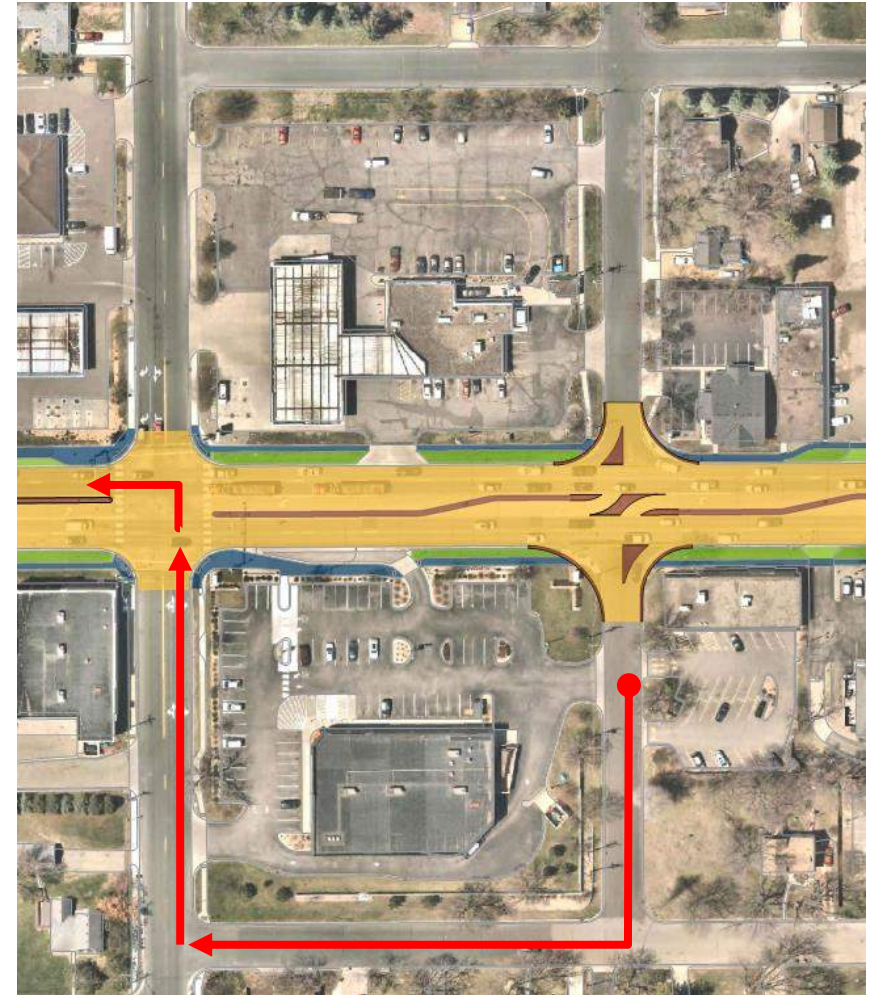
- Benefit of access management: longer left turn lane to Hwy 55





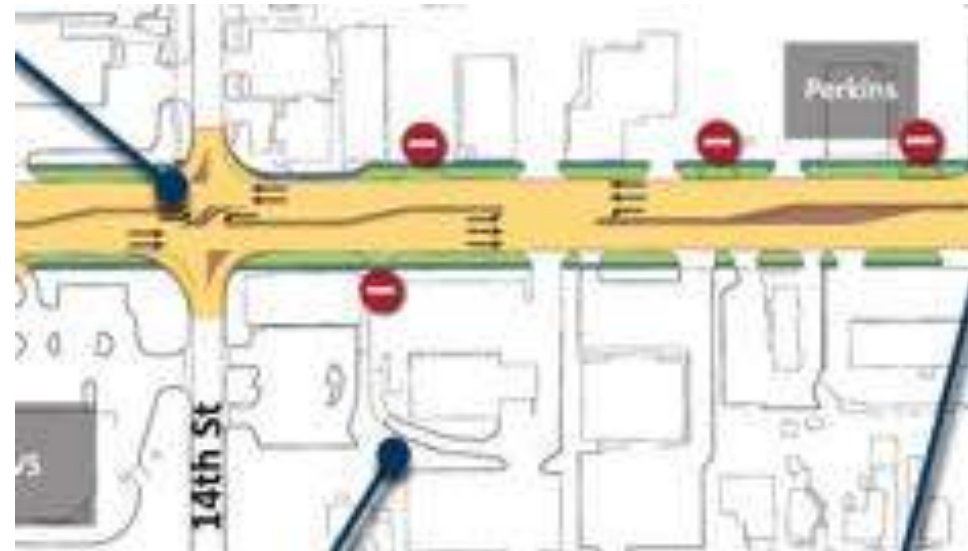
# Highway 61 Access Management

- 14<sup>th</sup> Street “three quarter” example:
  - Allows left turn to 14<sup>th</sup> Street from Hwy 61
  - Prevents left turn on to Hwy 61
  - 15<sup>th</sup> Street option for full access to Hwy 61

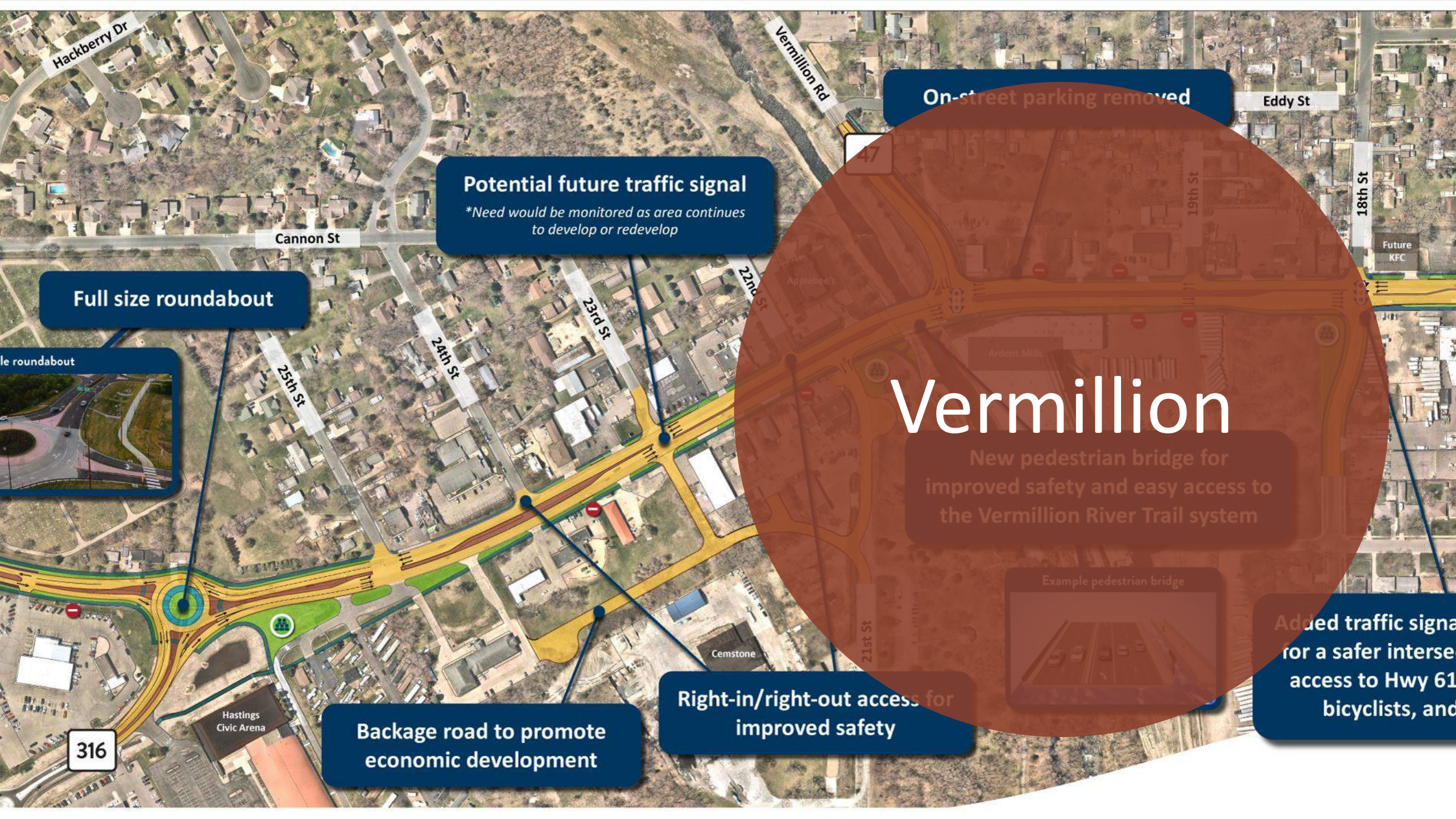


# Highway 61 Access Management

- Corridor-wide theme:
  - no more than one access per site will be allowed for future development
  - encouragement toward combined driveways on adjacent properties where possible.







Hackberry Dr

Vermillion Rd

Eddy St

18th St

Future KFC

Cannon St

### Potential future traffic signal

*\*Need would be monitored as area continues to develop or redevelop*

On-street parking removed

### Full size roundabout

le roundabout



25th St

24th St

23rd St

# Vermillion

New pedestrian bridge for improved safety and easy access to the Vermillion River Trail system

Example pedestrian bridge



Added traffic signal for a safer intersection access to Hwy 61 bicyclists, and

316

Hastings Civic Arena

Cemstone

Backage road to promote economic development

Right-in/right-out access for improved safety



# Vermillion





# Vermillion – County Road 47 intersection



Realignment of CR 47  
Right turn lane  
Pedestrian improvements with bridge and access closure

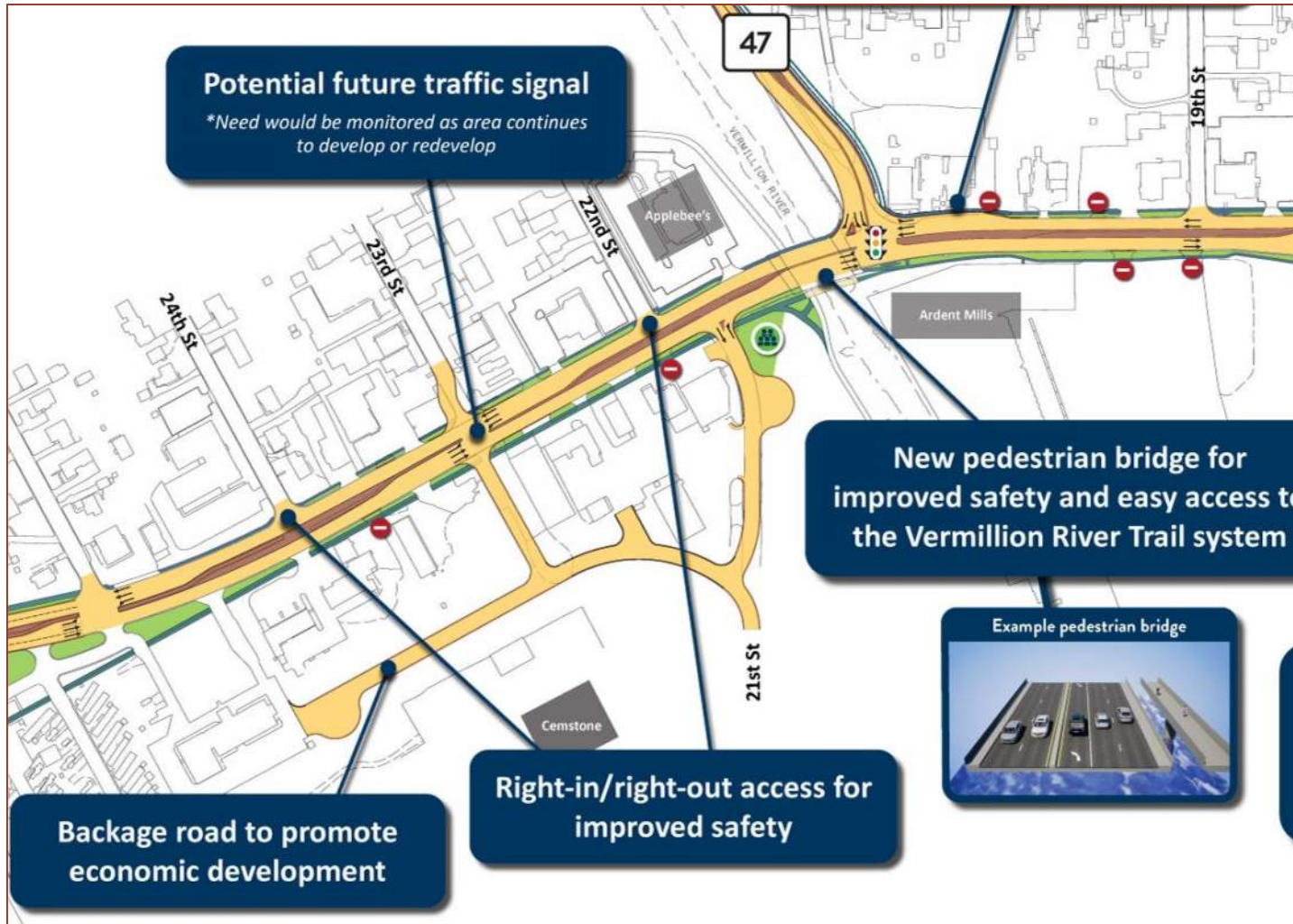
# Vermillion – Pedestrian Bridge



Pedestrian trail “interchange” and placemaking opportunity



# Vermillion - 21<sup>st</sup>/23<sup>rd</sup>



- Consistent with Comprehensive Plan
- Opportunity for improved business access
- Enables removal of access on Hwy 61
- 21<sup>st</sup> Street treatment warrants further review





36th St

33rd St

31st St

Cannon St

# Southtown

New 3-lane section includes left turn lanes and added multi-use trails on both sides of Hwy 61

Example northbound 3-lane section



Future Suite Living Memory Care Facility

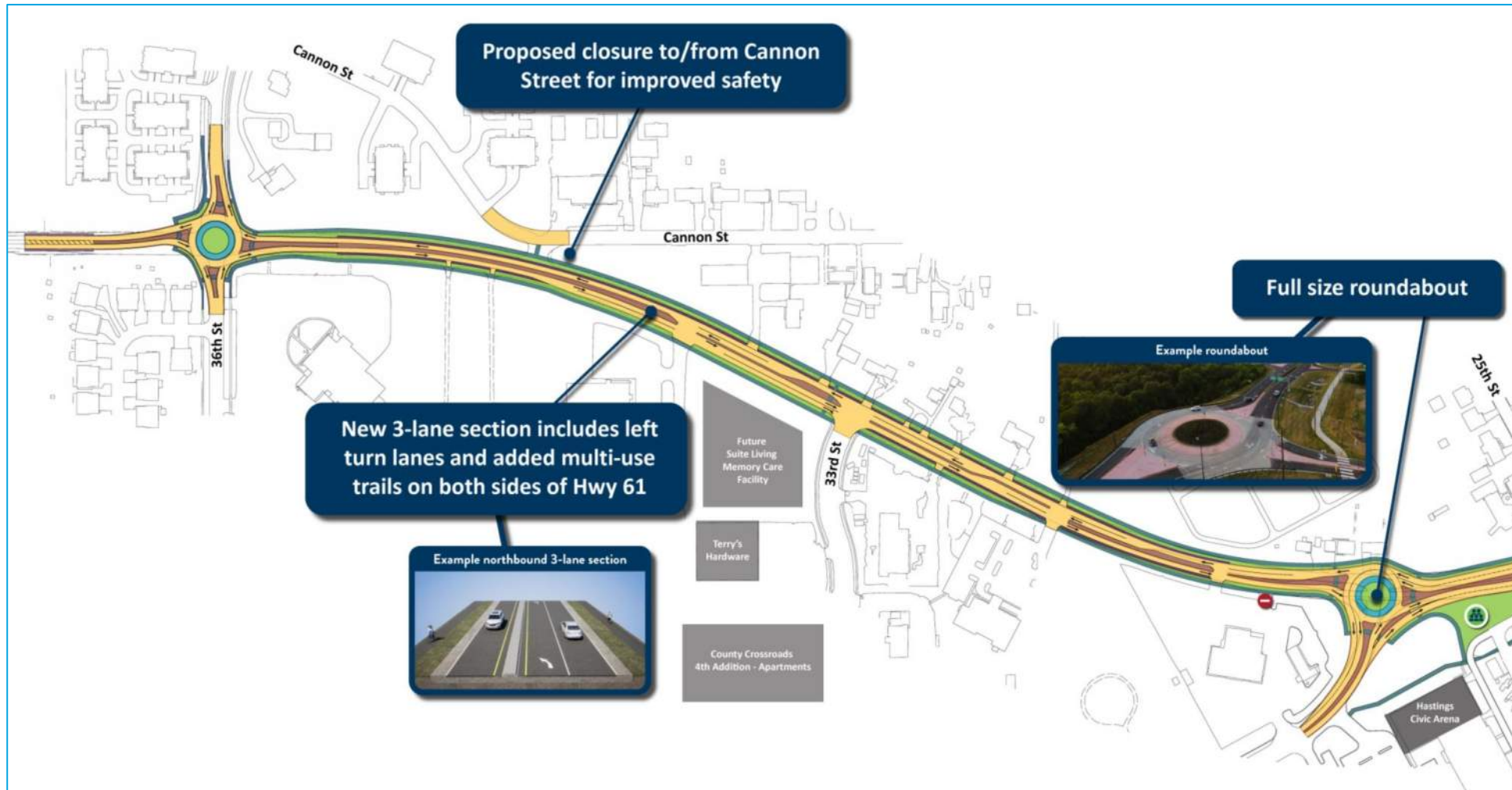
Terry's Hardware

County Crossroads 4th Addition - Apartments

33rd St



# Southtown



# Example Phase 2 Concept Development & Comparison



Continuous Green "T"



Roundabout



Direct to Hwy 316



# Southtown – Roundabout at Highway 316



- Full Size Roundabout
- Pedestrian mobility on both sides of Hwy 61
- Access limitations at roundabout (or any type of intersection control) create challenges with adjacent properties

# Evaluation example

- Application of the criteria to the Hwy 316 intersection

	Safety				Community Identity and Economic Development						Traffic Operations			Feasibility Factors			
	Ped/Bike Facilities	Intersection Safety	Corridor Safety	Access Density	Access to Businesses/Neighborhoods	Aesthetics/Placemaking	Stormwater	Historic Resources	Community Cohesion/Plans	Equity	Highway 61	Local Network	Truck/ Freight	Cost	Right-of-Wy	Maintenance	Constructability
<b>Southtown District</b>																	
Retain Existing	-	-	-	-	0	0	-	0	-	-	-	-	-	0	+	-	0
316 Intersection: Continuous Green T	0	+	+	+	0	0	0	0	0	0	+	+	+	-	-	-	0
316 Intersection: Roundabout	+	+	+	+	0	+	0	0	+	0	+	+	+	-	-	0	0
316 Intersection: Direct connect to 316 option	+	+	+	+	0	0	-	0	0	0	+	+	+	-	0	-	-
Add pedestrian trails on both sides of Hwy 61	+	0	+	0	+	+	0	0	+	+	0	0	0	0	0	-	0
Convert Hwy 61 to a 3-lane segment (continuous center left turn lane)	0	0	+	0	0	0	0	0	0	0	+	0	0	-	+	0	0
Close Cannon Street access	+	+	0	+	-	0	0	0	0	0	+	0	0	0	0	0	0
Modify Cannon Street access	0	+	0	0	0	0	0	0	0	0	0	+	0	-	-	0	0
Traffic signal at 36 <sup>th</sup> Street	+	0	0	0	0	0	0	0	+	+	0	+	0	0	0	-	0
Roundabout at 36 <sup>th</sup> Street	+	+	+	0	0	+	0	0	0	+	+	+	0	-	-	0	0



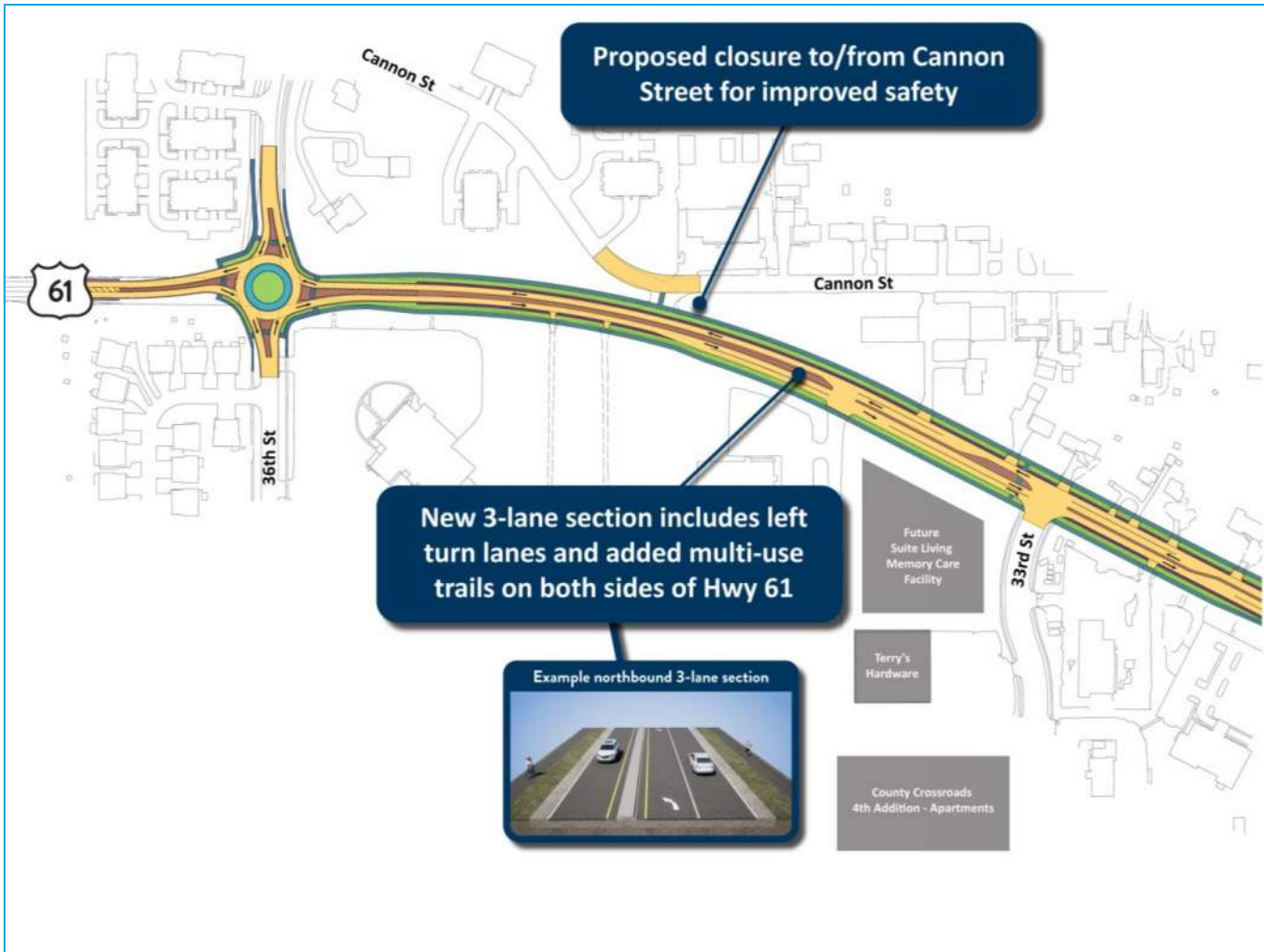
# Hwy 61 Roundabouts

- These are NOT “compact roundabouts”
- Traditional roadway design with a raised inner circle
- Accommodations for trucks and large vehicles to navigate

- See video of roundabout traffic flow



# Stretch between 316 and 36th





# Southtown – 36<sup>th</sup> Street

- Traditional single lane roundabout
- Provides a “gateway” into Hastings to signal changed environment (slower speeds)
- 36<sup>th</sup> Street traffic patterns
- Pedestrian safety



# Traffic Operations – No Build versus Build in 2040

The recommendations for this corridor result in a more reliable and safer multimodal corridor

	Northbound 36 <sup>th</sup> St to 4 <sup>th</sup> St	Southbound 4 <sup>th</sup> St to 36 <sup>th</sup> St
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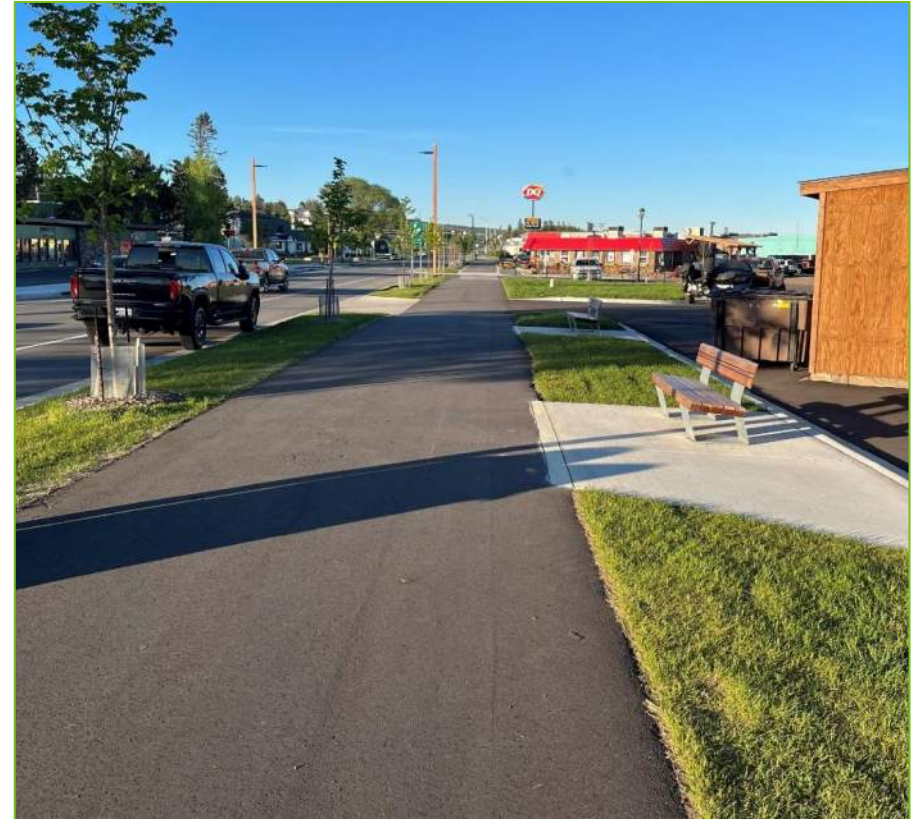
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TH 61 & 10th Street	Signal	B	D	C	C	C	B	D	D	F	D
TH 61 & TH 55	Signal	C	D	C	D	C	C	D	F	E	E
TH 61 & 12th Street	TWSC	F	A	C	-	F	B	E	E	-	E
TH 61 & 14th Street	TWSC	C	A	D	C	D	A	F	D	D	F
TH 61 & 15th Street	Signal	C	B	F	D	C	C	D	C	D	D
TH 61 & 16th Street	TWSC	B	A	-	A	B	A	E	-	F	F
TH 61 & 17th Street	TWSC	A	A	B	C	C	A	F	F	D	F
TH 61 & 18th Street	TWSC	A	A	B	C	C	A	F	F	C	F
TH 61 & 19th Street	TWSC	A	A	B	-	B	A	F	F	-	F
TH 61 & CSAH 47	Signal	B	B	F	-	D	B	F	F	-	F
TH 61 & 21st Street	TWSC	A	A	-	A	A	A	D	-	E	E
TH 61 & 22nd Street	TWSC	A	A	C	-	C	A	B	D	-	D
TH 61 & 23rd Street	TWSC	A	A	B	-	B	A	F	C	-	F
TH 61 & 24th Street	TWSC	A	A	B	-	B	A	F	C	-	F
TH 61 & 25th Street	TWSC	A	A	A	B	B	A	F	A	C	F
TH 61 & 26th Street	TWSC	A	A	-	A	A	A	D	-	A	D
TH 61 & TH 316	TWSC	A	C	-	A	C	A	C	-	A	C
TH 61 & 33rd Street	TWSC	A	A	-	C	C	A	A	-	D	D
TH 61 & Cannon Street	TWSC	A	A	D	-	D	A	A	D	-	D
TH 61 & 36th Street	TWSC	A	A	E	A	E	A	A	F	C	F

2040 Build Alternative Operations

Intersection (with TH 61)	Traffic Control	2040 Alt 4 Option 2 Conditions									
		AM Peak					PM Peak				
		NB	SB	EB	WB	Int	NB	SB	EB	WB	Int
TH 61 & 4th Street	Signal	A	B	D	C	B	A	B	F	F	C
TH 61 & 5th Street RIRO	TWSC	A	A	A	A	A	A	A	A	B	B
TH 61 & 6th Street	TWSC	A	A	B	B	B	A	A	C	B	C
TH 61 & 7th Street RIRO	TWSC	A	A	B	A	B	A	A	A	A	A
TH 61 & 8th Street	TWSC	A	A	C	B	C	A	A	D	D	D
TH 61 & 9th Street	TWSC	A	A	A	-	A	A	B	D	-	D
TH 61 & 10th Street Closed W Leg, WBT Allowed	Signal	B	B	-	F	C	C	C	-	F	D
TH 61 & TH 55 Closed E Leg	Signal	B	C	D	-	C	C	B	D	-	C
TH 61 & 12th Street RIRO	TWSC	C	A	A	-	C	A	A	B	-	B
TH 61 & 14th Street ¾	TWSC	A	A	A	A	A	A	A	B	A	B
TH 61 & 15th Street	Signal	B	B	C	D	B	B	B	C	E	B
TH 61 & 16th Street ¾	TWSC	A	A	-	A	A	A	A	-	A	A
TH 61 & 17th Street	TWSC	A	A	B	B	B	A	A	C	A	C
TH 61 & 18th Street Signal	Signal	A	B	B	C	B	A	A	A	B	A
TH 61 & 19th Street ¾	TWSC	A	A	A	-	A	A	A	A	-	A
TH 61 & CSAH 47 EB L+L+R	Signal	A	A	C	-	B	C	A	E	-	C
TH 61 & 21st Street RIRO	TWSC	A	A	-	A	A	A	A	-	C	C
TH 61 & 22nd Street	TWSC	A	A	A	-	A	B	A	A	-	B
TH 61 & 23rd Street Signal	Signal	B	A	D	B	A	B	A	E	C	A
TH 61 & 24th Street RIRO	TWSC	A	A	A	-	A	A	A	A	-	A
TH 61 & 25th Street	TWSC	A	A	A	B	B	A	A	A	B	B
TH 61 & 26th Street Closed	-	-	-	-	-	-	-	-	-	-	-
TH 61 & TH 316 RAB	RAB	B	A	-	A	A	D	A	-	A	A
TH 61 & 33rd Street	TWSC	A	A	-	B	B	A	A	-	F	F
TH 61 & Cannon Street CLOSED	-	-	-	-	-	-	-	-	-	-	-
TH 61 & 36th Street RAB	RAB	A	A	A	A	A	A	A	A	A	A



# Community Space



Grand Marais, MN

# Community Space



Walker, MN





# Community Identity – Art



Hastings identity –  
connections/crossings/industry

- Utilities replacement enables technology upgrades
- Fiber/broadband capability for “connectedness”
  - Autonomous Vehicles
  - Traffic/Pedestrian sensors
- Lighting

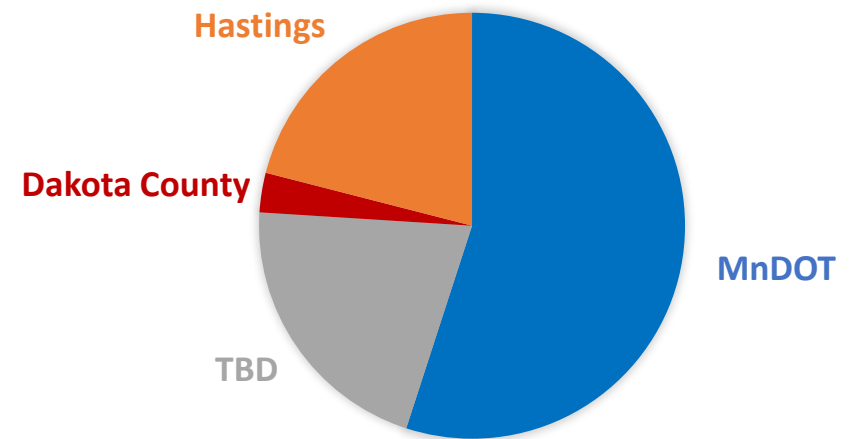




# Cost and Funding

- Estimated Cost of Recommendations
  - Roadway and related structures: approx. \$15-17M
  - City utility replacement approx. \$3-5M
  - Enhancements could be included or done separately
- New funding opportunities available through federal sources
- MnDOT and City intent on pursuit of funds immediately following this study

POTENTIAL BREAKDOWN OF FUNDING BY AGENCY



# Schedule/Timeline/Next Steps

- Open House – March 7, 5:00 to 7:00
  - Presentation at 5:15
- Ongoing stakeholder outreach
  - Chamber of Commerce/ DBA
  - Individual stakeholders
  - Web site comment option available
- Final report following open house
- City resolution of support
- Funding applications
- Scoping and design leading towards planned 2027 construction



# Thank You!

- Project website [mndot.gov/metro/projects/hwy61hastings](http://mndot.gov/metro/projects/hwy61hastings)
- Project staff
  - Bryant Ficek, MnDOT Project Manager [bryant.ficek@state.mn.us](mailto:bryant.ficek@state.mn.us)
  - Kirsten Klein, MnDOT Communications [kirsten.klein@state.mn.us](mailto:kirsten.klein@state.mn.us)
- Social media
  - MnDOT Facebook: [www.facebook.com/mndot/](http://www.facebook.com/mndot/)
  - MnDOT Twitter: [twitter.com/mndotmetro](https://twitter.com/mndotmetro)
- 511
  - Real-time travel info. anywhere in Minnesota: [www.511mn.org/](http://www.511mn.org/)