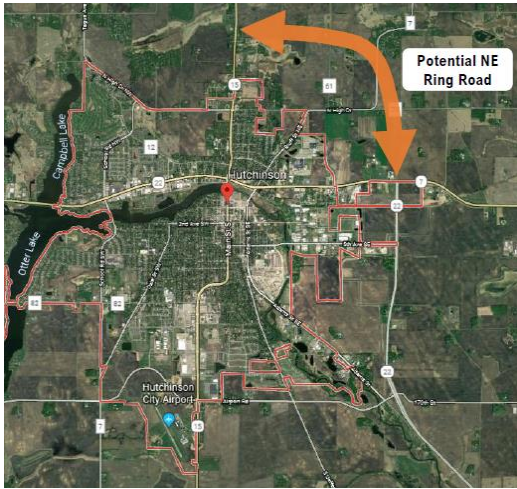


# Hutchinson NE Ring Road Study



## About the Study

McLeod County and the City of Hutchinson have been studying a plan to build a NE ring road around the city that curves from Hwy 15 on Hutchinson's north side to Hwy 7 / Hwy 22 on Hutchinson's east side. The purpose of this study was to update the evaluation and cost estimates prepared for the previously studied alignments and based on public and stakeholder feedback, narrow down the number of routes for future consideration. Current efforts build on studies that have already been completed.

### Included in this handout:

- An understanding of travel patterns
- Route alignments considered & how they were evaluated
- Input from the community from Spring of 2021
- Findings from the evaluation
- Route alignments dismissed & those recommended for future consideration



## Understanding Travel Patterns

Determining who would travel on the new NE ring road is important in understanding the benefits of the roadway. This analysis determined who “may” shift their travel routes from other routes to the new roadway.

### Traffic analysis process:

- First, routes that vehicles travel today through and around the City of Hutchinson were determined.
- Second, the number of vehicles per day expected to use the new roadway was estimated.
- Travel patterns were determined using GPS data.

### Key highlights:

- North-south through traffic on Hwy 15 is the largest movement and has the most influence on the projected volume for the NE ring road.
- Projected traffic on the proposed NE ring road is 1,800 vehicles per day. This includes 220 trucks which is 12 percent of the traffic.
- This projection is similar to what is currently using the SW ring road in Hutchinson.

## How Routes Were Evaluated

Determining who would travel on the new NE ring road is important in understanding the benefits of the roadway.



### Infrastructure needed:

- Total route length
- Length of existing roadways used
- Number of access locations



### Property impacts:

- Property impacts by land use



### Environmental considerations:

- Land use and prime farmland
- Wetlands and floodplains
- Parks, trails, and other recreation resources
- Threatened and endangered species and habitats
- Historic resources
- Social and environmental justice
- Noise



### Costs:

- Mainline roadway costs
- Minor roadway costs
- Property impact costs
- Total estimated project cost

# Hutchinson NE Ring Road Study

## Engaging the Community

Outreach with the community was conducted from February 18, 2021 through March 15, 2021. Study information was shared through many media sources and input was solicited regarding the alternatives being considered and how they will be evaluated.

### Hot topics:

- Property impacts are a major concern
- Need to consider the “need” of the ring road relative to its high cost
- Concerned with increased traffic levels and noise near homes
- Concerned with safety of roadway design



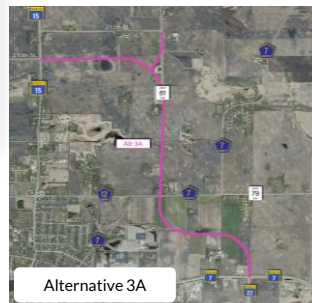
### Top routes ranked by community:

1. Alternative 3A
2. Alternative 3B
3. Alternative 5B

## Next Steps

- Obtain feedback from the community regarding route alignments for further consideration.
- If a project is recommended to move forward, next steps include seeking outside funding opportunities (i.e., state and federal grant programs), complete final detailed construction plans, acquire necessary right of way, and construct project.
- If the new roadway is built, construction would not likely happen until 3 to 10 years from now.

## Route Alignments Dismissed



### Dismiss Routes 2A and 2B:

- Highest risk for property impacts
- “Relatively” close to Bernhagen Woods neighborhood
- Moderate risk for environmental impacts
- Highest cost with lowest ROI
- Low public support

### Dismiss Route 1D:

- Similar benefits to route 3A but a more complicated design and less parcel splits

### Dismiss Route 4:

- Low risk for property impacts but adjacent to Bernhagen Woods neighborhood
- Low risk for environmental impacts
- Less cost-effective compared to other remaining routes
- Low public support

### Dismiss Route 1D:

- Moderate risk for property impacts but adjacent to Bernhagen Woods neighborhood
- Low risk for environmental impacts
- Low public support

## Route Alignments for Further Consideration

**Alternative 1A:** Most desired relative to property impacts and environmental considerations

**Alternative 3A:** Most desired by community

**Alternative 5B:** Most desired relative to infrastructure needed and cost