

Proposed interchanges on TH 14 at CSAH 3 and CSAH 5

The 2021 US Highway 14 Corridor Analysis Project established a long-term vision for Trunk Highway (TH) 14 between Rochester and Kasson to improve safety and mobility and encourage regional development. The implementation plan from the analysis project identified construction of an interchange at both the County State Aid Highway (CSAH) 3 intersection and the CSAH 5 intersection. In partnership, the City of Byron and Olmsted County seek funding for design and environmental review services for the two proposed interchanges. The estimated cost of this work is \$8 million.

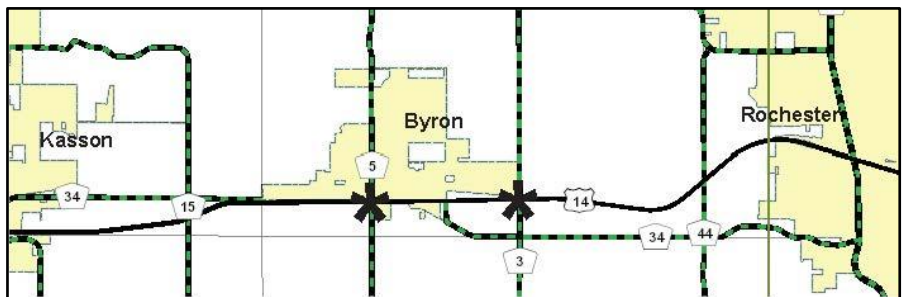
Selected Long-term Vision



Background and need

Interchanges at the intersections of CSAH 3/TH 14 and CSAH 5/TH 14 will address safety, mobility, and capacity/growth goals.

Safety: The CSAH 3 intersection is located on the east side of Byron. In 2023, an *interim* safety measure (construction of a reduced conflict intersection or RCI) was put in place with the goal of improving intersection safety and lowering crash rates and severity until the vision of an



interchange could be funded and constructed. Thirty-five crashes have occurred at this intersection in the last 10 years, including two fatalities.

The CSAH 5 intersection is located near the center of Byron. It currently functions as a full-movement, signalized intersection and has a crash rate well-above the statewide average. Eighty-eight crashes have occurred at this location in the last 10 years, including one fatality. Inadequate spacing with the north side frontage road creates bottleneck conditions and has undesirable geometrics.

Traffic volumes on TH 14 are high and continue to increase, carrying 25,000+ vehicles per day. CSAH 3 traffic volumes are approximately 1,400 vehicles, many of which include agricultural equipment crossing TH 14. The CSAH 5 intersection has traffic volumes of approximately 6,200 vehicles, with heavy turning movements as vehicles travel to and from Byron. The proposed interchanges remove an at-grade railroad crossing, three at-grade intersections, and two traffic signals, greatly improving safety on this portion of the TH 14 corridor.

Mobility: TH 14 is an important east-west connection for local trips between Kasson and Byron and to and from Rochester. It serves as a primary commuter route from the west into Rochester. TH 14 is also a priority corridor for freight movement in southeast Minnesota. The expansion project from Owatonna to Dodge Center completed the TH 14 four-lane corridor from Mankato to Rochester. This created an attractive, access-controlled route with regional connectivity. Removal of the at-grade intersections and traffic signals will eliminate congestion, traffic signal queuing, and turning movement conflicts, thereby greatly decreasing delays and improving safety, capacity, and mobility.

Capacity/growth: The proposed interchanges address safety and mobility concerns and support the region's future growth. Substantial residential development is occurring in Byron, notably to the east, reaching CSAH 3. The area south of TH 14 at CSAH 5 is included in the City of Byron's 25-year Urban Service Area, and the city is undertaking efforts of extending city services and constructing an east-west backage road. The proposed interchanges at CSAH 3 and CSAH 5 will provide safe, efficient, and reliable access for future residential and commercial growth, commuter and recreational travel, and regional business freight movement.

Project details

The TH 14 Corridor Analysis Project developed conceptual interchange alternatives for the CSAH 3 and CSAH 5 intersections. The project will remove an at-grade railroad crossing and at-grade intersections at CSAH 3, 10th Avenue, and CSAH 5, including two traffic signals at 10th Avenue and CSAH 5.

An official map was adopted, documenting the anticipated right-of-way needs at each location. Next steps include environmental review and detailed analysis, interchange design and implementation, and preliminary/final design work leading to construction. Estimated cost of this work is \$8 million.



Conceptual alternatives subject to change.

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