

Study Purpose

The purpose of the TH 25 Area Study is to identify near and long-term improvements that address current and future transportation issues on TH 25 between I-94 and TH 10, and accommodate future community growth in Becker, Becker Township, Big Lake, Big Lake Township, and Monticello. Additional study goals include:

- Gain consensus on locally recommended improvements with Coalition members and public.
- Develop an implementation plan that prioritizes projects and identifies potential funding sources and avenues to secure these funds.
- Further refine future vision into smaller, manageable and deliverable projects.

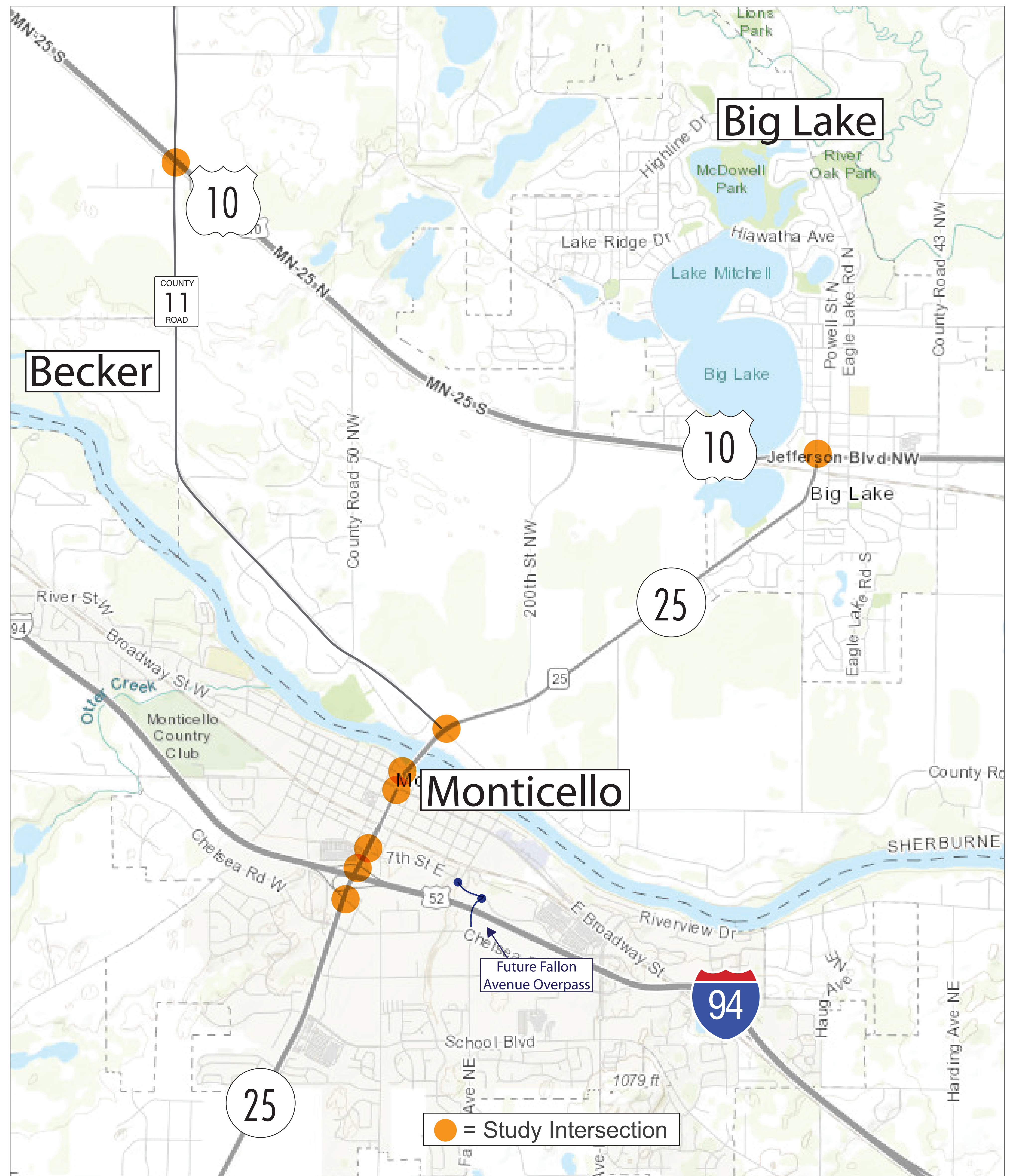
TH 25 Coalition Mission

The Highway 25 Coalition was initiated in April 2016 with the main purpose to develop a unified effort that will establish a future vision for the TH 25 corridor and the surrounding area. The main goals of this vision are to improve safety, reduce congestion, and improve freight mobility while encouraging economic development.

Study Partners

- City of Becker
- Becker Township
- City of Big Lake
- Town of Big Lake
- City of Monticello
- Sherburne County
- Wright County
- MnDOT

Study Area



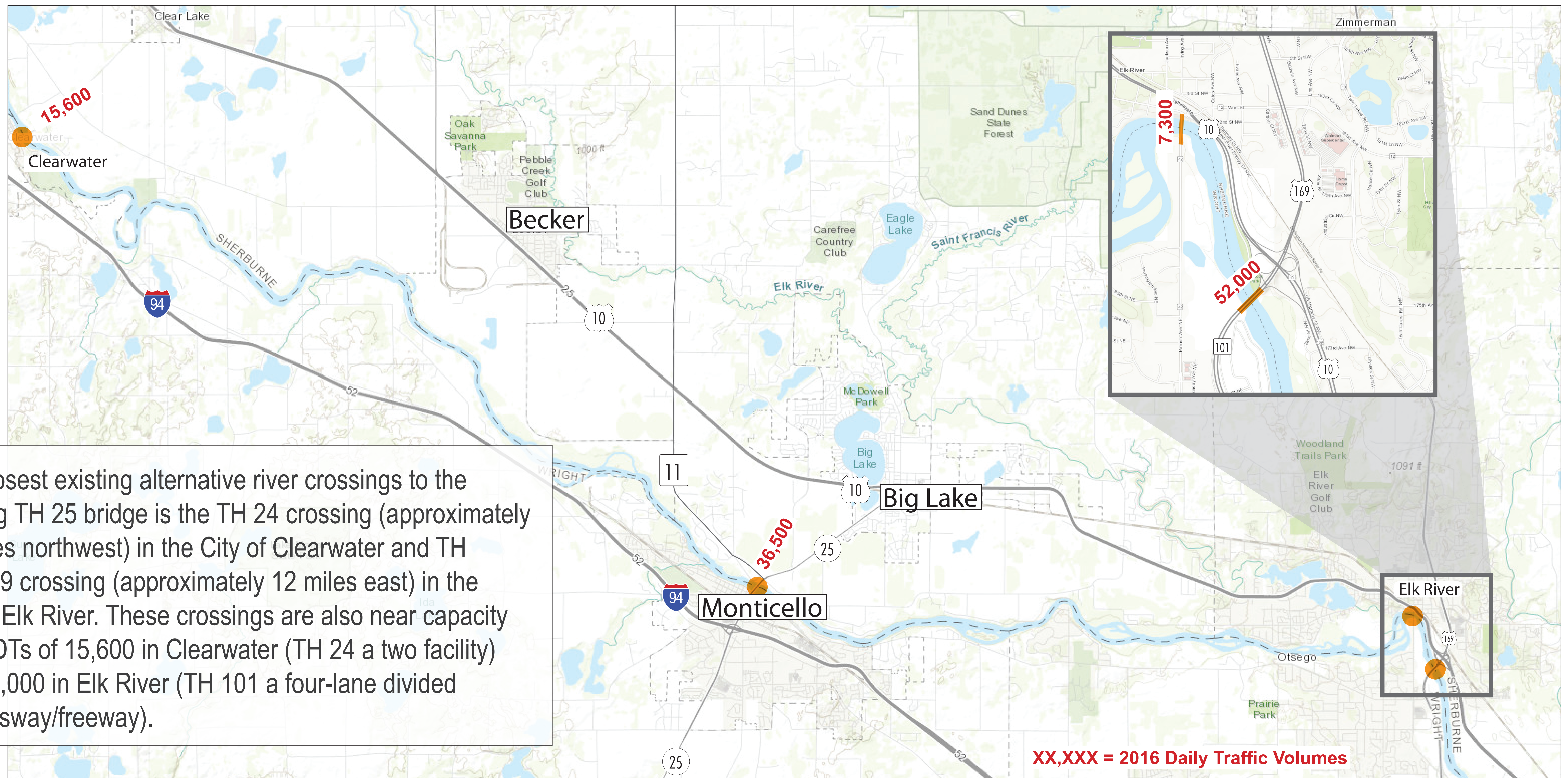
Background Context

Local and Regional Context

The TH 25 corridor between I-94 and Highway 10 is an important regional connection that carries up to 36,500 vehicles per day. It is a heavily used route for freight vehicles and heavily used by recreation traffic during the warm weather cabin months. In addition to a regional connection, it serves as an important local route that serves the communities of Becker, Big Lake, and Monticello, and is one of only four river crossings that connect Wright County and Sherburne County.

Population & Employment Growth History

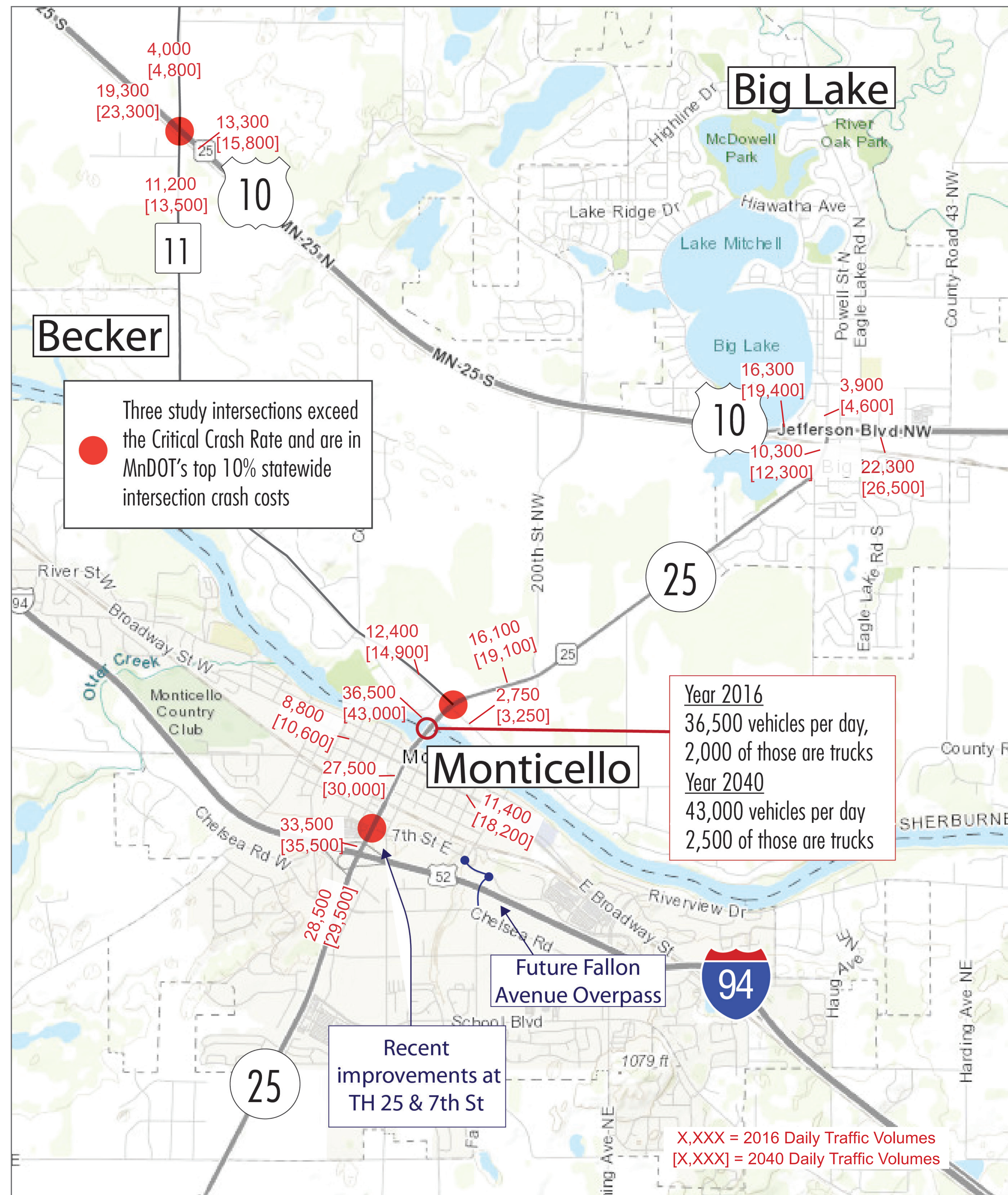
- Over the past five years, population and employment totals of Sherburne and Wright County have increased by about 30,000 people and 6,000 jobs.
- Population in the Communities of Becker, Big Lake and Monticello is projected to increase by 50 percent by year 2040.
- Employment in the Communities of Becker, Big Lake and Monticello is projected to increase by 60 percent by year 2040.



The closest existing alternative river crossings to the existing TH 25 bridge is the TH 24 crossing (approximately 15 miles northwest) in the City of Clearwater and TH 101/169 crossing (approximately 12 miles east) in the City of Elk River. These crossings are also near capacity with ADTs of 15,600 in Clearwater (TH 24 a two facility) and 52,000 in Elk River (TH 101 a four-lane divided expressway/freeway).

Transportation Needs

Traffic Volumes and Crashes



Who Uses the TH 25 River Bridge?

- Approximately 15% are local trips between the communities of Big Lake and Monticello
- Approximately 35% start or end in the communities of Big Lake or Monticello
- Approximately 50% are regional trips passing through the study area
 - During the summer months, 60% of traffic is regional
 - Approximately 65% of truck traffic is regional

Downtown Monticello



Increased congestion, higher traffic volumes, and truck traffic decreases the "quality" of the downtown area

Traffic Operations

Currently, during peak traffic flows, vehicle queues in excess of 1,600 feet develop at the TH 10/CSAH 11 intersection and 800 feet at the TH 25/Broadway Street intersection. By year 2040 these queues are expected to increase significantly which will exacerbate the safety issues at these intersections.

Localized improvements for the study area were considered. While some of these improvements will provide temporary relief to congestion and safety issues, **the analysis indicates that additional capacity of the Mississippi River will be needed to maintain current quality of traffic operations.**

What are the options?

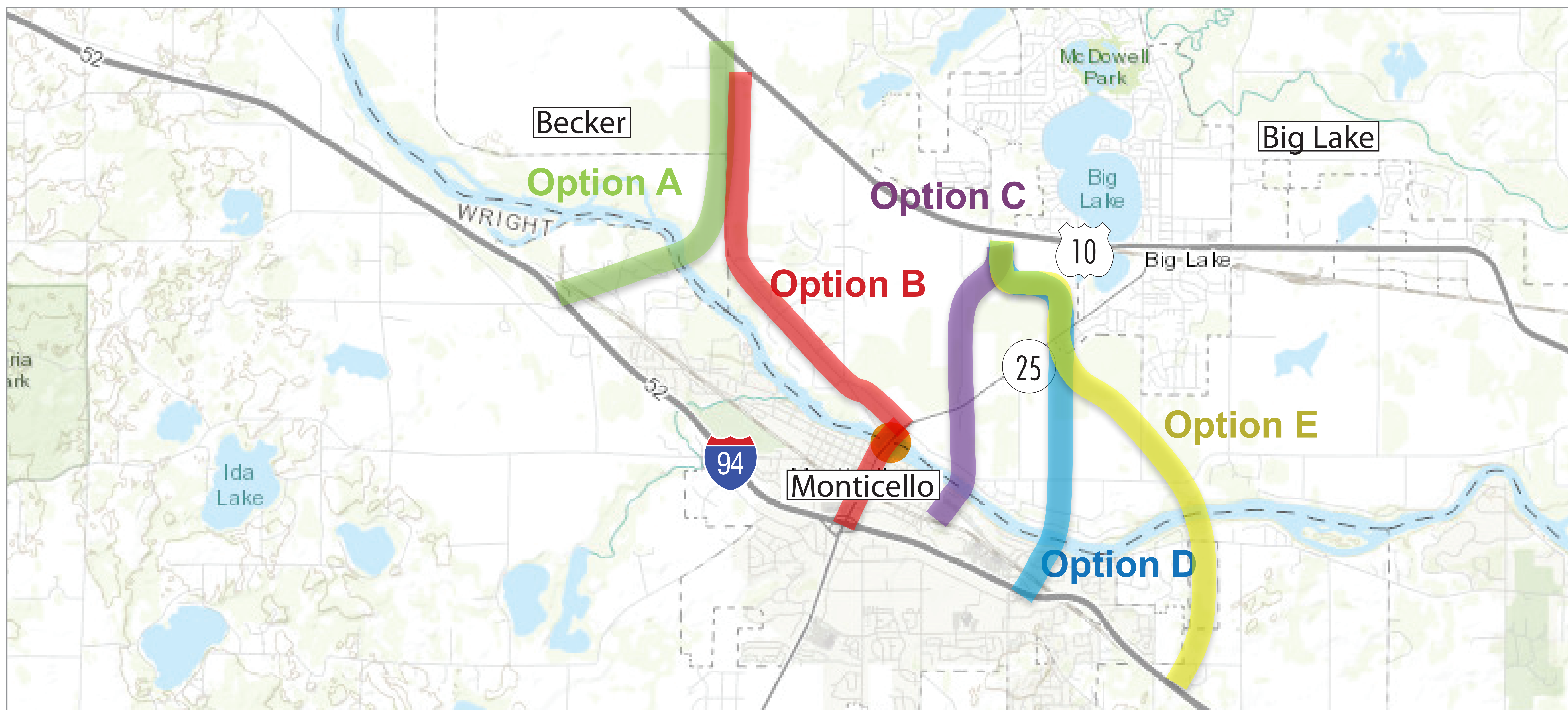
What are the options to safely provide for the transportation in the area/region through better river-crossing mobility to support planned growth in Sherburne and Wright Counties?

1. Expand the current crossing

The future environmental process will require an assessment of current crossing corridor (Option B). This is inconsistent with city plans and would have significant impacts to entire Monticello downtown core.

2. Develop the new crossing

There are many physical and environmental constraints in the area. Four general locations have been identified that could potentially accomplish goal of safely providing for transportation in the region and improve river crossing mobility and help relieve travel issues on TH 25/CSAH 11. Each of these locations has different attributes, potential impacts, and/or challenges.



Proposed Evaluation Process

Purpose/Intent

The evaluation process will take into consideration the study goals which consist of:

- Identify near and long-term improvements that address current and future transportation issues on TH 25 between I-94 and TH 10.
- Accommodate future community growth in Becker, Becker Township, Big Lake, Big Lake Township, and Monticello.
- Gain consensus on locally recommended improvements with Coalition members and public.
- Develop an implementation plan that prioritizes projects and identifies potential funding sources and avenues to secure these funds.
- Further refine future vision into smaller, manageable and deliverable projects.

Initial Screening

The first round of evaluation will consist of a “fatal flaw” screening which is being presented this evening. This evaluation consists of a high-level screening of each of the five river crossing options focusing on:

- Transportation
- Social Impacts
- Environmental Impacts
- Economic Impacts

We are looking for feedback which will be incorporated into future evaluation and recommendations.

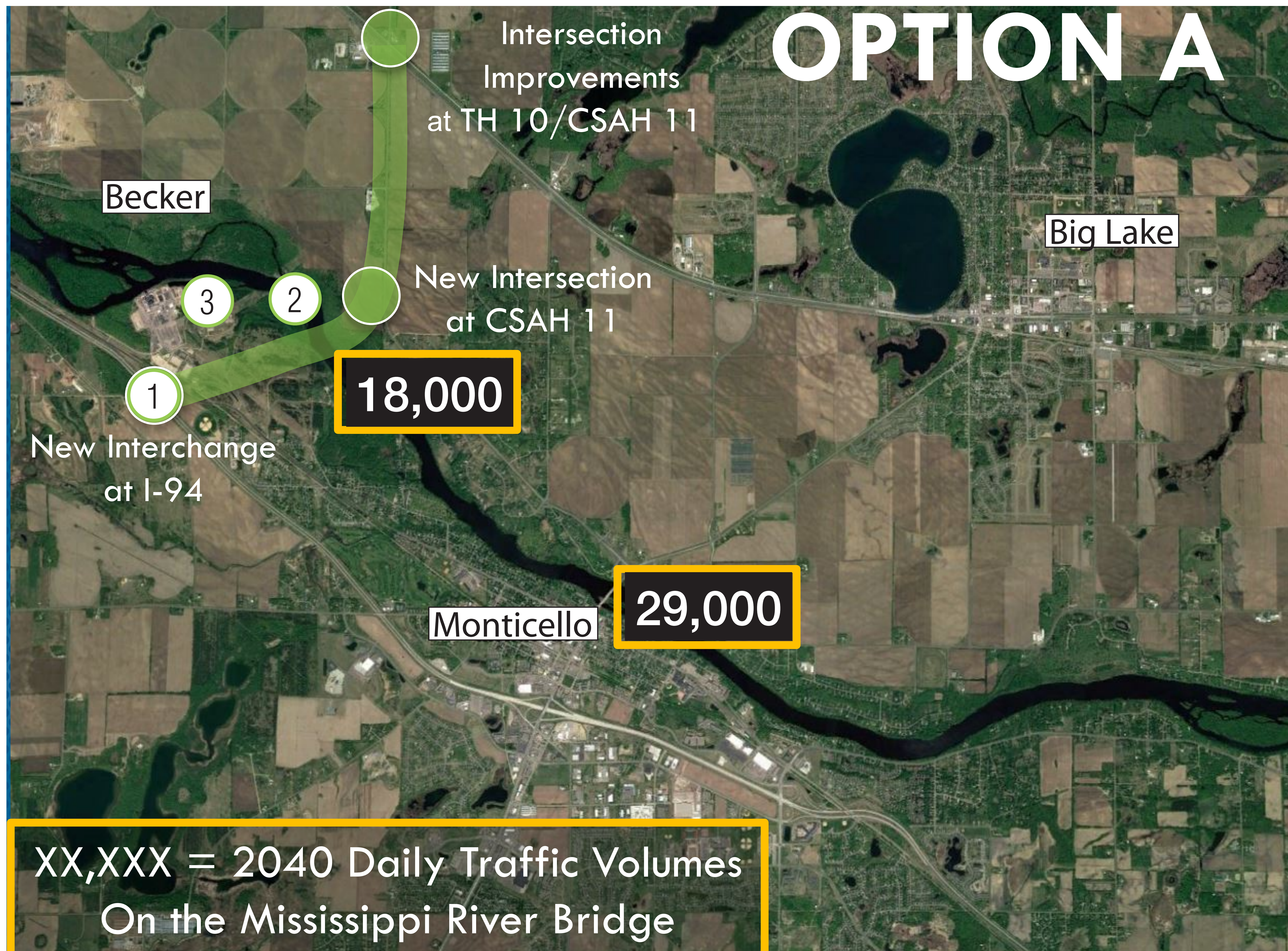
Secondary Screening

The second round of evaluation will incorporate community and public feedback and will also include a more in-depth analysis of the potential evaluation factors shown on the right-half of this graphic. The findings and recommendations from the second round evaluation will be presented in a subsequent open house expected to take place in Spring 2018.

Potential Evaluation Factors



Potential River Crossing Corridors - Option A



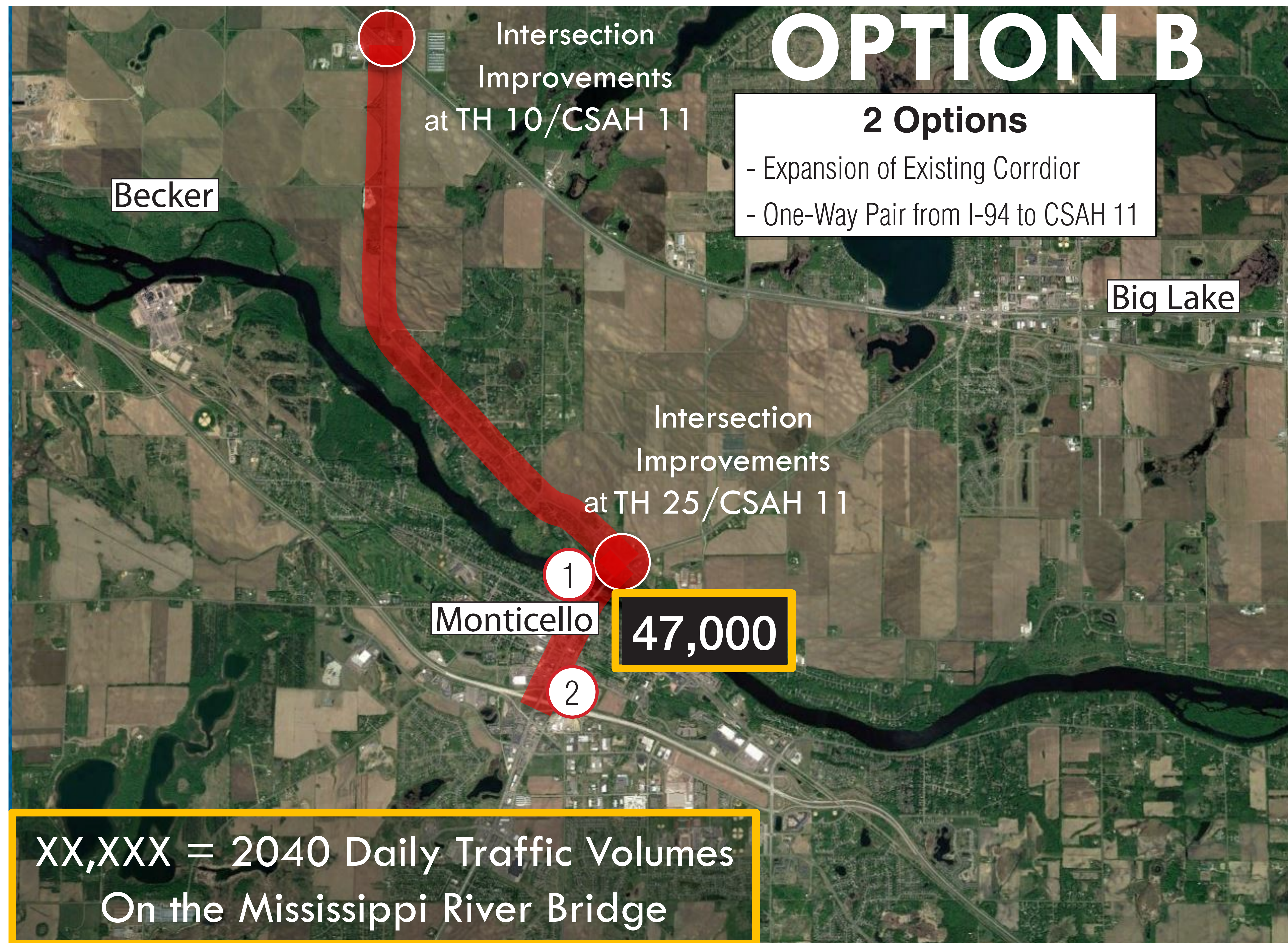
Initial Screening Findings

- Will attract the most traffic from the existing TH 25 crossing
- Will require a new interchange at I-94 (1)
- Minimal residential and business impacts
- Biodiversity Site and Native Plant Community impacts (2)
- Potential utility impacts (3)

Option	Location	2040 Daily Volume	Traffic Breakdown			
			Passenger Vehicle	Truck	Regional	Local
A	New Crossing	18,000	91%	9%	92%	8%
	Existing Crossing	29,000	96%	4%	16%	84%
B	New Crossing	---	---	---	---	---
	Existing Crossing	47,000	94%	6%	45%	55%
C	New Crossing	11,000	96%	4%	3%	97%
	Existing Crossing	36,000	93%	7%	58%	42%
D	New Crossing	18,000	92%	8%	60%	40%
	Existing Crossing	29,000	95%	5%	36%	64%
E	New Crossing	14,000	92%	8%	73%	27%
	Existing Crossing	33,000	95%	5%	33%	67%

* An expanded or new river crossing will attract approximately 4,000 trips to the area.

Potential River Crossing Corridors - Option B



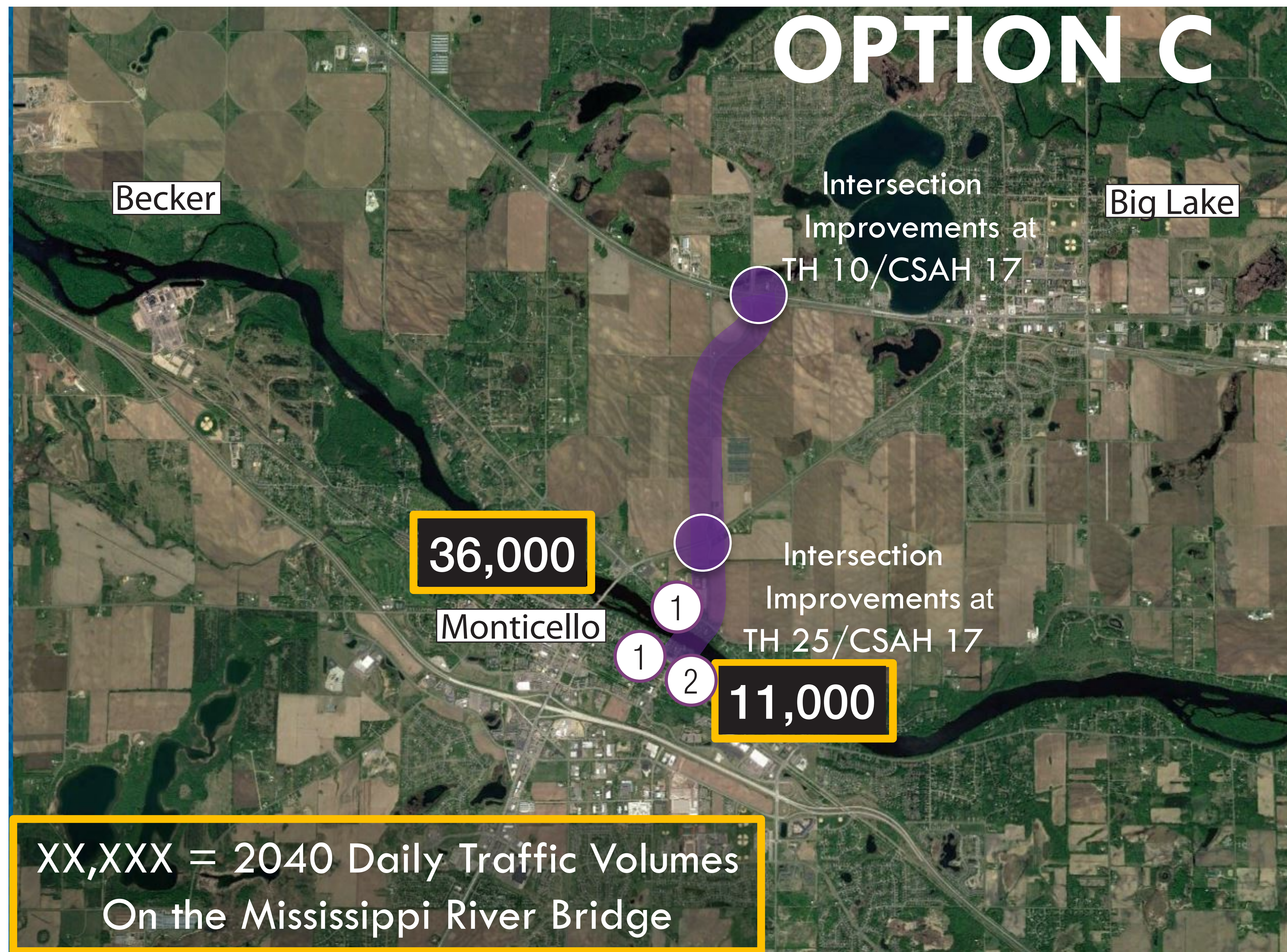
Initial Screening Findings

- Will attract more traffic to the existing TH 25 corridor
- Potential residential and business impacts
- Potential Bridge Park impacts **1**
- Potential Cemetery impacts **2**
- Minimal environmental impacts

Option	Location	2040 Daily Volume	Traffic Breakdown			
			Passenger Vehicle	Truck	Regional	Local
A	New Crossing	18,000	91%	9%	92%	8%
	Existing Crossing	29,000	96%	4%	16%	84%
B	New Crossing	---	---	---	---	---
	Existing Crossing	47,000	94%	6%	45%	55%
C	New Crossing	11,000	96%	4%	3%	97%
	Existing Crossing	36,000	93%	7%	58%	42%
D	New Crossing	18,000	92%	8%	60%	40%
	Existing Crossing	29,000	95%	5%	36%	64%
E	New Crossing	14,000	92%	8%	73%	27%
	Existing Crossing	33,000	95%	5%	33%	67%

* An expanded or new river crossing will attract approximately 4,000 trips to the area.

Potential River Crossing Corridors - Option C



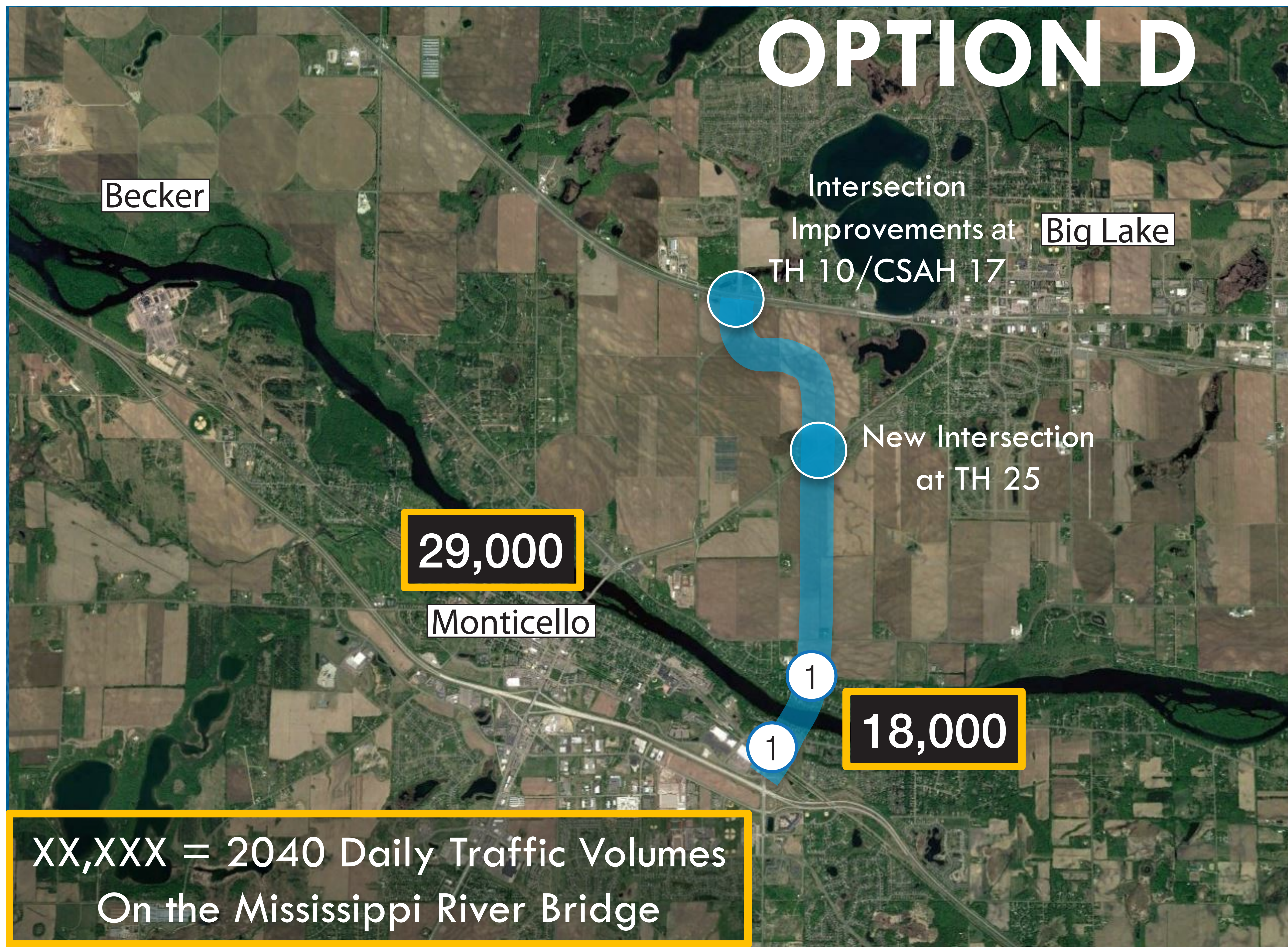
Initial Screening Findings

- Will attract the least amount of traffic from the existing TH 25 crossing
- Shortest option in terms of new roadway
- Impacts to residential properties (1)
- Impacts to Ellison Park (2)
- Minimal environmental impacts

Option	Location	2040 Daily Volume	Traffic Breakdown			
			Passenger Vehicle	Truck	Regional	Local
A	New Crossing	18,000	91%	9%	92%	8%
	Existing Crossing	29,000	96%	4%	16%	84%
B	New Crossing	---	---	---	---	---
	Existing Crossing	47,000	94%	6%	45%	55%
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	Existing Crossing	36,000	93%	7%	58%	42%
D	New Crossing	18,000	92%	8%	60%	40%
	Existing Crossing	29,000	95%	5%	36%	64%
E	New Crossing	14,000	92%	8%	73%	27%
	Existing Crossing	33,000	95%	5%	33%	67%

* An expanded or new river crossing will attract approximately 4,000 trips to the area.

Potential River Crossing Corridors - Option D



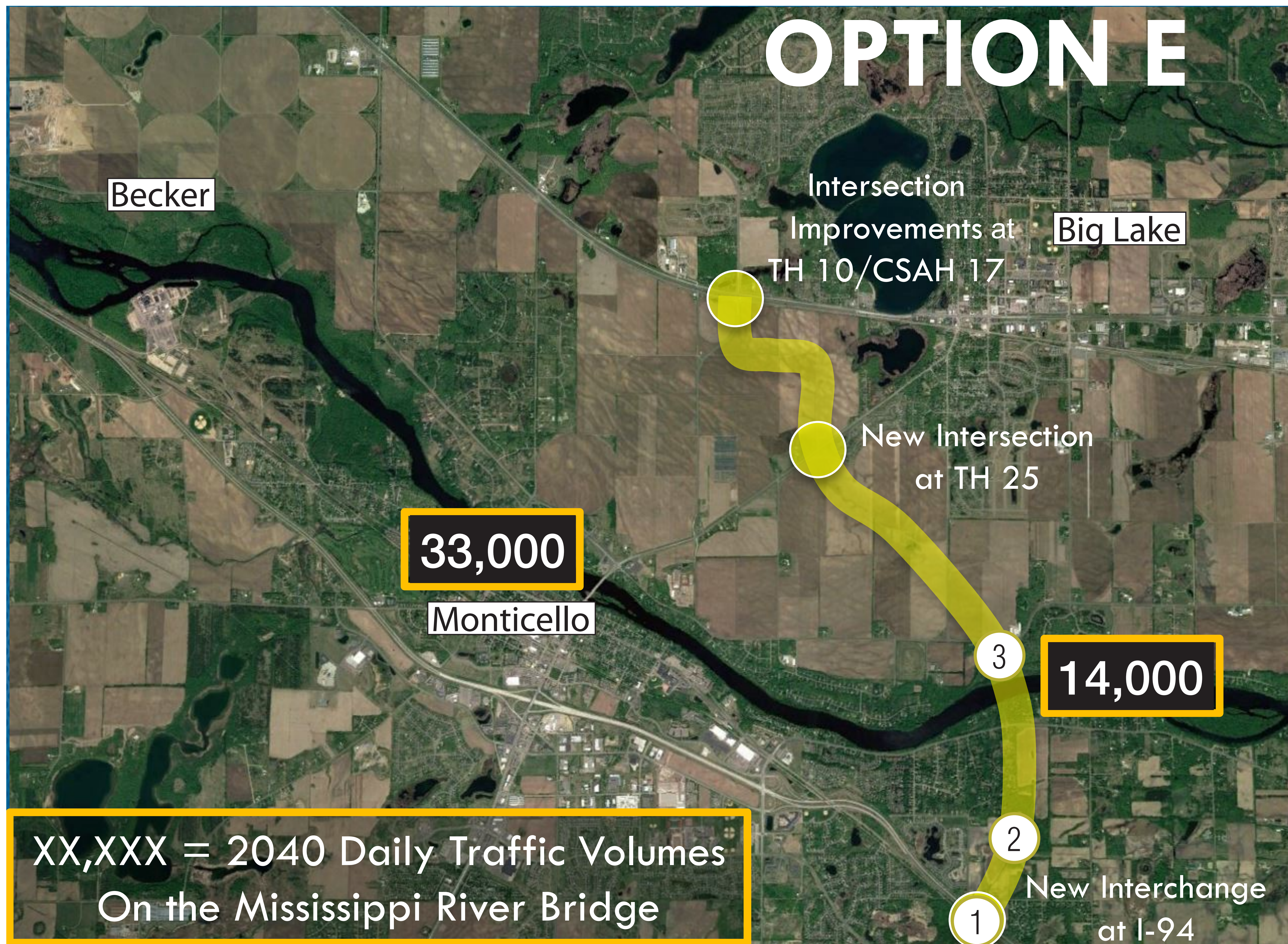
Initial Screening Findings

- Will attract the most traffic from the existing TH 25 crossing
- All new roadways will be required
- Will not require a new interchange at I-94
- Substantial impacts to residential properties ①
- Minimal environmental impacts

Option	Location	2040 Daily Volume	Traffic Breakdown			
			Passenger Vehicle	Truck	Regional	Local
A	New Crossing	18,000	91%	9%	92%	8%
	Existing Crossing	29,000	96%	4%	16%	84%
B	New Crossing	---	---	---	---	---
	Existing Crossing	47,000	94%	6%	45%	55%
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E	New Crossing	14,000	92%	8%	73%	27%
	Existing Crossing	33,000	95%	5%	33%	67%

* An expanded or new river crossing will attract approximately 4,000 trips to the area.

Potential River Crossing Corridors - Option E



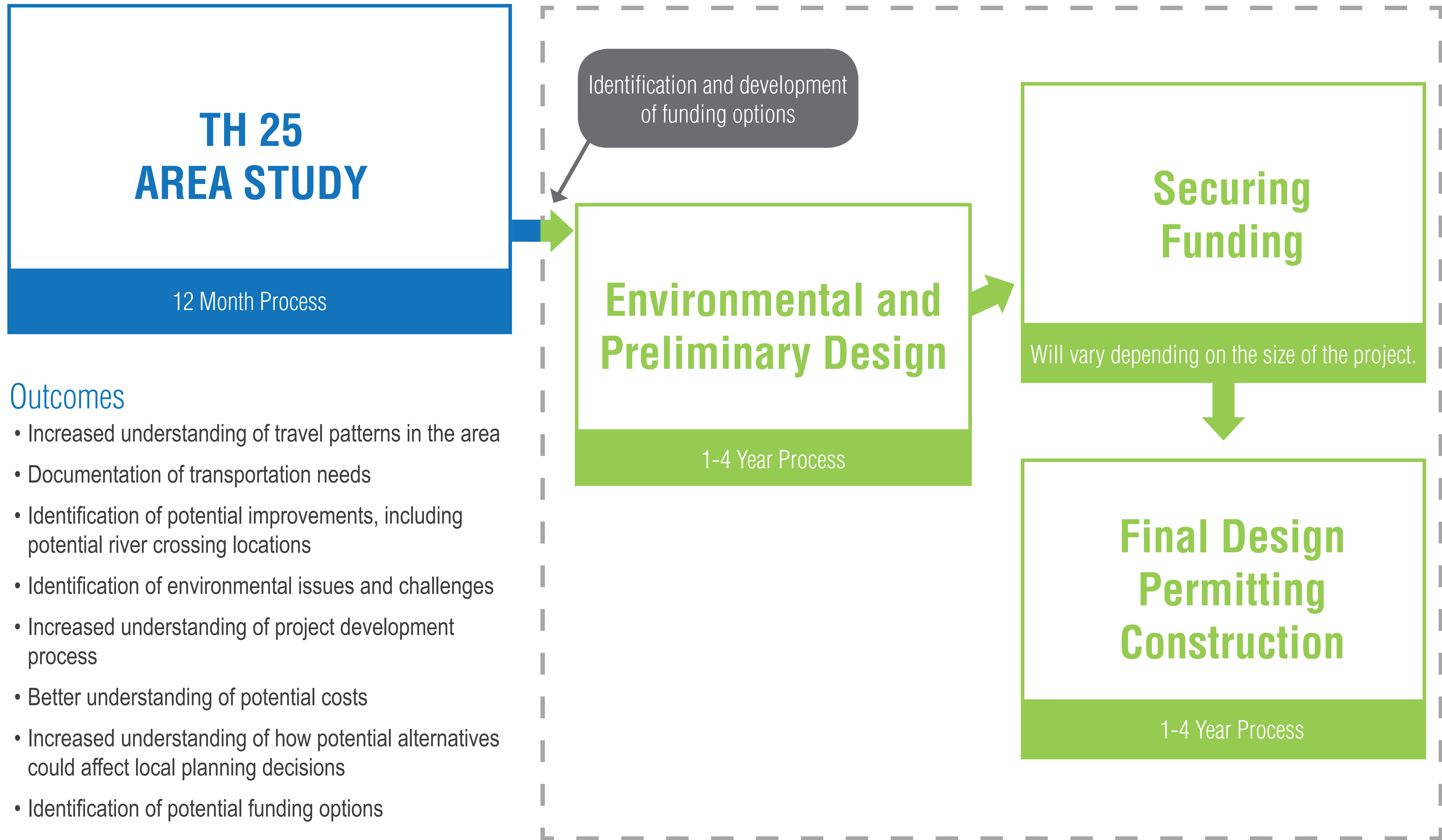
* An expanded or new river crossing will attract approximately 4,000 trips to the area.

Initial Screening Findings

- Will require a new interchange at I-94 (1)
- Longest option in terms of new roadway
- Minimal residential and business impacts
- Significant Environmental impacts
 - Wetlands (2)
 - Biodiversity Site impacts (3)
 - Native Plant Community impacts (3)
 - Ecological Significant Area impacts (3)

Option	Location	2040 Daily Volume	Traffic Breakdown			
			Passenger Vehicle	Truck	Regional	Local
A	New Crossing	18,000	91%	9%	92%	8%
	Existing Crossing	29,000	96%	4%	16%	84%
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E	New Crossing	14,000	92%	8%	73%	27%
	Existing Crossing	33,000	95%	5%	33%	67%

Study Process & Timeframe



Outcomes

- Increased understanding of travel patterns in the area
- Documentation of transportation needs
- Identification of potential improvements, including potential river crossing locations
- Identification of environmental issues and challenges
- Increased understanding of project development process
- Better understanding of potential costs
- Increased understanding of how potential alternatives could affect local planning decisions
- Identification of potential funding options

TH 25 Next Steps/Schedule

	2018			
	February	March	April	May
Collect and Summarize Public Comments	█			
Secondary Screening	█	█		
Development of Area Vision		█	█	
Development of Implementation Plan			█	
Second Public Open House			█	█
Finalize Study and Documentation				█