TH 25 AREA STUDY

Coalition Update





Good Morning!

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Agenda

- Review of the River Crossing Corridor Options
- Public Open House Summary of Comments Received
- River Crossing Options Initial Screening
- Study Team Recommendations for Detailed Evaluation
- Coalition Discussion/Recommendation
- Next Steps/Questions





River Crossing Options

- Five corridors were originally identified (Option A E)
 - Option B (has two sub options)
 - Widen TH 25 and CSAH 11
 - One-way pair through Monticello (TH 25 and Cedar Street)





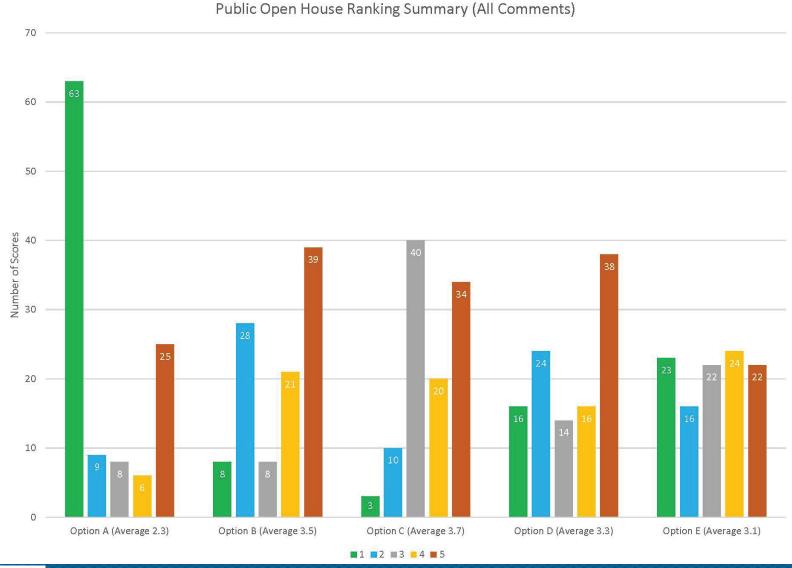


Open House – Comments Summary

- 120 comments received
 - 66 with a Big Lake address
 - 31 with a Monticello address
 - 8 with a Becker address
 - 15 Others (outside study area or unknown address)
- Ranking of options was included in survey
 - Results fairly consistent between communities
- 16 comments identified a crossing east or west of the study area as preferred (CSAH 19 or Sherco)
 - These responses typically voted for Option A or E



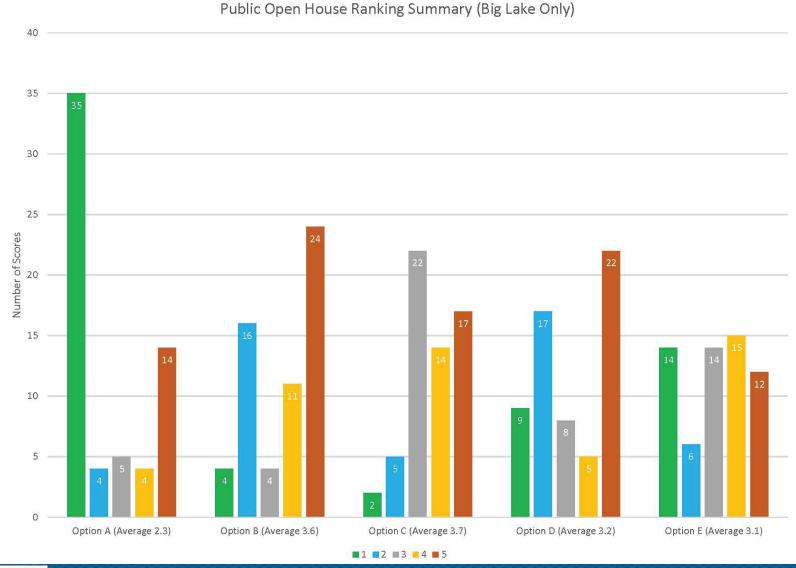








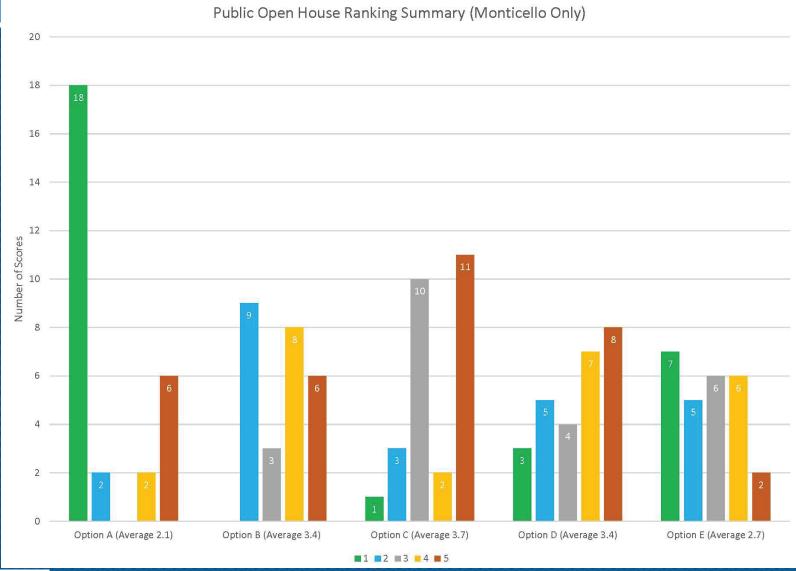






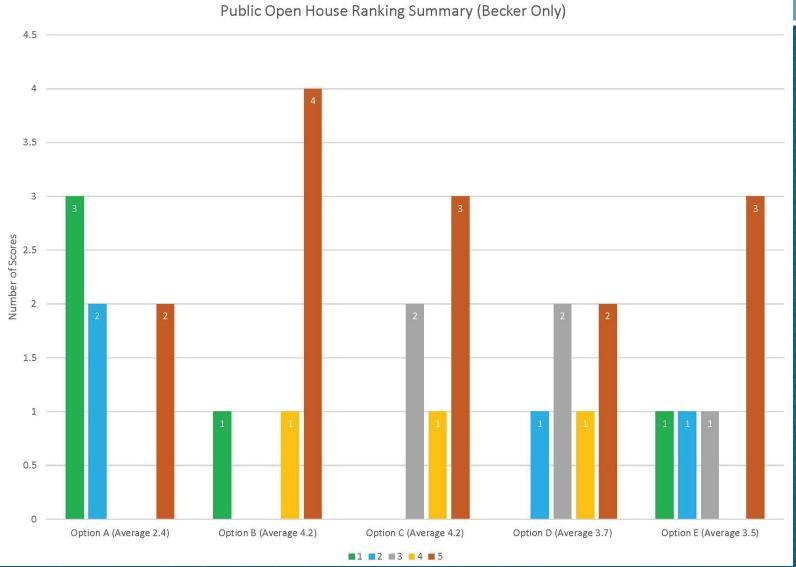










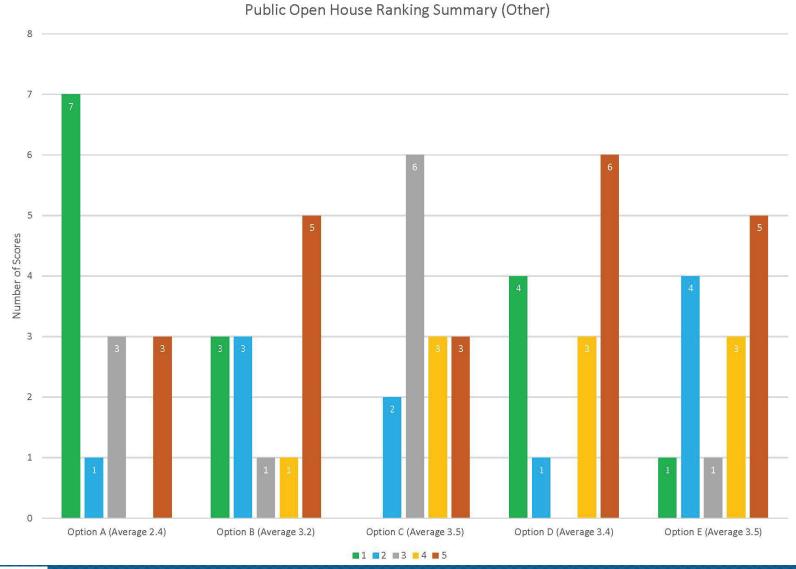






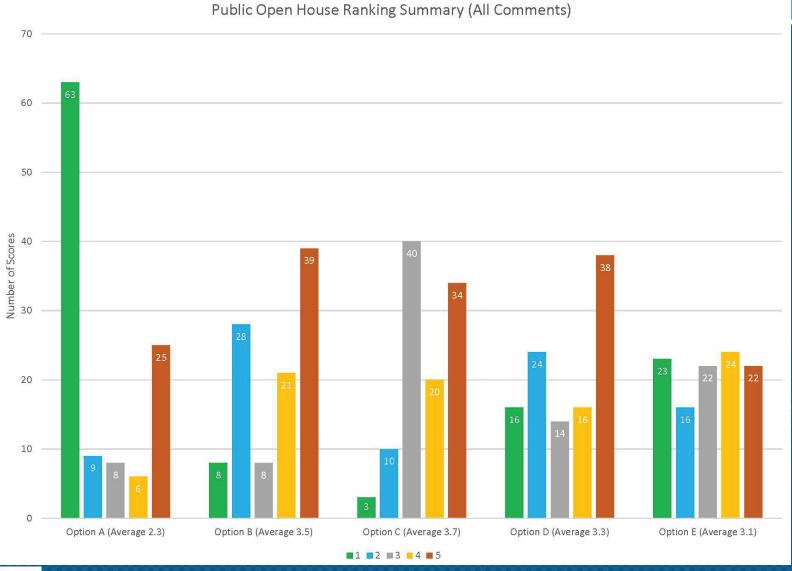
Ranking Scores – Other (15)















Open House – Comments Summary

- Option A received the most 1st place votes (63)
- Option B and C received the least 1st place votes (11 combined)
- Option D and E received 79, 1st and 2nd place votes
 - However, many of the written comments voiced concerns over the impact to homes
- This information is only a piece of the process, an initial evaluation of each option was completed





- Each option was evaluated based on:
 - Transportation
 - Social Impacts
 - Environmental Impacts
 - Economic Impacts





- Transportation
 - Roadway and Intersection Capacity
 - Required Infrastructure
 - New roadway, interchanges, modified intersections
 - Freight Considerations
 - Pedestrian Safety





- Social Impacts
 - Supports future development
 - Impacts to low income/minority populations (Environmental Justice)
 - Impacts to community facilities





- Environmental Impacts
 - Parks
 - Historic Sites
 - Wetlands
 - DNR Public Waters
 - Biodiversity sites





- Economic Impacts
 - Residential
 - Local Business
 - Utility Facilities
 - Project Costs





Study Goal	Federal Purpose & Need Element	Measurable Criteria	Option A	Option B1 (widen existing TH 25)	Option B2 (one-way pair)	Option C	Option D	Option E	Notes
Transportation		Daily Traffic Volume on Existing TH 25 River Bridge	29,000	47,000 Ion one widehed bridge)	47.000 (on two bridges)	36,000	29.000	33,000	Existing Daily Volume is 36,500. Will go up to 43,000 by 2040 with no
Ensure safe and efficient mobility for the travelling shallo across the Madissipp Brier in the Moniceloty Bocker, PSE, Liste are a between Shertyme and Weight Countries.	Capacity/ Demand	Intersection Volume at TH 25/CSAH 11	25,000	arypoolon one whened bridge)	High	Medium	28,000	Medium	new river crossing capacity.
			CON	nigs		No.	Low	Medium	All options will increase the amount of traffic at TH 10 and CSAH 11.
		Intersection Volume at TH 1D/CSAH 11	High	High	High	High	High	High	equally. A new river crossing could generate the need for a grade separated junction.
	System linkages	Number of New Interchanges Needed	1	0	0.5	0	0	1	New interchanges could be considered a pro or con depending on the stakeholder. Option B1 will require a modification of the TH 25 interchange. Option D could potentially require additional turn lane capacity.
		Miles of New Road	17	0.0	13	0.9	3	4.7	
		Miles of Expanded/Reconstructed Road	14	5.1	5.4	0.0	0.6	0.3	
Model in	Model interrelationships/Safety	Provides network to best accommodate existing and future freight demand (Good/Fair/Poor)	Good	Poor	Poer	Poer	Fair	Good	
	model interiesations ripsy salety	Provides networks to safely accommodate bicycle and pedestrian modes (Good/Fair/Poor)	Good	Poor	Fair	Poer	Good	Fair	
OVERALL TRANSPORTATION SCORE			Good	Poor	Poor	Poor	Good	Fair/Poor	0
Social		2							<u> </u>
Ensure consistency with local land use and	Land use	Consistent-yes or no	Yes	No	7	?	?	?	Local comprehensive and land use plans are currently in development. Findings of this study should be identified for next phases.
planned growth	Land use	Provides additional access to underdeveloped areas - (Good/Fair/Poor)	Good	Peer	Peer	Fair	Good	Good	Options that provide new access to I-94 and construct new miles of road will provide better access to underdeveloped areas.
		Percent Minority Population	Medica	u an	High	High		12.5	A detailed environmental justice analysis was not completed, initial
Avoid disproportionate and adverse impacts to low income and minority populations	Federal Environmental Justice requirements (Executive Order	[<5% - Low, <10% - Medium, >10% - High]	Medium	mer.	100	101			evaluation based on available Census GIS data.
low receive and fillionly populations	12898)	Percent Low Income Population (<5% - Low, <10% - Medium, >10% - High)	Medium	High	High	на	Medium	Medium	A detailed environmental justice analysis was not completed, initial evaluation based on available Census GIS data.
Avoid impacts to community and public facilities	Community implects	Number of impacted community and public facilities/ extent of impacts	Yes Close proximity to 	Yes Close proximity to: - East Bridge Park - West Bridge Park - Hillade Cemetery - Bridgeview Assembly Church/ preschool	Yes Close proximity to: - East Bridge Park: - Hillside Cennetery - Bridgeview Assembly Churchy preschool	Yes Close proximity to: - Moose Shemit Ice Arena - Monticello Middle School - Elison Park, DNR water access site - Monticello Clinic	Yes Modification to Mississippi Drive access which is the only access to Swan Park	None	Based on available GIS data, serial photography, City and County maps.
OVERALL SOCIAL SCORE	3		Good	Poer	Poor	Poor	Good	Good	
Environmental				2	±				Data is limited. List of NRHP sites was reviewed. Additional data and
Avoid, minimize and/or mitigate environmental impacts on location defining features	Section 106 - Archaeological and historic sites	Avoids known sites - yes or no	Yes	Yes	Yes	Yes	Yes	Yes	analysis needed.
	Section 4(f) and/or 6(f) properties	Avoids known sites- yes or no	Maybe - Close proximity to local trails - Close proximity to LAWCON property (Montissippi Park)	No - Adjacent to local perks - State snownobile trail within the comider	Adjacent to local parks and DNR water access site State snowmobile trail within the consider.	No - State anowmobile trails near the corridor	Yes	Yes	Based on available GIS data and DNR boundary maps. LAWCON boundaries and ownership will need to be confirmed.
	Landfills and other contaminated sites	Avoids known sites - yes or no	Yes -MPCA contamineted sites documented near the corridor	Yes - MPCA centaminated sites within the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites within the cerridor	Yes -MPCA contaminated sites near the corridor	Yes - MPCA contaminated sites near the conidor - Closed landfill adjacent to the conidor	Based on available GIS data and aerial photography. Did not complete detailed review of MFCA potentially contaminated sites.
	Wetland resources	Avoids known wetland resources	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No Predominantly (wenne and wetlands associated with Mississippi River - Large wetland complex north of I-94	Based on National Wetland Inventory (NWI) data.
	DNR public waters	Avoids known public waters and watercourses	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Misessippi River	Based on available DNR GIS data
	Biodiversity sites	Avoids biodiversity sites	No	Maybe	Maybe	Ves	Yes	Но	Based on available NHIS GIS data: No formal review has been completed.
	Section 7 Endangered and threatened species and other rare	Avoids known sites within a half-mile radius	No	Yes	Yes	No	No	Но	Based on available NHIS GIS data. No formal review has been completed.
OVERALL ENVIRONMENTAL SCORE	features								
			Poor	Fair	Fair	Fair/Poor	Good/Fair	Poor	
Economic			Poor	Fair	Fair	Falr/Poor	Good/Fair	Poer	
Economic Minimize residential property acquisition	Residential impacts	Residential impacts (full takes/partial takes)	Poor None	Fair None	Fair 1 to 3 Homes	Fair/Poor 4 to 6 Homes	Good/Fair 12-20 Homes	4 - 6 Homes	Depending on design, and visual impacts, more properties could be taken for options C, D and E.
Economic	Residential impacts Local business demands	Residential impacts (full takes/partial takes) Dusiness impacts (full takes/partial takes)	None Portial Excel Energy, Partial take on 2 farm lands, Full take on Baseball freid, Partial take on Campground (owned by Excel Energy)					4 - 6 Homes Impacts to Agricultural Business	Depending on design, and visual impacts, more properties could be taken for options C, D and E.
Economic Minimize residential property acquisition			farm lands, Full take on Baseball field, Partial take on Campground	None 7 Businesses Welts Fergo, US Bank, Sweet Dreams, Belde Chiropractic, Monticello Chamber of	1 to 3 Homes 4 Businesses: Taco Bell, Americian Motel, VFW, possibly the	4 to 6 Homes	12-20 Homes		Depending on design, and visual impacts, more properties could be taken for options C, D and E.
Economic Minimize residential property acquisition Minimize property acquisition of businesses	Local business demands	Business impacts (full takes/partial takes)	farm lands, Full take on Baseball field, Partial take on Campground (owned by Excel Energy)	None 7 Businesses Wells Fergs, US Bank, Sweet Dreams, Belde Chiropicatic, Morbicello Chember of Commerce, Going in Style, Antique Store	1 to 3 Homes 4 Businesses: Taco Bell, American Motel, VFW, possibly the McDonald's	4 to 6 Homes	12 - 20 Homes Impacts to Agricultural Business	Impacts to Agricultural Business None	taken for options C, O and E.
Minimize residencial property accusation Minimize property acquisition of businesses Minimize property acquisition of businesses Minimize impacts to utility facilities. Maximize the ability of the project to be divided	Local business demands Local utility demands	Dusiness impacts (full taken/partial taken) Impacts to utility facilities	farm lands, Full take on Baseball field, Partial Faller, Partial Faller, Partial Faller, Partial Faller, Partial Faller, Partial Faller, Potential Impacts to Transmission Lines. Three: Interchange and connecting roads Widen 038H 11	None T Businesses Wells Fargo, US Rank, Sweet Creams, Balds Rank, Sweet Creams, Balds Rank, Sweet Creams, Balds Rank Rose Three Widen TH 25 River Bridge Expansion of TH 25	1 to 3 Hornes 4 Businesses Tauo Bell, Americini Moce, VTW, possible the McDenadd is None Three: New Port Bridge Construction of one-way pair	4 to 6 Horres None Two: Extend CSAH 17 to CSAH 14	12 - 20 Monries Impacts to Agricultural Business None Three: New Roar Bridge New road from TH 25 to River New road from TH 25 to River	Impacts to Agricultural Business None Four: New interchange and road to CSAH 30 New Place Bridge New York York (1) TH 25	talken for options C, O and E. An options will require capacity and traffic control improvements at hey intersections within the study area. These improvements are assumed





Initial Screening – Summary/Key Information

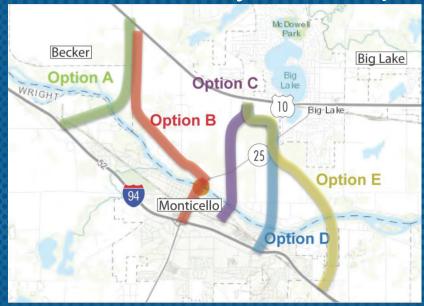
Study Goal	Option A	Option B1 (widen TH 25)	Option B2 (one-way pair)	Option C	Option D	Option E
Transportation	Good	Poor	Poor	Poor	Good	Fair/Poor
Social	Good	Poor	Poor	Poor	Good	Good
Environmental	Poor	Fair	Fair	Fair/Poor	Good/Fair	Poor
Economic	Fair	Fair	Fair/Poor	Good	Fair/Poor	Fair/Poor
	Option A	Option B1 (widen TH 25)	Option B2 (one-way pair)	Option C	Option D	Option E
Positives	 All Traffic Supports Future Development No Residential Impacts 	No Residential Impacts	• Pedestrian Traffic in Monticello	 Avoids Biodiversity Sites No Business Impacts Construction Costs 	 All Traffic Supports Future Development Avoids Park and Biodiversity Impacts 	 Supports Future Development Avoids Park and Community Impacts
Negatives	 Biodiversity Impacts Potential Utility and/or Park Impacts 	 All Traffic Environmental Justice Park Impacts Business Impacts (7) 	 Freight Traffic Environmental Justice Park Impacts Business Impacts (4) 	 Freight Traffic Environmental Justice Park Impacts Business Impacts (4) 	• Home Impacts (12 - 20 homes)	 New infrastructure needed Wetland and Biodiversity Impacts Construction Costs





Study Team Recommendations/Discussion

- Carry Options A, D and E forward into more detailed evaluation
- No further analysis on Options B1, B2 and C



Discussion/Coalition Recommendation





Next Steps

- Secondary Evaluation Process
- Short and Long-Term Recommendations
- Second Open House
 - Present Recommendations
- Implementation Plan and Coalition Work Plan
- Documentation





Thank You! - Questions?

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TH 25 Area Study Draft Preliminary Evaluation Matrix (4/26/2018) Goal: Identify 2 or 3 Options to Carry Forward

Transportation Capacity Ensure safe and efficient mobility for the traveling public across the Missaspigi River in traveling public across the Missaspigi River in Steritume and Wright Counties Model is OVERALL TRANSPORTATION SCORE SCIENT Ensure consistency with local land use and planned growth Land use Federal	tonty/ Demand thin Inskages thin Inskages thin Inskages thin Inskages thin Instructionships/Safety gradies to use	Miles of Expanded/Reconstructed Road Provides network to best accommodate easing and titude registre demand (Good/Fair/Poor) Provides networks to safely accommodate bicycle and beedestrian modes (Good/Fair/Poor)	Option A 28,000 Low High 1 1.7 1.4 Good Good Good	Option B.1 (widen existing TH 25) 47,000 (on one widened bridge) High O O O D D D D D D D D D D	Option 82 (one-way pair) 47,000 (on two bridges) 14gp 15gp 15gp 15gp 15gp 16gp 16gp 16gp 17gp 17gp 17gp 17gp 17gp 17gp 17gp 17	Option C 38,000 Medium High 0 0.9	Option D 29,000 Low High 0	Option E 33,000 Medium 1 4.7	Notes Existing Daily Volume is 38,500. Will go up to 43,000 by 2040 with no new inver crossing capacity. All options will increase the amount of traffic at Th 10 and CSM1 11 causals. A new ner crossing could generate the need for a grade expansive function. We witnesthranges could be considered as no or con depending on the state-induction, from 1 and inspection of the Th 12 and a could be considered as the condition of the Th 12 and a could be considered as the condition of the Th 12 and the could be considered as the condition of the Th 12 and the could be considered as the condition of the Th 12 and the could be considered as the condition of the Th 12 and the could be considered as the think the condition of the Th 12 and the could be considered as the condition of the Th 12 and the could be considered as the condition of the Th 12 and the could be considered as the condition of the Th 12 and the could be considered as the condition of the Th 12 and the Could be considered as the condition of the Th 12 and the Could be considered as the Th 12 and the Could be considered as the condition of the Th 12 and the Could be considered as t
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Ensure safe and efficient mobility for the traveling public across the Mississipia River in the Morticular (Seck-Vigit Lake are between Sherburne and Wright Counties Modal is OVERALL TRANSPORTATION SOCRE Scalable Service Consistency with local land use and trained growth World disproportionate and adverse impacts to feederal requirer requirer	tonty/ Demand thin Inskages thin Inskages thin Inskages thin Inskages thin Instructionships/Safety gradies to use	Intersection Volume at TH 15/CSAH 11 Intersection Volume at TH 10/CSAH 11 Number of New Road Miles of New Road Miles of Expanded/Reconstructed Road Provides networks to best accommodate easing and future freight demand (Good/Fair/Poor) Provides networks to safely accommodate Dicycle and pedestrian modes (Good/Fair/Poor)	Low High 1 17 14 Good	High O	High 0.5 1.3 5.4	Medium High 0	Low	Medium	new river crossing capacity. All options will increase the amount of traffic at TH 10 and CSH4 11 equals 7. Are river crossing could generate the reads for a ginds will be considered as a consideration of the vietness of the considerate page of the restrictions of the vietness of the considerate page of condequenting on the stakeholder. Option 81 will require a modification of the TH 25 emerchange, Option Double potentially require additional turn lane.
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OVERALL TRANSPORTATION SOORE School Ensure consistency with local land use and land use and growth Land use and land us	al interrelationships/Safety F F C C Use F	Provides network to best accommodate existing and ulture freignt demand (Sood/Fa/Poor) Vondes networks to adely accommodate bicycle and acceptation and the state of the state of the state of the poor of the state of the Consistent - yes or no		5.1 Poor	5.4 Poor	0.0			
OVERALL TRANSPORTATION SOORE Cocal Ensure consistency with local land use and lan	E G G G G G G G G G G G G G G G G G G G	ututer feright demand (Good/Fair/Poor) Provides networks to safely accommodate bicycle and redestrian modes (Good/Fair/Poor) Consistent - yes or no		Poor Poor	Roor		0.6	0.3	
OVERALL TRANSPORTATION SCORE Costs Insure consistency with local land use and lan	E G G G G G G G G G G G G G G G G G G G	edestrian modes (Good/Fair/Poor) Consistent - yes or no	Good	Poor	1 001	Poor	Fair	Good	
Ensure consistency with local land use and Land us landed growth Land use and Land use landed growth Land use and Land use landed growth Land use landed growth Land use landed landed growth Land use landed landed growth landed	Use F	Consistent - yes or no	Good		Fair	Poor	Good	Fair	
Ensure consistency with local land use and Land us landed growth Land use and Land use landed growth Land use and Land use landed growth Land use landed growth Land use landed landed growth Land use landed landed growth landed	F 6	·		Poor	Poor	Poor	Good	Fair/Poor	
Novid disproportionate and adverse impacts to requirer	F 6	·						,	
Avoid disproportionate and adverse impacts to requirer	F 6	No. of the state o	Yes	No	?	?	?	?	Local comprehensive and land use plans are currently in developmen Findings of this study should be identified for next phases.
word disproportionate and adverse impacts to requirer	F	Provides additional access to underdeveloped areas - Good/Fair/Poor)	Good	Poor	Poor	Fair	Good	Good	Options that provide new access to I-94 and construct new miles of ro will provide better access to underdeveloped areas.
low income and minority populations 12898;	ral Environmental Justice (irements (Executive Order	Percent Minority Population <5% - Low, <10% - Medium, >10% - High)	Medium	High	High	High	Low	Low	A detailed environmental justice analysis was not completed. Initia evaluation based on available Census GIS data.
	98) p	Percent Low Income Population (<5% - Low, <10% - Medium, >10% - High)	Medium	High	High	High	Medium	Medium	A detailed environmental justice analysis was not completed, initial evaluation based on available Census GIS data.
Avoid impacts to community and public facilities Commu		Number of impacted community and public acilities/extent of impacts	Yes Close proximity to: - Montissippi Park - Local trails	Yes Close proximity to: - East Bridge Park - West Bridge Park - Hillside Cemetery - Bridgeview Assembly Church/ preschool	Yes Close proximity to: - East Bridge Park - Hilliside Cemetery - Bridgeview Assembly Church/ preschool	Yes Close proximity to: - Moose Sherritt Ice Arena - Monticello Middle School - Ellison Park, DNR water access site - Monticello Clinic	Yes Modification to Mississippi Drive access which is the only access to Swan Park	None	Based on available GIS data, serial photography, City and County map
OVERALL SOCIAL SCORE			Good	Poor	Poor	Poor	Good	Good	
Environmental									
Section historic	ion 106 - Archaeological and ric sites	Avoids known sites - yes or no	Yes	Yes	Yes	Yes	Yes	Yes	Data is limited. List of NRHP sites was reviewed. Additional data and analysis needed.
Section	ion 4(f) and/or 6(f) properties A	Nvoids known sites - yes or no	Maybe - Close proximity to local trails - Close proximity to LAWCON property (Montissippi Park)	No - Adjacent to local parks - State snowmobile trail within the corridor	No - Adjacent to local parks and DNR water access site - State snowmobile trail within the corridor	No - State snowmobile trails near the corridor	Yes	Yes	Based on available GIS data and DNR boundary maps. LAWCON boundaries and ownership will need to be confirmed.
Landfills sites Avoid, minimize and/or mitigate environmental	Ifills and other contaminated	Nvoids known sites - yes or no	Yes - MPCA contaminated sites documented near the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites within the corridor	Yes - MPCA contaminated sites near the corridor	Yes MPCA contaminated sites near the corridor Closed landfill adjacent to the corridor	Based on available GIS data and aerial photography. Did not complete detailed review of MPCA potentially contaminated sites.
impacts on location defining features	and resources A	twoids known wetland resources	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River	No - Predominantly riverine and wetlands associated with Mississippi River - Large wetland complex north of I-94	Based on National Wetland Inventory (NWI) data.
DNR ps	public waters A	Avoids known public waters and watercourses	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	No - Mississippi River	Based on available DNR GIS data.
Biodive	iversity sites A	Avoids biodiversity sites	No	Maybe	Maybe	Yes	Yes	No	Based on available NHIS GIS data. No formal review has been completed.
threater		Avoids known sites within a half-mile radius	No	Yes	Yes	No	No	No	Based on available NHIS GIS data. No formal review has been completed.
OVERALL ENVIRONMENTAL SCORE	ii Co	_	Poor	Fair	Feir	Fair/Poor	Good/Fair	Poor	
Economic			N		1 to 3 Homes	4 to 6 Homes	12 - 20 Homes	4 - 6 Homes	Depending on design, and visual impacts, more properties could be
Minimize residential property acquisition Resider	dential impacts F	Residential impacts (full takes/partial takes)	rione	None 7 Businesses: Wells Fargo, US	1 to 3 Homes	4 to 6 Homes	12 - 20 Homes	4 - o Homes	taken for options C, D and E.
Minimize property acquisition of businesses Local bu	l business demands E	Business impacts (full takes/partial takes)	Partial Excel Energy, Partial take on 2 farm lands, Full take on Baseball field, Partial take on Campground (owned by Excel Energy)	7 Businesses: Wells Fargo, US Bank, Sweet Dreams, Belde Chiropractic, Monticello Chamber of Commerce, Going in Style, Antique Store	4 Businesses: Taco Bell, Americann Motel, VFW, possibly the McDonald's	None	Impacts to Agricultural Business	Impacts to Agricultural Business	
Minimize impacts to utility facilities Local ut	l utility demands	mpacts to utility facilities	Potential Impacts to Transmission Lines	None	None	None	None	None	
Maximize the ability of the project to be divided Project to separate, fundable projects	ect funding N	Number of potential projects	Three: Interchange and connecting roads Widen CSAH 11 River Bridge	Three: Widen TH 25 River Bridge Expansion of TH 25 Widen CSAH 11	Three: New River Bridge Construction of one-way pair Widen CSAH 11	Two: Extend CSAH 17 to CSAH 14 New River Bridge	New road from TH 25 to River	Four: New interchange and road to CSAH 39 New River Bridge New road from TH 10 to TH 25 New road from TH 25 to River Bridge	All options will require capacity and traffic control improvements at ke intersections within the study area. These improvements are assume as part of the roadway segment projects.
Estimated construction costs Project	ect costs A	Approximate construction cost	\$90 - \$110 Million	\$50 - 60 Million	\$65 - 80 Million	\$40 - \$50 Million	\$65 - \$80 Million	\$100 - \$120 Million	These values are construction costs only. Does not include ROW or potential impacts to utilities, environmental mitigation, etc.)
	1		Pair						1