TH 25 AREA STUDY

Coalition Update

TH 25 COALITION

SRF Consulting Group, Inc.

April 26, 2018

Good Morning!

Josh Maus
SRF Consulting Group, Inc.
jmaus@srfconsulting.com
763.249.6737

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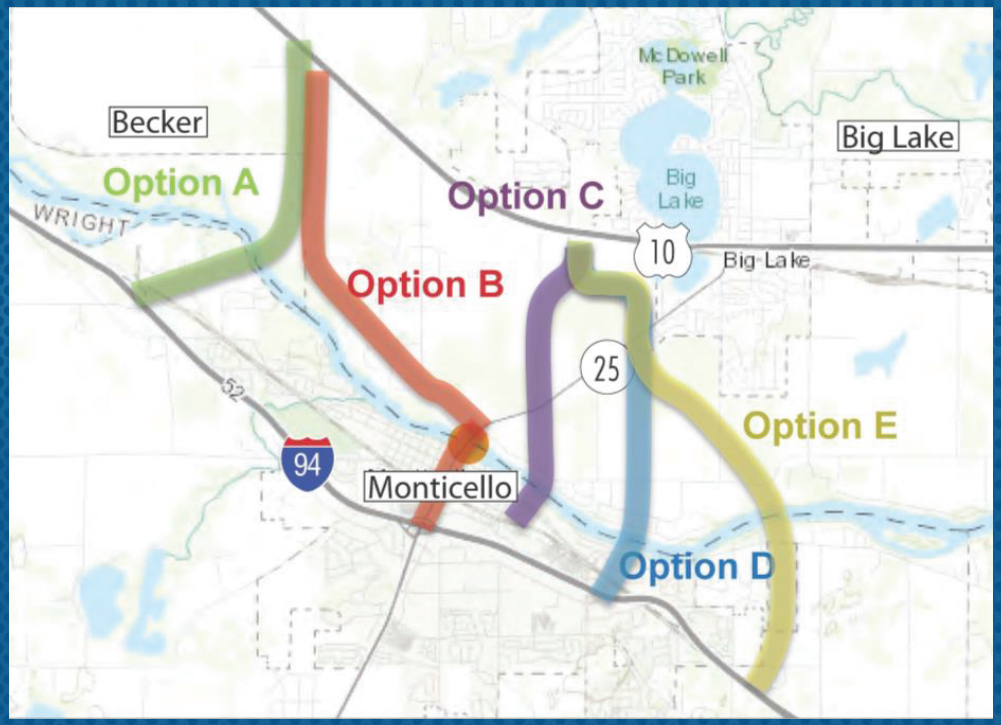
Agenda

- 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)



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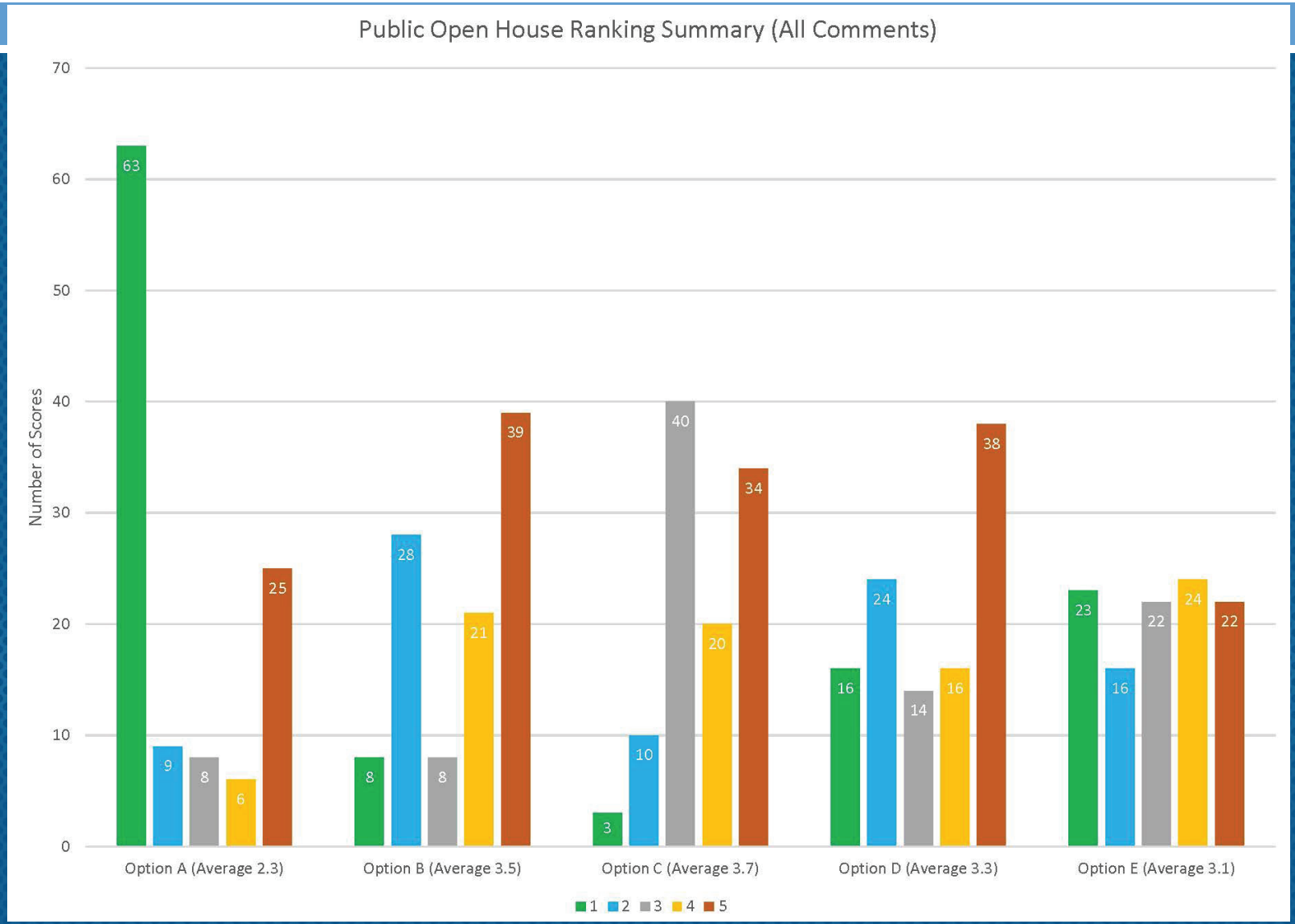
Open House – Comments Summary

- 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 – All Comments (120)



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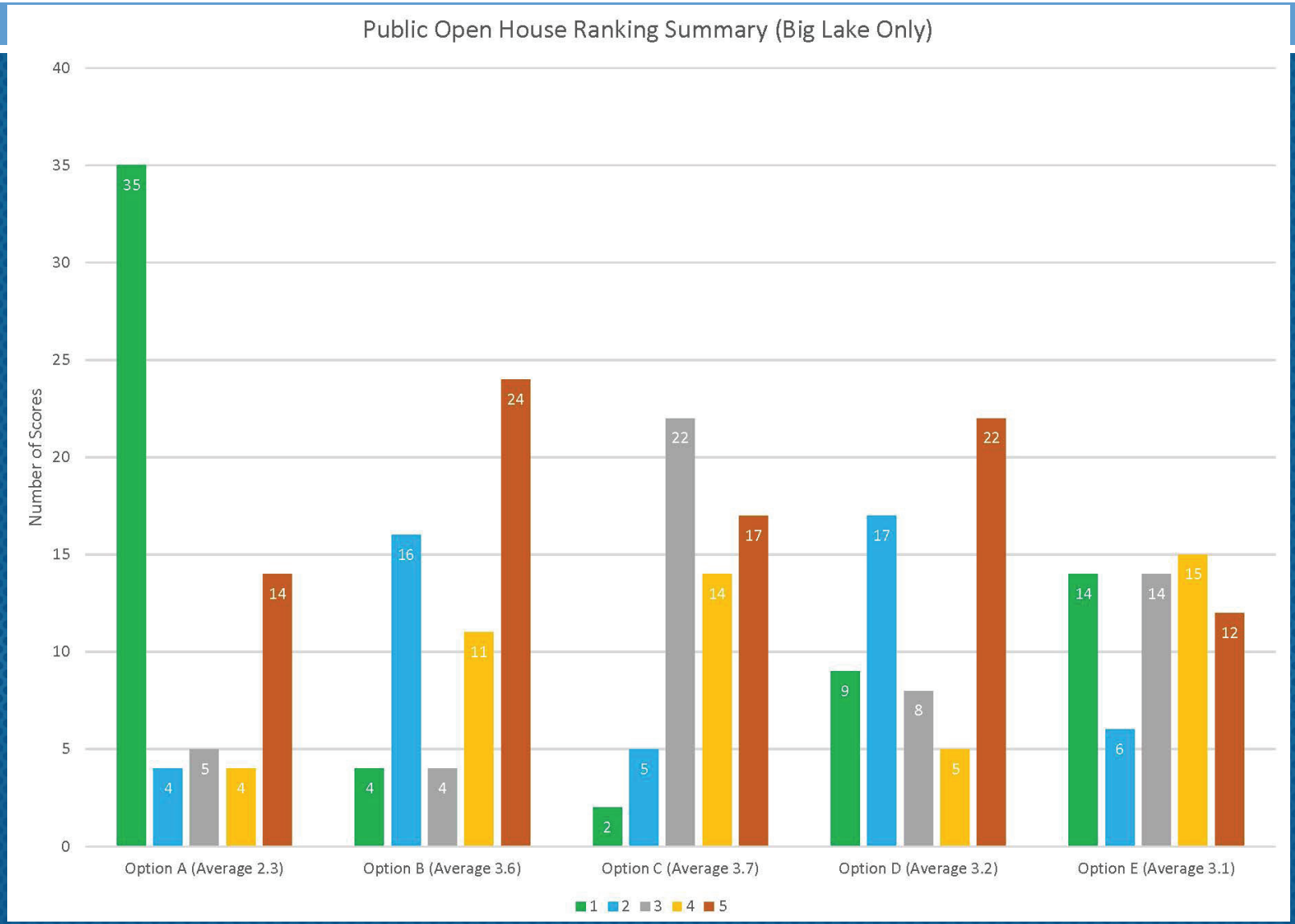
Ranking Scores – Big Lake Comments (66)



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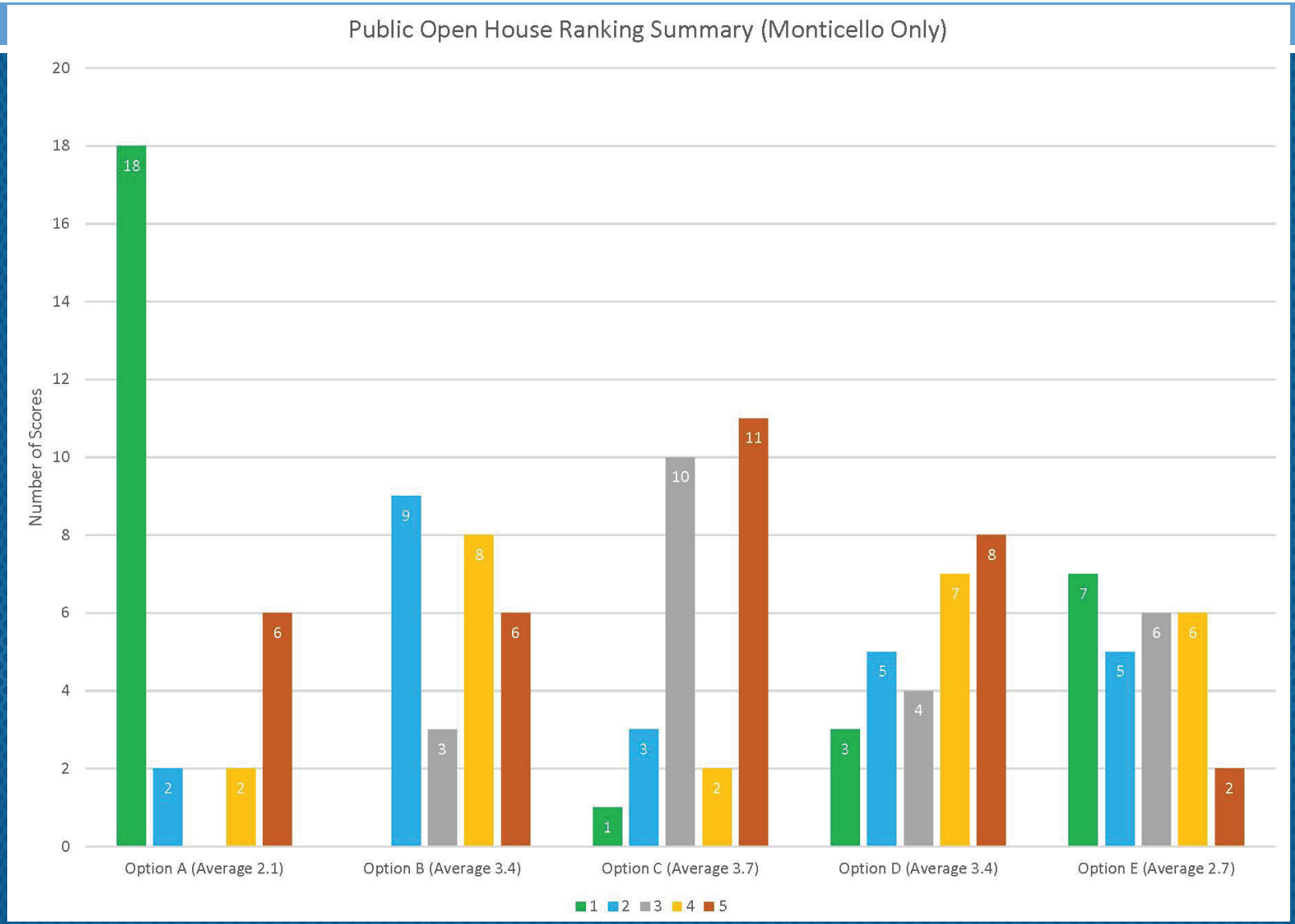
Ranking Scores – Monticello Comments (31)



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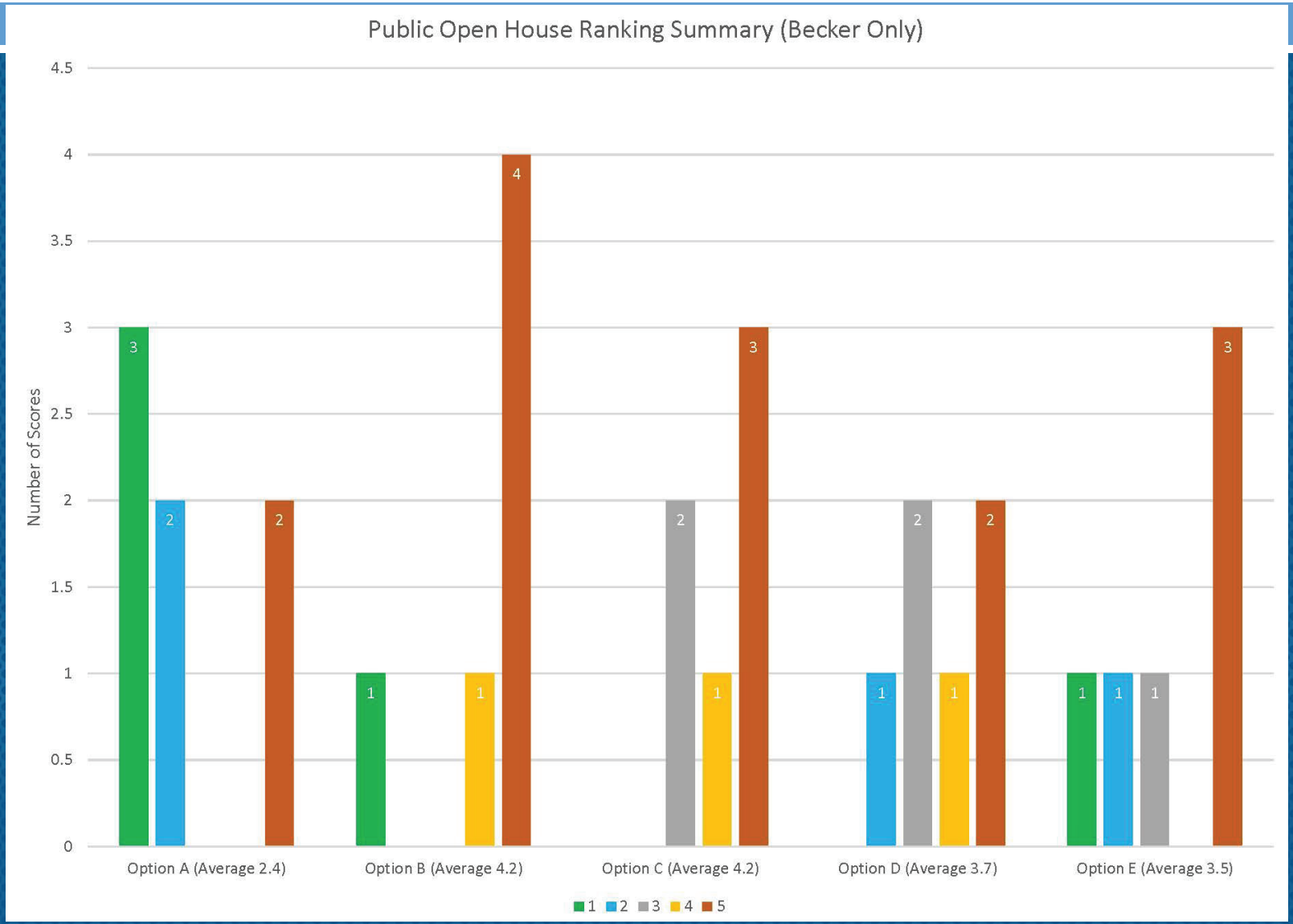
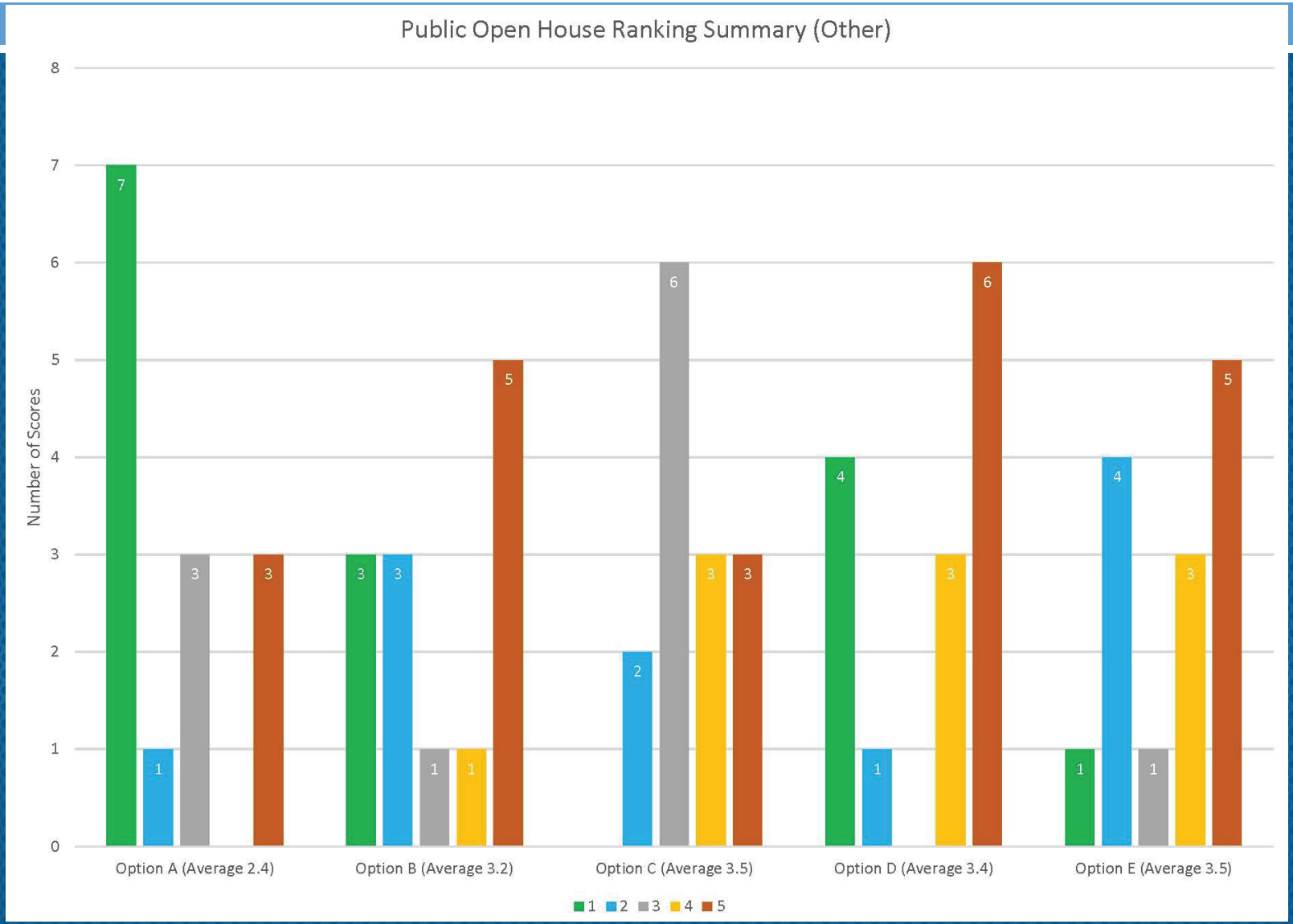
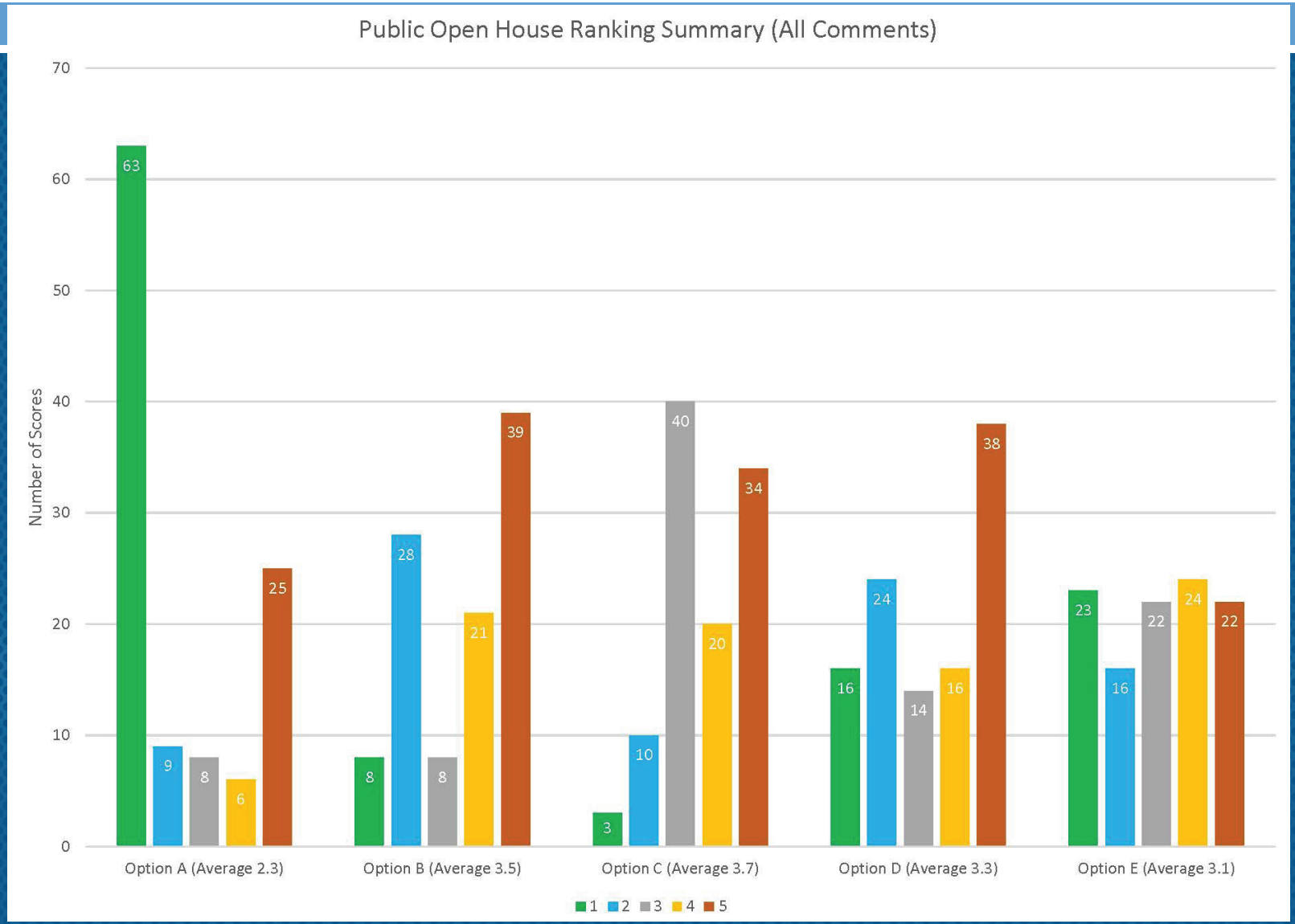
Ranking Scores – Becker Comments (8)



Ranking Scores – Other (15)



Ranking Scores – All Comments (120)



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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

River Crossing Options – Initial Screening

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

River Crossing Options – Initial Screening

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

River Crossing Options – Initial Screening

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

River Crossing Options – Initial Screening

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

River Crossing Options – Initial Screening

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

River Crossing Options – Initial Screening

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									
Ensure safe and efficient mobility for the traveling public across the Mississippi River in the Monticello/ Becker/Big Lake area between Sherburne and Wright Counties	Capacity/ Demand	Daily Traffic Volume on Existing TH 25 River Bridge	29,000	47,000 (on one widened 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 new river crossing capacity.
		Intersection Volume at TH 25/CSAH 11	Low	High	High	Medium	Low	Medium	
		Intersection Volume at TH 10/CSAH 11	High	High	High	High	High	High	All options will increase the amount of traffic at TH 10 and CSAH 11 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	1.7	0.0	1.3	0.9	3	4.7	
		Miles of Expanded/Reconstructed Road	1.4	5.1	5.4	0.0	0.6	0.3	
	Modal interrelationships/Safety	Provides network to best accommodate existing and future freight demand (Good/Fair/Poor)	Good	Poor	Poor	Poor	Fair	Good	
		Provides networks to safely accommodate bicycle and pedestrian modes (Good/Fair/Poor)	Good	Poor	Fair	Poor	Good	Fair	
OVERALL TRANSPORTATION SCORE			**Good**	**Poor**	**Poor**	**Poor**	**Good**	**Fair/Poor**	
Social									
Ensure consistency with local land use and planned growth	Land use	Consistent - yes or no	Yes	No	?	?	?	?	Local comprehensive and land use plans are currently in development. Findings of this study should be identified for next phases.
		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 road, will provide better access to underdeveloped areas.
Avoid disproportionate and adverse impacts to low income and minority populations	Federal Environmental Justice requirements (Executive Order 12898)	Percent Minority Population (<5% - Low, <10% - Medium, >10% - High)	Medium	High	High	High	Low	Low	**A detailed environmental justice analysis was not completed.** Initial evaluation based on available Census GIS data.
		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	Community impacts	Number of impacted community and public facilities/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 - Hillside Cemetery - Bridgeview Assembly Church/ preschool	Yes Close proximity to: - Moose Shermtt 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 Bwan Park	None	Based on available GIS data, aerial photography, City and County maps.
OVERALL SOCIAL SCORE			**Good**	**Poor**	**Poor**	**Poor**	**Good**	**Good**	
Environmental									
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	Data is limited. List of NRHP sites was reviewed. **Additional data and 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 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 and other contaminated sites	Avoids 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.
	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 riverine 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 - Mississippi River	Based on available DNR GIS data
	Biodiversity sites	Avoids biodiversity sites	No	Maybe	Maybe	Yes	Yes	No	Based on available NHIS GIS data. **No formal review has been completed.**
	Section 7 Endangered and threatened species and other rare features	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			**Poor**	**Fair**	**Fair**	**Fair/Poor**	**Good/Fair**	**Poor**	
Economic									
Minimize residential property acquisition	Residential impacts	Residential impacts (full takes/partial takes)	None	None	1 to 3 Homes	4 to 6 Homes	12 - 20 Homes	4 - 6 Homes	Depending on design, and visual impacts, more properties could be taken for options C, D and E.
Minimize property acquisition of businesses	Local business demands	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, Beide Chiropractic, Monticello Chamber of Commerce, Going in Style, Antique Store	4 Businesses: Taco Bell, Americinn Motel, VFW, possibly the McDonald's	None	Impacts to Agricultural Business	Impacts to Agricultural Business	
Minimize impacts to utility facilities	Local utility demands	Impacts to utility facilities	Potential Impacts to Transmission Lines	None	None	None	None	None	
Maximize the ability of the project to be divided into separate, fundable projects	Project funding	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	Three: New River Bridge New road from TH 10 to TH 25 New road from TH 25 to River Bridge	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 key intersections with in the study area. These improvements are assumed as part of the roadway segment projects.
Estimated construction costs	Project costs	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.)
OVERALL ECONOMIC SCORE			**Fair**	**Fair**	**Fair/Poor**	**Good**	**Fair/Poor**	**Fair/Poor**	

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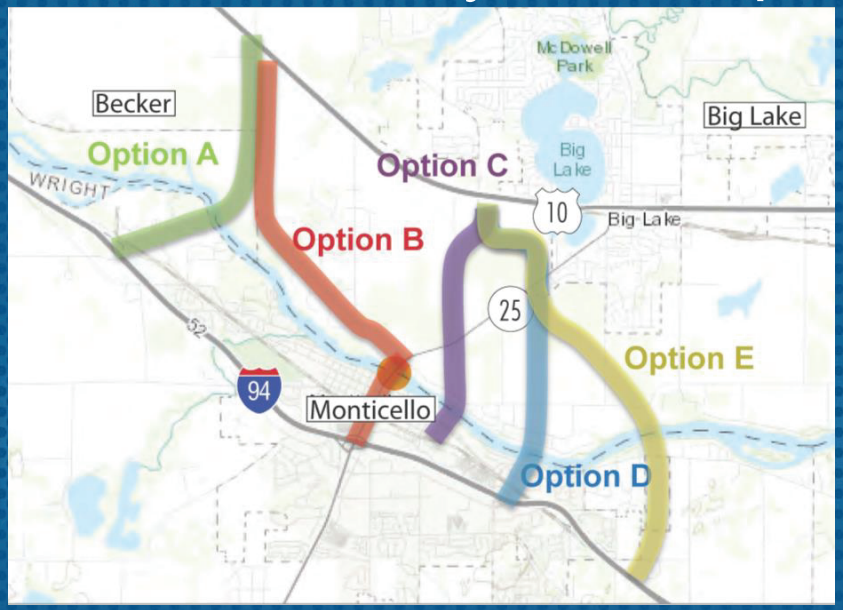
Initial Screening – Summary/Key Information

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**

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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?

Josh Maus
SRF Consulting Group, Inc.
jmaus@srfconsulting.com
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TH 25 Area Study
Draft Preliminary Evaluation Matrix (4/26/2018)
Goal: Identify 2 or 3 Options to Carry Forward

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