



**Joint City Council and Planning Commission
Work Session, Tuesday, February 6, 2024 at 6:00 PM
Council Chambers**

AGENDA

- 1. Call to Order/Introductions**
- 2. Items for Discussion**
 - A. CSAH 9 - I 35 Interchange Project Update
 - B. TH 60 West Master Plan Update
 - C. Heritage Preservation District Boundaries Update
 - D. Planning Commission 2024 Work Plan
- 3. Future Discussion**
- 4. Adjournment**

(The Council may meet as a group for dinner)

Please contact the City Administrator's Office if you need special accommodations while attending this meeting



Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Tim Murray, City Administrator
FROM: Mark DuChene, City Engineer
MEETING DATE: February 6, 2024
SUBJECT: I-35 / CSAH 9 Interchange Project Update

Discussion:

On Tuesday, February 6th, the I-35 / CSAH 9 Interchange Project Management Team (PMT) will be giving an update to the Rice County Board of Commissioners at their 8:30am meeting. Members of the PMT will also be present at the City Council-Planning Commission joint work session to provide an update to City officials as well. The update will include a presentation on the draft Interchange Study Report and the draft Official Map. Since the public open house and joint City-County meeting in March 2023, the PMT has worked through the necessary steps and processes with MnDOT and other regulatory offices to reduce the interchange layout concepts from 12 concepts down to five.

Attached are copies of the proposed schedule, draft Interchange Study Report, and draft Official Map. The official map has been developed based on preserving the necessary right-of-way for all the interchange concepts still in consideration.

PMT members will be looking for feedback from the City Council and Planning Commission members on the draft report and official map as well as be available to answer any other questions regarding the project.

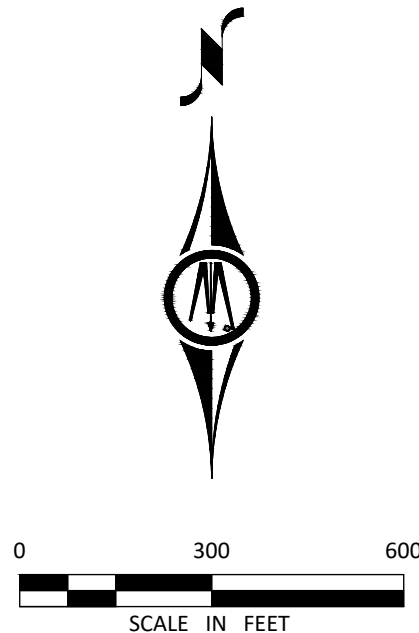
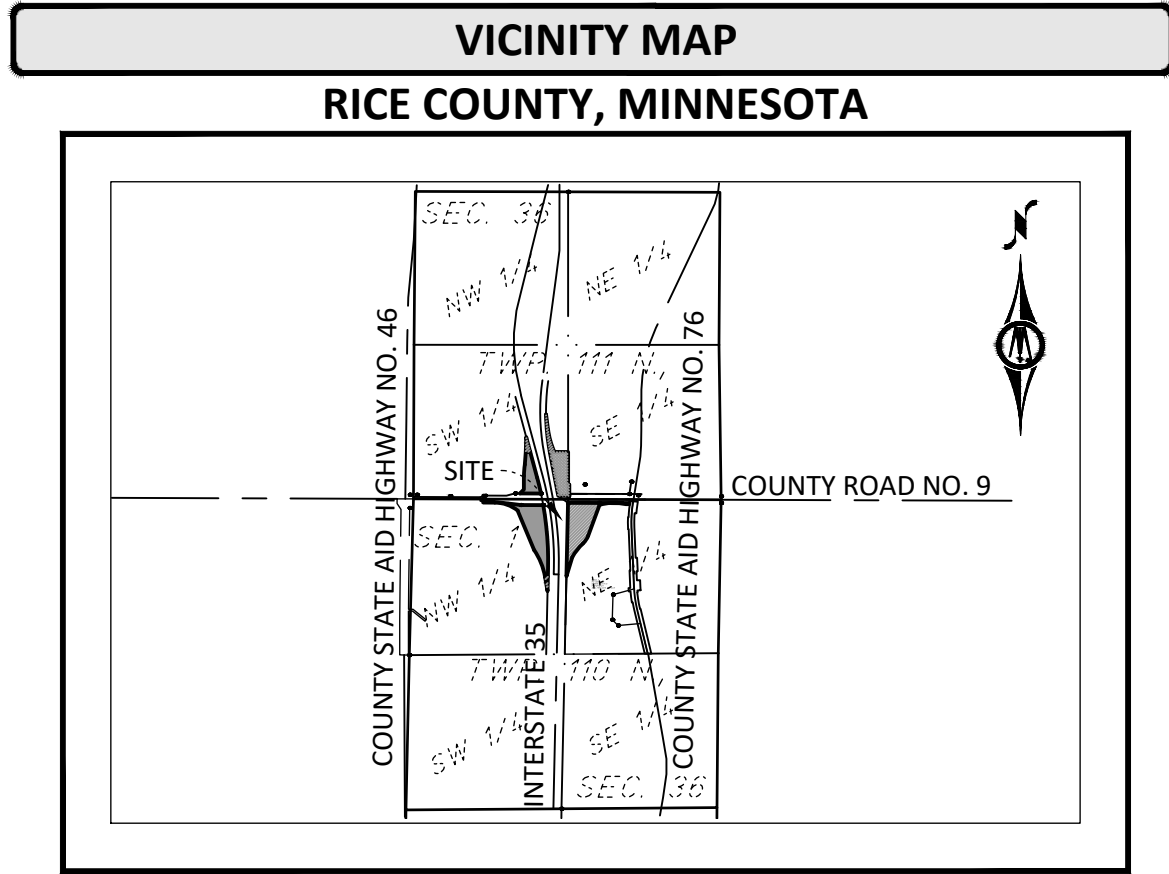
Attachments:

1. I-35&9 Official Mapping Schedule
2. Official Map-DRAFT
3. Interchange Study Report PMT DRAFT
4. Interchange Study Report Combined Appendices A - L

Meeting	Purpose	Date	Time	Location	Notes
Rice County Committee of the Whole Meeting	Study update	Tuesday, February 6, 2024	8:30 AM	Rice County Government Services Commissioners Meeting Room, 2nd Floor 320 Third Street NW, Faribault, MN 55021	BMI to provide draft PowerPoint presentation
Faribault City Council Meeting	Study update	Tuesday, February 6, 2024	6:00 PM	Faribault City Hall City Council Chambers 208 1st Avenue NW, Faribault, MN 55021	BMI to provide draft PowerPoint presentation (same presentation for COW meeting)
Rice County Board of Commissioners Meeting	Accept draft feasibility study Call Public Hearing Authorize publication of a Notice of Intent to Enact	Tuesday, February 13, 2024	8:30 AM	Rice County Government Services Commissioners Meeting Room, 2nd Floor 320 Third Street NW, Faribault, MN 55021	County to issue official notices for Public Hearing
Study Public Open House #2	Study update	Thursday, March 7, 2024	5:00-6:30 PM	Rice County Government Services Training Room, 2nd Floor 320 Third Street NW, Faribault, MN 55021	BMI to prepare open house materials, schedule late February PMT to review
County Planning Commission/Public Hearing	Consider adoptions of ordinance, which adopts Official Map Recommend approval of ordinance	Thursday, March 7, 2024	7:00 PM	Rice County Government Services Commissioners Meeting Room, 2nd Floor 320 Third Street NW, Faribault, MN 55021	
Rice County Board of Commissioners Meeting	Adopt Official Map	Tuesday, March 26, 2024	8:30 AM	Rice County Government Services Commissioners Meeting Room, 2nd Floor 320 Third Street NW, Faribault, MN 55021	

OFFICIAL MAP NO. XX

- COUNTY ROAD NUMBER 9



Horizontal Datum:
Rice County Coordinate System,
NAD83 (2011 Adjustment)

SECTION 1, TOWNSHIP. 110 N., RANGE. 21 W. &
SECTION 36, TOWNSHIP 111 N., RANGE. 21 W.
NOT TO SCALE

LEGEND

● MONUMENT FOUND

I hereby certify that in accordance with Minnesota Statutes, Section 394.361, Subd. 2, the exterior lines have been reviewed for accuracy and this official map is approved this _____ day of _____, 2024.

Michael Fangman
Rice County Surveyor

We do hereby certify that on this _____ day of _____, 2024 the City Council of the City of Faribault, Minnesota approved this (Official Map), and is in compliance with the provisions of Minnesota Statutes Section 426.359.

Kevin F. Voracek
Mayor

Timothy C. Murray
City Administrator

Approved by the Rice County
Board of County Commissioners:

Date: _____

I hereby certify that this map is a correct representation of the boundary as shown. This survey, plan or report was prepared by me or under my direct supervision and I am a duty Registered Land Surveyor under the laws of the State of Minnesota. This Official Map is prepared in accordance to and for the purpose described in Minnesota State Statutes, Section 462.359.

Janele Fowlds, Land Surveyor
Minnesota License No. 26748

Date: _____

LINE	BEARING	DISTANCE
L1	S 85°23'47" E	302.15
L2	S 83°17'16" E	352.28
L3	N 01°35'09" E	254.65
L4	S 15°01'40" E	263.83
L5	N 01°16'47" E	249.26
L6	S 09°55'33" E	247.71

PARCEL	OWNER	PARCEL IDENTIFICATION	LOCATION	PROPOSED NEW RIGHT OF WAY (ACRES ±)
1	D & E THOMAS FARMS LLP ET AL	10.01.2.25.001	N 1/2 - NW 1/4, SECTION 1, TOWNSHIP 110N, RANGE 21W	8.45
2	THOMAS I-35 PROPERTIES LLC	10.01.2.75.001	S 1/2 - NW 1/4, SECTION 1, TOWNSHIP 110N, RANGE 21W	0.14
3	DEBRA A WILLE ET AL	10.01.1.25.001	NE 1/4, SECTION 1, TOWNSHIP 110N, RANGE 21W	7.36
4	LLOYD & JOYCE MONTANYE TRUST	06.36.3.75.003	SW 1/4, SECTION 36, TOWNSHIP 111N, RGE 21W	4.32
5	GLENN GRAMSE ET AL	06.36.3.50.001	SW 1/4, SECTION 36, TOWNSHIP 111N, RANGE 21W	0.67
6	PATRICK J & MICHAEL D MITCHELL	06.36.3.75.002	SW 1/4, SECTION 36, TOWNSHIP 111N, RANGE 21W	3.48

THIS PLAT PREPARED BY BOLTON & MENK, INC.

JOB NUMBER: 0T4.124855

FIELD BOOK:

DRAWN BY: JPB

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Driving growth together.

I-35 and CSAH 9 Interchange Feasibility Study Report

Rice County, Minnesota

January 30, 2024



Real People. Real Solutions.

Table of Contents

I. Executive Summary	1
II. Background, Purpose, and Goals.....	2
III. Understanding the Corridor	6
IV. Traffic Forecasting and Analysis	10
V. Purpose and Need	28
VI. Concept Alternatives	31
VII. Evaluation Criteria.....	41
VIII. Summary of Engagement Events.....	50
IX. Implementation	52
X. Funding.....	53
XI. Summary	57

List of Figures

Figure 1 – Regional Location	2
Figure 2 – Study Area	4
Figure 3 – 2022 Average Daily Traffic Volumes	11
Figure 4 – Existing (2022) AM Peak Hour Intersection Levels of Service.....	13
Figure 5 – Existing (2022) PM Peak Hour Intersection Levels of Service	14
Figure 6 – Crash Analysis Summary.....	15
Figure 7 – Distribution of Site-Generated Traffic	19
Figure 8 – 2052 AM Peak Hour Intersection Levels of Service (No New Interchange)	21
Figure 9 – 2052 PM Peak Hour Intersection Levels of Service (No New Interchange).....	22
Figure 10 – 2052 AM Peak Hour Intersection Levels of Service with CSAH 9 Interchange	26
Figure 11 – 2052 PM Peak Hour Intersection Levels of Service with CSAH 9 Interchange.....	27
Figure 12 – Developable Areas	29

List of Tables

Table 1 – Land Use Categories and Use Types	6
Table 2 – Land Use Performance Measures	8
Table 3 – Development Trip Generation Summary	17
Table 4 – Evaluation Matrix for Alternatives A1 through A5	34
Table 5 – Evaluation Matrix for Alternatives B1 through B3.....	37
Table 6 – Evaluation Matrix for Alternatives C1 through C4	40
Table 7 – Level 1 Evaluation Matrix	41
Table 9 – Evaluation Matrix for 2052 No-Build, A1.H, A2, B1.H (Level 2 – June ‘23).....	45
Table 10 – Evaluation Matrix for 2052 No-Build, A1, A1.H, A2, B1, B1.H (Level 2 – Aug ‘23)	49

Appendices

Appendix A – CSAH 9 over I-35 Bridge Inventory Report
Appendix B – Study Area, Development Constraints, and Future Land Uses
Appendix C – Future Land Use Absorption Estimates
Appendix D – Future Land Use Scenarios
Appendix E – Traffic Technical Memorandum
Appendix F - Intersection Turning Movement Data
Appendix G – Detailed Intersection Level of Service Information
Appendix H – Intersection Crash Data
Appendix I – Historic MnDOT Average Daily Traffic Data
Appendix J – CAD-Generated Alternatives – Preliminary Cost Estimates
Appendix K – Developable Acreage and Impact Analysis
Appendix L – Early Notification Memo Responses
Appendix M – Open House Public Comments
Appendix N – Official Map Report

Acknowledgements

Project Management Team (PMT)

Name	Agency	Name	Agency
Dennis Luebbe	Rice County	Mark DuChene	City of Faribault
Chad Sweeney	Rice County	Jeremy Edwards	Rice County
Julie Runkel	Rice County	Heather Lukes	MnDOT D6
Tory Thompson	MnDOT D6		

Consultant Team

Name	Agency	Name	Agency
Beth Engum	Bolton & Menk	Chris Braband	Bolton & Menk
Chris Chromy	Bolton & Menk	Kate Harding	Bolton & Menk
Bob Rogers	Bolton & Menk	Lou Raymond	Bolton & Menk

I. Executive Summary

An interchange at the intersection of I-35 and CSAH 9 was identified as a high priority in Rice County's I-35 Corridor Access Planning Study (2006). This study identified a future I-35 interchange at CSAH 9 with enhanced connections from CSAH 9 to TH 21 west of I-35 and from CSAH 9 to TH 3 east of I-35. Industrial development in Faribault along I-35 continues to progress north and is expected to reach CSAH 9 in the coming years.

In mid-2021, Bolton & Menk entered into an agreement with Rice County to review future land use in the I-35/CSAH 9 study area and develop high-level interchange concepts. During the early stages of this study, Rice County received state bonding funds to support a more robust Interchange Feasibility Study.

The purpose of this Study is to determine the feasibility of a new I-35 access on the north side of Faribault that will support and attract industrial development, increasing the number of high paying jobs in the region. Additionally, this Study provides for the preservation of land for future right-of-way (ROW) for feasible interchange alternatives.

A new interchange including full-access freeway ramps and full reconstruction of CSAH 9 east and west of the interstate would provide safe and efficient access to new development areas located at the northern limits of Faribault and improve local and regional mobility.

With this Study a series of traffic and land use assessments were used to develop and evaluate interchange concepts. Additional tasks were performed to support the preparation of a draft state Environmental Assessment Worksheet (EAW), an official right-of-way map based on the preliminary design of feasible future interchange footprints, the traffic analysis required for a future Interstate Access Request (IAR), and identification of necessary funding and next steps for future project work such as further preliminary engineering, final design, right-of-way acquisition, and construction.

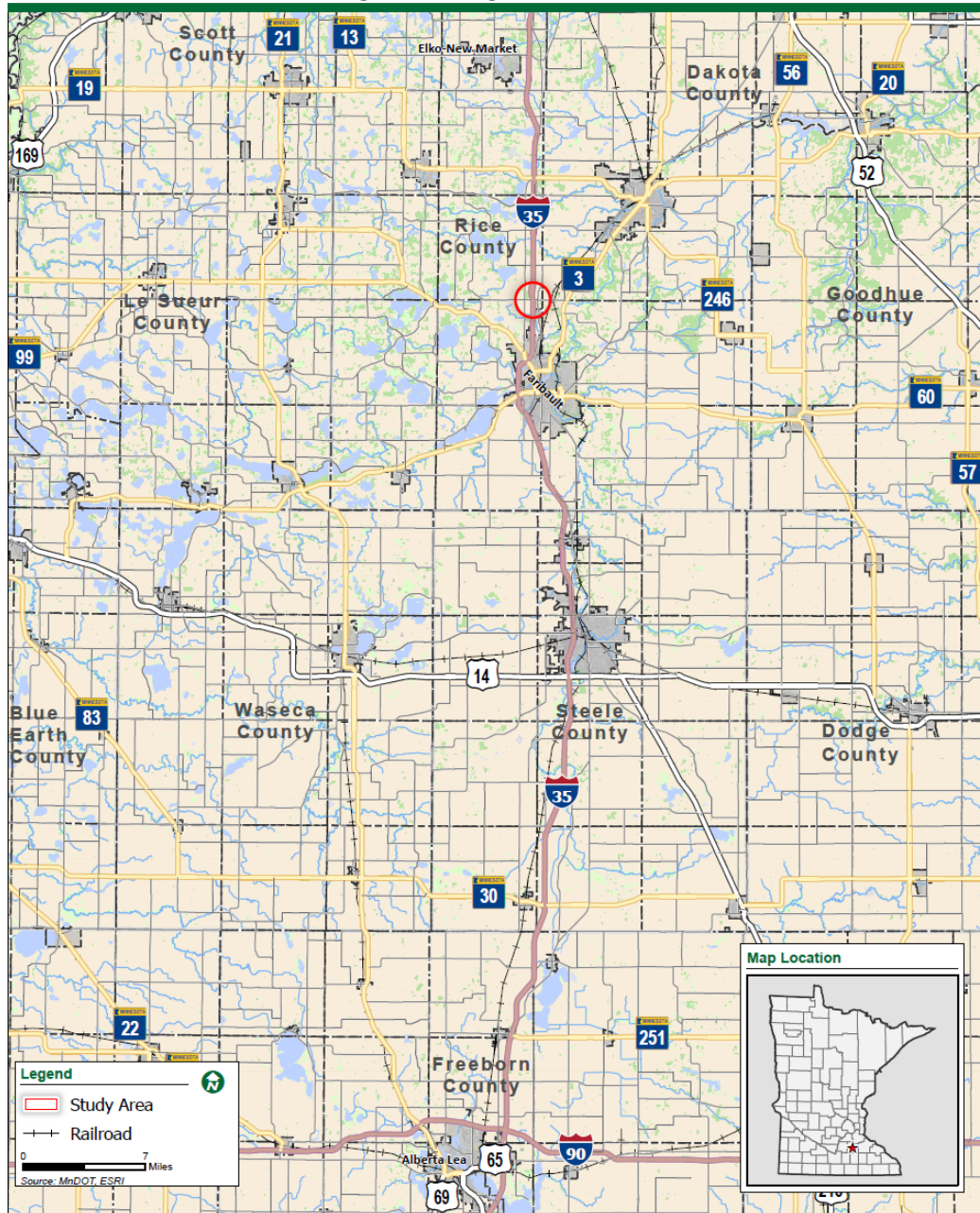
After development of conceptual interchange alternatives and two levels of evaluation, five feasible interchange alternatives were identified, and cost estimates prepared.

II. Background, Purpose, and Goals

Study Area

The study area is located in Rice County and includes areas north of the City of Faribault. **Figure 1** depicts the regional location of the existing CSAH 9 (150th Street W) overpass of I-35.

Figure 1 – Regional Location

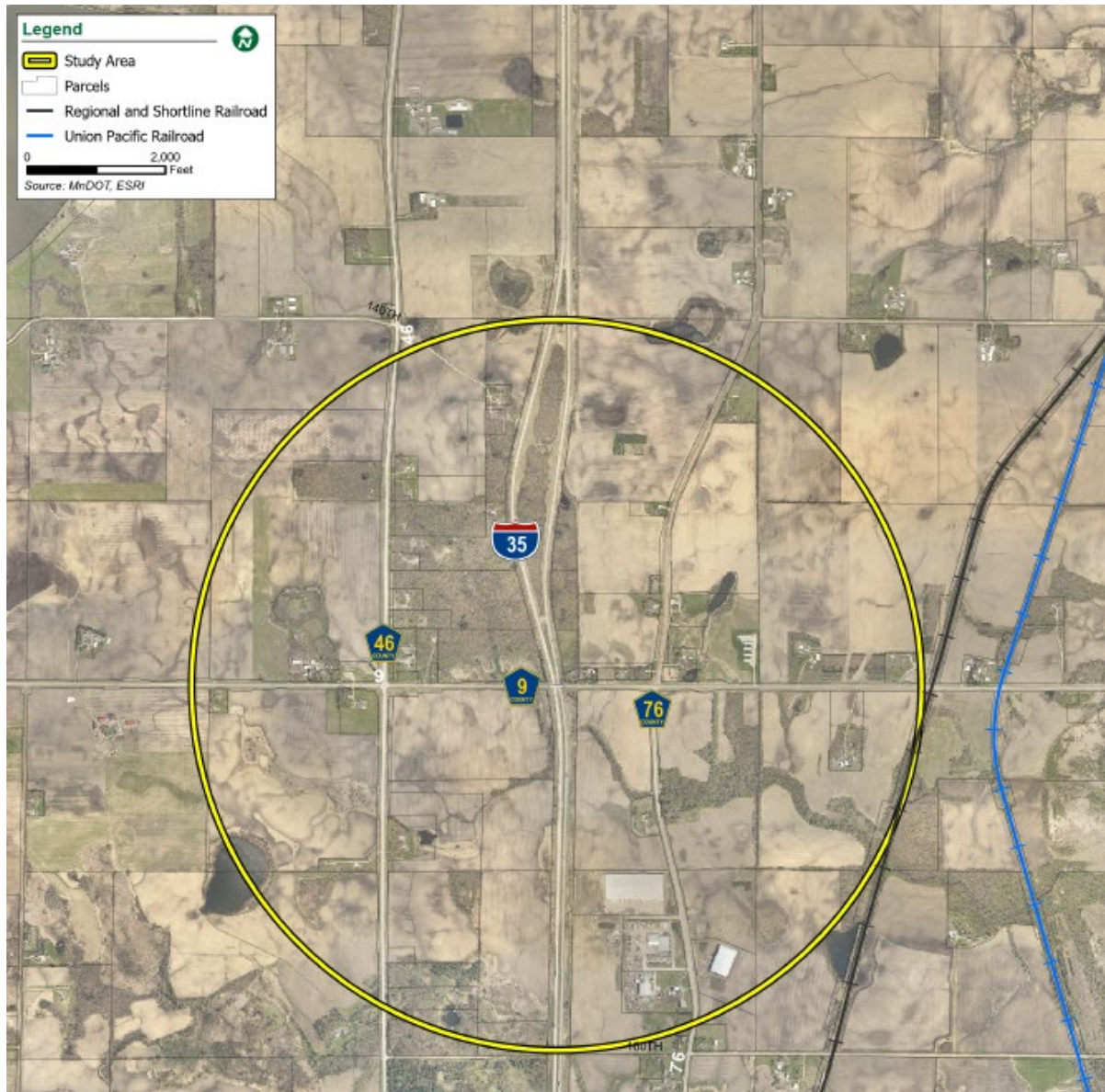


I-35 serves Minnesota as a major north-south four-lane divided freeway with average daily traffic volumes of approximately 33,191 vehicles per day (2022) north of Faribault.

This segment of I-35 is designated as a major interstate freight route, as it serves a critical role in the local and regional transportation system of south-central Minnesota. Within the study area, CSAH 9 is a rural two-lane undivided minor arterial roadway with traffic volumes ranging between 1,100 to 1,200 vehicles per day (2022).

CSAH 9 is an essential route contributing to the economic vitality of the region by connecting residents and businesses to numerous communities and other transportation corridors north of Faribault. Additionally, CSAH 9 provides connections and access to north-south County Roads (CR) parallel to I-35, namely, CR 46 and CR 76 both of which have been recently constructed as part of a planned 10-ton route network to facilitate regional growth and development directly adjacent to the I-35 corridor. **Figure 2** displays the study area with I-35, CSAH 9, County Roads, and adjacent railroad lines.

Figure 2 – Study Area



In 2021, Rice County received funding (state bonds) through the Minnesota Legislature for a feasibility study for a future I-35 interchange at CSAH 9 with enhanced connections to TH 21 west of I-35 and from CSAH 9 to TH 3 east of I-35.

Relevant Past Studies

According to the *Rice County 2025 Transportation Plan*, the Rice County board has placed a high priority on the construction of a new interchange at CSAH 9 along I-35. Additionally, an interchange at the intersection of I-35 and CSAH 9 was identified as a high priority in Rice County's *I-35 Corridor Access Planning Study* (2006). The 2006 study identified a future I-35 interchange at CSAH 9 with enhanced connections from CSAH 9 to Trunk Highway (TH) 21/99 west of I-35 and from CSAH 9 to TH 3 east of I-35. Then, in 2010, the *North I-35 Corridor Area Plan*, completed by Rice County and the City of Faribault, included a policy recommendation

that the future land use on all four quadrants of I-35 and CSAH be highway commercial.

According to the *MnDOT District 6 Freight Plan*, 16'-0" is categorized as average and the preferred height is greater than 16'-6" for a Superload Corridor such as I-35. Additionally, and according to the *MnDOT District 6 Manufacturers' Perspectives on Minnesota's Transportation System*, businesses interviewed in District 6 did not provide much positive or negative feedback on bridges. A few described challenges they have experienced with bridge clearance, while a few others said bridge capacity has been an issue in certain locations.

An inspection of the CSAH 9 bridge over I-35 was conducted in August 2021. Bridge number 66819 was constructed in 1961 and includes one lane of traffic running in each direction with no pedestrian or bicycle facilities. With a sufficiency rating of 90, the bridge is structurally sound. The bridge is nearly 200 feet long with a main span length of 68.5 feet and a deck width of 33.5 feet. The full Bridge Inspection Report can be found in **Appendix A**.

Project Purpose & Goals

The purpose of the proposed project is to improve east-west connectivity via CSAH 9 and improve mobility and access along I-35 between County Road 1 (Millersburg Blvd.) and TH 21, approximately 7.6 miles, for planned economic development.

Project Goals

- Promote regional east-west connectivity north of Faribault along both sides of I-35.
- Provide efficient and reliable mobility to accommodate planned economic development surrounding CSAH 9 and I-35 and the investment in the 10-ton parallel road networks on either side of I-35.
- Enhance the transportation network for freight trucks and emergency responders. The CSAH 9 bridge over I-35 is a bottleneck for taller oversize freight movement along I-35 and there is an approximate 7.6-mile access gap between County Road 1 and TH 21 along I-35.
- Safely accommodate all users (motor vehicles, freight, transit, pedestrians, bicyclists) with appropriate facilities within the CSAH 9 and I-35 study area.
- Keep the public and private partners engaged at each step in the project development process.

III. Understanding the Corridor

Land Use

This section details the creation of land use scenario expectations and assumptions and identifies an assumed land use scenario of *Medium Growth*, which was used as the basis for the traffic analysis for the I-35/CSAH 9 Interchange Feasibility Study.

Existing Land Use

Adjacent land uses vary within the study area. The northwest quadrant of I-35 and CSAH 9 is generally a native plant/vegetative community. Existing land use in the southeast and southwest quadrant of the I-35 and CSAH 9 area is agricultural, and the northeast quadrant is scattered residential and agricultural. These areas as referenced in the Rice County 2025 Transportation Plan, as well as the City and County Comprehensive Plans, as recommended and planned for highway commercial/industrial mix land use.

Land Use Assumptions

Future land use and development pattern assumptions were derived from the City of Faribault's 2040 Comprehensive Plan's future land use map, Rice County's 2040 Comprehensive Plan future land use map, and confirmed with City of Faribault staff. The future land use map is found in **Appendix B**. Four land use categories were developed for the land use scenarios:

Table 1 – Land Use Categories and Use Types

Land Use Category	Anticipated Use Type
Commercial/Industrial Mixed Use	Light Industrial, Warehouse
Industrial	Heavy Industrial, Manufacturing
Highway-Oriented Commercial (subset of Commercial/Industrial Mixed Use)	Showrooms, Gas Stations, and Similar Auto-Oriented Uses
Rural Estate	Preservation of Existing Land – <i>No Development Anticipated</i>

Available City Land

The City of Faribault does have some developable land remaining adjacent the study area to the south within existing city boundaries that carries the potential to absorb light industrial/warehouse land uses. However, city staff identified several site encumbrances inhibiting significant development within the area (e.g., utilities, topography). As such, no large-scale development sites are anticipated within existing city land adjacent the study area. Absorption assumptions did include some small site absorption potential within existing city land, occurring prior to, or concurrently with, new development within the study area.

Study Area Development Constraints

Development constraints were identified and mapped within the study area to determine viable land that could accommodate likely future development. This map was layered upon the future land use map to define land use types within developable areas. Of the nearly 2,900-acre study area, **around 485 acres** were deemed to be developable based on natural and man-made site constraints, utility and infrastructure needs, and anticipated site assembly needs to accommodate future land use goals.

Additionally, a recently constructed water tower that will support new development along I-35 carries use constraints related to project funding, limiting utilization to industrial land uses for a

20-year period.

Land Use Growth Progression

Within the study area, anticipated development will occur first within the Met-Con site, as it is within the City of Faribault and currently served by necessary utilities and other infrastructure. Met-Con is a full-service construction organization serving southern Minnesota and northern Iowa from offices in Faribault, Minnesota, and Mankato, Minnesota.

The current position of the City of Faribault is to pursue annexation of land adjacent to existing city lands. Because existing utilities and major infrastructure are concentrated on the east side of the interstate, future development is subsequently anticipated to occur on the east side of I-35. As such, development-driven annexation is anticipated to move south to north from the current northern city boundaries up to the Met-Con site.

Historic & Future Land Use Absorption

Establishing anticipated land use absorption rates is a critical component towards estimating future development and growth scenarios. An understanding of both historic trends, and future forecast conditions, is necessary to successfully develop these scenarios.

Historic annual absorption rates were established based on an analysis of 10-year (2012-2021) city construction permits issues for industrial, manufacturing, and warehouse uses. The average annual absorption rates were near-identical across 10-year and 5-year timelines:

- 5-Year Average: 22 acres/year
- 10-Year Average: 21.8 acres/year

Notably, however, this rate was heavily driven by historic construction that occurred pre-2020 and the COVID pandemic. In the years since the pandemic, there has been very little new industrial or related development projects within the city. This trend was confirmed by city staff who echoed the recent near halt of city industrial growth, stemming from a combination of factors detailed below.

Future absorption rate estimates were established using workforce and industrial forecasting, provided by public Minnesota Department of Employment and Economic Development (DEED) data and other industry analysis. Additionally, discussions were held with city and county staff to determine current industrial growth conditions and anticipated future trends.

From all sources, it was rather strongly agreed that near-term (5- to 10-year) industrial absorption rates are expected to be extremely limited compared to historic trends. This was understood to be driven primarily by a lack of workforce (tied to historically low unemployment rates), a slowdown in forecasted regional population growth, and a lack of available housing in and around Faribault necessary to attract and retain new residents and employees.

From this analysis, it was estimated that a near-term annual absorption rate of 0.5 acres/year was likely for Faribault and the study area. This rate, outlined in greater detail in **Appendix C**, was derived from overlaying anticipated annual growth of industrial jobs per acre per year, with estimated job densities per acre for industrial land uses.

Future Land Use Scenarios

Future land use scenarios were built on a timeline estimating construction of a new interchange in 10 years, followed by 20 years, for a total timeline of 30 years.

To determine scenarios and impacts, absorption forecasts were combined with land use performance measure estimates and anticipated land use locations, based on scenario-specific development absorption rates and likely development progression within the Study Area. Depending on the annualized rate of absorption, some scenarios assume minor absorption will be captured by existing city land to the south of the study area, as indicated in **Appendix C**.

Study area future land use performance measures were assumed at the following standards.

Table 2 – Land Use Performance Measures

Use	Use Types / Breakdown %	Net to Gross (internal roads+Stormwater)	FAR	Jobs/Acre
Commercial/Industrial Mixed Use	implement dealers, office/showroom/warehouses, and similar uses *Light Industrial as dominate use			
Light Industrial		0.7	0.3	10
Warehouse/Distribution		0.7	0.2	5
Office		0.7	0.5	30
Showroom/Dealer		0.7	0.3	10
Industrial (base)	manufacturing plants, warehouses, and similar uses. *sites adjacent residential relocate to study area			
Warehouse/Distribution		0.7	0.2	10
Heavy Industrial		0.7	0.3	10
Light Industrial		0.7	0.3	10
Rural Estate (base)	No development, or rural residential			
Rural	100%	N/A	N/A	N/A

Development Scenarios

Impacts of five total development scenarios were considered across a continuum of possible land use outcomes. Each scenario is detailed further in **Appendix D**, and include:

- No Build
- Historic Absorption Rate
- Low Growth
- Medium Growth
- Full Build

Scenario 1 - No Build

The No Build scenario assumes no additional development beyond what currently exists in the study area and preserves all current conditions.

Scenario 2 - Historic Absorption Rate

The Historic Absorption Rate scenario utilizes the City of Faribault's historic 22 acre/year absorption rate, applied annually across the 30-year scenario timeline. Development occurs across all developable portions of the study area, plus significant acreage of additional city lands outside the study area to meet absorption demand. Due to the conditions required to support this sustained level of absorption, this scenario is highly unlikely.

Scenario 3 - Low Growth

The Low Growth scenario applies the 10-year workforce-based absorption rate across all 30 years of the scenario timeline, estimating the lowest likely growth scenario. This scenario anticipates future, incremental development is initially concentrated within the MetCon site and existing city land outside the study area, before moving to locations adjacent the future interchange once built, leveraging interstate access.

Scenario 4 - Medium Growth

The Medium Growth scenario applies the 10-year workforce-based absorption rate for the first 10 years of the scenario timeline, then applies the historic absorption rate for the following 20 years after the estimated interchange construction date. This scenario anticipates future incremental development is initially concentrated within and around the MetCon site before moving to locations adjacent to the future interchange once built, leveraging interstate access.

Scenario 5 - Full Build

The Full Build scenario assumes a full and complete build out of all developable lands within the study area modeling the maximum potential impacts of area build out.

Assumed Development Scenario

It was determined that *Scenario 4 - Medium Growth* is the most likely land use outcome. This scenario was used as the basis for the traffic forecasting and is detailed further in the *Rice County I-35/CSAH 9 Interchange Study – Traffic Analysis Memo* dated January 2023.

IV. Traffic Forecasting and Analysis

Traffic Forecasting Technical Memorandum

The Traffic Technical Memorandum provided in **Appendix E** was prepared to document existing and estimated 2052 traffic conditions in the study area of the I-35 and CSAH 9 Interchange. Traffic analysis was performed at the following 20 intersections in and around Faribault.

CR 1/CR 76	CR 9/CR 36
I-35 NB/CR 1	TH 21/CR 36
I-35 SB/CR 1	30 th St NW/CR 76
CR 1/CR 46	TH 21/CR 46
CR 8/CR 76	I-35 SB/TH 21
CR 8/CR 46	I-35 NB/TH 21
CR 9/TH 3	TH 21/30 th St NW
CR 9/CR 76	TH 21/TH 3
CR 9/CR 46	20 th St NW (TH 3)/2 nd Ave NW (TH 3)
CR 9/Canby Ave	TH 3/30 th ST NW/30 th St NW

Existing Traffic Conditions

The existing conditions traffic analysis is based on turning movement data that was collected in September 2022 once schools were back in session. At most study intersections, 13 hours of data was collected (6 am to 7 pm), however 24 hours of data was collected at the following intersections:

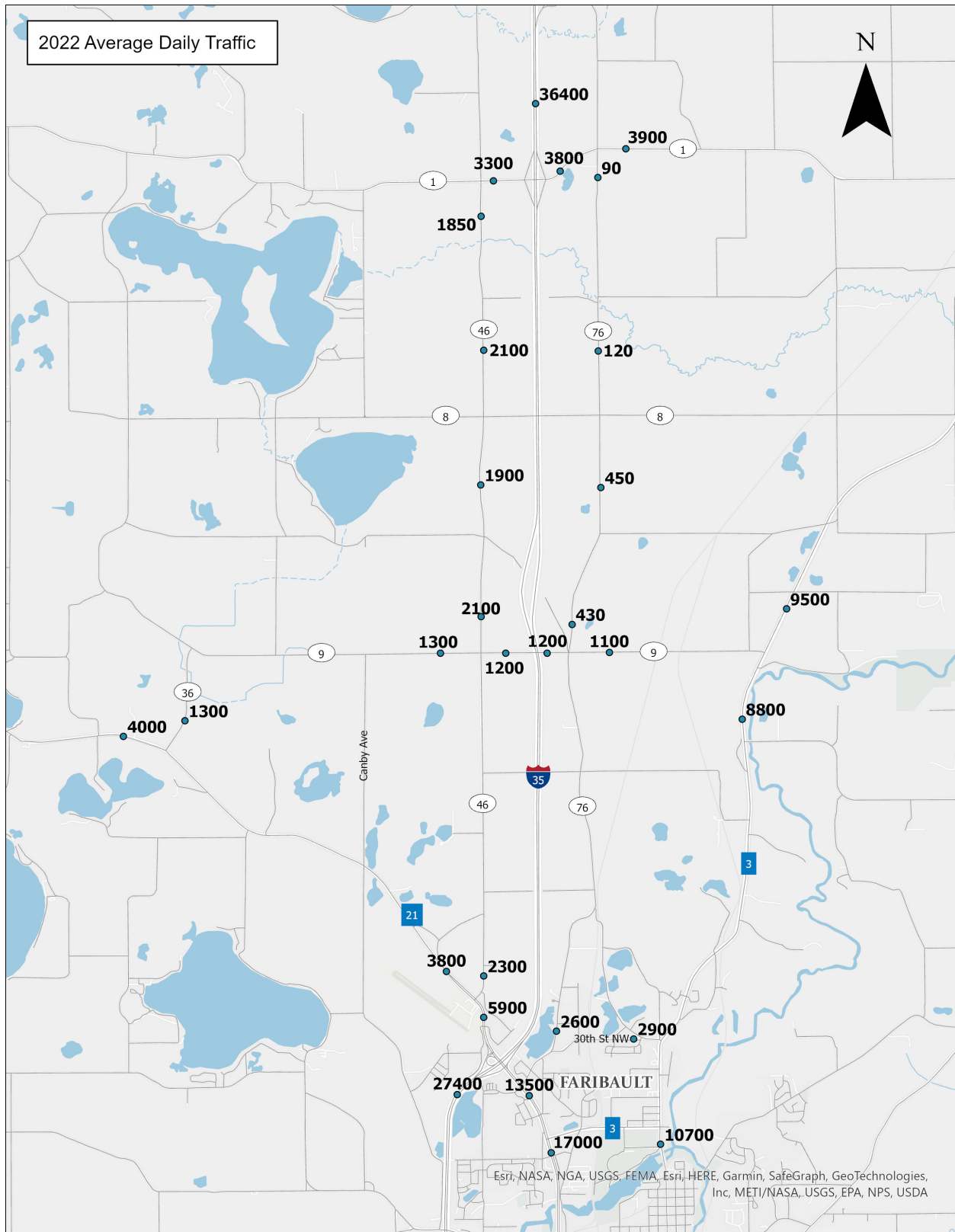
- TH 21/30th St NW
- I-35 NB/TH 21
- I-35 NB/TH 21
- TH 21/TH 3

2022 Daily Traffic Estimates

Using the September 2022 turning movement data, average daily traffic estimates were prepared. Based on data from the four intersections where 24-hours of data was collected, it is assumed that the 13-hour period between 6 am and 7 pm carries 81 percent of daily traffic.

Estimated 2022 average daily traffic volumes are shown in **Figure 3**.

Figure 3 – 2022 Average Daily Traffic Volumes



2022 Peak Hour Intersection Levels of Service

AM and PM peak hour traffic operations analysis was performed to establish existing peak hour intersection levels of service throughout the study area. This analysis was performed using the Synchro/Simtraffic 11 modeling platform.

Under existing conditions, traffic operations are good with intersection levels of service at LOS B or better across all study intersections.

Existing AM and PM peak hour intersection levels of service are summarized in **Figure 4** and **Figure 5**, respectively. AM and PM peak hour turning movement data used for traffic operations analysis is provided in **Appendix F**. Detailed traffic operations analysis results are provided in **Appendix G**.

Crash History

Crash data was obtained for each study intersection for the five-year period between 2017 and 2021. This data was evaluated using the Critical Crash Analysis methodology, which applies statistical methods to identify locations with statistically significant crash issues. If an intersection has a crash rate that exceeds the critical crash rate, it is assumed that intersection geometry or traffic control is contributing to elevated crash rates.

Intersection crash rates were above the critical crash rate at three intersections:

- County Road 3 and I-35 Southbound Ramps
 - 5 total crashes
 - 2 sideswipe crashes
 - 2 right-angle crashes
 - 1 rear-end crash
 - 2 injury crashes
- County Road 8 and County Road 76
 - 3 total crashes – all right-angle crashes, all injury crashes
- TH 21 and County Road 46
 - 6 total crashes
 - 4 right-angle crashes
 - 1 head-on crash
 - 1 uncategorized crash
 - 1 injury crash

Locations above the critical crash rate are also shown in **Figure 6**. Crash data for all study intersections is provided in **Appendix H**.

Figure 4 – Existing (2022) AM Peak Hour Intersection Levels of Service

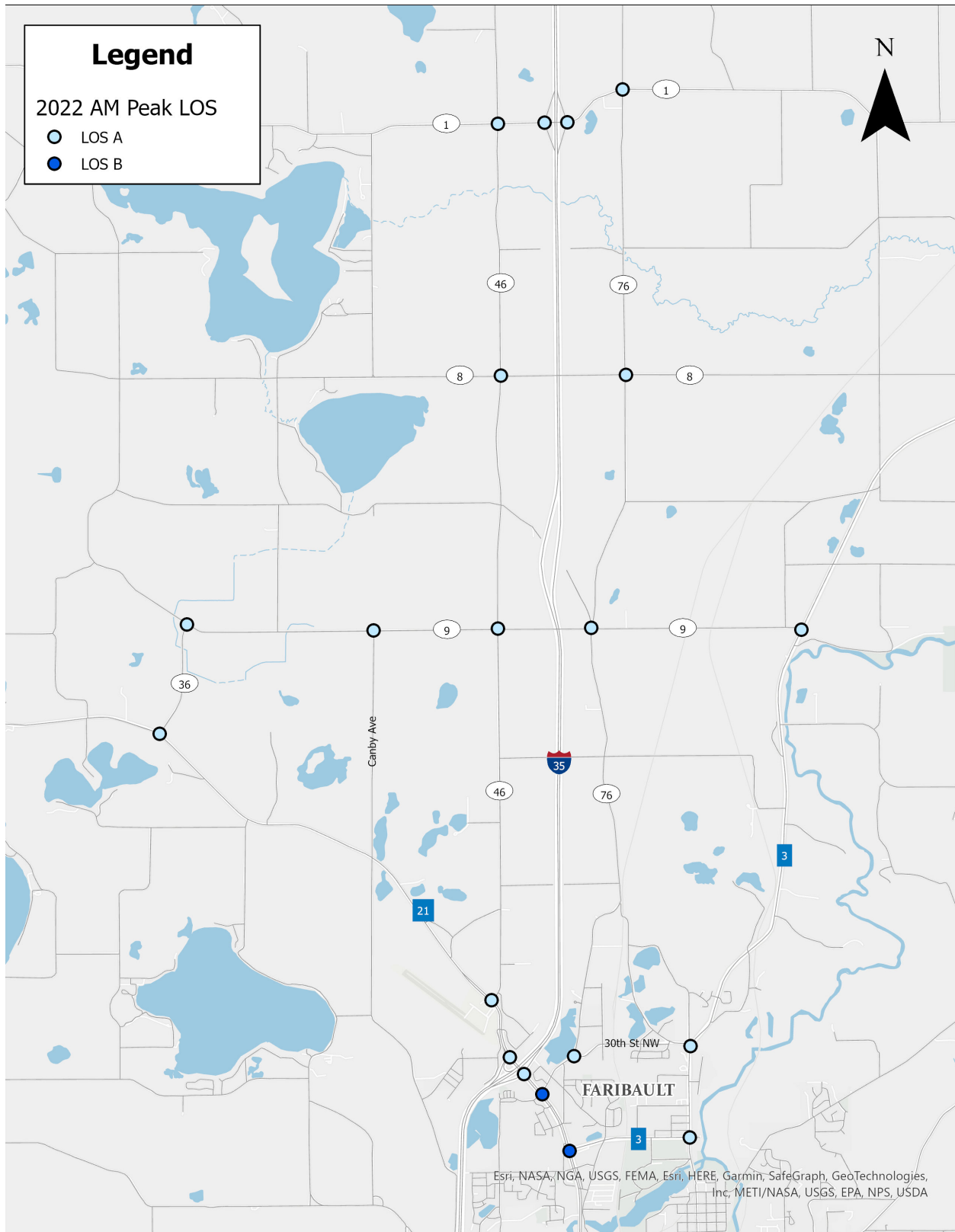


Figure 5 – Existing (2022) PM Peak Hour Intersection Levels of Service

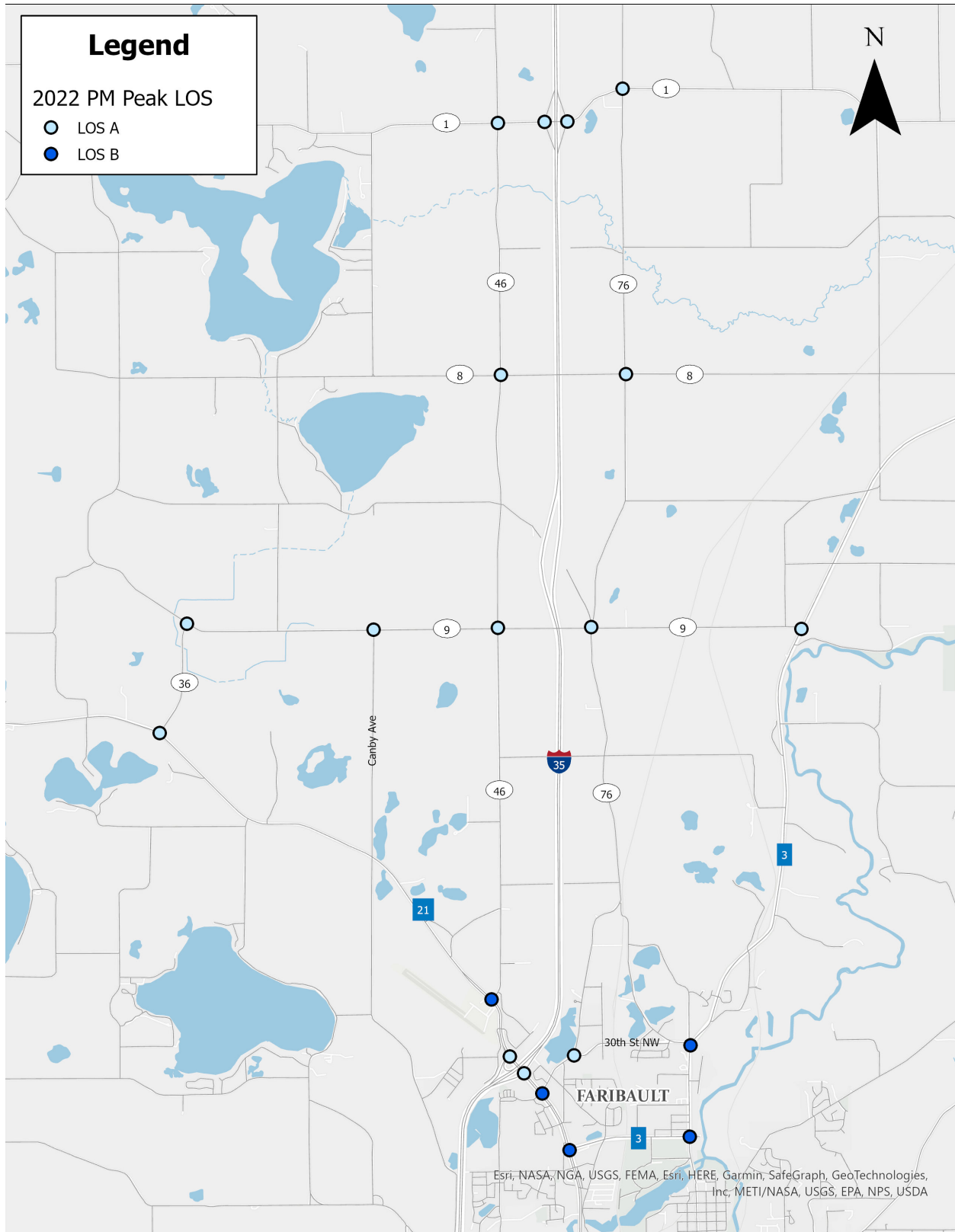
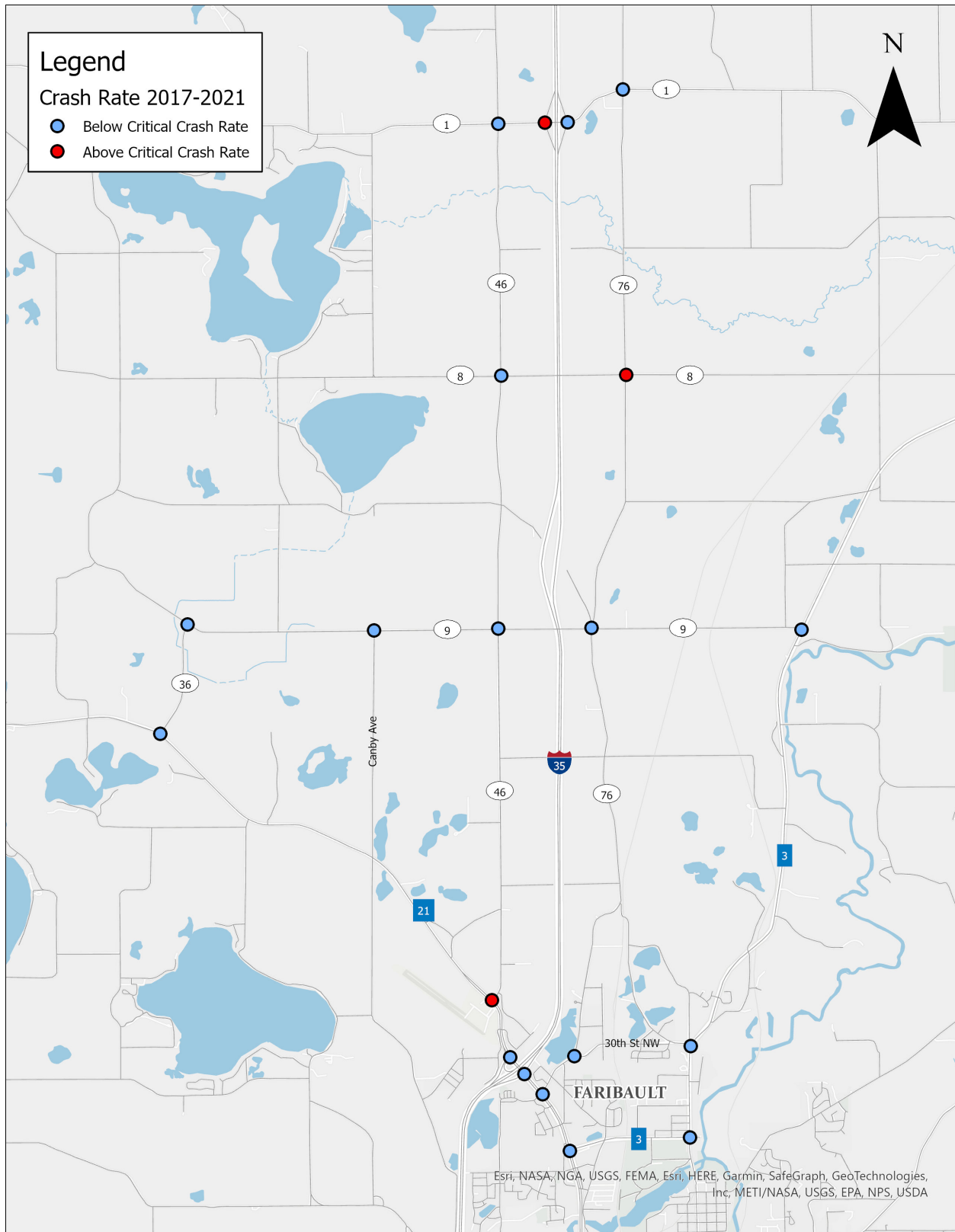


Figure 6 – Crash Analysis Summary



2052 Traffic Conditions

Traffic conditions in 2052 were estimated based on a review of MnDOT historic traffic data and development expectations in the vicinity of the potential I-35/CSAH 9 interchange. Study area land use/development projections were established through collaboration with City of Faribault planning staff.

Historic Traffic Trends

Based on a review of historic MnDOT traffic data at 10 locations throughout the study area, traffic has grown by around 1.4 percent per year over the past 20 years.

Historic MnDOT average daily traffic data at each of the 10 locations reviewed is provided in **Appendix I**.

Development Expectations Near Potential CSAH 9 Interchange

Based on collaboration with City of Faribault planning staff, it is assumed that 205 acres of land will be developed in the vicinity of the potential I-35/CSAH 9 interchange. The land use concept that is the basis of traffic forecasting is the Medium Growth scenario. It is assumed that this development concept will be realized by 2052 with the majority of development occurring between 2032 and 2052.

Development near the potential interchange is assumed to be mostly commercial/industrial mixed used with smaller amounts of dedicated industrial or commercial uses.

Daily Traffic Generation Estimates for New Development

When estimating traffic generation potential of future development, the following compositions were assumed for each land use type:

- Commercial/Industrial Mixed Use
 - 70% Light Industrial
 - 15% Warehouse/Distribution
 - 10% Office
 - 5% Showroom/Dealer
- Industrial
 - 55% Light Industrial
 - 30% Heavy Industrial
 - 15% Warehouse/Distribution
- Highway Commercial
 - 100% Showroom/Dealer

Using the assumed development compositions described above, daily traffic estimates were prepared using two different data sources: the Institute of Transportation Engineers' *Trip Generation* manual (11th edition) and data from NCHRP Report 716: *Travel Demand Forecasting Parameters and Techniques*.

- Daily site-generated traffic based on ITE Trip Generation: Around 12,800 vehicles per day.
- Daily site-generated traffic based on NCHRP 716: Around 11,600 vehicles per day.

Since these values generally converge, the average of the two sources was used, therefore it is assumed that the expected development will generate around 12,200 vehicles per day.

Trip generation calculations are summarized in **Table 3**.

Table 3 – Development Trip Generation Summary

2022-2032 Growth							
Parcel	Use	Acres	Net to Gross Factor	Net Acres	FAR	Daily Trips - NCHRP 716	Daily Trips - ITE
M	Industrial	5	0.7	3.5	0.3	235	217
TOTAL 2022-2032 TRAFFIC ESTIMATE						235	217
2022-2032 Growth							
Parcel	Use	Acres	Net to Gross Factor	Net Acres	FAR	Daily Trips - NCHRP 716	Daily Trips - ITE
C	Commercial/Industrial Mixed Use	50	0.7	35	0.3	3,268	2,971
C	Hwy Commercial	25	0.7	17.5	0.3	1,634	1,486
F	Commercial/Industrial Mixed Use	10	0.7	7	0.3	654	594
F	Hwy Commercial	10	0.7	7	0.3	654	594
H	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	327	297
I	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	2,288	2,080
Q	Commercial/Industrial Mixed Use	10	0.7	7	0.3	654	594
R	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	327	297
S	Industrial	30	0.7	21	0.3	1,410	1,304
U	Commercial/Industrial Mixed Use	20	0.7	14	0.3	1,307	1,189
TOTAL 2022-2052 TRAFFIC ESTIMATE						12,522	11,406
TOTAL 2022-2052 TRAFFIC ESTIMATE						12,757	11,623

Peak Hour Traffic Estimates for New Development

Using the daily traffic estimate of 12,200 vehicles per day, AM and PM peak hour development-related traffic estimates were prepared based on time-of-day data published in the *Trip Generation* manual.

- Around 1,000 AM peak hour trips (81 percent in, 19 percent out)
- Around 1,100 PM peak hour trips (23 percent in, 77 percent out)

Distribution of Site-Generated Traffic

The origins and destinations of traffic generated by new development were assumed based on a review of the following information:

- September 2022 intersection counts
- MnDOT average daily traffic data
- US Census Bureau Work Commuting Data (OnTheMap) for Faribault
- Some engineering judgement was applied

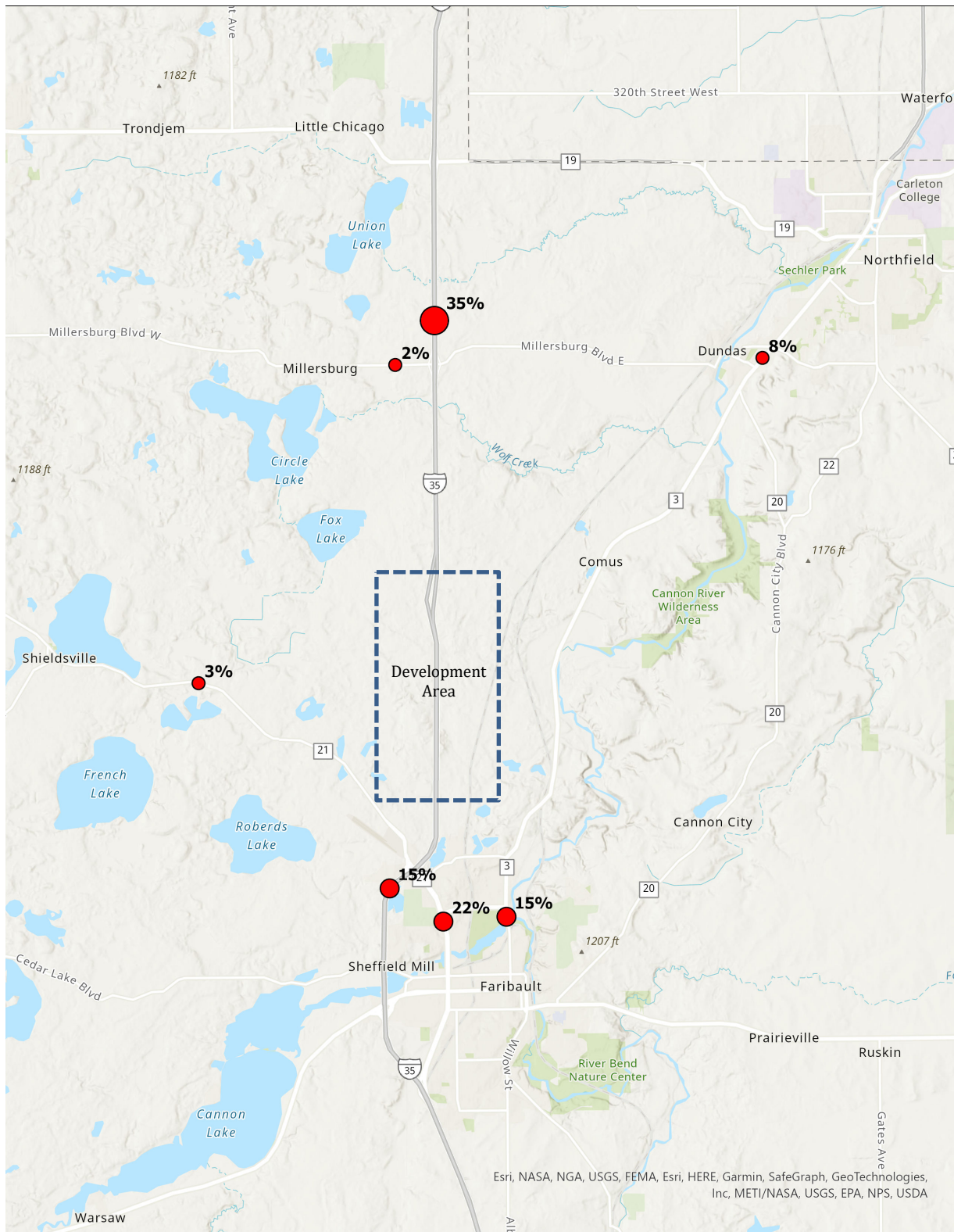
Using the above data, the following was assumed:

- One-third of development traffic is to/from locations within Faribault.
- Remaining two-thirds of development traffic is to/from locations outside of Faribault.
- 70% of traffic using I-35 is to/from the north.
- After applying the assumptions above, development traffic is assumed to be distributed throughout the study area roadway network proportionally, based on the most recent daily traffic counts.

It should be noted that development traffic may additionally be distributed to and from the nearby Faribault airport for access to goods and services.

Based on assumptions listed above, the distribution of site-generated traffic is shown in **Figure 7**.

Figure 7 – Distribution of Site-Generated Traffic



Assumed 2052 Peak Hour Traffic Volumes for Traffic Operations Analysis

2052 AM and PM peak hour turning movements were estimated to perform 2052 traffic operations/level of service analysis. The following was assumed:

- Peak hour traffic from new development is distributed through the roadway network based on assumptions shown in **Figure 7**.
- Non-site-generated traffic will grow at 1% per year.
 - This accounts for traffic growth not associated with the new development around the potential I-35/CSAH 9 interchange.
 - Historic data shows a 1.4% annual growth rate; however, 1% annual growth is assumed to account for potential double-counting of development-related traffic growth.

2052 AM and PM peak hour turning movement data is provided in **Appendix F**.

2052 Peak Hour Intersection Levels of Service

Traffic operations are expected to remain generally good through 2052. Operations are expected to be at LOS C or better throughout the study area except for the following locations:

- PM peak hour LOS F is expected at the intersection of TH 3 and 2nd Ave NW/20th St NW
 - This intersection is currently under all-way stop control
 - Preliminary analysis indicates acceptable operations can be provided with a traffic signal (PM peak LOS C) or a 2x1 roundabout (PM peak LOS B)
- PM peak hour LOS F is expected at the intersection of CR 8 and CR 76
 - This intersection is currently under northbound/southbound two-way stop control
 - Preliminary analysis indicates acceptable operations can be provided if stop control is instead placed on the eastbound/westbound approaches (PM peak LOS B)

2052 AM and PM peak hour intersection levels of service are summarized in **Figure 8** and **Figure 9**, respectively. Detailed traffic operations analysis results are provided in **Appendix G**.

Figure 8 – 2052 AM Peak Hour Intersection Levels of Service (No New Interchange)

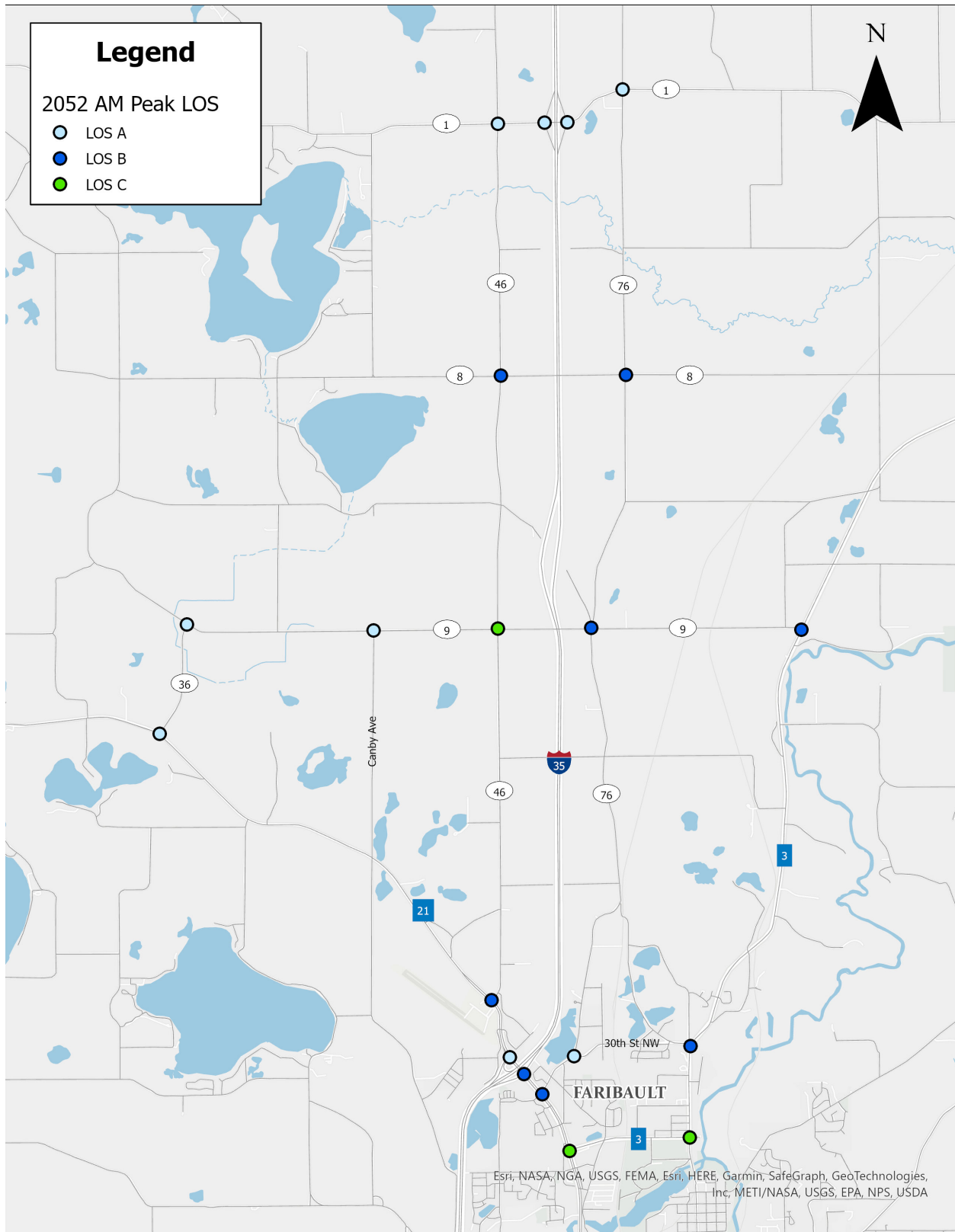
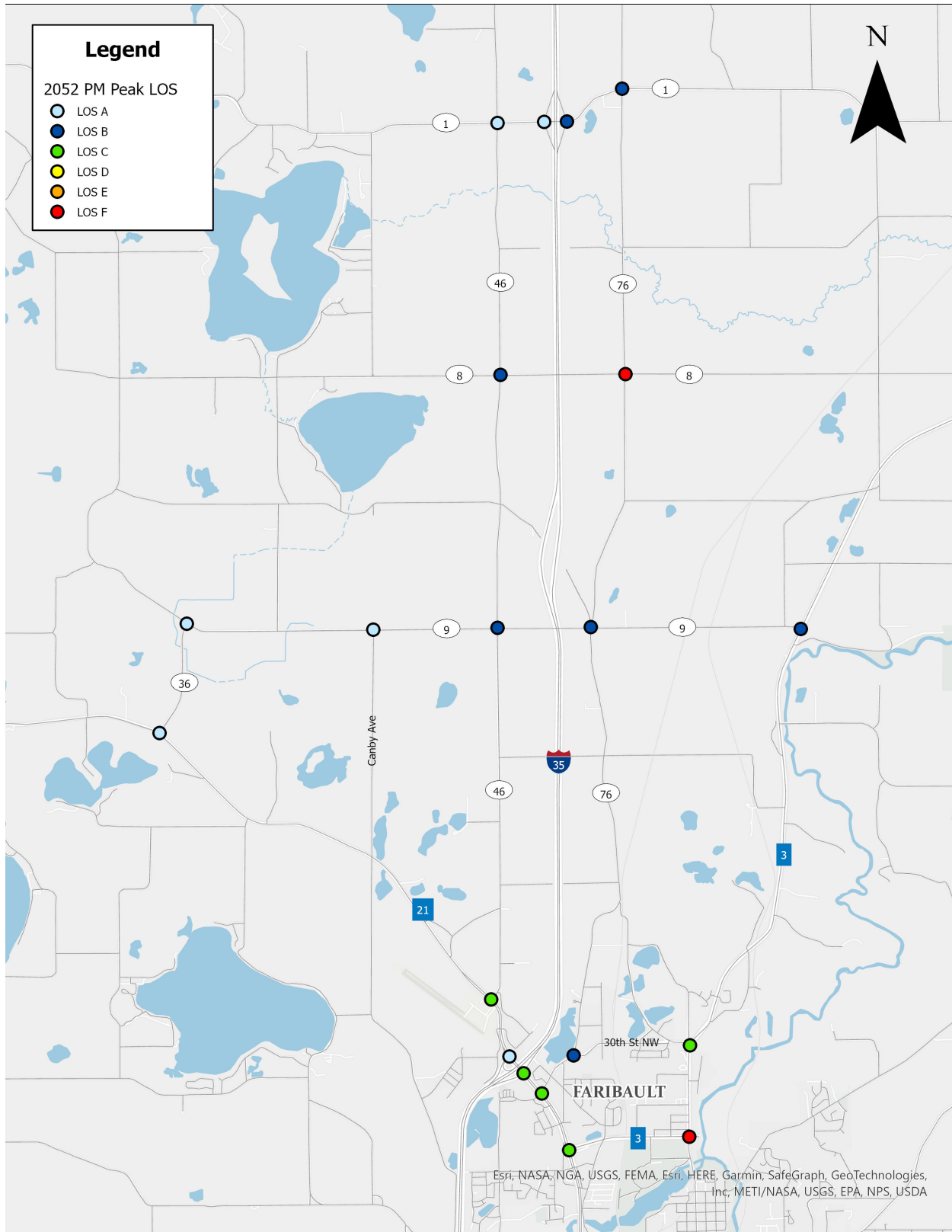


Figure 9 – 2052 PM Peak Hour Intersection Levels of Service (No New Interchange)



2052 Traffic Conditions with CSAH 9 Interchange

2052 traffic conditions were also evaluated assuming an interchange is constructed at CSAH 9. When calculating traffic shifts associated with new connectivity to I-35, the following was assumed:

Traffic From Development Near Proposed Interchange

- 100% of traffic to/from the following locations was assumed to use the CSAH 9 interchange.
 - I-35 to the north
 - County Road 1 to the north
- For development adjacent to CSAH 9, 100% of traffic to/from the following locations was assumed to use the CSAH 9 interchange.
 - I-35 to the south
 - TH 21 to the southeast
 - 2nd Avenue NW to the southeast
- For development that is south of CSAH 9, 50% of traffic to/from the following locations was assumed to use the CSAH 9 interchange.
 - I-35 to the south
 - TH 21 to the southeast
 - 2nd Avenue NW to the southeast

Other Traffic

- Based on StreetLight Data origin-destination data, it is assumed that around 1,350 vehicles per day would benefit from a new interchange at CSAH 9. This traffic is already on the roadway network today and is independent of anticipated development near the potential CSAH 9 interchange.
 - Around 54 percent of this traffic is traffic traveling between TH 21 or TH 99 and I-35
 - Around 41 percent of this traffic is traffic destined for CSAH 9 itself (mostly from I-35)
 - Around 5 percent of this traffic is traffic traveling between TH 21 or TH 99 and the Dundas area
- Traffic shifts were estimated based on a review of the length of travel paths (considering both time and distance) with and without a new interchange.

Vehicle-Miles Traveled and Vehicle-Hours Traveled Impacts from CSAH 9 Interchange

Study area daily vehicle-miles traveled (VMT) and daily vehicle-hours traveled (VHT) were estimated for 2052 traffic conditions with and without a CSAH 9 interchange.

- VMT changes for development-related traffic were calculated using the *PTV Vistro* traffic analysis software.
- VMT changes for other study area traffic were calculated based on a review of StreetLight Data origin-destination data and estimated travel times/distances with and without a new interchange.
- VHT changes throughout the study area are based on *SimTraffic 11* traffic simulation results.

Using the traffic assumptions described throughout this report, **2052 daily VMT and VHT are expected to be generally unchanged with a CSAH 9 interchange**. Limited changes in VMT and VHT can be explained by the following:

- Commercial and industrial development near CSAH 9 is expected to generate more out-of-town traffic than traffic from Faribault (around two-thirds of traffic is expected to be to/from locations outside of Faribault).
 - Travelers to/from I-35 can utilize existing interchanges at TH 21 or CR 1 to reach their destination. Without a new CSAH 9 interchange, traffic to/from the CSAH 9 area must use the parallel county road system, however these are low volume routes (1,000 to 2,000 vehicles per day today) with significant remaining roadway capacity to satisfy traffic demands associated with anticipated development.
- While not interstate speeds, the surrounding county road network is generally rural and supports high speed traffic (around 55 mph, compared to 70 mph on I-35).
- Existing roadway capacity is expected to be sufficient for anticipated 2052 travel demand throughout the Faribault area.

Chart 1 – 2052 Daily Vehicle-Miles Traveled Estimates

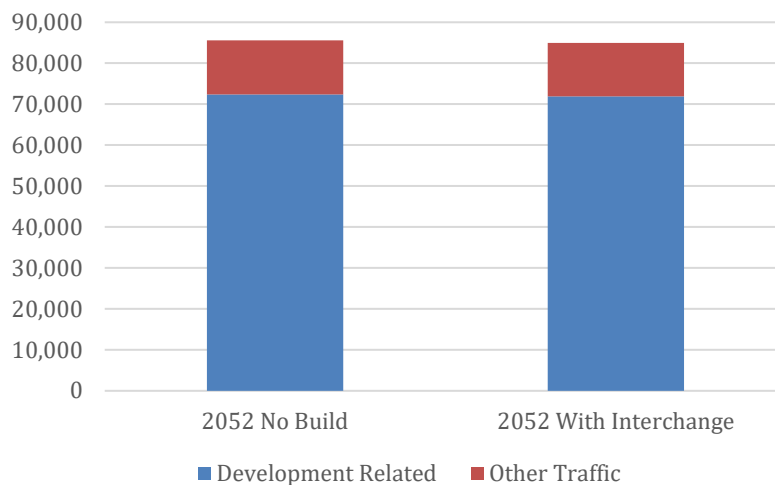
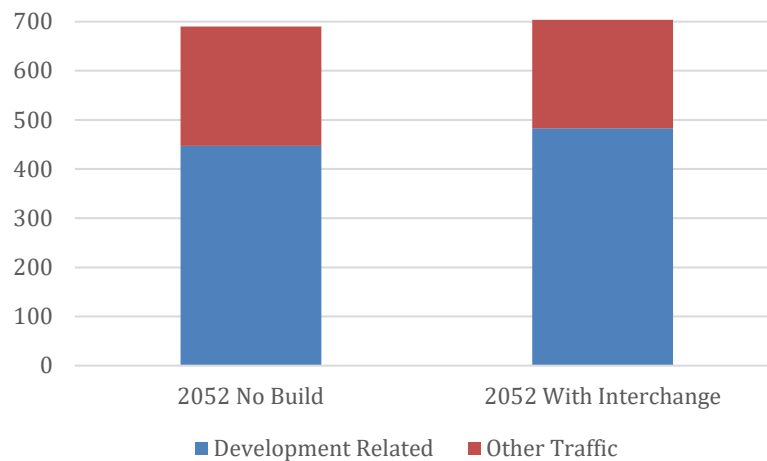


Chart 2 – 2052 Daily Vehicle-Hours Traveled Estimates



2052 Level of Service Analysis with CASH 9 Interchange

With a CSAH 9 interchange, the following was observed under 2052 traffic conditions:

- The CSAH 9 interchange is expected to operate at LOS B under 2052 AM and PM peak hour traffic volumes. This assumes a standard diamond interchange with stop control on the off-ramps.
- All study area intersections are expected to operate at LOS C or better in the 2052 AM peak hour.
- In the 2052 PM peak hour, the only intersection with deficient operations is the intersection of TH 3 and 2nd Ave NW/20th St NW (PM peak LOS F). All other study intersections are expected to operate no worse than LOS C.
 - This intersection is also expected to operate at LOS F in the 2052 PM peak hour if no interchange is added at CSAH 9.

2052 AM and PM peak hour intersection levels of service in the interchange build scenario are shown in **Figure 10** and **Figure 11**, respectively.

Figure 10 – 2052 AM Peak Hour Intersection Levels of Service with CSAH 9 Interchange

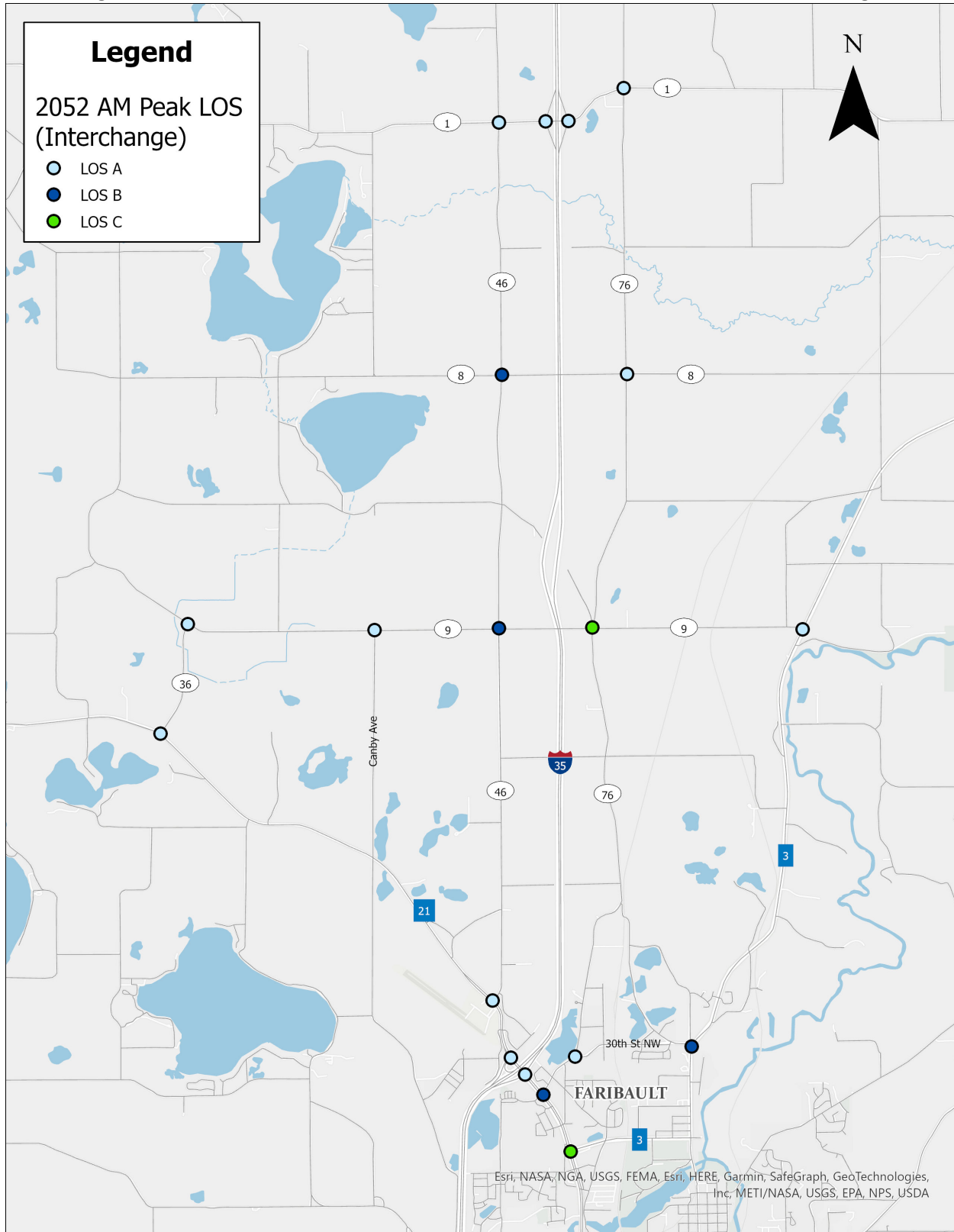
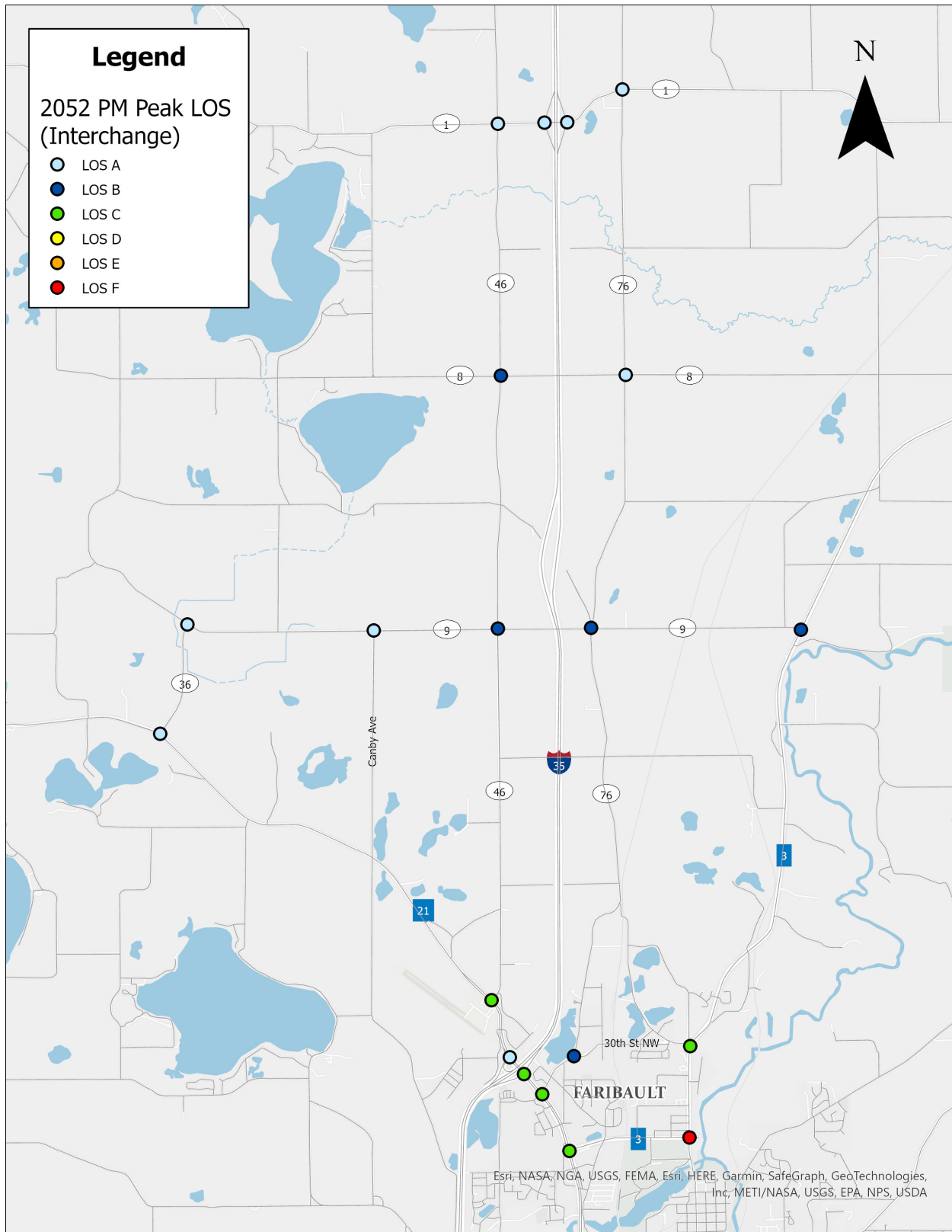


Figure 11 – 2052 PM Peak Hour Intersection Levels of Service with CSAH 9 Interchange



V. Purpose and Need

The following section describes the primary and secondary needs for the I-35 and CSAH 9 Study Area. Generally, Primary Needs address the existing transportation problems, identify why the project was initiated, and are the main reason for agency action. Secondary Needs are other transportation problems or opportunities for improvement within the study area that may be addressed, if feasible, while the primary needs are prioritized.

Rice County, MnDOT, the City of Faribault, and other partners have identified several factors justifying transportation improvements in the study area. These factors include Primary Needs associated with regional connectivity and mobility and access to future planned economic development. Secondary Needs include enhancing the transportation network and freight truck access to I-35. The following is a description of each of the identified project needs and additional considerations.

Primary Needs

Regional Connectivity

This Primary Need utilizes existing conditions (2022) and 30-year build out (2052) traffic volumes on the transportation network within the I-35 and CSAH 9 area study. Under existing conditions (2022), traffic operations are good with intersection levels of service (LOS) B or better across all study intersections.

Mobility and Access to Future Planned Development

Based on collaboration with the City of Faribault planning staff, it is assumed that 205 acres of land will be developed in the vicinity of the CSAH 9 and I-35 study area. Development is assumed to be mostly commercial/industrial mixed-use, with some properties dedicated to one or the other (see **Figure 12**).

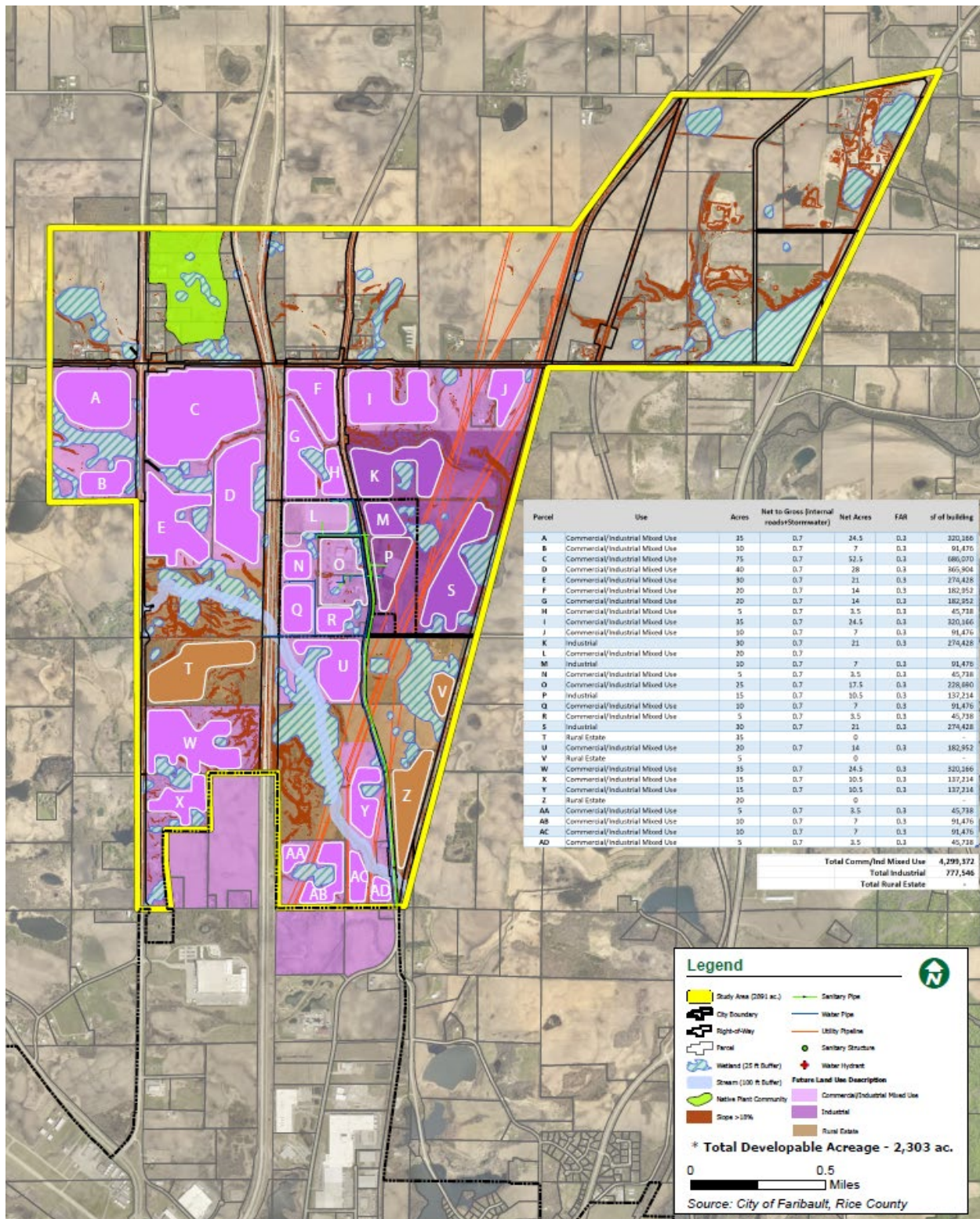
The existing and future land use scenarios were the basis for determining future planned development. **Figure 12** depicts the planned developable areas in the vicinity of the CSAH 9 and I-35 study area. These developable areas were the basis of traffic forecasting for the 30-year build out (2052) traffic volumes.

Secondary

Enhance the Transportation Network

The existing interstate, I-35, and lack of east-west access for approximately 7.6 miles between Rice County Road 1 (Millersburg Blvd.) and TH 21 creates inadequate access to the transportation network north of Faribault. Traffic destined for I-35 (north or south) must utilize the parallel north-south roadway network (CR 46 and CR 76) which causes slight increases in travel time which is measured in vehicle hours traveled (VHT) and vehicle miles traveled (VMT).

Figure 12 – Developable Areas



Freight Truck Access to I-35

I-35 is a critical freight corridor regionally, statewide, and across the central portion of the country. I-35 is considered a Superload Corridor within the statewide interstate network.

The CSAH 9 overpass bridge at I-35 has a vertical clearance deficiency that forces taller and sometimes heavier freight traffic onto secondary highways in the area. The existing vertical clearance for the northbound and southbound directions of I-35 at the CSAH 9 overpass bridge is 16'-0". According to the MnDOT District 6 Freight Plan, 16'-0" is categorized as average and the preferred height is greater than 16'-6" for a Superload Corridor such as I-35.

Social, Economic, and Environmental (SEE) Factors – Additional Considerations

This section is intended to provide a high-level description of the existing conditions and potential SEE factors within the I-35 and CSAH 9 Study Area that will need to be considered as alternatives are developed and evaluated as part of the project development process. This section is not intended to be an in-depth analysis and these topics will be further considered during the environmental review and documentation process.

Travel Time Savings and Reduced Emissions

Lack of east-west access along I-35 for approximately 7.6 miles causes some increased travel time or vehicle-hours traveled (VHT) as travelers utilize the parallel north-south network (CR 46 and CR 76) instead of the interstate (I-35), which leads to increased time on the roads and increased greenhouse gas emissions for vehicles originating/destine to locations north of the City of Faribault.

Emergency Response Access

Lack of east-west access along I-35 for approximately 7.6 miles causes increased response times for emergency vehicles. These criteria will be demonstrated based on coordination with Rice County Emergency Management and review of their Emergency Operations Plan (EOP).

Sensitive Conditions and Resources

This section describes other desirable project elements or effects that are not central to the purpose and need but are nonetheless important considerations to the development and evaluation of alternatives.

Sensitive environmental resources are found within the Study Area. Several wetlands and streams have been identified, vegetation qualified as Areas of Environmental Sensitivity (AES), and other SEE resources will be assessed in the early stages of alternatives development and will be considered in the evaluation and screening of alternatives. Key SEE topics to be evaluated include, but are not limited to: wetlands, streams, Section 4(f) resources, Section 106/cultural resources, Environmental Justice populations, and Section 7/Threatened and Endangered species.

VI. Concept Alternatives

Conceptual Layouts with Cost Estimates (Tier 1)

Twelve concept alternatives were developed in three categories.

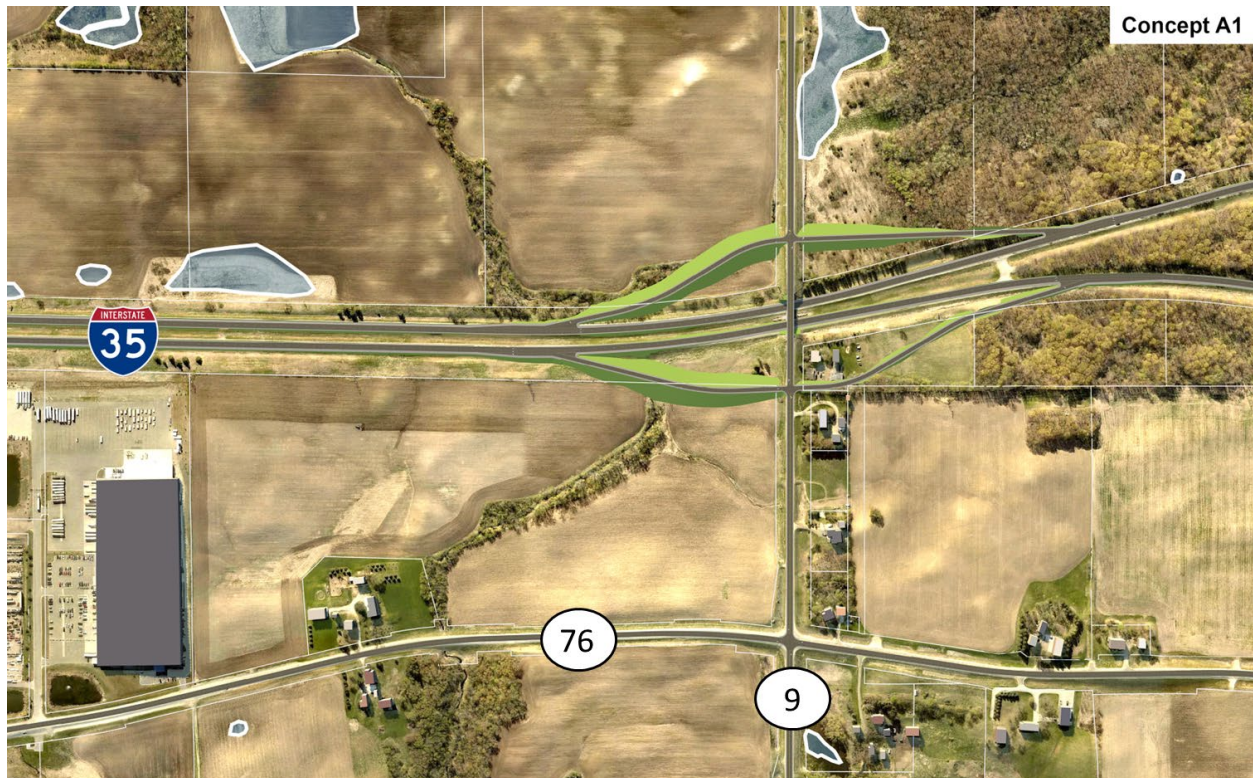
'Group A' the CSAH 9 alignment has been maintained and adds local access to the Interstate.

'Group B' CSAH 9 is realigned/offset to minimize impacts while adding local access.

'Group C' the CSAH 9 alignment is maintained, but local access is added separately.

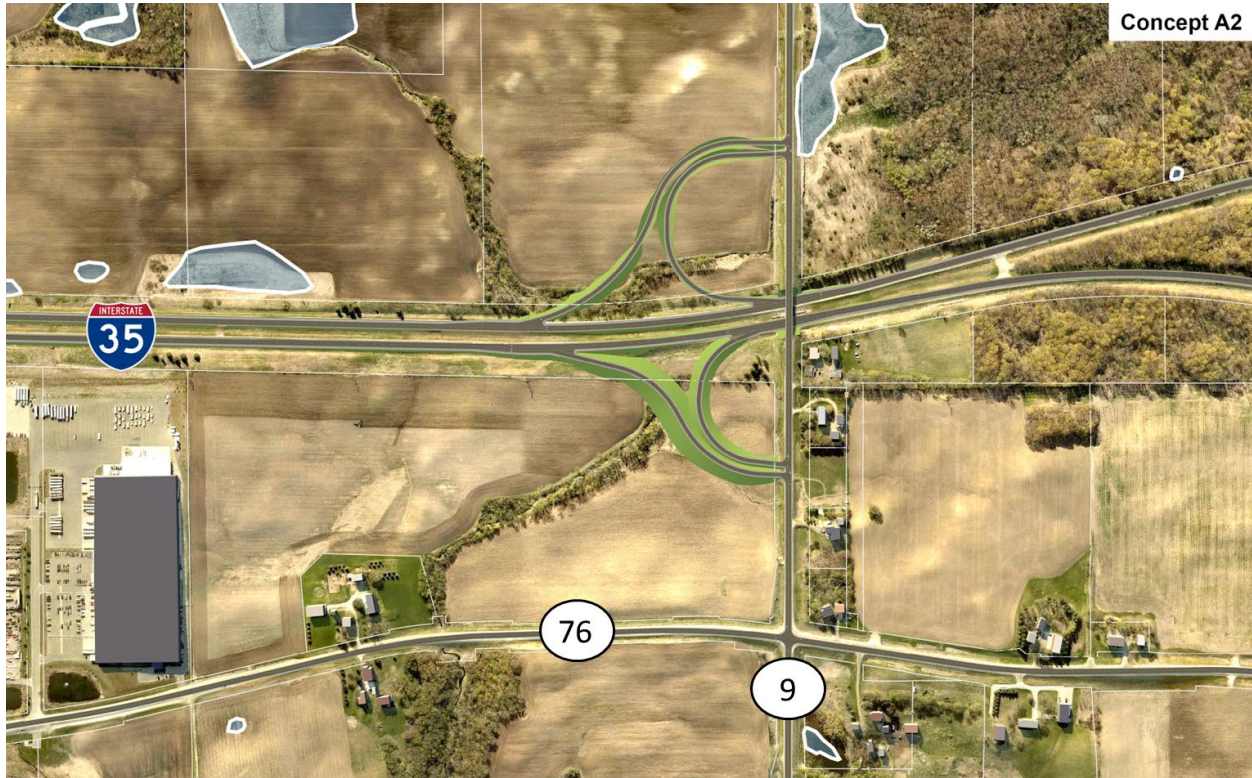
Alternative A1

Preliminary Cost Estimate: \$15.0 M - \$20.0 M



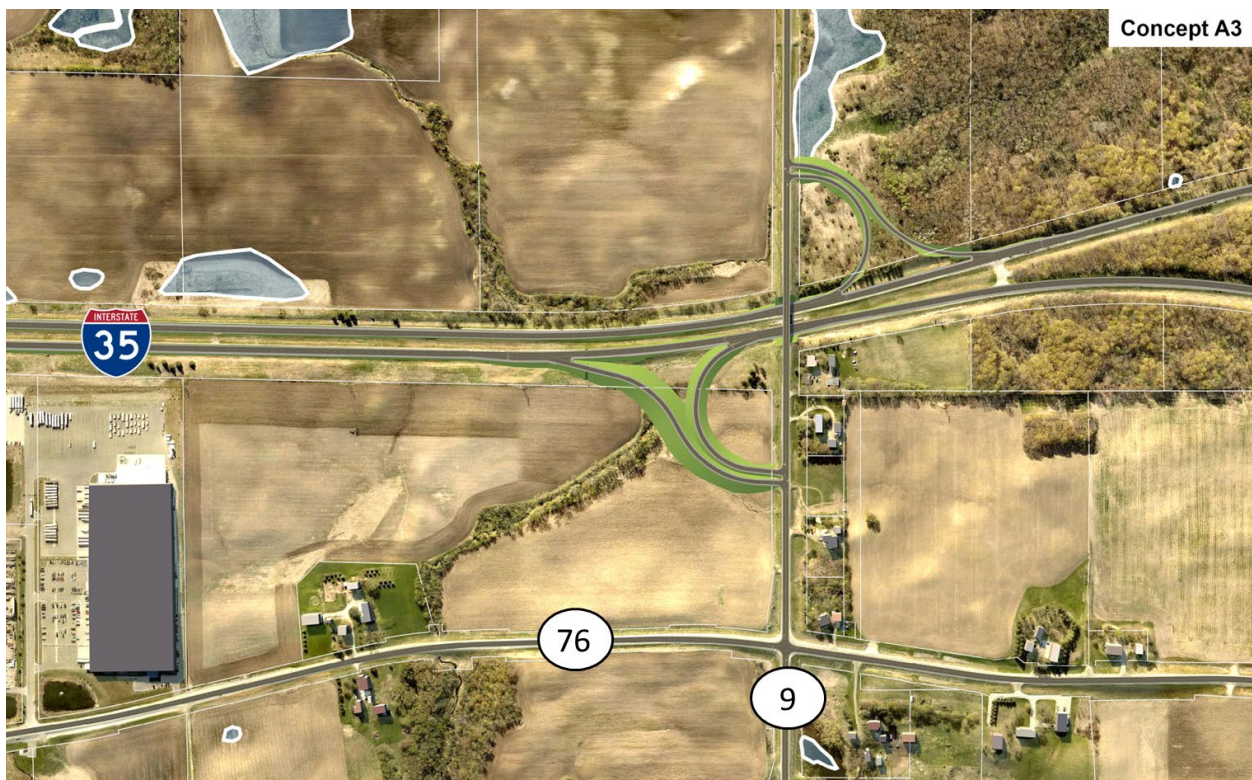
Alternative A2

Preliminary Cost Estimate: \$13.0 M - \$18.0 M



Alternative A3

Preliminary Cost Estimate: \$12.0 M - \$17.0 M



Alternative A4

Preliminary Cost Estimate: \$16.0 M - \$21.0 M



Alternative A5

Preliminary Cost Estimate: \$17.0 M - \$22.0 M

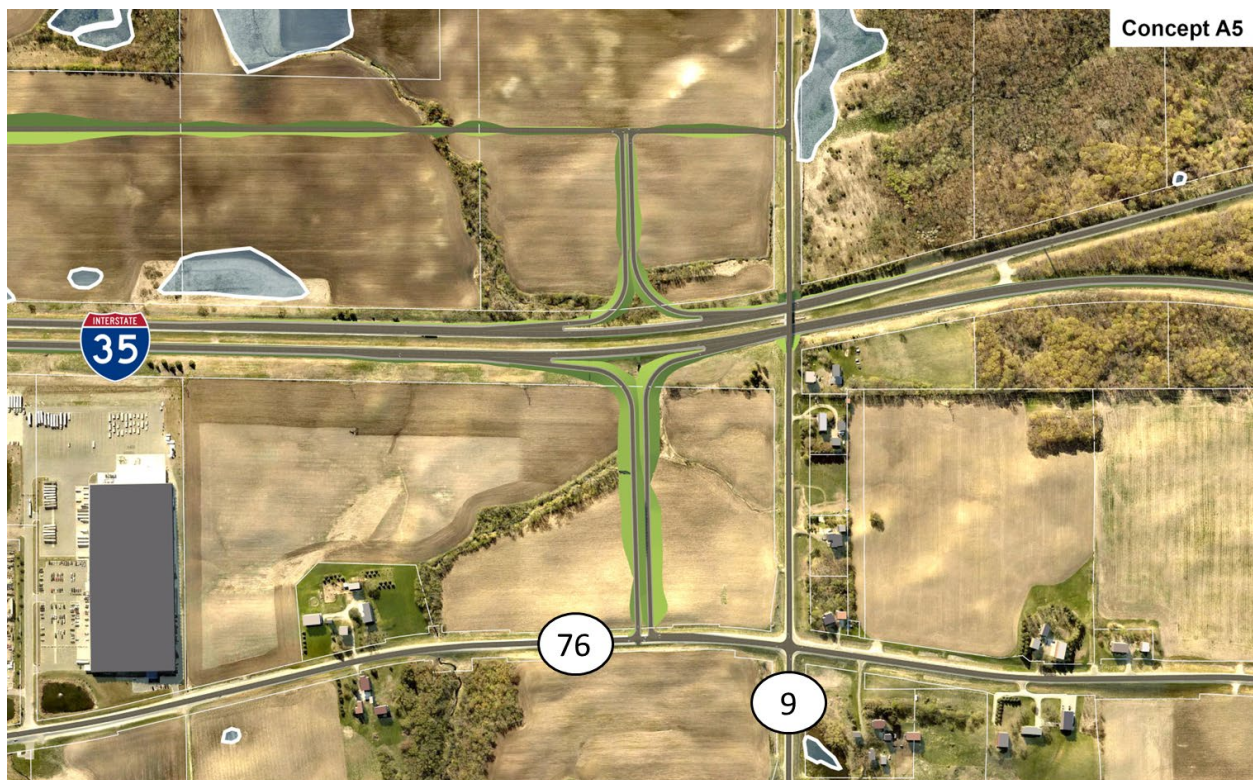


Table 4 – Evaluation Matrix for Alternatives A1 through A5

			2052 (No-Build)	2052 – A1	2052 – A2	2052 – A3	2052 – A4	2052 – A5
Primary Needs	Regional Connectivity	Travel Time	Poor	Good	Good	Good	Good	Good
		Reliability and System Delay	Poor	Good	Good	Good	Good	Good
		Intersection LOS	Poor	Good	Good	Good	Good	Good
		Historic Traffic Trends	Poor	Good	Good	Good	Good	Good
	Mobility & Access to Future Planned Economic Development	Traffic Generation Estimates	Poor	Fair	Fair	Fair	Fair	Good
		Providing Fastest Access	Poor	Fair	Fair	Fair	Fair	Good
Secondary Needs	Freight Truck Access to I-35	Existing bridge (CSAH 9) Concerns	Poor	Good	Good	Good	Good	Good
	Enhance the Transportation Network	System Connections/ Connectivity	Poor	Good	Good	Good	Fair	Fair
		Interchange Access Distances	Poor	Good	Good	Good	Fair	Fair
Additional Considerations	Social, Economic, Environmental, Fiscal Considerations	Financial Responsibility	Poor	Fair	Good	Good	Fair	Fair
		Travel Time Savings and Reduced Emissions	Poor	Fair	Fair	Fair	Fair	Fair
		Emergency Response Access	Poor	Fair	Fair	Fair	Fair	Fair
		Compatibility with Developable Areas	Poor	Good	Fair	Fair	Fair	Poor
		Bicycle and Pedestrian Facilities	Poor	Good	Good	Good	Good	Good
		Utility Impacts	Good	Fair	Fair	Fair	Good	Good
		Wetland and Stream Impacts	Good	Fair	Fair	Fair	Fair	Poor
		Vegetation Impacts	Good	Fair	Fair	Poor	Fair	Fair
		Wildlife Impacts	Good	Good	Good	Good	Good	Good
		Section 4(f)	Good	Good	Good	Good	Good	Good
		Section 106	Good	Good	Good	Good	Good	Good
		Section 7	Good	Fair	Fair	Fair	Fair	Fair

Alternative B1

Preliminary Cost Estimate: \$22.0 M - \$27.0 M



Alternative B2

Preliminary Cost Estimate: \$23.0 M - \$28.0 M



Alternative B3
Preliminary Cost Estimate: \$23.0 M - \$28.0 M

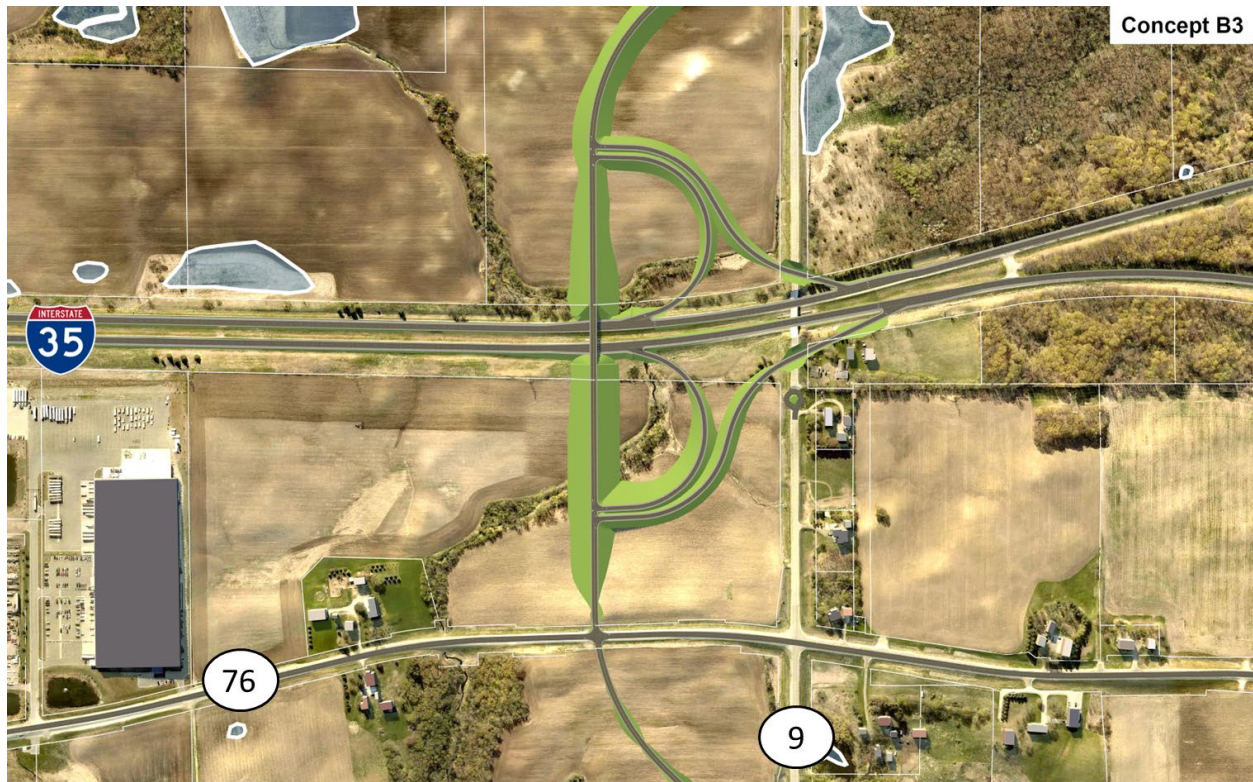


Table 5 – Evaluation Matrix for Alternatives B1 through B3

			2052 (No- Build)	2052 – B1	2052 – B2	2052 – B3
Primary Needs	Regional Connectivity	Travel Time	Poor	Good	Good	Good
		Reliability and System Delay	Poor	Good	Good	Good
		Intersection LOS	Poor	Good	Good	Good
		Historic Traffic Trends	Poor	Good	Good	Good
	Mobility & Access to Future Planned Economic Development	Traffic Generation Estimates	Poor	Fair	Fair	Fair
		Providing Fastest Access	Poor	Fair	Fair	Fair
Secondary Needs	Freight Truck Access to I-35	Existing bridge (CSAH 9) Concerns	Poor	Good	Good	Good
	Enhance the Transportation Network	System Connections/ Connectivity	Poor	Good	Good	Good
		Interchange Access Distances	Poor	Good	Good	Good
Additional Considerations	Social, Economic, Environmental, Fiscal Considerations	Financial Responsibility	Poor	Poor	Poor	Poor
		Travel Time Savings and Reduced Emissions	Poor	Fair	Fair	Fair
		Emergency Response Access	Poor	Fair	Fair	Fair
		Compatibility with Developable Areas	Poor	Fair	Poor	Poor
		Bicycle and Pedestrian Facilities	Poor	Good	Good	Good
		Utility Impacts	Good	Fair	Fair	Fair
		Wetland and Stream Impacts	Good	Fair	Fair	Fair
		Vegetation Impacts	Good	Fair	Fair	Fair
		Wildlife Impacts	Good	Good	Good	Good
		Section 4(f)	Good	Good	Good	Good
		Section 106	Good	Good	Good	Good
		Section 7	Good	Fair	Fair	Fair

Alternative C1

Preliminary Cost Estimate: \$13.0 M - \$18.0 M



Alternative C2

Preliminary Cost Estimate: \$17.0 M - \$22.0 M



Alternative C3

Preliminary Cost Estimate: \$13.0 M - \$18.0 M



Alternative C4

Preliminary Cost Estimate: \$13.0 M - \$18.0 M



Table 6 – Evaluation Matrix for Alternatives C1 through C4

			2052 (No-Build)	2052 – C1	2052 – C2	2052 – C3	2052 – C4
Primary Needs	Regional Connectivity	Travel Time	Poor	Good	Good	Good	Good
		Reliability and System Delay	Poor	Good	Good	Good	Good
		Intersection LOS	Poor	Good	Good	Good	Good
		Historic Traffic Trends	Poor	Good	Good	Good	Good
	Mobility & Access to Future Planned Economic Development	Traffic Generation Estimates	Poor	Fair	Fair	Fair	Fair
		Providing Fastest Access	Poor	Fair	Fair	Fair	Fair
Secondary Needs	Freight Truck Access to I-35	Existing bridge (CSAH 9) Concerns	Poor	Good	Good	Good	Good
	Enhance the Transportation Network	System Connections/ Connectivity	Poor	Fair	Fair	Fair	Fair
		Interchange Access Distances	Poor	Good	Good	Good	Good
Additional Considerations	Social, Economic, Environmental, Fiscal Considerations	Financial Responsibility	Poor	Good	Fair	Good	Good
		Trael Time Savings and Reduced Emissions	Poor	Fair	Fair	Fair	Fair
		Emergency Response Access	Poor	Fair	Fair	Fair	Fair
		Compatibility with Developable Areas	Poor	Poor	Poor	Poor	Poor
		Bicycle and Pedestrian Facilities	Poor	Good	Good	Good	Good
		Utility Impacts	Good	Fair	Fair	Fair	Fair
		Wetland and Stream Impacts	Good	Fair	Fair	Fair	Fair
		Vegetation Impacts	Good	Fair	Fair	Fair	Fair
		Wildlife Impacts	Good	Good	Good	Good	Good
		Section 4(f)	Good	Good	Good	Good	Good
		Section 106	Good	Good	Good	Good	Good
		Section 7	Good	Fair	Fair	Fair	Fair

Five concept alternatives were eliminated through High-Level/Tier 1 Screening.

VII. Evaluation Criteria

Evaluation Matrix

The criteria listed below in **Table 7** were developed based on the Primary and Secondary Needs of the study as well as additional considerations. A draft copy was presented to representatives from Rice County, the City of Faribault, MnDOT, and other agencies and stakeholders on June 28, 2023. From the draft list, established criteria were created. **Table 8** shows a revised version of the Evaluation Matrix for Level 2 screening.

Table 7 – Level 1 Evaluation Matrix

Evaluation Criteria	Measurement
Primary Needs	
Regional Connectivity	Travel Time
	Reliability and System Delay
	Intersection Level of Service (LOS)
	Historic Traffic Trends
Mobility and Access to Future Planned Development	Traffic Generation Estimates for Future Planned Economic Development
	Providing efficient access
Secondary Needs	
Freight Truck Access to I-35	Qualitative Assessment to determine if an alternative does or does not address the desired/preferred vertical clearance of the existing bridge (CSAH 9) over I-35 (Superload Corridor for freight traffic)
Enhance the Transportation Network	System Connections/Connectivity between Faribault and Twin Cities (more of a qualitative measure)
	Interchange/access spacing along I-35
Additional Considerations	
Preliminary Cost Range	Interchange concept alternatives within a \$5 million dollar range.
Travel Time Savings and Reduced Emissions	Qualitative assessment (more/less consistent with local, regional, state plans)
Emergency Response Access	Qualitative assessment based on coordination with Rice County Emergency Management and their Emergency Operations Plan (EOP)
Compatibility with Developable Areas	Qualitative Assessment
Bicycle and Pedestrian Facilities	Quantitative assessment of accommodating bicycles, pedestrians, and greenspace on CSAH 9
Sensitive Conditions and Resources	Utility Impacts
	Wetland and Stream Impacts – number of basins and acres/linear feet impacted
	Vegetation Impacts – qualified Areas of Environmental Sensitivity (AES)
	Wildlife Impacts – Acres of tree clearing impacted
	Section 4(f), Section 106/Cultural Resource Impacts – Acres impacted, change in access
	Section 7/T&E Impacts – Acres impacted

Table 8 – Level 2 Evaluation Matrix

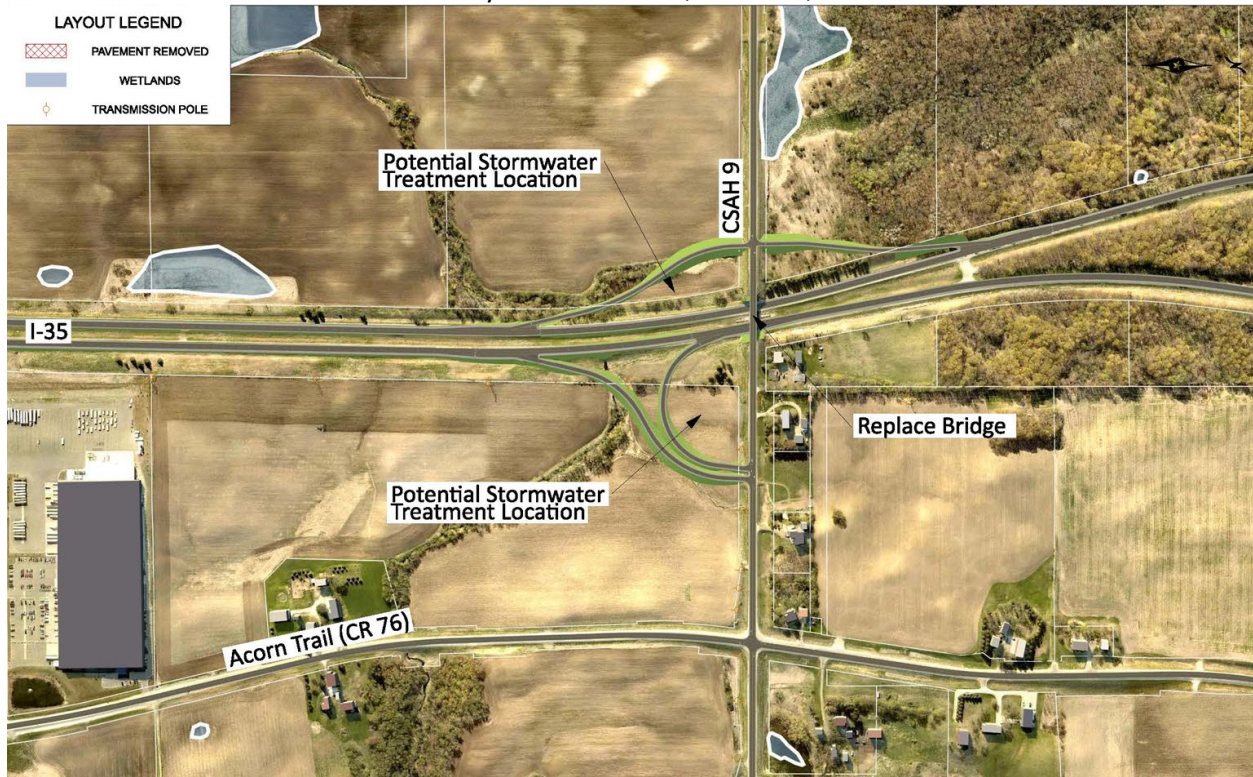
Evaluation Criteria	Measurement
Primary Needs	
Vehicle Mobility	System Connections/Connectivity between Faribault and Twin Cities (more of a qualitative measure)
	Interchange/Access Spacing along I-35
Direct Access to Future Planned Development	Traffic Generation Estimates for Future Planned Economic Development
	Providing efficient access
Secondary Needs	
Improved Regional Connectivity	Travel Time
	Reliability and System Delay
	Intersection Level of Service (LOS)
	VHT and VMT
Freight Truck Access to I-35	Qualitative Assessment to determine if an alternative does or does not address the desired/preferred vertical clearance of the existing bridge (CSAH 9) over I-35 (Superload Corridor for freight traffic)
	Interchange/access spacing along I-35
Additional Considerations	
Preliminary Cost Range	Interchange concept alternatives
Travel Time Savings and Reduced Emissions	Qualitative assessment (more/less consistent with local, regional, state plans)
Emergency Response Access	Qualitative assessment based on coordination with Rice County Emergency Management and their Emergency Operations Plan (EOP)
Bicycle and Pedestrian Facilities	Quantitative assessment of accommodating bicycles, pedestrians, and greenspace on CSAH 9
Sensitive Conditions and Resources	Transmission/Utility Lines (above ground) Impacts (# of Poles)
	NWI Wetland and Stream Impacts – Acres/Linear Feet Impacted
	Prime Farmland Impacts (Acres)
	Wildlife Impacts – Acres of tree clearing impacted
	Section 7/T&E Impacts – Qualitative assessment based on biodiversity sites
	Properties (# of Parcels) impacted, noting NE quadrant residential

Conceptual Layouts with Cost Estimates (Tier 2)

The application of a 2nd round of screening led to the retention of Concept Alternative A2, which consistently rose to the top. It also led to the creation of A1.H (a hybrid of A1 and A3) and the creation of B1.H (a hybrid of B1 and B2). Full cost estimates for these Alternatives can be found in **Appendix J**.

Alternative A1H

Preliminary Cost Estimate: \$13.0 M - \$18.0 M



Alternative A2
Preliminary Cost Estimate: \$14.6 M



Alternative B1H
Preliminary Cost Estimate: \$20.0 M



Table 9 – Evaluation Matrix for 2052 No-Build, A1.H, A2, B1.H (Level 2 – June '23)

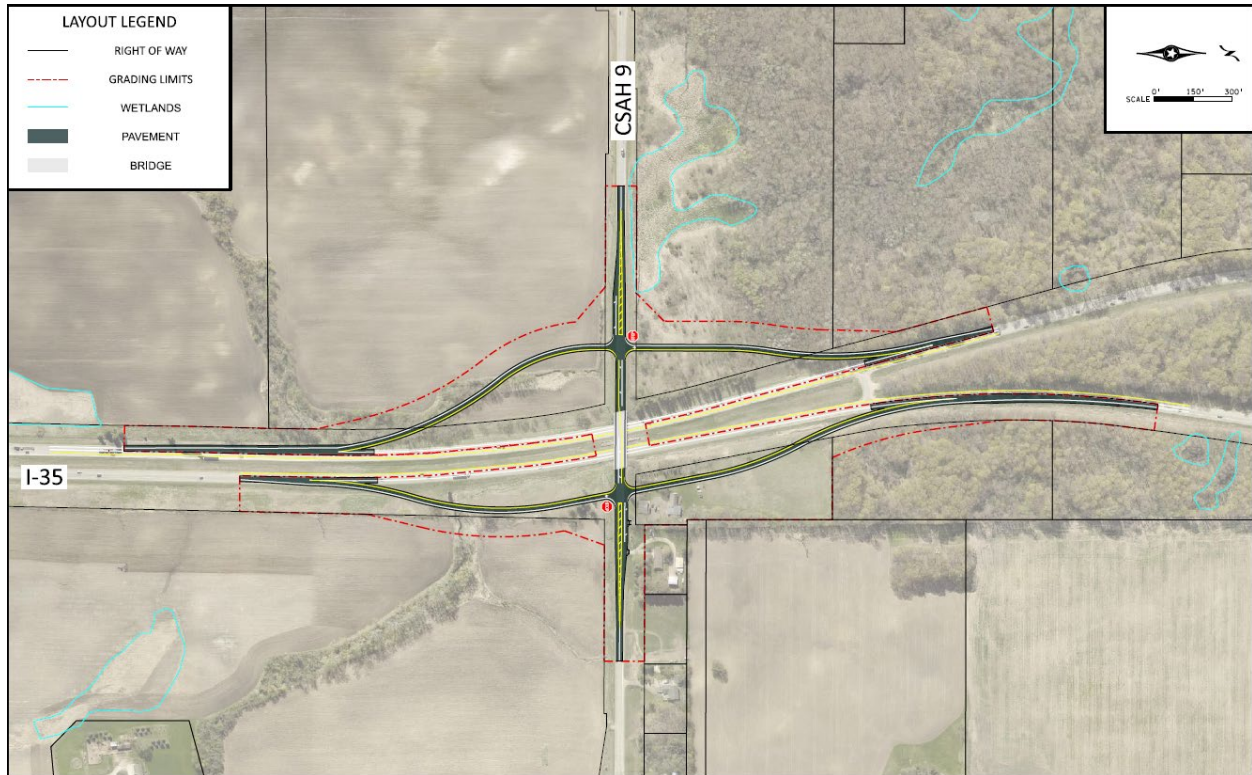
			2052 (No-Build)	2052 – A1.H	2052 – A2	2052 – B1.H
Primary Needs	Vehicle Mobility	System Connections/Connectivity	Poor	Good	Good	Good
		Interchange/Access Spacing along I-35	Poor	Good	Good	Good
	Direct Access to Future Planned Economic Development	Traffic Generation Estimates	Poor	Fair	Fair	Fair
		Providing Fastest Access	Poor	Fair	Fair	Fair
Secondary Needs	Improved Regional Connectivity	Travel Time	Poor	Good	Good	Good
		Reliability and System Delay	Poor	Good	Good	Good
		Intersection LOS	Poor	Good	Good	Good
		VHT and VMT	Fair	Fair	Fair	Fair
	Freight Truck Access to I-35	Existing Bridge (CSAH 9) Concerns	Poor	Good	Good	Good
Additional Considerations	Social, Economic, Environmental, Fiscal Considerations	Financial Responsibility	\$0	\$16.0M	\$14.6M	\$20.0M
		Travel Time Savings and Reduced Emissions	Poor	Fair	Fair	Fair
		Emergency Response Access	Poor	Fair	Fair	Fair
		Bicycle and Pedestrian Facilities	Poor	Fair	Fair	Fair
		Utility Impacts (# of Poles)	0	2	2	2
		NWI Wetland and Stream Impacts (Linear Feet)	0/0	0/1943 If	0/2020 If	0.2/2559 If
		Prime Farmland Impacts (Acres)	0	9.6	5.3	10.5
		Wildlife Impacts (Acres of Clearing)	0	7.3	2.9	6.9
		Developable Area	N/A	Fair	Fair	Fair
		Section 7	N/A	Fair	Good	Fair
		Properties Impacted (# of Parcels)	0	4	2	5

CAD-Generated Layouts with Preliminary Cost Estimates

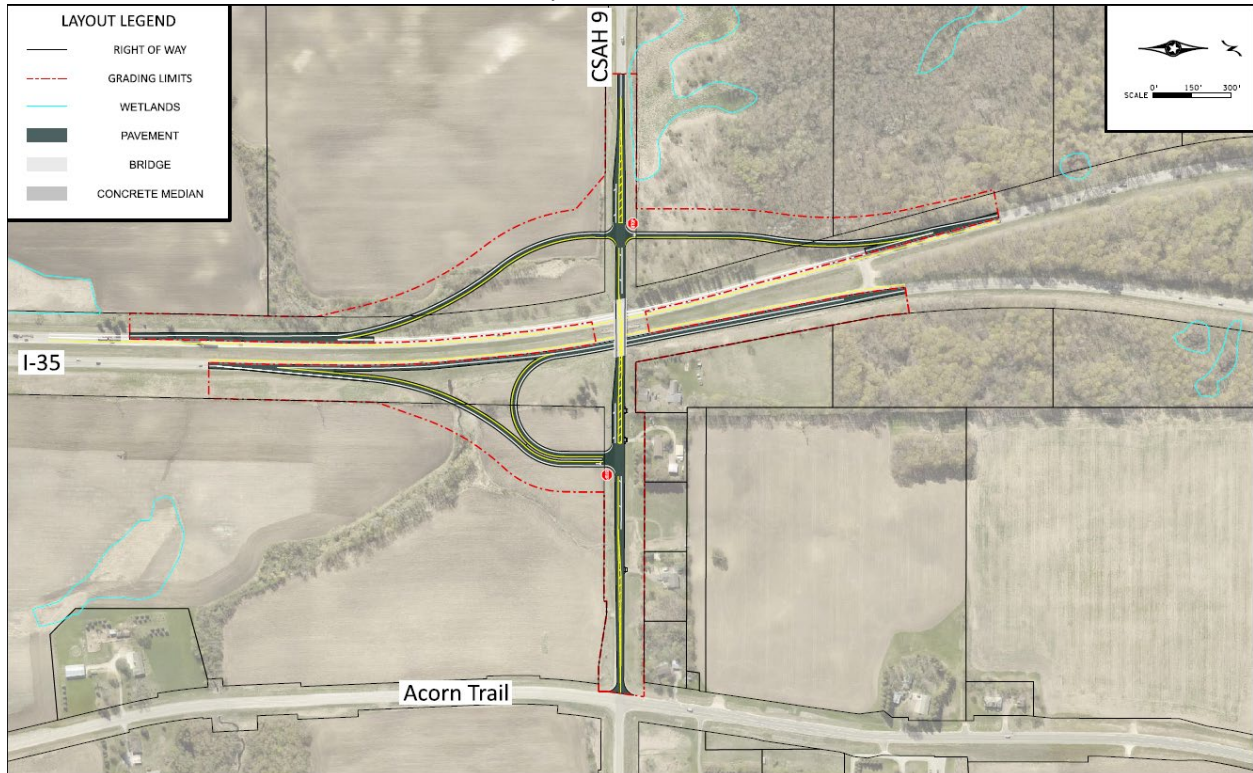
Itemized cost estimates for Alternatives A1, A1.H, A2, B1, and B1.H can be found in **Appendix J**. More information regarding Developable Acreage and Impact Analysis for each Alternative can be found in **Appendix K**.

Alternative A1 – Diamond on CSAH 9 Alignment

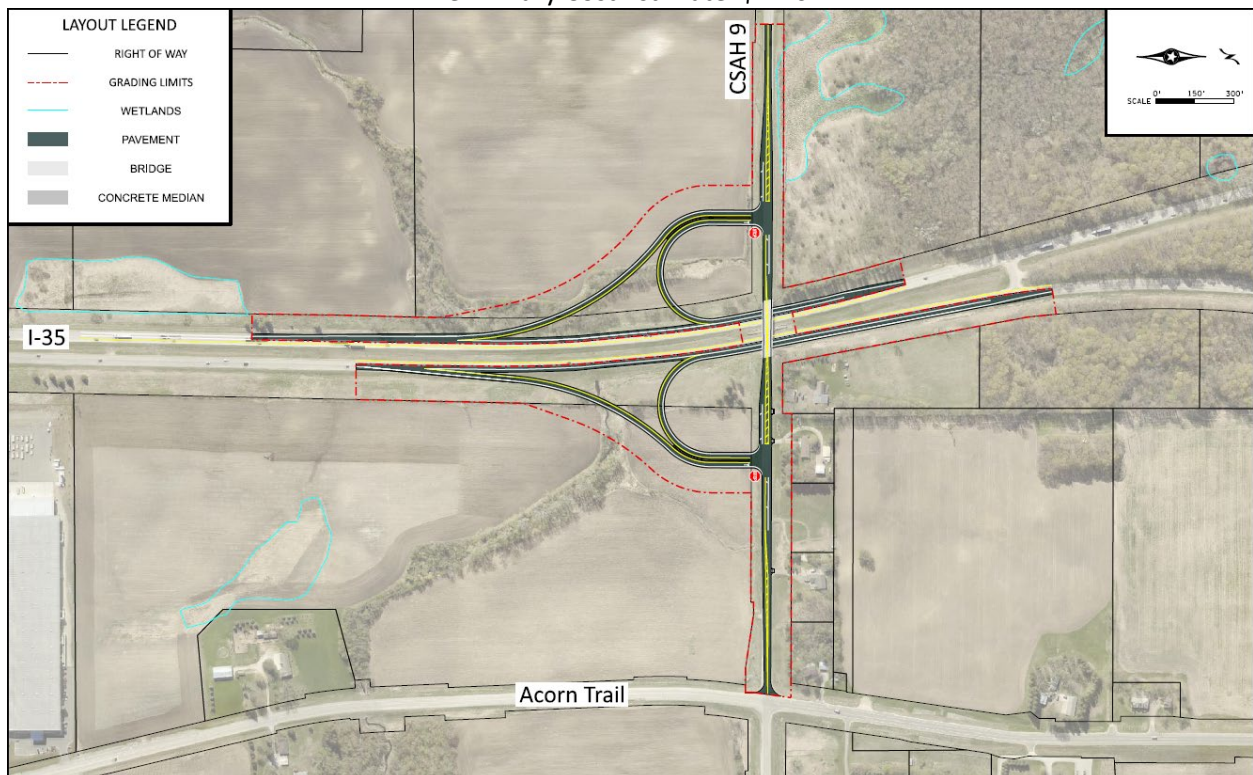
Preliminary Cost Estimate: \$15.9M



Alternative A1.H – Hybrid Diamond/Partial Cloverleaf South on CSAH 9 Realignment
Preliminary Cost Estimate: \$16.0 M

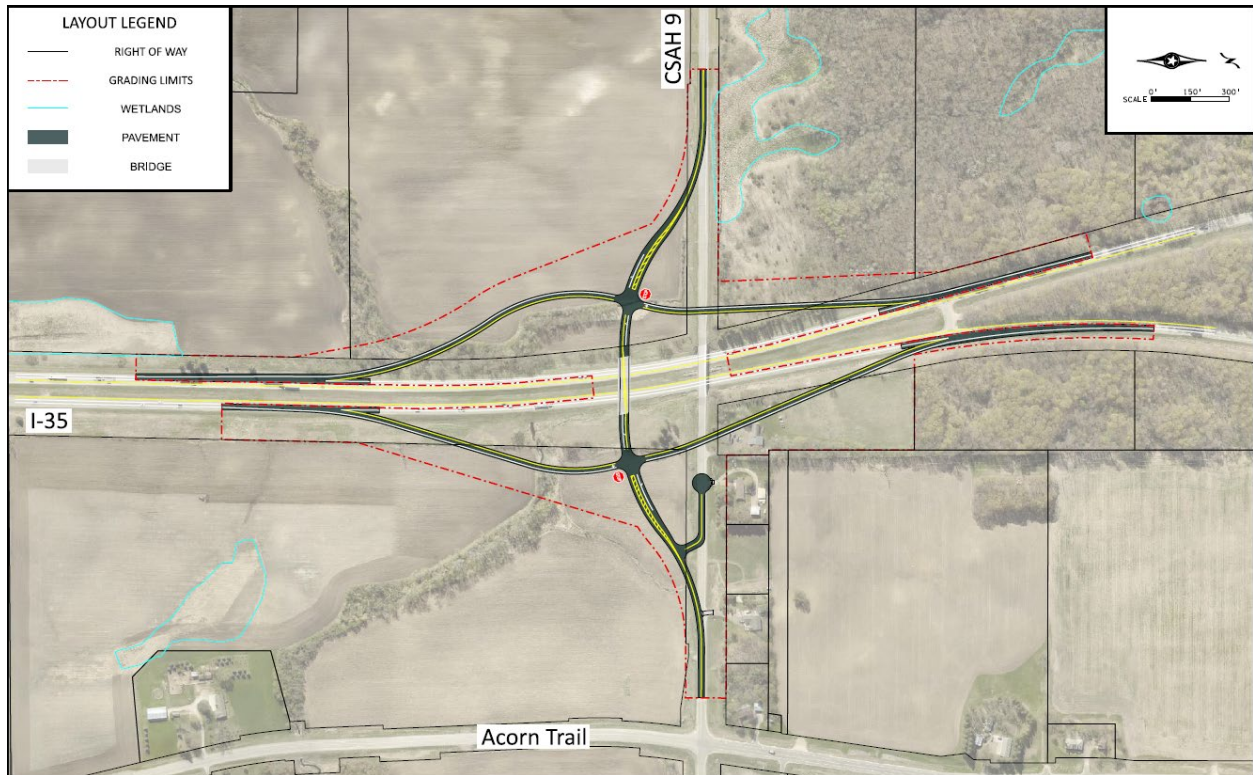


Alternative A2 – Partial Cloverleaf South on CSAH 9 Alignment
Preliminary Cost Estimate: \$14.6 M



Alternative B1 – Diamond on Realigned CSAH 9

Preliminary Cost Estimate: \$18.4 M



Alternative B1.H – Hybrid Diamond/Partial Cloverleaf South on Realigned CSAH 9

Preliminary Cost Estimate: \$20 M

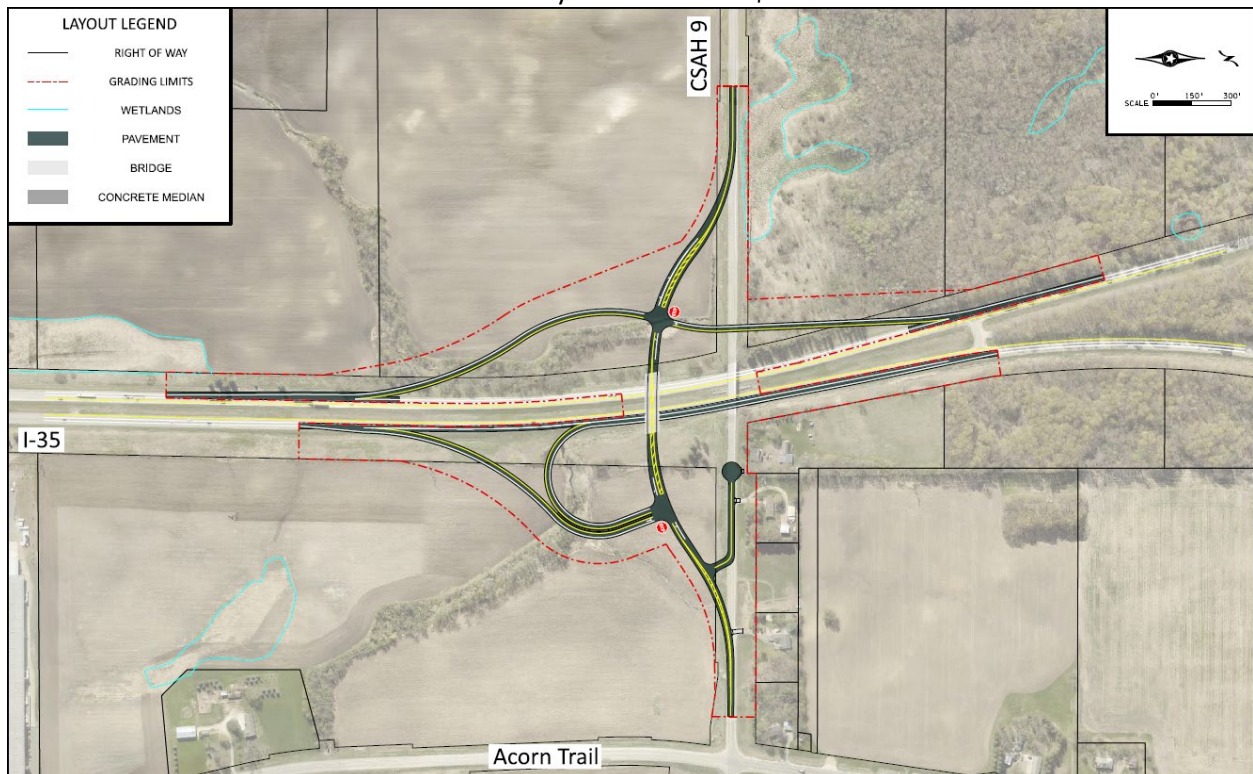


Table 10 – Evaluation Matrix for 2052 No-Build, A1, A1.H, A2, B1, B1.H (Level 2 – Aug '23)

			2052 (No-Build)	2052 – A1	2052 – A1.H	2052 – A2	2052 – B1	2052 – B1.H
Primary Needs	Vehicle Mobility	System Connections / Connectivity	Poor	Good	Good	Good	Good	Good
		Interchange / Access Spacing along I-35	Poor	Good	Good	Good	Good	Good
	Direct Access to Future Planned Economic Development	Traffic Generation Estimates	Poor	Fair	Fair	Fair	Fair	Fair
		Providing Fastest Access	Poor	Fair	Fair	Fair	Fair	Fair
Secondary Needs	Improved Regional Connectivity	Travel Time	Poor	Good	Good	Good	Good	Good
		Reliability and System Delay	Poor	Good	Good	Good	Good	Good
		Intersection LOS	Poor	Good	Good	Good	Good	Good
		VHT and VMT	Fair	Fair	Fair	Fair	Fair	Fair
	Freight Truck Access to I-35	Existing Bridge (CSAH 9) Concerns	Poor	Good	Good	Good	Good	Good
Additional Considerations	Social, Economic, Environmental, Fiscal Considerations	Financial Responsibility	\$0	\$15.9M	\$16.0M	\$14.6M	\$18.4M	\$20.0M
		Travel Time Savings and Reduced Emissions	Poor	Fair	Fair	Fair	Fair	Fair
		Emergency Response Access	Poor	Fair	Fair	Fair	Fair	Fair
		Bicycle and Pedestrian Facilities	Poor	Good	Fair	Fair	Good	Fair
		Transmission Lines (linear feet)	0	3026	3655	3850	3938	3938
		NWI Wetland and Stream Impacts (Linear Feet)	0/0	0.17 / 1863 lf	0.17 / 1906 lf	0.22 / 2044 lf	0.22 / 2386 lf	0.22 / 2559 lf
		Prime Farmland Impacts (Acres)	0	25.4	24.5	21.0	32.8	29.6
		Wildlife Impacts (Acres of Clearing)	0	11.3	8.8	4.3	9.0	8.1
		Developable Area (Acres)	N/A	119.5	117.0	115.0	112.5	111.6
		MBS Biodiversity Sites (Acres)	N/A	4.8	2.4	0.6	2.6	1.8

	Properties Impacted (# of Parcels)	0	6	4	2	6	5
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VIII. Summary of Engagement Events

Early Notification Memo Responses – Sent October 13th, 2022

Early Notification Memos were sent to the following entities. They were asked to provide feedback about the Interchange Study and how an interchange may help or hurt their agency. Responses can be found in **Appendix L**.

- Minnesota Cultural Resources Unit (CRU) Office of Environmental Stewardship
- United States Department of the Interior Fish and Wildlife Service
- Rice and Steele Counties 911 Center
- City of Faribault Fire Department
- City of Faribault Police Department

Thursday, November 10th, 2022 – Purpose and Need Workshop

The Purpose and Need workshop was attended by personnel from Rice County, the City of Faribault, MnDOT District 6, and Bolton & Menk. The meeting was held to develop a Purpose and Need statement, discuss goals for the project, and discuss land use scenarios that will inform future decisions.

Tuesday, March 21st, 2023 – Joint County Board and City Council Meeting

The project team met with Elected Officials from the City of Faribault and Rice County. The agenda covered the Study Purpose and Goals, Scope and Schedule, Lessons Learned, and then allowed time for a discussion. Study goals were as follows:

- Determine an appropriate study area, anticipated land use scenario(s) for that area, and impacts and needs associated with each scenario(s).
- Determine an interchange design and alignment supportive of the anticipated land use scenario(s) that can build necessary consensus and funding to be constructed.
- Identify and preserve necessary Right-of-Way (ROW) for a future interchange through and official mapping process.
- Create stakeholder consensus throughout the process, and at key decision points.
- Develop funding plan with specific federal and state programs that can be applied for in 2023 and 2024.

Tuesday, March 21st, 2023 – Open House #1

There were approximately 25 attendees signed in at the open house portion of the meeting. There was a roughly 50/50 split between those who approve of the project and those who oppose. For those who approve of the project, they do so because it would make travel easier for those who work and live on the north side of the town. Additionally, they believe it would bring more business to the area. For those who oppose the project they believe it will drive people and money away from Faribault, the project would only benefit businesses and landowners directly connected to the interchange area, and that there are larger priority projects in Faribault. Funds from this project would be better spent on public schools, parks, and other community amenities. Other themes included:

- Concerns about the amount of fill required to elevate any new overpasses

- Concerns about the loss of farmland
- Timeline of construction
- Continuity of CR 9 is important

Comments from attendees to Open House #1 and the corresponding sign-in sheet can be found in **Appendix M**.

Wednesday, June 28th, 2023 – MnDOT Concept Review Meeting

The MnDOT Concept Review Meeting provided a summary of the previous Project Management Team meetings that had occurred. A brief introduction and history were given, along with discussing traffic and land use scenarios. Much of the presentation was devoted to analyzing interchange Alternatives and Tier 1/Tier 2 Screening procedures.

Friday, August 11th, 2023 – Rice County Property Owners Meeting (Thomas and Wille/Becker families)

- Dennis Luebbe (Rice County) and Chris Chromy (BMI) explained the results of the evaluation process since the March 2023 open house and described the four alternatives that remain for future evaluation. They also explained that funding will drive the schedule for the next level of screening and alternative selection.
- Chris Chromy explained the county's objective to preserve property for the combined footprint of the four alternatives using the Official Map to guide future land use decisions.
- For the Wille/Becker property, an estimated 7-8 acres would be necessary to preserve all four alternatives. A minimum of 1.5-2 acres would be needed to preserve the diamond on existing alignment alternative.
- For the Thomas property, an estimate 8-9 acres would be necessary to preserve all four alternatives. A minimum of 6 acres would be necessary to preserve the diamond on existing alignment alternative.
- When asked why more land is needed from the Thomas property, differences of the existing I-35 right-of-way on either side of the freeway were noted.
- Chris Chromy explained these values were "very preliminary" and would be further refined as we collect survey accurate information and prepare the Official Map.
- Chris Chromy agreed to hold off with survey field work until crops are harvested this fall. The county committed to notifying the property owners prior to sending survey crews on their property.
- Chris Chromy explained the Official Mapping process:
 - Will not affect the current agriculture uses of the property or current fee ownership of the property.
 - Will guide the future land use of the mapped area for highway right-of-way use.
 - Will require a public hearing prior to adoption.
 - Enables the land use agency (city or county) to work with the land owner or developer to work around the defined mapped area, preserving for acquisition at the time a project is funded.
 - Enables the property owner to continue using the property and develop the property around the defined mapped area.

Generally, all parties were agreeable and appreciated the update from the county.

Thursday, March 7th, 2024 – Open House #2

A second open house is scheduled to be held on **March 7, 2024**, immediately prior to the public hearing for official mapping to present study findings and gather public feedback. A summary of the comments and the sign-in sheet will be included in **Appendix M**.

Thursday, March 7th, 2024 – Official Mapping Public Hearing

The Rice County Planning Commission will be holding an Official Mapping Public Hearing on **March 7th, 2024**, to consider adoption of an ordinance to adopt the Official Map for the proposed interchange footprint resulting from this study. An interchange footprint allows Rice County the ability to preserve right-of-way and set access spacing standards while still being flexible enough to accommodate future conditions and desires of developers. By defining future construction limits, right-of-way needs, and access control now, Rice County and the City of Faribault can plan their land uses, influence future development patterns to preserve the right-of-way needed for the future interchange and reduce future costs and impacts associated with any new development. Rice County and the City of Faribault should assess the current zoning and planned land use designations for parcels in and around the interchange study area and determine if any rezoning is necessary to preserve the recommended footprint area to the greatest extent possible. The interchange conceptual design alternatives included in the study and shown in this document are for the purpose of establishing a preliminary right-of-way footprint based on expected future traffic volumes. However, the design details of the interchange alternatives, including changes to the interchange design, can be accommodated within the footprint and would need to be explored as part of the future study to select a preferred alternative.

IX. Official Mapping

This study sets the stage for future phases of the project including preliminary design/preparation of a Level 1 Geometric Layout for review and approval by MnDOT staff; preparation of an Interstate Access Request (IAR), approval of which is required for a new interchange on the interstate highway system; preparation and submittal of an environmental document to satisfy state and federal requirements; right-of-way/easement acquisition; final design; and construction.

An Official Map was prepared as part of this study for the reasonable and feasible interchange concept alternatives to establish the anticipated right-of-way needs and access restrictions for a future interchange. The following are details of the official mapping process:

- Establishes the potential right-of-way acquisition needed for a future interchange and any future transportation infrastructure projects.
- Prepared by a licensed land surveyor and adopted by local jurisdictions with zoning authority such as counties, cities, or townships.
- Filed with the County Recorder who notes the presence of the official map on all affected property titles.
- Establishes no right of ownership by the road authority (e.g., the County) and property, or an easement, must be acquired through an acquisition process. An Official Map will be prepared for the interchange concept alternative (five in total) presented; Rice County has agreed to process and facilitate the Official Map for their county roads.

See the Official Map Report provided in **Appendix N**.

X. Funding

A wide variety of competitive funding pursuits allow local agencies the opportunity to lead large regional projects. While the application processes can be time intensive with no guarantee of approval, the local cost share requirements in these programs can provide critical leverage to incentivize investment in projects from other local parties.

A successful funding strategy can involve combining several competitive programs. Key to success in competitive funding pursuits is meeting the specific criteria for the program. An applicant can set themselves up for success by proactively integrating the goals of the funding program into all stages of the planning process.

When considering which programs to pursue, it is most important to consider how consistent the goals of the program are with local developmental goals. By first demonstrating that a program's criteria are met, an applicant can subsequently meet their own developmental goals. The following programs are recommended opportunities of which the I-35 and CSAH 9 Interchange project align well with at the completion of the vision development. If the project vision changes and as scope evolves, we recommend revisiting eligibility and competitiveness ahead of the anticipated release of each program. It should also be noted that funding programs evolve over time and the amount available and eligible criteria can change.

Federal Funding Programs

Rural Surface Transportation Program (STP)

This program funds improvements that improve rural surface transportation and increase connectivity, enhance safety and reliability for people and freight, improve quality of life, and generate regional economic growth. The 2021 Bipartisan Infrastructure Law provided much needed additional funding for this program through fiscal year 2026. This program can fund all stages of project delivery including planning and designs costs. Like most federal funds, a 20% local cost share is required.

Agency: US Department of Transportation

Common Award Size: No minimum with a max of \$25 million

Match Requirement: 20%

Eligible Use of Funds: Final design, construction, construction administration, right of way, utilities

Anticipated Timing: Yearly solicitation often released in early summer

Program Website: <https://www.transportation.gov/grants/mpdg-program>

Congressionally Directed Spending

Congressionally Directed Spending, informally known as earmarks, is a unique process of requesting direct appropriation for specific projects from federal legislators. Frequency and quantity of these awards can fluctuate dramatically based on political circumstances. By covering design costs, construction costs, or right of way acquisition, these funds are far

more flexible when contrasted to standard competitive grant funds. These funds typically are solicited the year prior to their appropriation and can be submitted to the offices of federal representatives and senators.

Agency: Both federal legislative houses

Common Award Size: Varies based on political circumstances

Match Requirement: 20%

Eligible Use of Funds: Planning, preliminary design, environmental documentation, final design, construction, construction administration, right of way, utilities

Anticipated Timing: Yearly solicitation often released in late winter/early spring

Program Website: Refer to individual representatives' websites

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

This program provides funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria include safety, sustainability, equity, economic competitiveness, mobility, and community connectivity.

Agency: US Department of Transportation

Common Award Size: Up to \$25 million for capital grants, varies for planning grants

Match Requirement: 20%

Eligible Use of Funds: Planning, preliminary design, environmental documentation, final design, construction, construction administration, right of way, utilities

Anticipated Timing: Yearly solicitation often released in the spring

Website: <https://www.transportation.gov/RAISEgrants>

Bridge Investment Program

Funds projects to replace, rehabilitate, preserve, or protect bridges in the National Bridge Inventory. This includes projects to replace and update culverts to improve flood control and habitat connectivity for aquatic species. It is important to note that, for applicants with many bridges in need of work, multiple bridges can be bundled into one application with a larger funding request.

Agency: US Department of Transportation

Common Award Size: Up to \$20 million for planning, construction grants have a \$ 2 billion award limit

Match Requirement: 20%

Eligible Use of Funds: Planning, preliminary design, environmental documentation, final design, construction, construction administration, right of way, utilities

Anticipated Timing: USDOT has been irregular on the timing for this program; however, funding was scheduled through 2026 as part of the Bipartisan Infrastructure Law

Program Website: <https://www.fhwa.dot.gov/bridge/bip/>

*All federal funding programs require a match that is typically a minimum of 20%. These programs will evolve and change with future end or extension of the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act Bills released between 2021 and 2023.

State Funding Programs

Capital Budget Request

Like federal earmarks, the Minnesota Management and Budget Office allows local agencies to directly request funding from the Minnesota Legislature. The capital budget process begins in odd-numbered years with the collection of requests from state agencies and local units of government. Final requests and the governor's capital budget recommendations are submitted to the Legislature in January of the following even-numbered calendar year.

Agency: Minnesota Management and Budget

Common Award Size: Varies

Match Requirement: None

Eligible Use of Funds: Planning, preliminary design, environmental documentation, final design, construction, construction administration, right of way, utilities

Anticipated Timing: Requests are solicited in spring of odd-numbered years, to be submitted with the governor's budget in the following January

Program Website: <https://mn.gov/mmb/budget/budget-instructions/capbud/>

Corridors of Commerce

The MnDOT Corridors of Commerce Program invests in Minnesota's roads and bridges. The program supports the creation of construction jobs, enables efficient movement of goods, and contributes to a growing economy. Projects must either develop additional system capacity or demonstrate improvement for freight movement. The Corridors of Commerce program is reliant on appropriations made by the Minnesota legislature, which means that funding amounts and timelines can be irregular.

Agency: MnDOT

Common Award Size: Varies greatly with awards typically ranging from \$5 - \$100 million

Match Requirement: None

Eligible Use of Funds: Construction and right-of-way

Anticipated Timing: Dependent on legislative appropriation

Program Website: <http://www.dot.state.mn.us/corridorsofcommerce/about.html>

Transportation Economic Development (TED)

This program helps finance infrastructure projects that result in economic development opportunities, jobs, and improve all types of transportation systems statewide. Funds must be utilized within trunk highway right of way. Project must be able to present direct

development that will occur with the construction of the project. The program is focused on creating and preserving jobs.

Agency: MnDOT

Common Award Size: \$5-10 million

Match Requirement: 30%

Eligible Use of Funds: Construction and right-of-way

Anticipated Timing: Solicitation takes place annually in the summer

Program Website: <https://www.dot.state.mn.us/funding/ted/2022-greater-minnesota-solicitation.html>

Transportation Economic Development Infrastructure (TEDI) Program

This funding opportunity is parallel to the MnDOT TED program described above. It is also focused on supporting development within the project area and supporting employment. However, this program can only be utilized on non-trunk highway costs. A project can be submitted to both TED and TEDI to cover all project costs.

Agency: Minnesota Office of Employment and Economic Development (MnDEED)

Common Award Size: <\$1,000,000

Match Requirement: None, but a local match does increase competitiveness

Eligible Use of Funds: Construction and right-of-way

Anticipated Timing: Solicitation takes place annually in the summer

Program Website: <https://mn.gov/deed/government/financial-assistance/business-funding/tedi/>

Local Road Improvement Program (LRIP)

The Local Road Improvement Program provides financial assistance for local road construction or reconstruction projects with local, regional, or statewide significance that cannot reasonably be funded through other revenue sources. Funds cannot be used on trunk highway costs.

Agency: MnDOT

Common Award Size: Maximum of \$1,500,000

Match Requirement: None

Eligible Use of Funds: Construction only

Anticipated Timing: Dependent on funding through Minnesota Transportation Bonding Bill

Program Website: <http://www.dot.state.mn.us/stateaid/lrip.html>

Local Partnership Program (LPP)

Administered through each MnDOT District, desired projects are locally led projects that are

not large-scale enough to be led by MnDOT. These funds can only be utilized on the trunk highway system. However, funds can also be used for non-motorized project elements that increase safety along or crossing trunk highways.

Agency: MnDOT

Common Award Size: Determined by MnDOT District

Match Requirement: None

Eligible Use of Funds: Construction, and up to 8% of an award can be used for engineering costs

Anticipated Timing: Determined by MnDOT District

Program Website: <https://www.dot.state.mn.us/stateaid/lpp.html>

*State competitive funds can be used as match dollars for secured federal funds.

Additional Funding Programs

Improvements at the I-35 and CSAH 9 Interchange could be eligible for additional programs dependent on what elements are integrated into the project. With pedestrian and trail enhancements added, the project could become eligible for funding from programs such as MnDOT's Active Transportation and Transportation Alternative programs. Programs with larger possible awards should be pursued first to set the project schedule. Then smaller sources of funding that focus on specific elements can be pursued to close the remaining funding gap.

XI. Summary

The nature of the expected growth in Rice County, driven by development patterns and rates that cannot be predicted for the full 20-year land use scenarios, makes it difficult to anticipate what events might trigger the need for improvements. Rice County is assuming a steady (medium) growth rate from existing conditions to 2052. The funding sources and lead agency for future steps to advance the proposed interchange have not been identified at this time and will require further discussion and coordination as the project progresses.

Appendix A

CSAH 9 over I-35 Bridge Inventory Report

MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 66819

CSAH 9 over I 35

Date: 11/29/2022

+ GENERAL +			+ ROADWAY ON BRIDGE +		+ INSPECTION +	
Agency Br. No.	Crew	OWAT	Facility	CSAH 9	Deficient Status	ADEQ
District	6	Maint. Area	Functional Class	RUR/MINOR COLL	Local Planning Index	88
County	66 - RICE		ADT (YEAR)	460 (2016)	Last Routine Insp Date	08-17-2021
City			HCADT		Routine Insp Frequency	24
Township	WELLS		National Highway System	N	Inspector Name	DISTRICT 6
Desc. Loc.	7.0 MI S OF JCT TH 19		Route Sys/Nbr (TIS)	CSAH 9	Status	A-OPEN
Sect., Twp., Range	01 - 110N - 21W		Ref. Point (TIS)	008+00.020	+ NBI CONDITION RATINGS +	
Latitude	44d 22m 14.50s		Detour Length	6 mi.	Deck	7
Longitude	93d 17m 34.88s		Lanes	2 Lanes ON Bridge	Superstructure	7
Custodian	STATE HWY		Control Section (TH Only)		Substructure	6
Owner	STATE HWY		Function	MAINLINE	Channel	N
Insp Responsibility	DISTRICT 6		Type	2 WAY TRAF	Culvert	N
Year Built	1961		Bridge Match ID	2	+ NBI APPRAISAL RATINGS +	
Date Opened to Traffic	01-01-1962		Roadway Key	1-ON	Structure Evaluation	6
MN Year Remodeled			+ RDWY DIMENSIONS ON BRIDGE +		Deck Geometry	5
FHWA Year Reconstructed			If Divided	NB-EB SB-WB	Underclearances	5
Bridge Plan Location	CENTRAL		Roadway Width	28.0 ft	Waterway Adequacy	N
Potential ABC	NO		Vertical Clearance		Approach Alignment	8
+ STRUCTURE +			Max. Vert. Clear.		+ SAFETY FEATURES +	
Service On	HIGHWAY		Horizontal Clear.		Bridge Railing	0-SUBSTANDARD
Service Under	HIGHWAY		Appr. Surface Width	34.0 ft	GR Transition	0-SUBSTANDARD
Main Span Type	PRESTR BM SPAN		Bridge Roadway Width	28.0 ft	Appr. Guardrail	0-SUBSTANDARD
Main Span Detail			Median Width on Bridge	NA	GR Termini	1-MEETS STANDARDS
Appr. Span Type			+ MISC. BRIDGE DATA +		+ SPECIAL INSPECTIONS +	
Appr. Span Detail			Structure Flared	NO	Frac. Critical	N
Skew	10L		Parallel Structure	NONE	Underwater	N
Culvert Type			Field Conn. ID		Pinned Asbly.	N
Barrel Length			Cantilever ID		+ WATERWAY +	
Number of Spans			Foundations		Drainage Area	
MAIN: 4 APPR: 0 TOTAL: 4			Abut.	CONC - FTG PILE	Waterway Opening	
Main Span Length	68.5 ft		Pier	CONC - FTG PILE	Navigation Control	NOT APPL
Structure Length	198.8 ft		Historic Status	NOT ELIGIBLE	Pier Protection	
Deck Width	33.5 ft		On - Off System	OFF	Nav. Vert./Horz. Clr.	
Deck Material	C-I-P CONCRETE		+ PAINT +		Nav. Vert. Lift Bridge Clear.	
Wear Surf Type	MONOLITHIC CONC		Year Painted		MN Scour Code	A-NON WATERWAY
Wear Surf Install Year	2018		Painted Area		Scour Evaluation Year	
Wear Course/Fill Depth	0.17 ft		Primer Type		+ CAPACITY RATINGS +	
Deck Membrane	NONE		Finish Type		Design Load	H 20
Deck Rebars	NONE		+ BRIDGE SIGNS +		Operating Rating	HS 30.70
Deck Rebars Install Year			Posted Load	NOT REQUIRED	Inventory Rating	HS 18.70
Structure Area	6,660 sq ft		Traffic	NOT REQUIRED	Posting	
Roadway Area	5,565 sq ft		Horizontal	OBJECT MARKERS	Rating Date	08-14-2003
Sidewalk Width - L/R			Vertical	NOT REQUIRED	Overweight Permit Codes	
Curb Height - L/R	0.83 ft 0.83 ft				A: 1	B: 1 C: 1
Rail Codes - L/R	39 39					

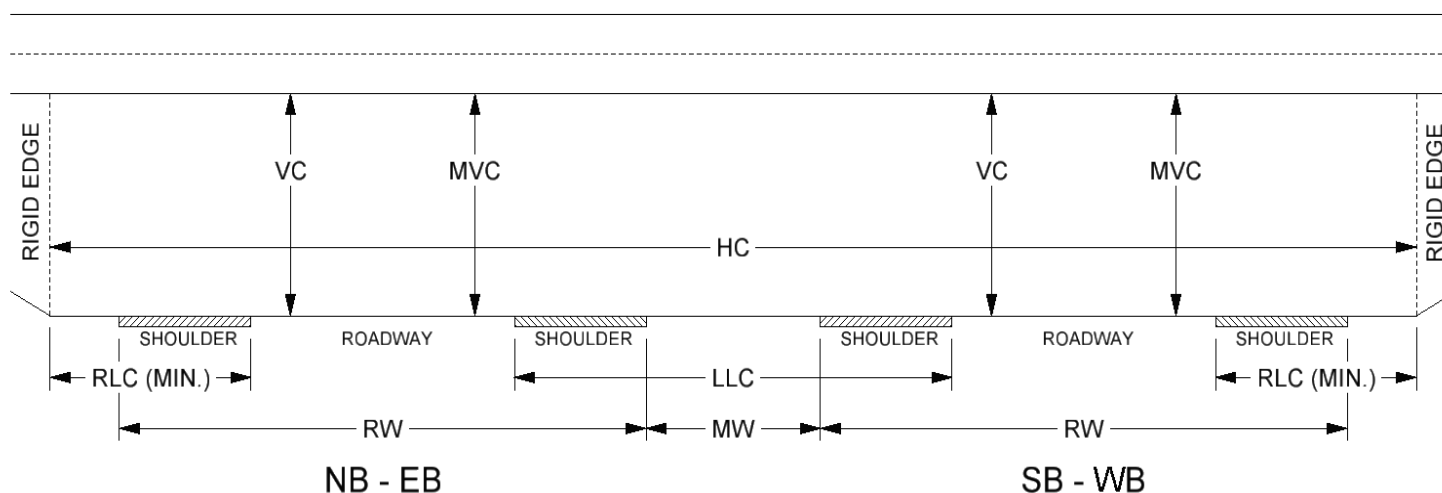
MINNESOTA STRUCTURE INVENTORY REPORT

Roadway Under Bridge
I 35 under CSAH 9

Bridge ID: 66819

Date: 11/29/2022

+ FEATURES +			+ DIMENSIONS +			
Item Description	NBI (if appl)	Value	Item Description	Diagram Abbrev.	Values	
					NB-EB	SB-WB *
Road Name		I 35	Roadway Width	RW	38.0 ft	38.0 ft
Functional Class.	26	RUR/PR ART ISTH	Vertical Clearance	VC	16.2 ft	16.0 ft
ADT (YEAR)	29 (& 30)	34,611 (2019)	Max. Vert. Clear	MVC	16.2 ft	16.0 ft
HCADT	109	6,230	Horizontal Clear	HC	64.2 ft	64.2 ft
National Highway System	104	Y	Lateral Clr. - Lt	LLC	28.5 ft	
Route Sys/Nbr (TIS)		ISTH 35	Lateral Clr. - Rt	RLC	11.5 ft	
Ref. Point (TIS)		062+00.643	Median Width	MW	52.0 ft	
Detour Length	19	0 mi.	* Entered only if this record is for a divided roadway			
Lanes	28B	4 Lanes UNDER Bridge				
Control Section (TH Only)		6680				
Function	5C	MAINLINE				
Type	102	2 WAY TRAF				
Bridge Match ID		1				
Roadway Key	5A	2-UNDER				

DIVIDED HIGHWAY WITHOUT MEDIAN OBSTRUCTION

RIGID EDGE IS A TOE OF SLOPE STEEPER THAN 1 TO 3 OR A FIXED OBJECT SUCH AS GUARDRAIL, PIER STRUT OR OTHER BARRIER.

LLC (LEFT LATERAL CLEARANCE) IS THE MEASUREMENT BETWEEN OUTSIDE ROADWAY EDGES.

RLC (RIGHT LATERAL CLEARANCE) IS THE MEASUREMENT FROM THE OUTSIDE EDGE OF THE ROADWAY TO THE RIGID EDGE. RIGHT IS DETERMINED WHEN FACING THE DIRECTION OF TRAVEL. RLC IS THE MINIMUM DIMENSION AFTER MEASURING IN BOTH DIRECTIONS.

11/29/2022

Crew: OWAT

MINNESOTA BRIDGE INSPECTION REPORT

Insp Responsibility: DISTRICT 6

BRIDGE 66819 CSAH 9 OVER I 35**INSP. DATE: 08-17-2021**

County: RICE

Location: 7.0 MI S OF JCT TH 19

Length: 198.8 ft

City:

Route (TIS): CSAH 9 Ref Pt (TIS): 008+00.020

Deck Width: 33.5 ft

Township: WELLS

Control Section: Maint. Area: 6B

Rdwy. Area 5,565 sq ft

Section: 01 Township: 110N Range: 21W

Local Agency Bridge Nbr:

Paint Area

Main Span Type: PRESTR BM SPAN

Culvert: N/A

NBI Deck: 7 Super: 7 Sub: 6 Chan: N Culv: N Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 8 Waterway: N

MN Scour Code: A-NON WATERWAY Def. Stat: ADEQ Suff. Rate: 90.0

Required Bridge Signs - Load Posting: NOT REQUIRED

Traffic: NOT REQUIRED

Horizontal: OBJECT MARKERS

Vertical: NOT REQUIRED

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0

Notes: [2013 - 2021] - No critical findings were observed at the time of this inspection.

12	REINFORCED CONCRETE DECK	08-17-2021	6,660 SF	6,457	200	3	0
		08-26-2019	6,660 SF	6,457	200	3	0

Notes: There are scattered transverse cracks with efflorescence beneath the deck and along both overhangs over the piers.
 [2015-2017] - Full depth patches at pier 1 and pier 3.
 [2017] - Spans 2 & 3 are covered from view by temporary wood falsework, placed to contain concrete debris from future patching activity.
 [2019 - 2021] - There is Rust Staining from chairs on both overhangs (CS2=200SF).
 Span #1 -

Span #2 -
 [2019] - 2 SF of rebar spalls between G1&G2 (2sf-CS3).

Span #3 -
 [2019] - Rebar spall between girders 4 & 5 over the left hand lane due to the surface deck repairs above (1sf-CS3).

Span #4 -

510	WEARING SURFACE	08-17-2021	5,565 SF	5,415	150	0	0
		08-26-2019	5,565 SF	5,565	0	0	0

Notes: Top of Concrete Deck with Uncoated Rebar Notes:
 [2018 - 2019] - New overlay by Owatonna Bridge Crew. No deterioration noted.
 [2021] - Fibers are exposed in the top of the deck, ~1,500lf of sealed and unsealed deck cracks.

810	CONC WEAR SURF-CRACKING SEALING	08-17-2021	1,500 LF	750	750	0	0
		08-26-2019	0 LF	0	0	0	0

Notes: [2018 - 2019] - New overlay. No cracks noted.
 [2021] - ~750lf of semi sealed cracks and 750lf of unsealed cracks.

300	STRIP SEAL DECK JOINT	08-17-2021	60 LF	60	0	0	0
		08-26-2019	60 LF	60	0	0	0

Notes: New waterproof strip seal joints were placed over piers 1 & 3 in 2018.

[2018 - 2019] - The strip seal joints were clean and in good condition at the time of this inspection. The rail joints over both piers are tight with no room for expansion.
 [2021] - Pier #1 joint 2" wide. Pier #3 joint 2" wide.

331	REINFORCED CONC BRIDGE RAILING	08-17-2021	396 LF	396	0	0	0
		08-26-2019	396 LF	396	0	0	0

Notes: [2015 - 2019] - New special surface finish has been applied to rails.
 [2021] - Recently sealed again.

822	BITUMINOUS APPROACH ROADWAY	08-17-2021	2 EA	2	0	0	0
		08-26-2019	2 EA	2	0	0	0

Notes: [2018 - 2019] - New bituminous approaches. No deterioration noted.
[2021] - Minor cracks in both.

205	REINFORCED CONCRETE COLUMN	08-17-2021	6 EA	6	0	0	0
		08-26-2019	6 EA	6	0	0	0

Notes: Pier # 1 Columns -
[2015 - 2021] - Special surface finish has been recently applied to piers.

Pier # 2 Columns -
[2015 - 2017] - Special surface finish has been recently applied to piers.
[2019 - 2021] - Minor cracking at the bottom of column 2 East side.

Pier # 3 Columns -
[2015 - 2021] - Special surface finish has been recently applied to piers.

215	REINFORCED CONCRETE ABUTMENT	08-17-2021	97 LF	30	42	25	0
		08-26-2019	97 LF	85	12	0	0

Notes: West Abutment -
4 vertical cracks scattered across the front face and end diaphragms (4'-CS2).
[2019] - There's map cracking at the NW Corner between G3 & G4 at the patch (2'-CS2).
[2021] - The entire front face of the abutment is stained from water leaking through the end diaphragm joint (21lf - cs2).
Areas between girders have buildup (16lf - cs3).

East Abutment -
[2015 - 2019] - 4 vertical cracks scattered across the front face and end diaphragms (4'-CS2). There is an area of map cracking in the front face under the north fascia girder and a small rebar spall along the top edge between girders 3 & 4 (1'-CS2).
[2021] - Areas of staining on the front face (20lf - cs2), with areas of buildup (8lf - cs3).

Wingwall notes:
[2015 - 2021] - Northeast Wingwall - 8"x10" spall/delamination along the top edge at the far end (1'-CS2). 10" x 12" spall at the end (1lf - cs3).

234	REINFORCED CONCRETE PIER CAP	08-17-2021	101 LF	99	2	0	0
		08-26-2019	101 LF	99	2	0	0

Notes: Pier # 1 -
[2013 - 2021] - Special surface finish has been recently applied to caps.

Pier # 2 -
[2013] - Small area of random minor cracking along the east side near the north end of the cap.
[2015 - 2021] - Special surface finish has been recently applied to caps.

Pier # 3 -
[2013] - 1 minor vertical crack along the bottom between the columns that extends onto the bottom of the cap.
[2015 - 2021] - Special surface finish has been recently applied to caps.

109	PRESTRESSED CONC GIRDER OR BEAM	08-17-2021	930 LF	716	213	1	0
		08-26-2019	930 LF	716	213	1	0

Notes: [2013] - Girders Over Pier # 1 - on the both sides, the gaps between the fascia girders is 1/4 to 3/8 of an inch.
Span # 2 - girder 2 has a small 2" x 2" exposed rebar on the bottom of the bottom flange over the right hand lane (1'-CS3).
Girders Over Pier # 3 - on both sides, the top flanges of the girders are tight together.
[2015 - 2017] - Most fascia girders over all piers have minor or superficial vertical or random cracks (13'-CS2). The gaps between the girders over the piers are nearly tight together.
[2019 - 2021] - All girders in all the spans have rust staining from chairs (200'-CS2).
Span #1 -

Span #2 -

Span #3 -

Span #4 -

311	EXPANSION BEARING	08-17-2021	10 EA	10	0	0	0
		08-26-2019	10 EA	10	0	0	0

Notes: The expansion bearings are located along the east side of pier 1 and along the west side of pier 3

Pier # 1 Bearings -
[2013 - 2021] - OK.

Pier # 3 Bearings -
[2013 - 2021] - OK.

313	FIXED BEARING	08-17-2021	18 EA	18	0	0	0
		08-26-2019	18 EA	18	0	0	0

Notes: The fixed bearings are located along the west side of pier 1, along both sides of pier 2 and along the east side of pier 3.

Pier # 1 Bearings -
[2013 - 2021] - OK.

Pier # 2 Bearings -
[2013 - 2021] - OK.

Pier # 3 Bearings -
[2013 - 2021] - OK.

855	SECONDARY MEMBERS (SUPER)	08-17-2021	1 EA	0	0	1	0
		08-26-2019	1 EA	0	0	1	0

Notes: CIP concrete diaphragms at abutments and between beams mid-span.
[2017 - 2021] - Abut. end diaphragms have moderate cracks and some spalls.

West Abutment - has 4 vertical cracks scattered across the front face and end diaphragms. There are 2 patched utility holes in the end diaphragms that have random cracking with leaching. Cracking and delamination of concrete at end diaphragm at north utility access.

East Abutment - Has 4 vertical cracks scattered across the front face and end diaphragms. An area of map cracking along the bottom of the end diaphragm at the south end and the 2 patched utility holes have random cracking with leaching.

856	SECONDARY MEMBERS (SUB)	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0

Notes: These are the crash barriers placed between the columns at piers 1 & 3.
Pier # 1 -
[2013 - 2021] - OK.

Pier # 3 -
[2013 - 2021] - OK.

883	CONCRETE SHEAR CRACKING	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0

Notes: [2015 - 2021] - No shear cracking noted.

884	SUBSTRUCTURE SETTLEMENT & MVMT	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0

Notes: [2013 - 2019] - During 2007 inspection there was NO movement along the joint between the abutment and wingwalls at either abutment.
No measurable movement at time of inspection.
[2021] - Designed to move at this location, remove element at next inspection.

891	OTHER BRIDGE SIGNING	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0

Notes: Signs Required: Horizontal Clearance

[2013 - 2021] - All signs were in place at the time of this inspection.

892	SLOPES & SLOPE PROTECTION	08-17-2021	1 EA	0	0	1	0
		08-26-2019	1 EA	0	0	1	0

Notes: There is vegetation growing on both slopes.

West Slope -

[2013 - 2021] - The top row of blocks have random cracks and has settled.

East Slope -

[2013 - 2021] - The top row of blocks have random cracks and have heaved.

893	GUARDRAIL	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0
Notes: All guardrail sections were intact at the time of this inspection. New end treatments have been placed along the county roadway above at the southeast, northeast and northwest corners. [2017] - There is moderate corrosion at anchorage plate of guardrail to bridge corner end posts, along roadway over. [2019 - 2021] - The 8th End post is torn at the NE Connection.							
894	DECK & APPROACH DRAINAGE	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0
Notes: [2013 - 2021] - Deck drains were open at the time of this inspection.							
895	SIDEWALK, CURB, & MEDIAN	08-17-2021	1 EA	1	0	0	0
		08-26-2019	1 EA	1	0	0	0
Notes: [2013 - 2021] - The top surface of the north curb has scattered areas of light scaling.							
899	MISCELLANEOUS ITEMS	08-17-2021	1 EA	0	1	0	0
		08-26-2019	1 EA	0	1	0	0
Notes: [2013 - 2021] - The vertical cork joints between the abutments and the wingwalls have deteriorated.							
900	PROTECTED SPECIES	08-17-2021	1 EA	0	1	0	0
		08-26-2019	1 EA	0	1	0	0
Notes: [2019] - No protected species noted.							

General Bridge 66819

Notes:

NOTE: All concrete girders, columns and bearings are numbered from the south and all spans and piers are numbered from the west.

[2009] - Inspected by Robert Pyfferoen.

[2015] - Inspected by Robert Pyfferoen.

[2017] - Inspected by Robert Pyfferoen and assisted by Ramon Riba.

[2018] - Update inspection by Tom Miles.

[2019] - Inspected Aaron Forthun and Chad Hockens.

[2021] - Inspected by Tony Bale.

Deck: [7] [2015] - NBI is 6 due to unsound areas and minor spall.

[2017] - NBI lowered to 5, numerous patches and delamination throughout entire deck surface approx. 80%.

[2018] - NBI raised to 7 due to a new overlay by Owatonna Bridge Crew in 2018. No deterioration noted on wearing surface. Some cracks with efflorescence on the underside. Full width patches for joint replacements.

Transitions: [0] [2018] - end posts and connections do not meet standards.

Superstructure: [7] [2015] - NBI is 7 due to minor cracking.

Substructure: [6] [2015] - NBI is 7 due to minor deterioration.

[2019] - Moderate deterioration with spalling and staining.

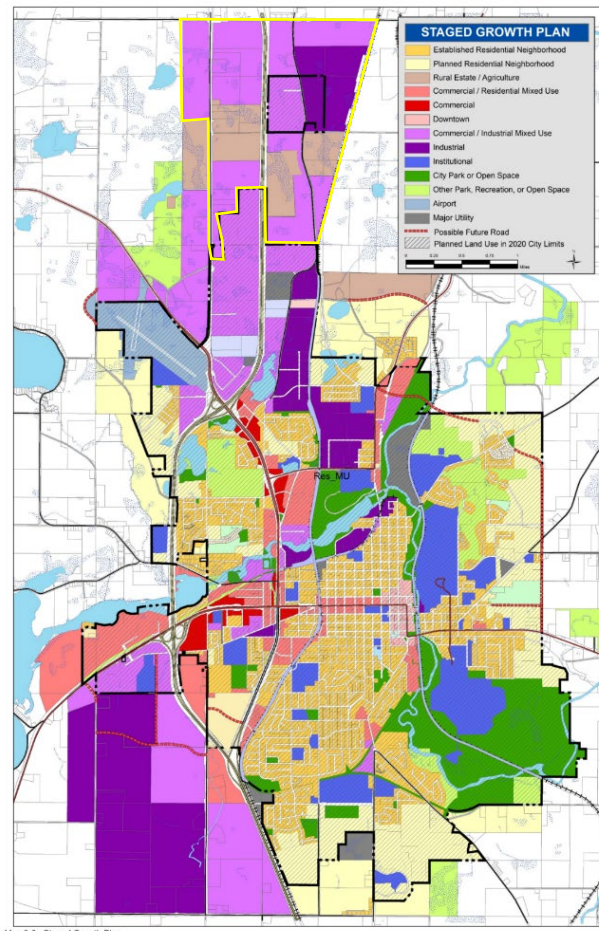
Appr Roadway [8] [2017] No speed reduction required, equal to present desirable criteria.

Alignment:

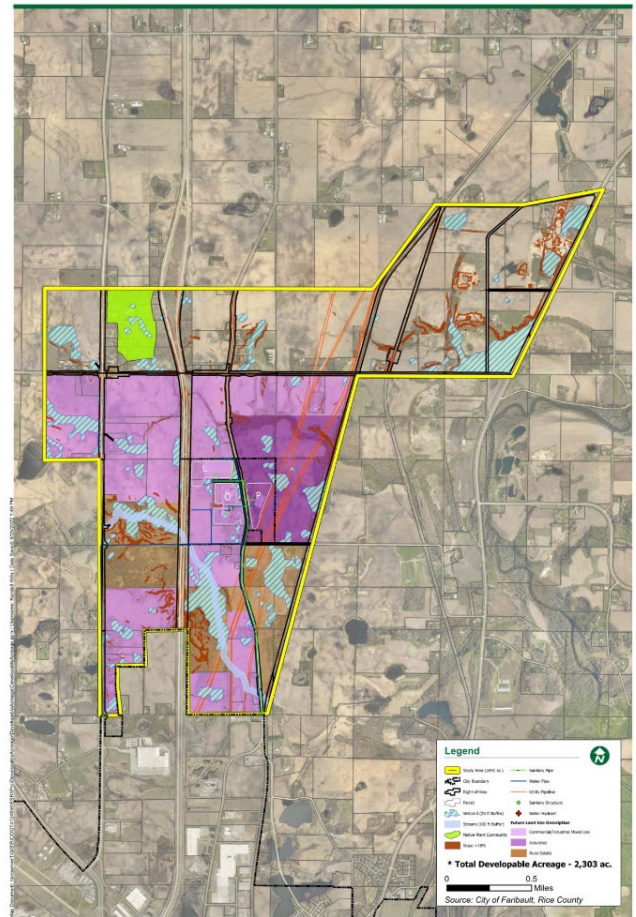
Appendix B

Study Area, Development Constraints, Future Land Uses

Use/ Staged Growth Plan
(study area indicated in yellow)



**Exhibit B2 – I-35/CSAH 9
Interchange Study Future Land Use
Map**



Appendix C

Future Land Use Absorption Estimates

Future Land Use Absorption Estimates

Future industrial land use absorption estimates were derived from review of available workforce and employment data, a review of city industrial permit trends, and conversations with city staff. Major barriers to significant near-term industrial growth include a lack of workforce, a slowdown in forecasted regional population growth, and a lack of available housing in and around Faribault necessary to attract and retain new residents and employees. City staff noted an observed relationship of available local housing and local job growth, and the subsequent constraints facing community development growth. It is reasonable to assume that future industrial growth will be heavily reliant on the future availability of area housing.

DEED Data and Rationale

Future workforce and occupational group share projections were based on Minnesota Department of Employment and Economic Development's 2021 profile for Rice County.

In 2023, the Minnesota State Demographers Office projects the total labor force in Rice County to be 34,775 workers. Of these workers, 3,478 and 2,573 are estimated to work in Production/Manufacturing or Transportation & Material Moving/Warehousing occupations, respectively. For the sake of this study, these occupations were assumed to be significantly served by future industrial development sites in the study area.

From 2023 and 2033, MN DEED projects that a net of 270 workers will leave the labor force in Rice County, bringing the total number of workers to 34,505 workers (a decrease of 0.78%). At the same time as this decrease in the total labor force, however, the percentage of workers in Production/Manufacturing or Transportation & Material Moving/Warehousing occupations is expected to increase by 0.3% and 6.5%, respectively, over a ten-year period.

Considering these total employment and shift rates, it was estimated that an average of 18 new jobs would be created in these occupations in the county every ten years, on average. For the purposes of scenario building, the I-35/CSAH 9 Interchange study considered scenarios in which the entirety of this job growth happened within or adjacent to the Study Area. Based on an assumed industrial and manufacturing job density of 10 jobs/acre, this would average .18 acres of absorption per year, which was rounded to .5 acres per year to account for potential variations in job densities.

Data for this analysis was sourced from the following plans, policies, reports, and publications:

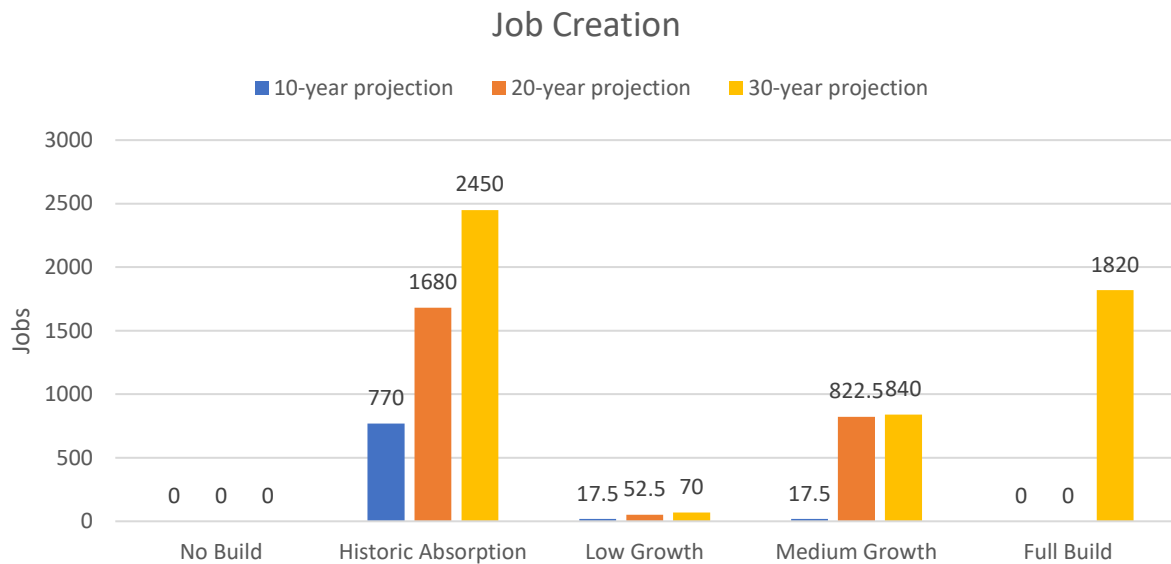
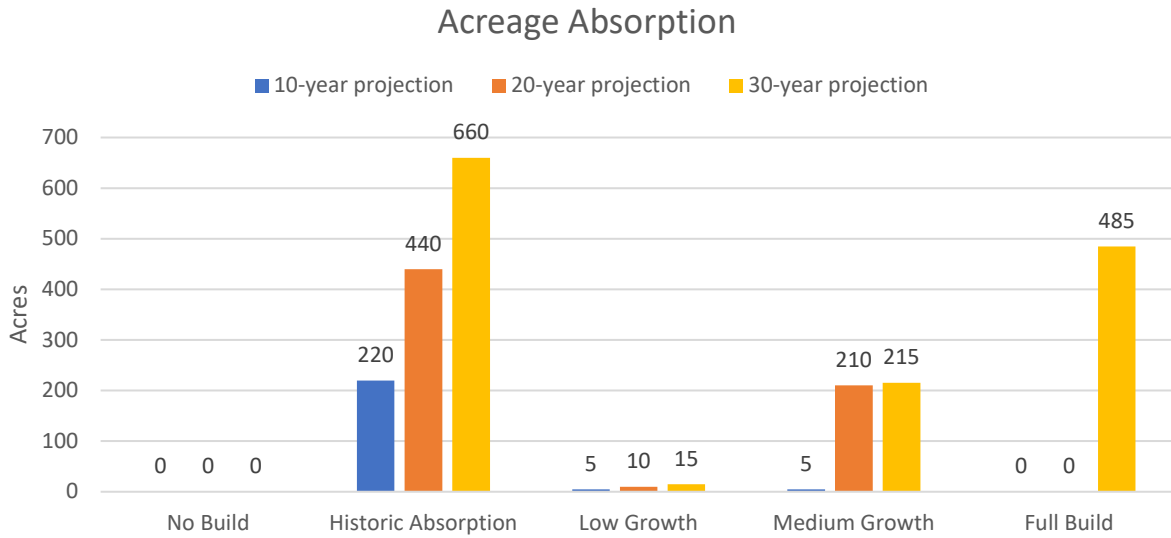
- Colliers. "Minneapolis-St. Paul Industrial 22Q2." 2022.
- Minnesota Department of Employment and Economic Development. "2021 County Profile: Rice Co.." 2022.
- Minnesota Department of Employment and Economic Development. "Economic Development Region 10: Southeast — 2021 Regional Profile." 2022.
- Minnesota Department of Employment and Economic Development. "Southeast Minnesota — Manufacturing Overview." 2020.
- Redi. "Market Trends: Q2 2022; Mpls/St Paul — Industrial." 2022.
- Southern Minnesota Initiative Foundation. "Comprehensive Economic Development Strategy: Region 10." 2015.
- University of Minnesota Extension. "2018 Retail Trade Analysis Report: Rice County, Minnesota." 2018.

Table C1 - TOTAL WORKFORCE — RICE COUNTY			
Age cohort	2023	2033	Change
16 to 24 years	7,461	7,290	-171
25 to 54 years	18,950	19,490	540
55 to 64 years	6,157	5,229	-928
65 years & over	2,207	2,495	288
Total Labor Force	34,775	34,505	-270

Table C2 - OCCUPATIONAL EMPLOYMENT 2021 — REGION 10: SOUTHEAST MN		
Occupation Group	Share of Total Jobs 2021	Labor Force in Rice
Production	10.0%	3,478
Transportation & Material Moving	7.4%	2,573
Total	17.4%	6,051

Table C3 - EMPLOYMENT PROJECTIONS BY INDUSTRY — RICE COUNTY						
Industry	10-year Growth Estimate by Industry (percent)	2021	2030	2040	2050	Change
Manufacturing	0.3%	3,478	3,488	3,498	3,509	31
Transportation & Warehousing	6.5%	2,573	2,581	2,589	2,597	23
Total	6.8%	6,051	6,069	6,087	6,105	55

Exhibit C1 – Future Land Use Scenarios Performance Outcomes



Appendix D

Future Land Use Scenarios

Exhibit D1 – No Build Scenario

I-35 & CSAH 9 Interchange Land Use Scenarios
Rice County, MN

SCENARIO 1: NO BUILD
October 2022

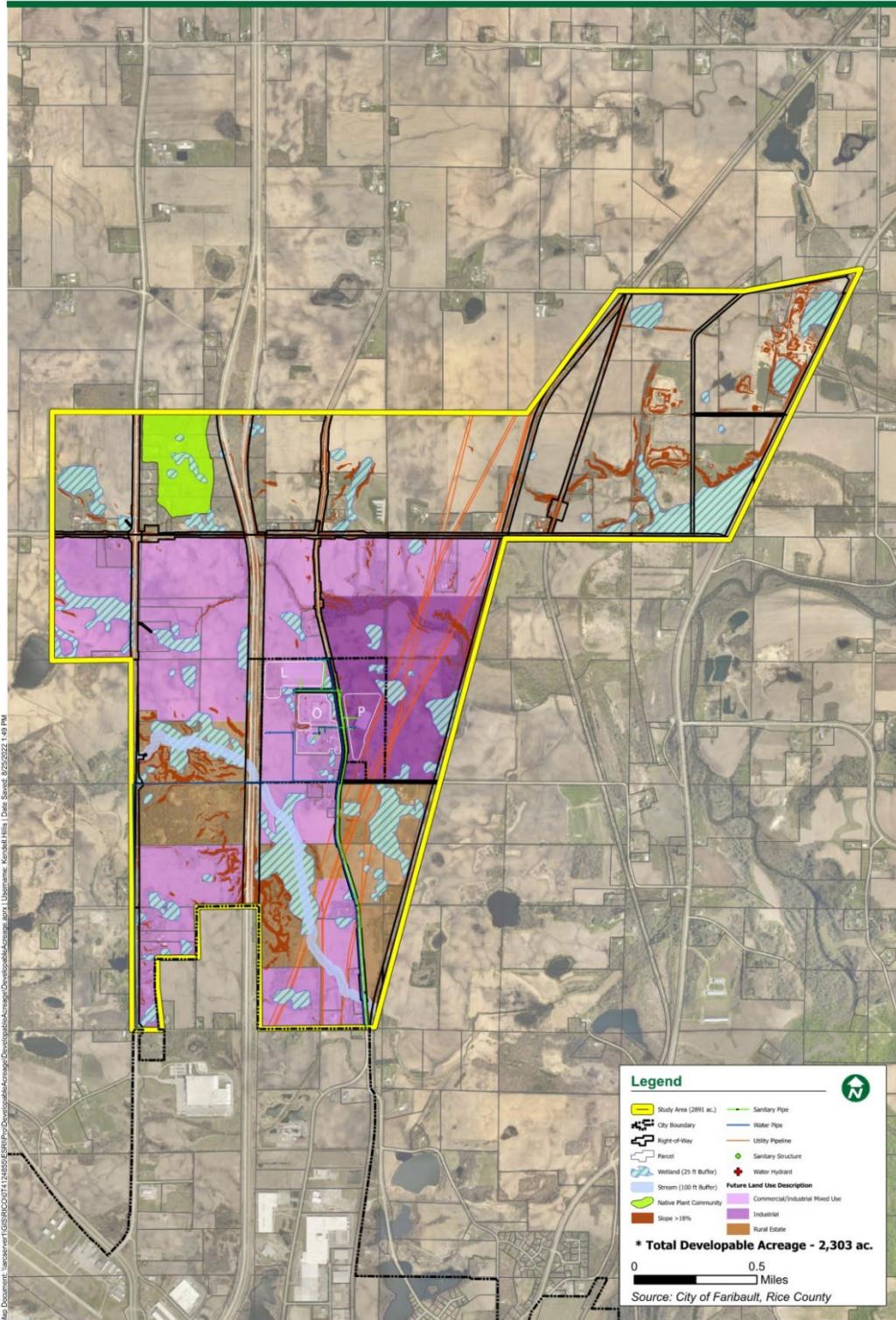


Table D1 – No Build Scenario

I35 INTERCHANGE LAND USE SCENARIOS - NO BUILD							
Parcel	Use	Acres	Net to Gross (internal roads+Stormwater)	Net Acres	FAR	sf of building	Jobs/Ac
Study Area							
L*	Commercial/Industrial Mixed Use					314,898	EC Traffic Counts
O*	Commercial/Industrial Mixed Use					118,789	EC Traffic Counts
P*	Industrial					195,043	EC Traffic Counts
	Total 30 Year Study Area	0				628730	
	TOTAL NO BUILD	0				628730	

Exhibit D2 – Historic Absorption Scenario

I-35 & CSAH 9 Interchange Land Use Scenarios
Rice County, MN

SCENARIO 2: HISTORIC ABSORPTION
October 2022

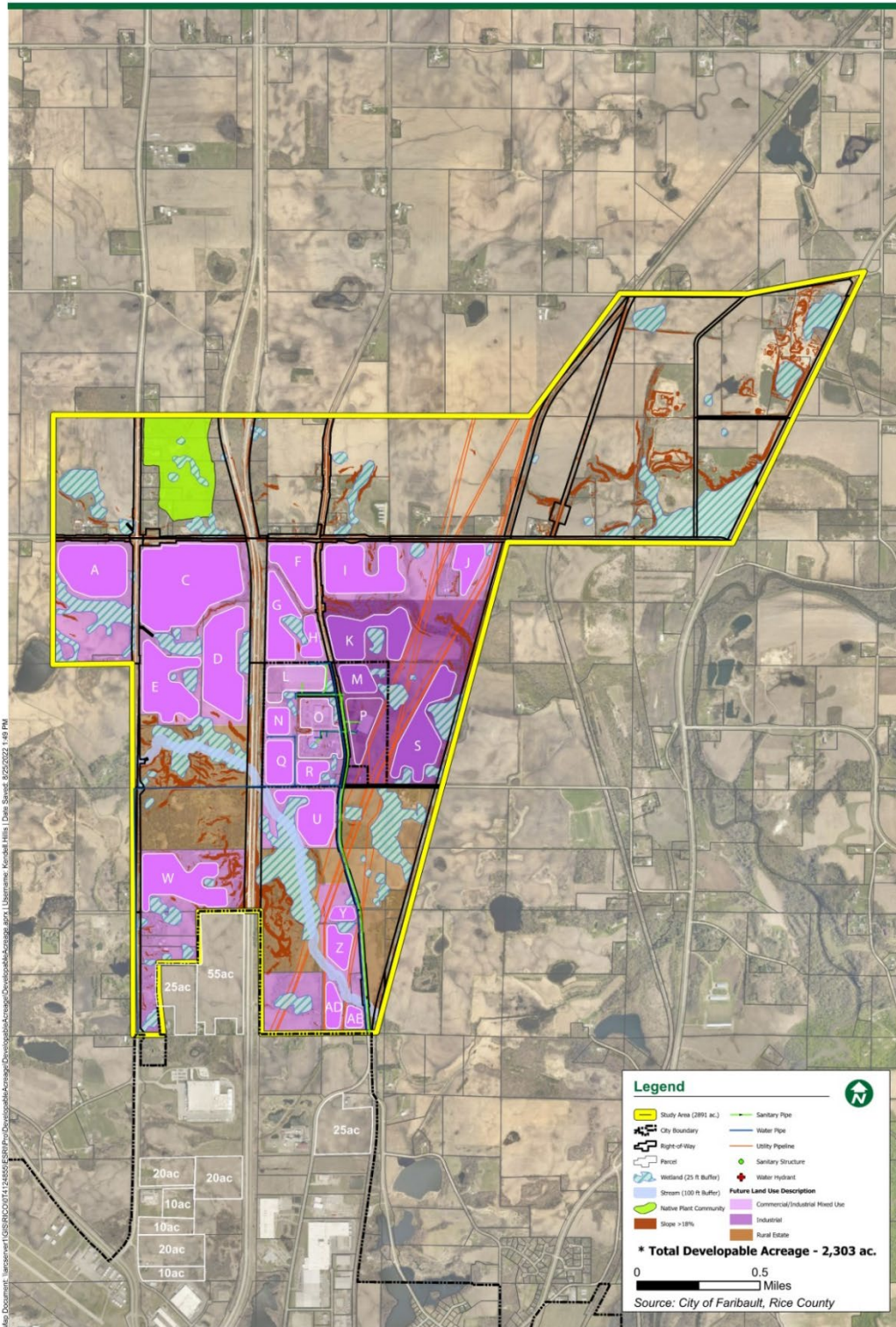


Table D2 – Historic Absorption Scenario

I35 INTERCHANGE LAND USE SCENARIOS - HISTORIC ABSORPTION								
	Parcel	Use	Acres	Net to Gross (internal roads+Stormwater)	Net Acres	FAR	sf of building	Jobs/Ac
	Study Area							
10 YEAR	L*	Commercial/Industrial Mixed Use					314,898	EC Traffic Counts
	M	Industrial	10	0.7	7	0.3	91,476	35
	N	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	18
	O*	Commercial/Industrial Mixed Use					118,789	EC Traffic Counts
	P*	Industrial					195,043	EC Traffic Counts
	Q	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
	R	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	18
	U	Commercial/Industrial Mixed Use	20	0.7	14	0.3	182,952	70
		Total Study Area	50				1,086,110	175
		Existing City Land						
		Commercial/Industrial Mixed Use	170	0.7	119	0.3	1,555,092	595
		Total Existing City	170				1,555,092	595
		TOTAL 10 YEAR	220				2,641,202	770
20 YEAR	Study Area							
	A	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166	123
	C	Commercial/Industrial Mixed Use	50	0.7	35	0.3	457,380	175
	C	Hwy Retail	25	0.7	17.5	0.3	228,690	175
	D	Commercial/Industrial Mixed Use	40	0.7	28	0.3	365,904	140
	E	Commercial/Industrial Mixed Use	30	0.7	21	0.3	274,428	105
	F	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
	F	Hwy Retail	10	0.7	7	0.3	91,476	70
	G	Commercial/Industrial Mixed Use	20	0.7	14	0.3	182,952	70
	H	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	18
	I	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166	123
	J	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
	K	Industrial	30	0.7	21	0.3	274,428	105
	S	Industrial	30	0.7	21	0.3	274,428	105
	W	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166	123
	AD	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
	AE	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	18
		Total Study Area	380				3,476,088	1452.5
		Existing City Land						
			Commercial/Industrial Mixed Use	60	0.7	42	0.3	548,856
		Total Existing City	60				548,856	210
		TOTAL 20 YEAR	440				4,070,682	1680
		Total 30 Year Study Area	430				4,562,198	1627.5
		TOTAL 30 YEAR - ALL	660				6,711,884	2450

Exhibit D3 – Low Growth Scenario

I-35 & CSAH 9 Interchange Land Use Scenarios
Rice County, MN

SCENARIO 3: LOW GROWTH
October 2022

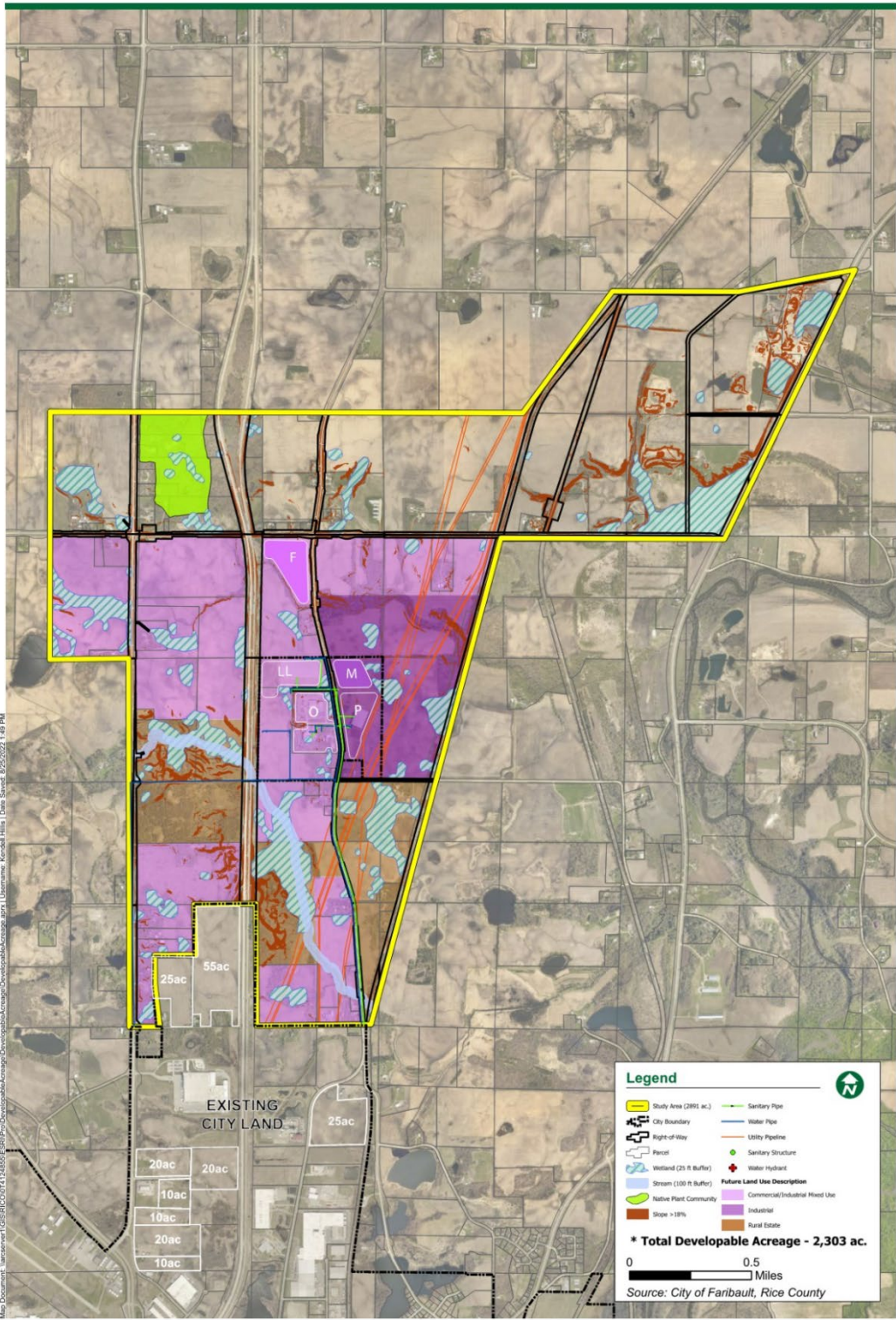


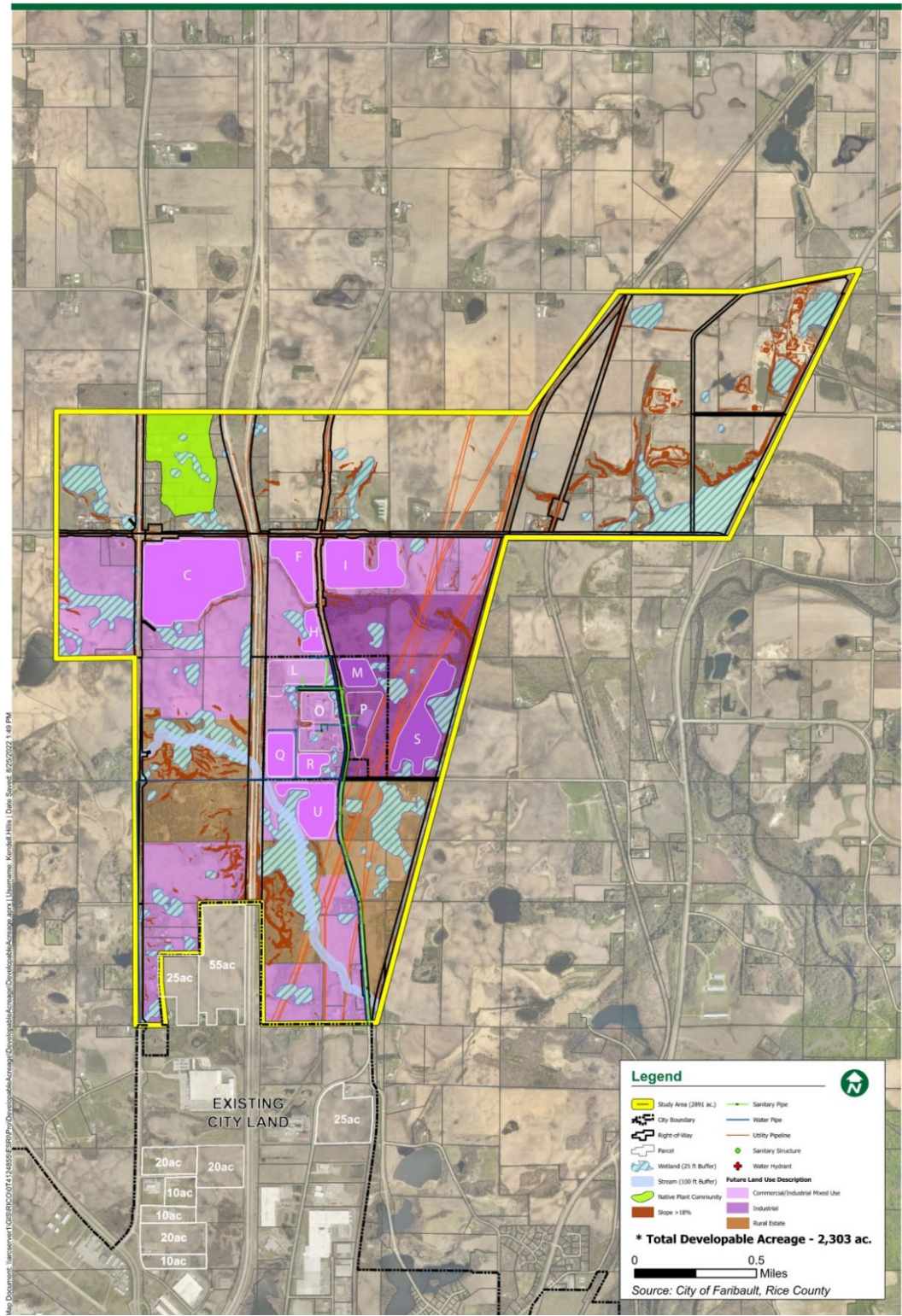
Table D3 – Low Growth Scenario

I35 INTERCHANGE LAND USE SCENARIOS - LOW GROWTH								
	Parcel	Use	Acres	Net to Gross (internal roads+Stormwater)	Net Acres	FAR	sf of building	Jobs/Ac
10 YEAR	Study Area							
	L*	Commercial/Industrial Mixed Use					314,898	EC Traffic Counts
	M	Industrial	5	0.7	3.5	0.3	45,738	18
	O*	Commercial/Industrial Mixed Use					118,789	EC Traffic Counts
	P*	Industrial					195,043	EC Traffic Counts
		Total Study Area	5				674,468	17.5
		TOTAL 10 YEAR	5				674,468	17.5
20 YEAR	Study Area							
	F	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	18
	F	Hwy Retail	5	0.7	3.5	0.3	45,738	35
		Total Study Area	10				91,476	52.5
		TOTAL 20 YEAR	10				91,476	52.5
		Total 30 Year Study Area	15				765,944	52.5
		TOTAL 30 YEAR - ALL	15				765,944	70

Exhibit D4 – Medium Growth Scenario

I-35 & CSAH 9 Interchange Land Use Scenarios
Rice County, MN

SCENARIO 4: MEDIUM GROWTH
October 2022



D4 – Medium Growth Scenario

I35 INTERCHANGE LAND USE SCENARIOS - MEDIUM GROWTH								
	Parcel	Use	Acres	Net to Gross (internal roads+Stormwater)	Net Acres	FAR	sf of building	Jobs/Ac
10 YEAR	Study Area							
	L*	Commercial/Industrial Mixed Use					314,898	EC Traffic Counts
	M	Industrial	5	0.7	3.5	0.3	45,738	18
	O*	Commercial/Industrial Mixed Use					118,789	EC Traffic Counts
	P*	Industrial					195,043	EC Traffic Counts
		Total Study Area	5				674,468	17.5
		TOTAL 10 YEAR	5				674,468	17.5
20 YEAR	Study Area							
	C	Commercial/Industrial Mixed Use	50	0.7	35	0.3	457,380	175
	C	Hwy Commercial	25	0.7	17.5	0.3	228,690	175
	F	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
	F	Hwy Commercial	10	0.7	7	0.3	91,476	70
	H	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	17.5
	I	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166	122.5
	Q	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
	R	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738	17.5
	S	Industrial	30	0.7	21	0.3	274,428	105
	U	Commercial/Industrial Mixed Use	20	0.7	14	0.3	182,952	70
		Total Study Area	200				1,829,520	822.5
	Existing City Land							
		Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476	35
		Total Existing City	10				91,476	35
		TOTAL 20 YEAR	210				1,920,996	822.5
		Total 30 Year Study Area	205				2,503,988	822.5
		TOTAL 30 YEAR - ALL	215				2,595,464	840

Exhibit D5 – Full Build Scenario

I-35 & CSAH 9 Interchange Land Use Scenarios
Rice County, MN

SCENARIO 5: FULL BUILD
October 2022

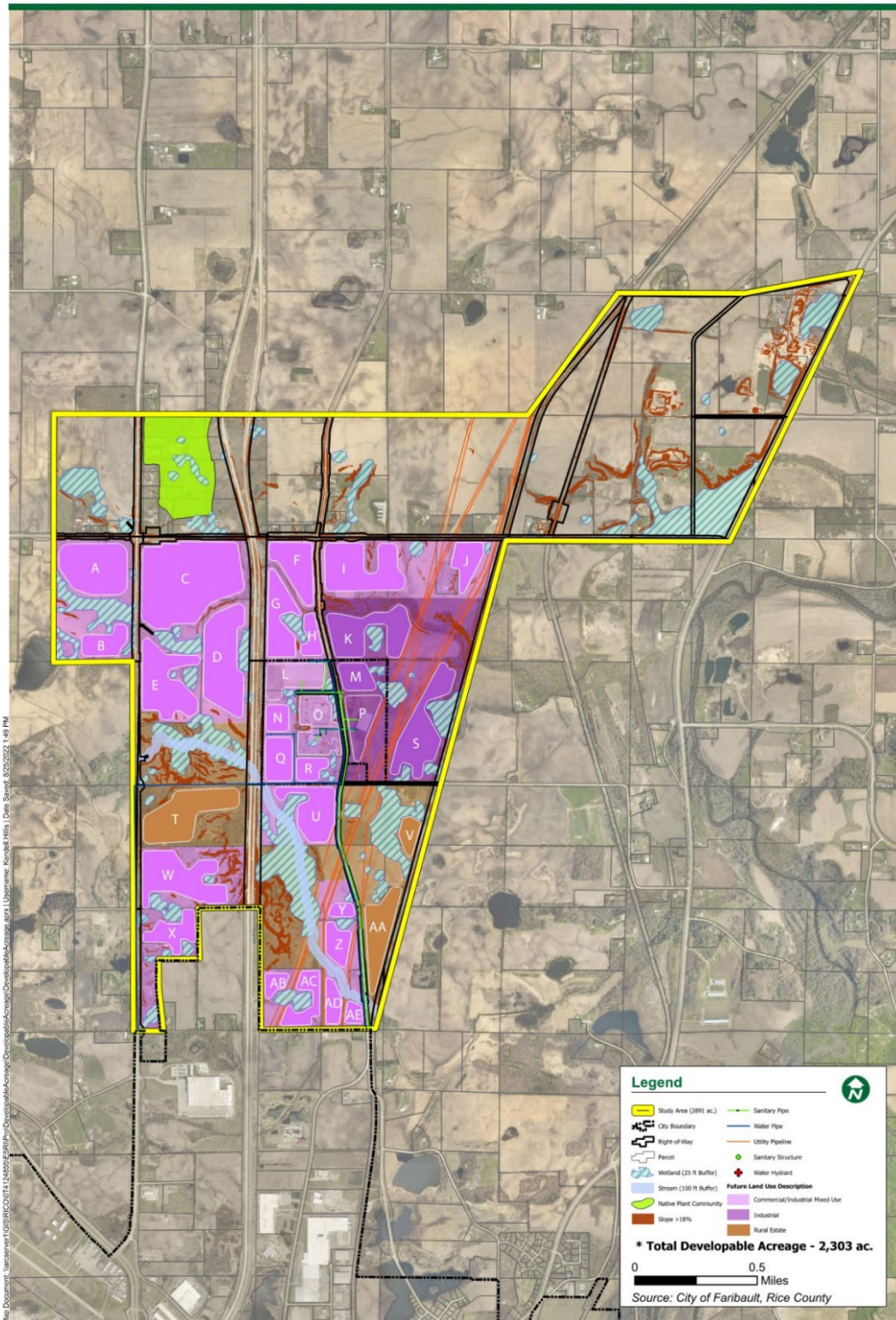


Table D5 – Full Build Scenario

I35 INTERCHANGE LAND USE SCENARIOS - FULL BUILD							
	Parcel	Use	Acres	Net to Gross (internal roads+Stormwater)	Net Acres	FAR	Jobs/Ac
	Study Area						
FULL BUILD	A	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166
	B	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	C	Commercial/Industrial Mixed Use	50	0.7	35	0.3	457,380
	C	Hwy Commerical	25	0.7	17.5	0.3	228,690
	D	Commercial/Industrial Mixed Use	40	0.7	28	0.3	365,904
	E	Commercial/Industrial Mixed Use	30	0.7	21	0.3	274,428
	F	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	F	Hwy Commerical	10	0.7	7	0.3	91,476
	G	Commercial/Industrial Mixed Use	20	0.7	14	0.3	182,952
	H	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738
	I	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166
	J	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	K	Industrial	30	0.7	21	0.3	274,428
	L*	Commercial/Industrial Mixed Use					314,898
	M	Industrial	10	0.7	7	0.3	91,476
	N	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738
	O*	Commercial/Industrial Mixed Use					118,789
	P*	Industrial					195,043
	Q	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	R	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738
	S	Industrial	30	0.7	21	0.3	274,428
	T	Rural Estate					
	U	Commercial/Industrial Mixed Use	20	0.7	14	0.3	182,952
	V	Rural Estate					-
	W	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	320,166
	X	Commercial/Industrial Mixed Use	15	0.7	10.5	0.3	137,214
	Y	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738
	Z	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	AA	Rural Estate					
	AB	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738
	AC	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	AD	Commercial/Industrial Mixed Use	10	0.7	7	0.3	91,476
	AE	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	45,738
	Total Study Area		485				5,065,316
	TOTAL FULL BUILD		485				5,065,316

Appendix E

Intersection Turning Movement Data



MEMORANDUM

Date: 12/21/2022
To: Project Management Team
From: Kevin Mackey PE, PTOE
Subject: Rice County I-35/CSAH 9 Interchange Study –Traffic Analysis
Project No.: 0T4128073

Introduction

This report has been prepared to document existing and estimated 2052 traffic conditions in the study area of the I-35 and CSAH 9 Interchange Feasibility Study.

Project Location

The CSAH 9 interchange with I-35 that is being considered is located just north of Faribault. Traffic analysis was performed at 20 intersections in and around Faribault:

- | | |
|--------------------|---|
| 1. CR 1/CR 76 | 12. TH 21/CR 36 |
| 2. I-35 NB/CR 1 | 13. 30th St NW/CR 76 |
| 3. I-35 SB/CR 1 | 14. TH 21/CR 46 |
| 4. CR 1/CR 46 | 15. I-35 SB/TH 21 |
| 5. CR 8/CR 76 | 16. I-35 NB/TH 21 |
| 6. CR 8/CR 46 | 17. TH 21/30th St NW |
| 7. CR 9/TH 3 | 18. TH 21/TH 3 |
| 8. CR 9/CR 76 | 19. 20th St NW (TH 3)/2nd Ave NW (TH 3) |
| 9. CR 9/CR 46 | 20. TH 3/30th St NW |
| 10. CR 9/Canby Ave | |
| 11. CR 9/CR 36 | |

Existing Traffic Conditions

Existing conditions traffic analysis is based on turning movement data that was collected in September of 2022 (after Minnesota schools were back in session). At most study intersections, 13 hours of data was collected (6 am to 7 pm), however 24 hours of data was collected at the following intersections:

- TH 21/30th St NW
- I-35 NB/TH 21
- I-35 NB/TH 21
- TH 21/TH 3

2022 Daily Traffic Estimates

Using the September 2022 turning movement data, average daily traffic estimates were prepared. Based on data from the four intersections where 24 hours of data was collected, it is assumed that the 13-hour period between 6 am and 7 pm carries 81 percent of daily traffic.

Estimated 2022 average daily traffic volumes are shown in **Figure 1**.

2022 Peak Hour Intersection Levels of Service

AM and PM peak hour traffic operations analysis was performed to establish existing peak hour intersection levels of service throughout the study area. This analysis was performed using the Synchro /Simtraffic 11 modeling platform.

Under existing conditions, traffic operations are good with intersection levels of service at LOS B or better across all study intersections.

Existing AM and PM peak hour intersection levels of service are summarized in **Figure 2** and **Figure 3**, respectively. AM and PM peak hour turning movement data that was used for traffic operations analysis is provided in **Appendix** . Detailed traffic operations analysis results are provided in **Appendix** .

Crash History

Crash data was obtained for each study intersection for the five-year period between 2017 and 2021. This data was evaluated using the Critical Crash Analysis methodology, which applies statistical methods to identify locations with statistically significant crash issues. If an intersection has a crash rate that exceeds the critical crash rate, it is assumed that intersection geometry or traffic control is contributing to elevated crash rates.

Intersection crash rates were above the critical crash rate at three intersections:

- County Road 3 and I-35 Southbound Ramps
 - 5 total crashes
 - 2 sideswipe crashes
 - 2 right angle crashes
 - 1 rear end crash
 - 2 injury crashes
- County Road 8 and County Road 76
 - 3 total crashes – all right angle crashes, all injury crashes
- TH 21 and County Road 46
 - 6 total crashes
 - 4 right angle crashes
 - 1 head on crash
 - 1 uncategorized crash
 - 1 injury crash

Locations above the critical crash rate are also shown in **Figure 4**. Crash data for all study intersections is provided in **Appendix** .

Figure 1 – 2022 Average Daily Traffic Volumes

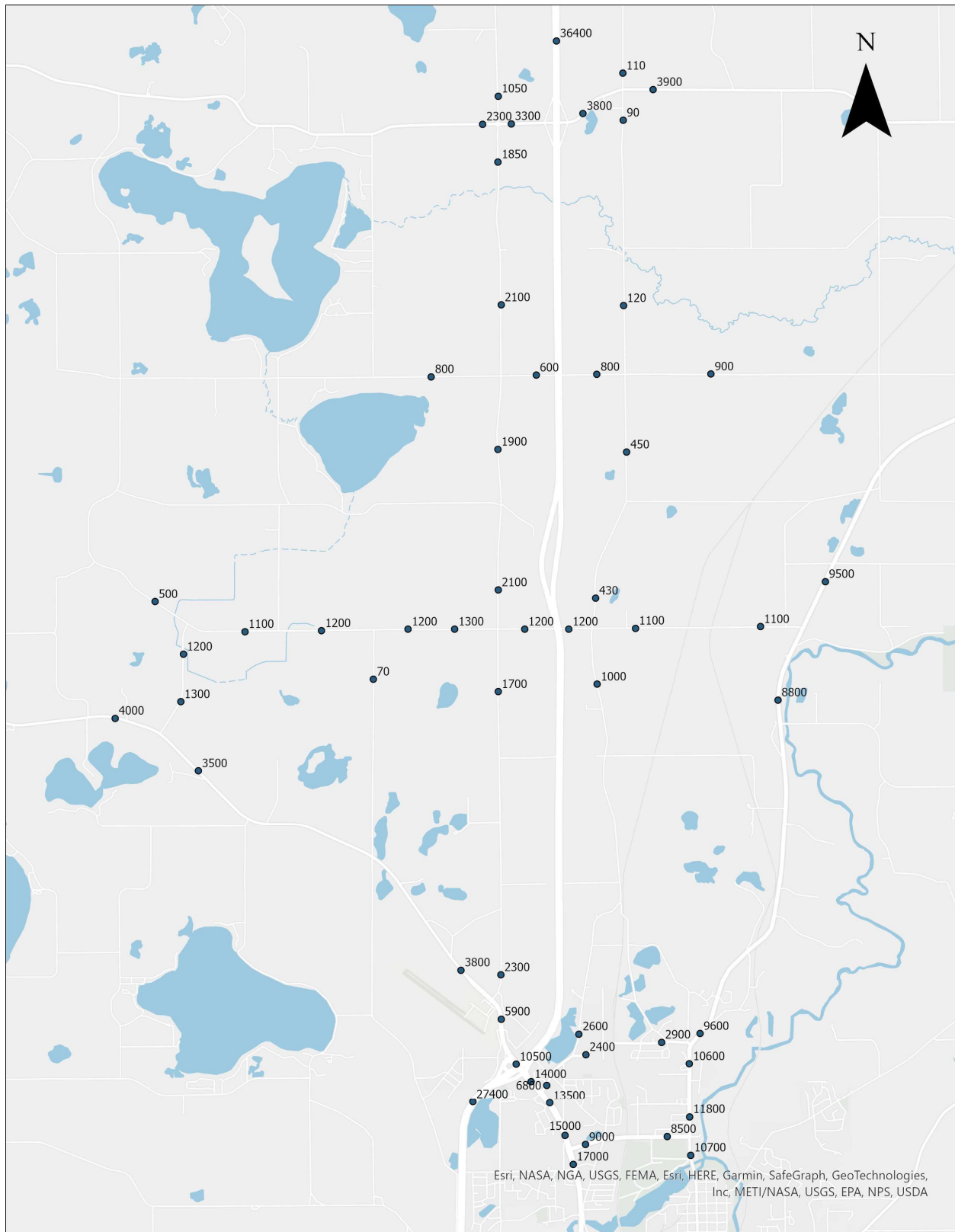


Figure 2 – Existing (2022) AM Peak Hour Intersection Levels of Service

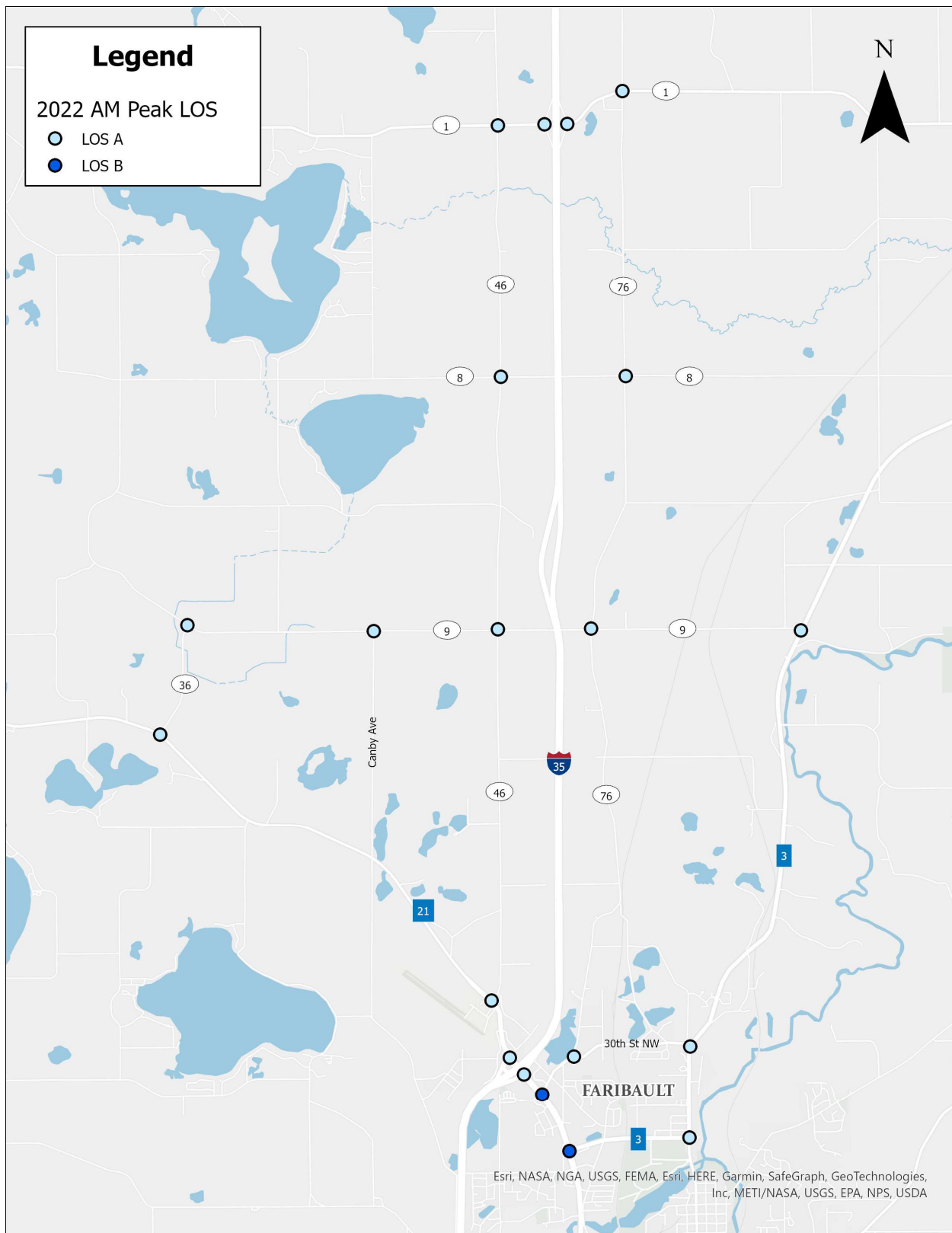


Figure 3 – Existing (2022) PM Peak Hour Intersection Levels of Service

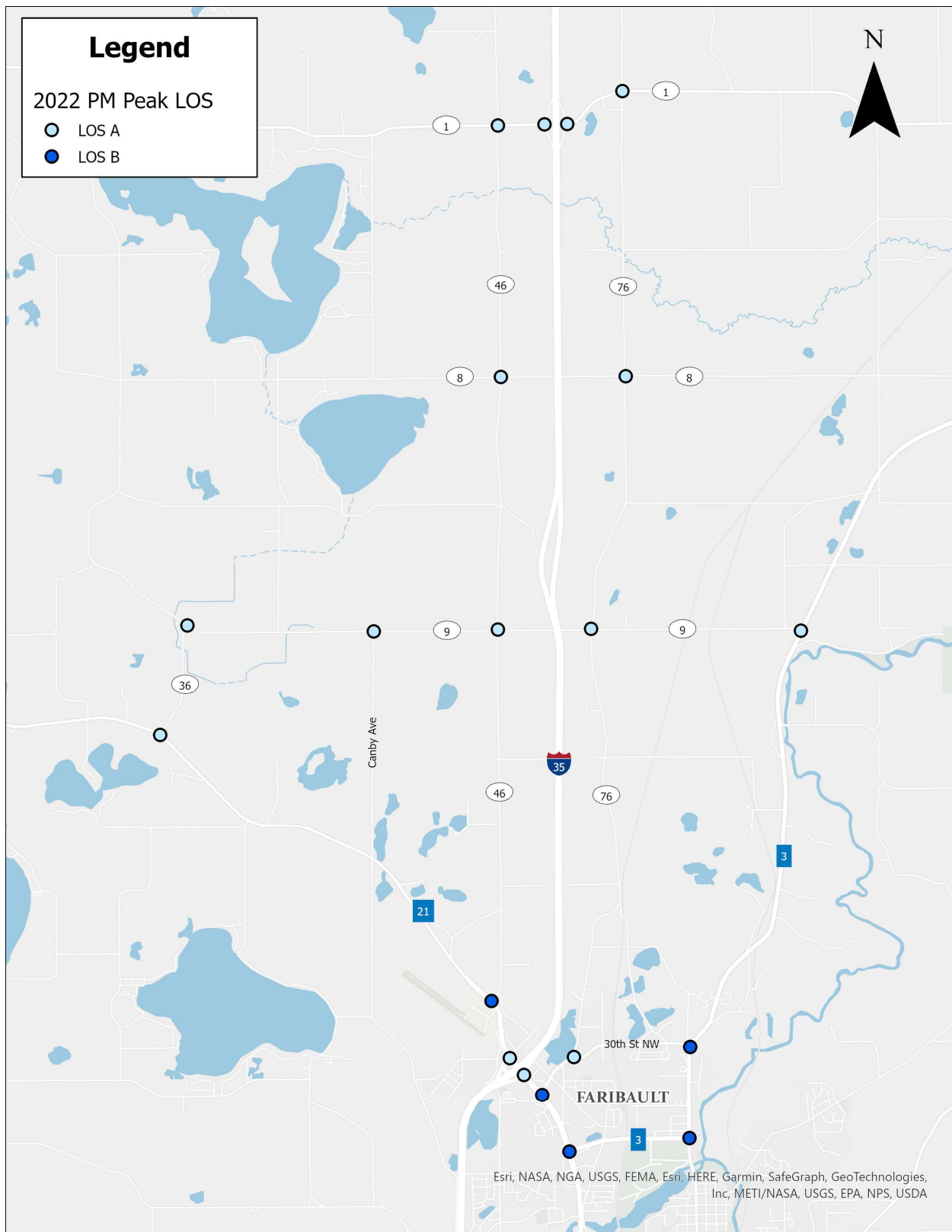
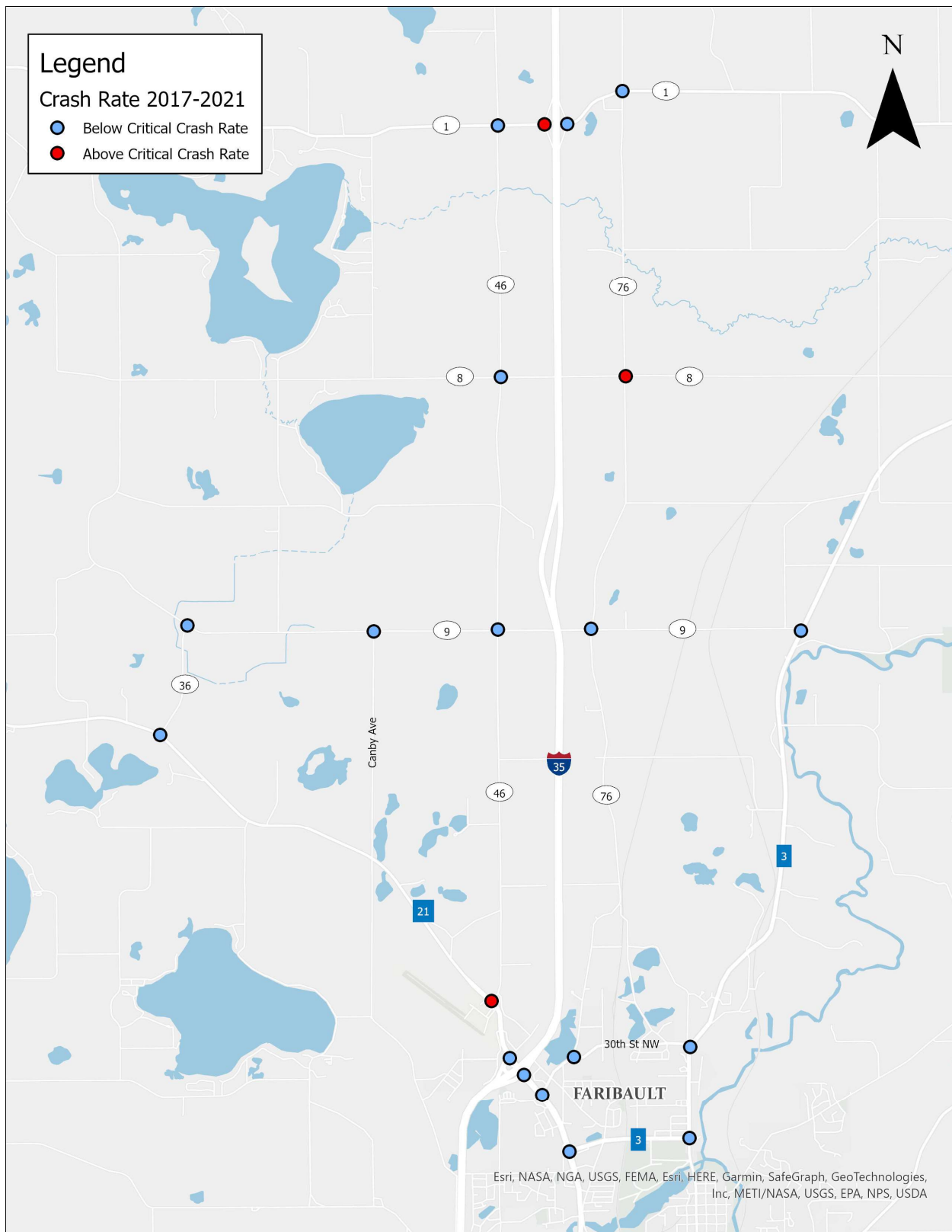


Figure 4 – Crash Analysis Summary



2052 Traffic Conditions

Traffic conditions in 2052 were estimated based on a review of MnDOT historic traffic data and a review of development expectations in the vicinity of the potential I-35/CSAH 9 interchange. Study area land use/development projections were established through collaboration with City of Faribault planning staff.

Historic Traffic Trends

Based on a review of historic MnDOT traffic data at 10 locations throughout the study area, traffic in the area has grown by around 1.4 percent per year over the past 20 years.

Historic traffic data at each of the 10 locations that were reviewed is provided in **Appendix I**.

Development Expectations Near Potential CSAH 9 Interchange

Based on collaboration with City of Faribault planning staff, it is assumed that 205 acres of land will be developed in the vicinity of the potential I-35/CSAH 9 interchange. The land use concept that is the basis of traffic forecasting is provided in. It is assumed that this development concept will be realized by 2052, with the majority of development occurring between 2032 and 2052.

Development near the potential interchange is assumed to be mostly commercial/industrial mixed used, with smaller amounts of dedicated industrial or commercial uses.

Daily Traffic Generation Estimates for New Development

When estimating traffic generation potential of future development, the following compositions were assumed for each land use type:

- Commercial/Industrial Mixed Use
 - 70% light industrial
 - 15% warehouse/distribution
 - 10% office
 - 5% showroom/dealer
- Industrial
 - 55% light industrial
 - 30% heavy industrial
 - 15% warehouse/distribution
- Highway Commercial
 - 100% showroom/dealer

Using the assumed development compositions described above, daily traffic estimates were prepared using two different data sources; the Institute of Transportation Engineers' *Trip Generation* manual (11th edition) and data from NCHRP Report 716: *Travel Demand Forecasting Parameters and Techniques*.

- Daily site-generated traffic based on ITE Trip Generation: Around 12,800 vehicles per day
- Daily site-generated traffic based on NCHRP 716: Around 11,600 vehicles per day

Sine these values generally converge, the average of the two sources was used, therefore it is assumed that the expected development will generate around 12,200 vehicles per day.

Trip generation calculations are summarized in **Table 1**.

Table 1 – Development Trip Generation Summary

2022-2032 Growth							
Parcel	Use	Acres	Net to Gross Factor	Net Acres	FAR	Daily Trips - NCHRP 716	Daily Trips - ITE
M	Industrial	5	0.7	3.5	0.3	235	217
TOTAL 2022-2032 TRAFFIC ESTIMATE						235	217
2022-2032 Growth							
Parcel	Use	Acres	Net to Gross Factor	Net Acres	FAR	Daily Trips - NCHRP 716	Daily Trips - ITE
C	Commercial/Industrial Mixed Use	50	0.7	35	0.3	3,268	2,971
C	Hwy Commercial	25	0.7	17.5	0.3	1,634	1,486
F	Commercial/Industrial Mixed Use	10	0.7	7	0.3	654	594
F	Hwy Commercial	10	0.7	7	0.3	654	594
H	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	327	297
I	Commercial/Industrial Mixed Use	35	0.7	24.5	0.3	2,288	2,080
Q	Commercial/Industrial Mixed Use	10	0.7	7	0.3	654	594
R	Commercial/Industrial Mixed Use	5	0.7	3.5	0.3	327	297
S	Industrial	30	0.7	21	0.3	1,410	1,304
U	Commercial/Industrial Mixed Use	20	0.7	14	0.3	1,307	1,189
TOTAL 2032-2052 TRAFFIC ESTIMATE						12,522	11,406
TOTAL 2022-2052 TRAFFIC ESTIMATE						12,757	11,623

Peak Hour Traffic Estimates for New Development

Using the daily traffic estimate of 12,200 vehicles per day, AM and PM peak hour development-related traffic estimates were prepared based on time-of-day data published in the *Trip Generation* manual.

- Around 1,000 AM peak hour trips (81 percent in, 19 percent out)
- Around 1,100 PM peak hour trips (23 percent in, 77 percent out)

Distribution of Site-Generated Traffic

The origins and destinations of traffic generated by new development were assumed based on a review of the following information:

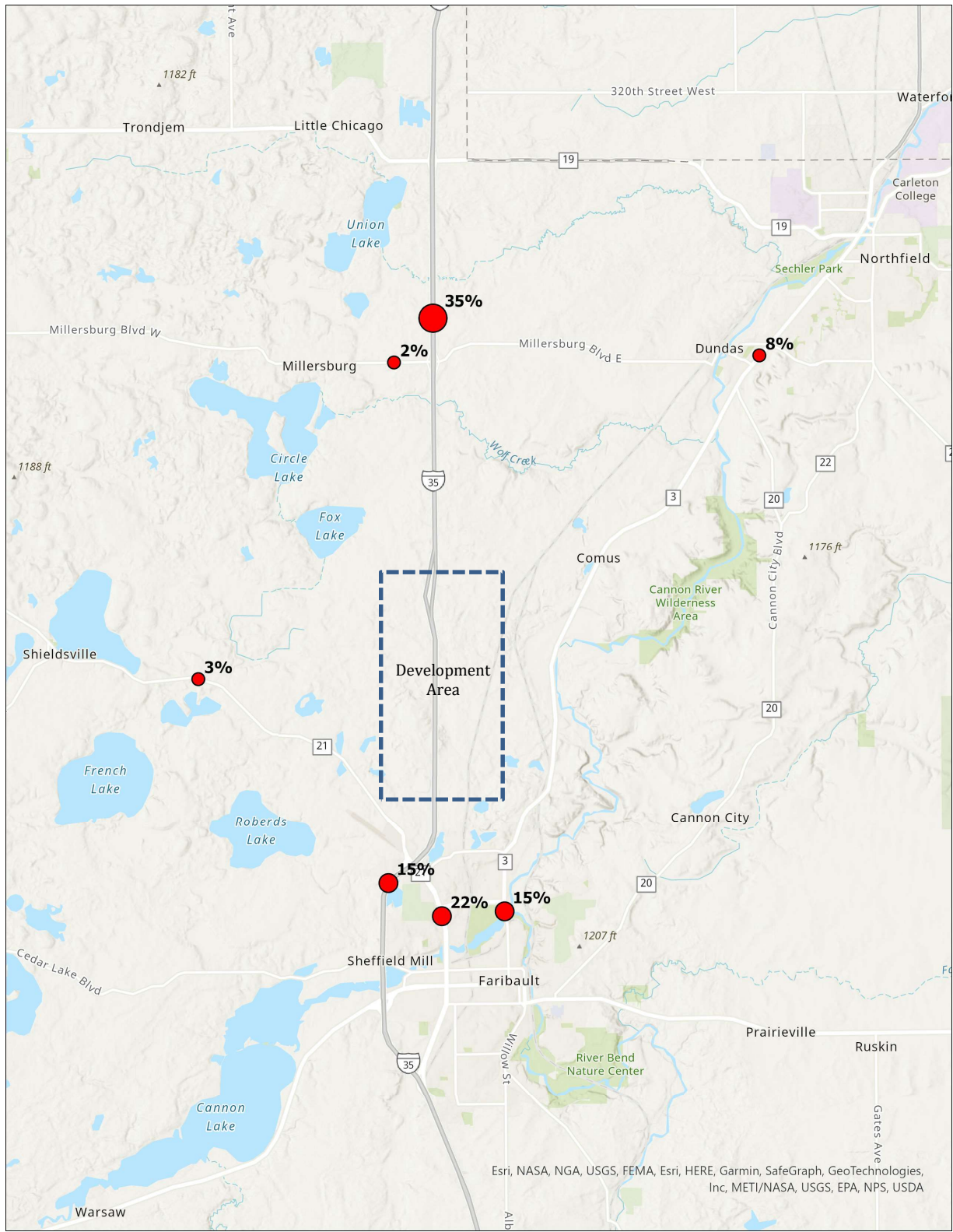
- September 2022 intersection counts
- MnDOT average daily traffic data
- US Census Bureau Work Commuting Data (OnTheMap) for Faribault
- Some engineering judgement was applied

Using the above data, the following was assumed:

- One-third of development traffic is to/from locations within Faribault
- Remaining two-thirds of development traffic is to/from locations outside of Faribault
- 70% of traffic using I-35 is to/from the north
- After applying the assumptions above, development traffic is assumed to be distributed throughout the study area roadway network proportionally, based on the most recent daily traffic counts

Based on assumptions listed above, the distribution of site-generated traffic is shown in **Figure 5**.

Figure 5 – Distribution of Site-Generated Traffic



Assumed 2052 Peak Hour Traffic Volumes for Traffic Operations Analysis

2052 AM and PM peak hour turning movements were estimated to perform 2052 traffic operations/level of service analysis. The following was assumed:

- Peak hour traffic from new development is distributed through the roadway network based on assumptions shown in **Figure 5**
- Non-site-generated traffic will grow at 1% per year
 - This accounts for traffic growth not associated with the new development around the potential I-35/CSAH 9 interchange
 - Historic data shows a 1.4% annual growth rate, however 1% annual growth is assumed to account for potential double-counting of development-related traffic growth

2052 AM and PM peak hour turning movement data is provided in **Appendix** .

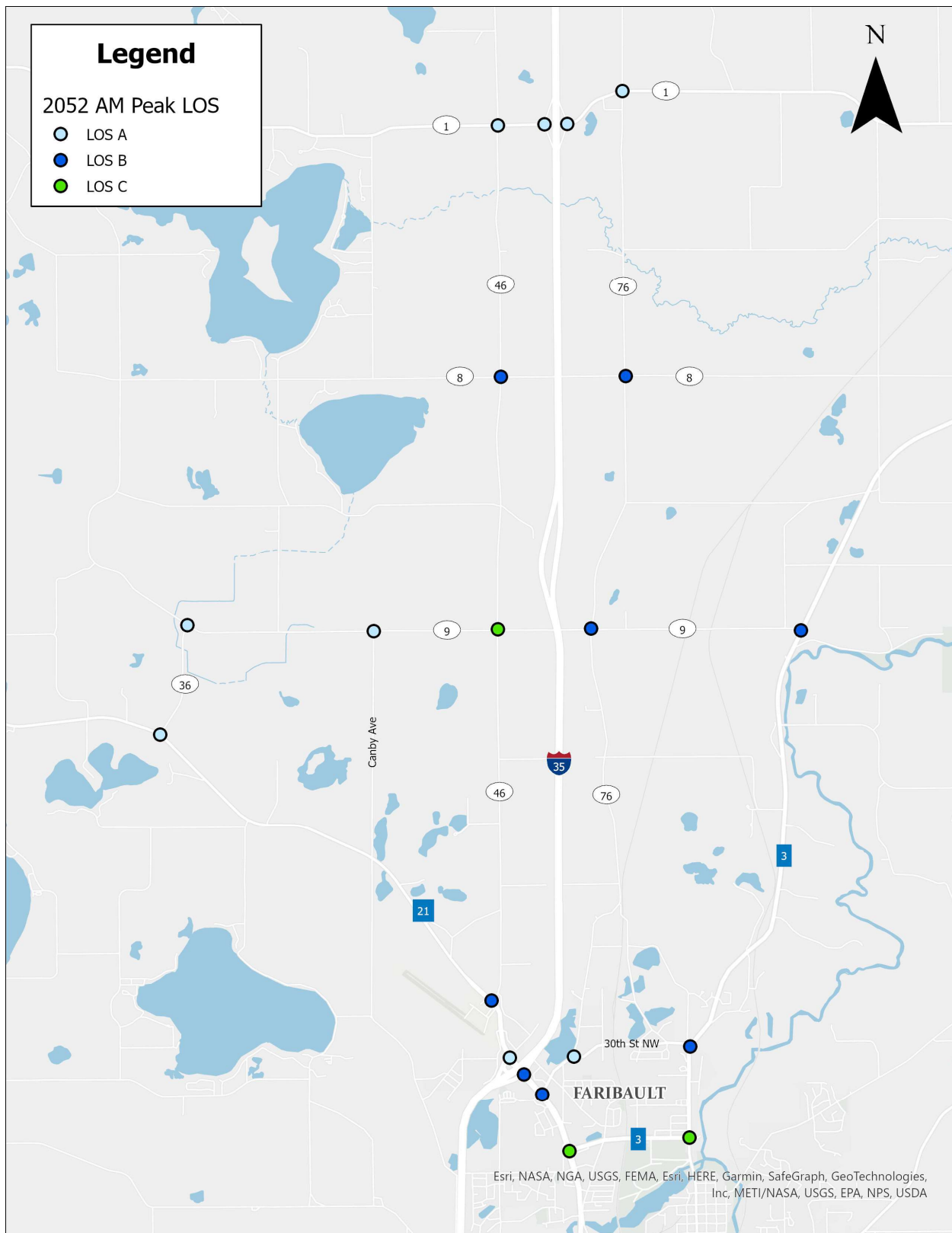
2052 Peak Hour Intersection Levels of Service

Traffic operations are expected to remain generally good through 2052. Operations are expected to be at LOS C or better throughout the study area except for the following locations:

- PM peak hour LOS F is expected at the intersection of TH 3 and 2nd Ave NW/20th St NW
 - This intersection is currently under all-way stop control
 - Preliminary analysis indicates acceptable operations can be provided with a traffic signal (PM peak LOS C) or a 2x1 roundabout (PM peak LOS B)
- PM peak hour LOS F is expected at the intersection of CR 8 and CR 76
 - This intersection is currently under northbound/southbound two-way stop control
 - Preliminary analysis indicates acceptable operations can be provided if stop control is instead placed on the eastbound/westbound approaches (PM peak LOS B)

2052 AM and PM peak hour intersection levels of service are summarized in **Figure 6** and **Figure 7**, respectively. Detailed traffic operations analysis results are provided in **Appendix** .

Figure 6 – 2052 AM Peak Hour Intersection Levels of Service (No New Interchange)



Legend

2052 PM Peak LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

Canby Ave

36

46

76

35

30th St NW

FARIBAULT

Esri, NASA, NGA, USGS, FEMA, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

2052 Traffic Conditions with CSAH 9 Interchange

2052 traffic conditions were also evaluated assuming an interchange is constructed at CSAH 9. When calculating traffic shifts associated with new connectivity to I-35, the following was assumed:

Traffic From Development Near Proposed Interchange

- 100% of traffic to/from the following locations was assumed to use the CSAH 9 interchange
 - I-35 to the north
 - County Road 1 to the north
- For development adjacent to CSAH 9, 100% of traffic to/from the following locations was assumed to use the CSAH 9 interchange
 - I-35 to the south
 - TH 21 to the southeast
 - 2nd Avenue NW to the southeast
- For development that is south of CSAH 9, 50% of traffic to/from the following locations was assumed to use the CSAH 9 interchange
 - I-35 to the south
 - TH 21 to the southeast
 - 2nd Avenue NW to the southeast

Other Traffic

- Based on StreetLight Data origin-destination data, it is assumed that around 1,350 vehicles per day would benefit from a new interchange at CSAH 9. This traffic is already on the roadway network today and is independent of anticipated development near the potential CSAH 9 interchange
 - Around 54 percent of this traffic is traffic traveling between TH 21 or TH 99 and I-35
 - Around 41 percent of this traffic is traffic destined for CSAH 9 itself (mostly from I-35)
 - Around 5 percent of this traffic is traffic traveling between TH 21 or TH 99 and the Dundas area
- Traffic shifts were estimated based on a review of the length of travel paths (considering both time and distance) with and without a new interchange

Vehicle-Miles Traveled and Vehicle-Hours Traveled Impacts from CSAH 9 Interchange

Study area daily vehicle-miles traveled (VMT) and daily vehicle-hours traveled (VHT) traveled were estimated for 2052 traffic conditions with and without a CSAH 9 interchange.

- VMT changes for development-related traffic were calculated using the Vistro traffic analysis software
- VMT changes for other study area traffic were calculated based on a review of StreetLight Data origin-destination data and estimated travel times/distances with and without a new interchange
- VHT changes throughout the study area are based on Simtraffic 11 traffic simulation results

Using the traffic assumptions described throughout this report, **2052 daily VMT and VHT are expected to be generally unchanged with a CSAH 9 interchange**. Limited changes in VMT and VHT can be explained by the following:

- Commercial and industrial development near CSAH 9 is expected to generate more out-of-town traffic than traffic from Faribault (around two-thirds of traffic is expected to be to/from locations outside of Faribault).

- Travelers to/from I-35 can utilize existing interchanges at TH 21 or CR 1 to reach their destination. Without a new CSAH 9 interchange, traffic to/from the CSAH 9 area must use the parallel county road system, however these are low volume routes (1,000 to 2,000 vehicles per day today) with significant remaining roadway capacity to satisfy traffic demands associated with anticipated development.
- While not interstate speeds, the surrounding county road network is generally rural and supports high speed traffic (around 55 mph, compared to 70 mph on I-35)
- Existing roadway capacity is expected to be sufficient for anticipated 2052 travel demand throughout the Faribault area

Figure 8 – 2052 Daily Vehicle-Miles Traveled Estimates

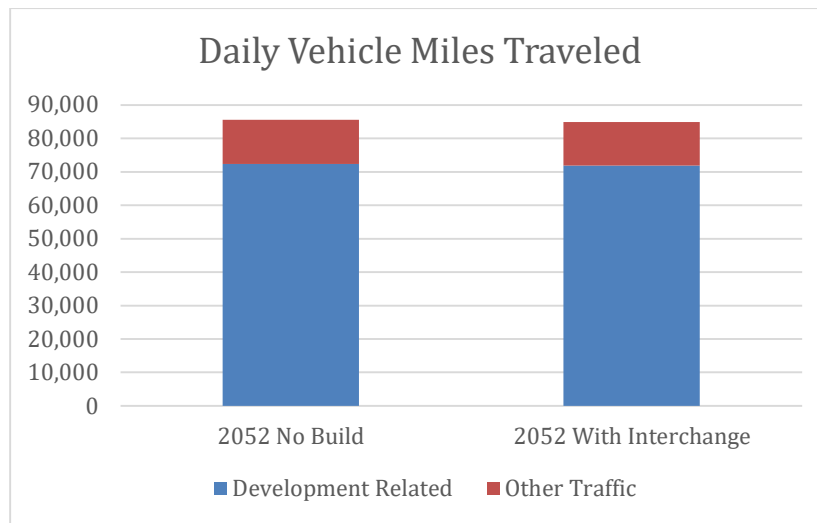
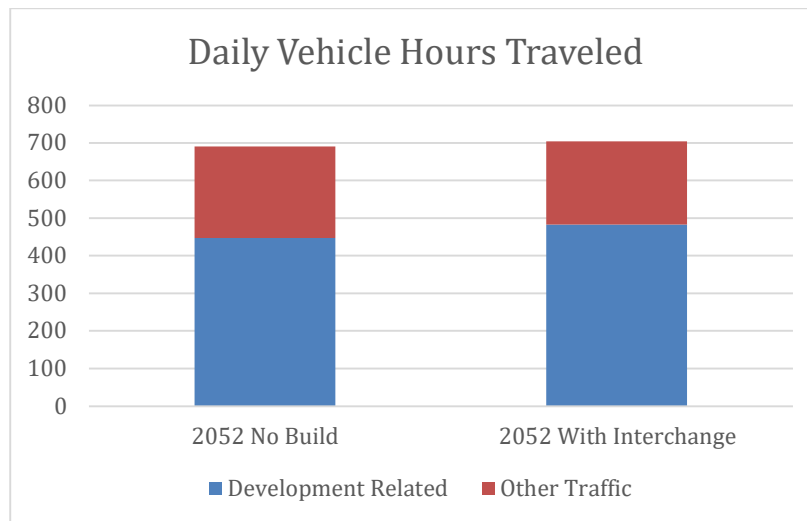


Figure 9 – 2052 Daily Vehicle-Hours Traveled Estimates



2052 Level of Service Analysis with CASH 9 Interchange

With a CSAH 9 interchange, the following was observed under 2052 traffic conditions:

- The CSAH 9 interchange is expected to operate at LOS B under 2052 AM and PM peak hour traffic volumes. This assumes a standard diamond interchange with stop control on the off-ramps.
- All study area intersections are expected to operate at LOS C or better in the 2052 AM peak hour
- In the 2052 PM peak hour, the only intersection with deficient operations is the intersection of TH 3 and 2nd Ave NW/20th St NW (PM peak LOS F). All other study intersections are expected to operate no worse than LOS C.
 - This intersection is also expected to operate at LOS F in the 2052 PM peak hour if no interchange is added at CSAH 9.

2052 AM and PM peak hour intersection levels of service in the interchange build scenario are shown in **Figure 10** and **Figure 11**, respectively.

Figure 10 – 2052 AM Peak Hour Intersection Levels of Service with CSAH 9 Interchange

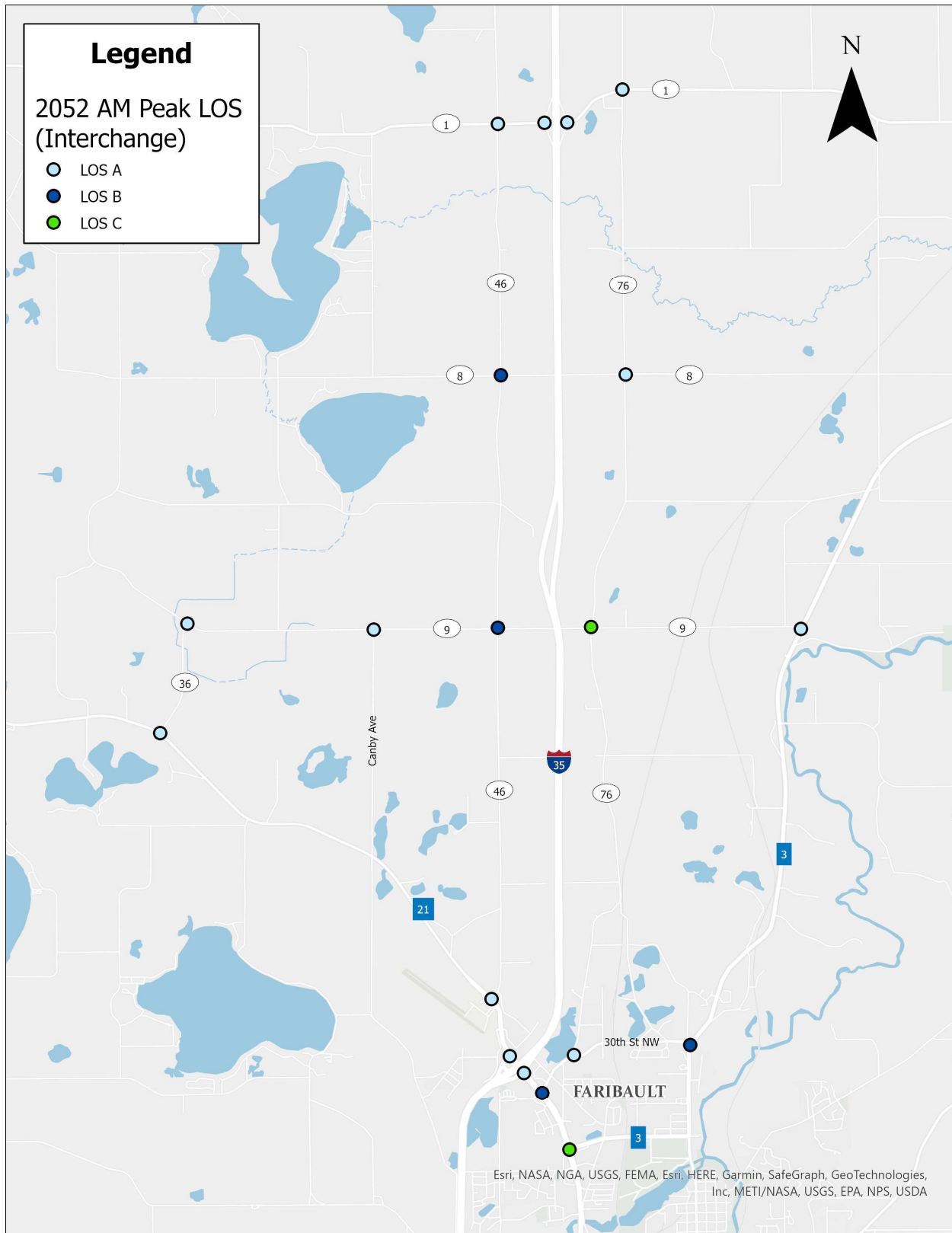
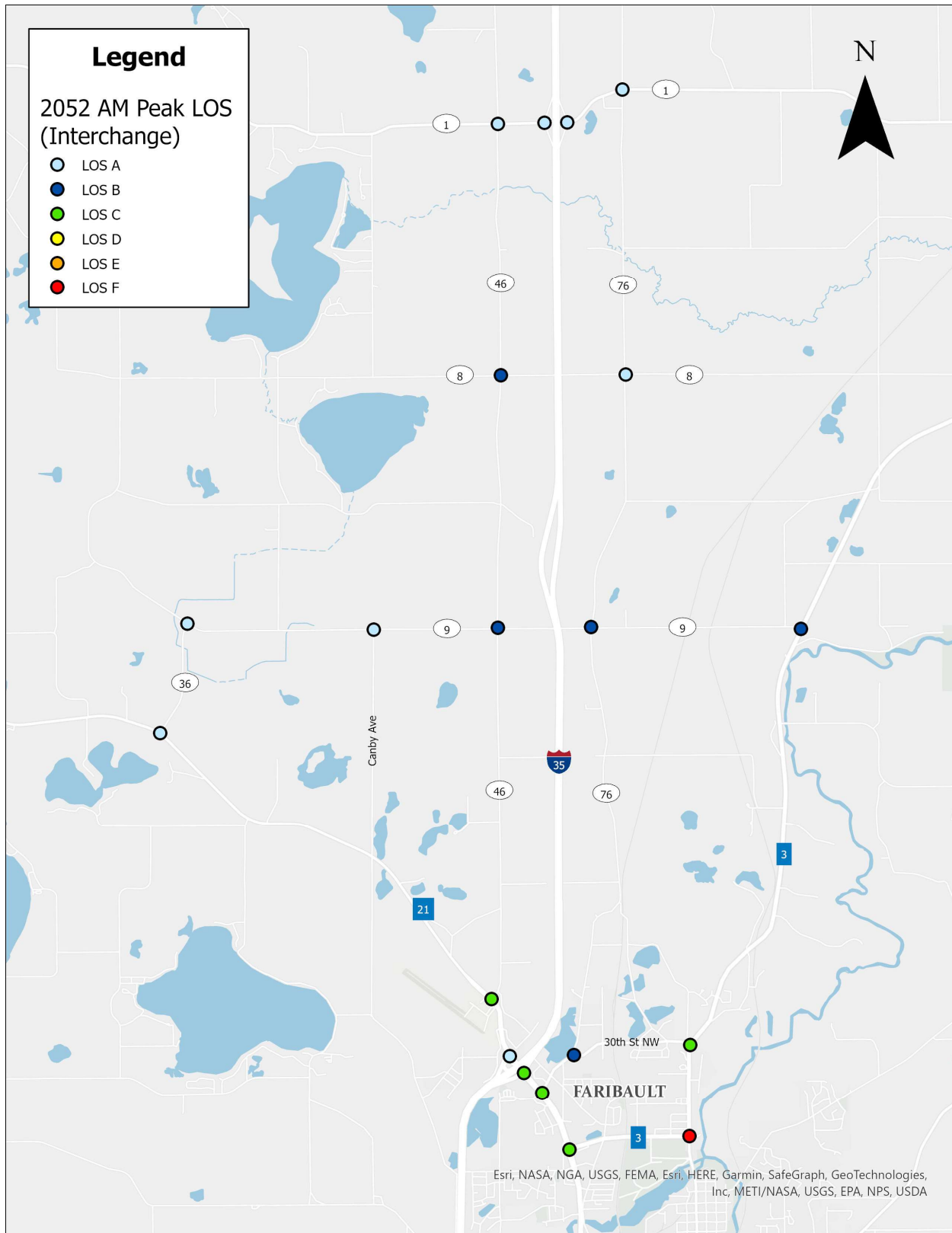
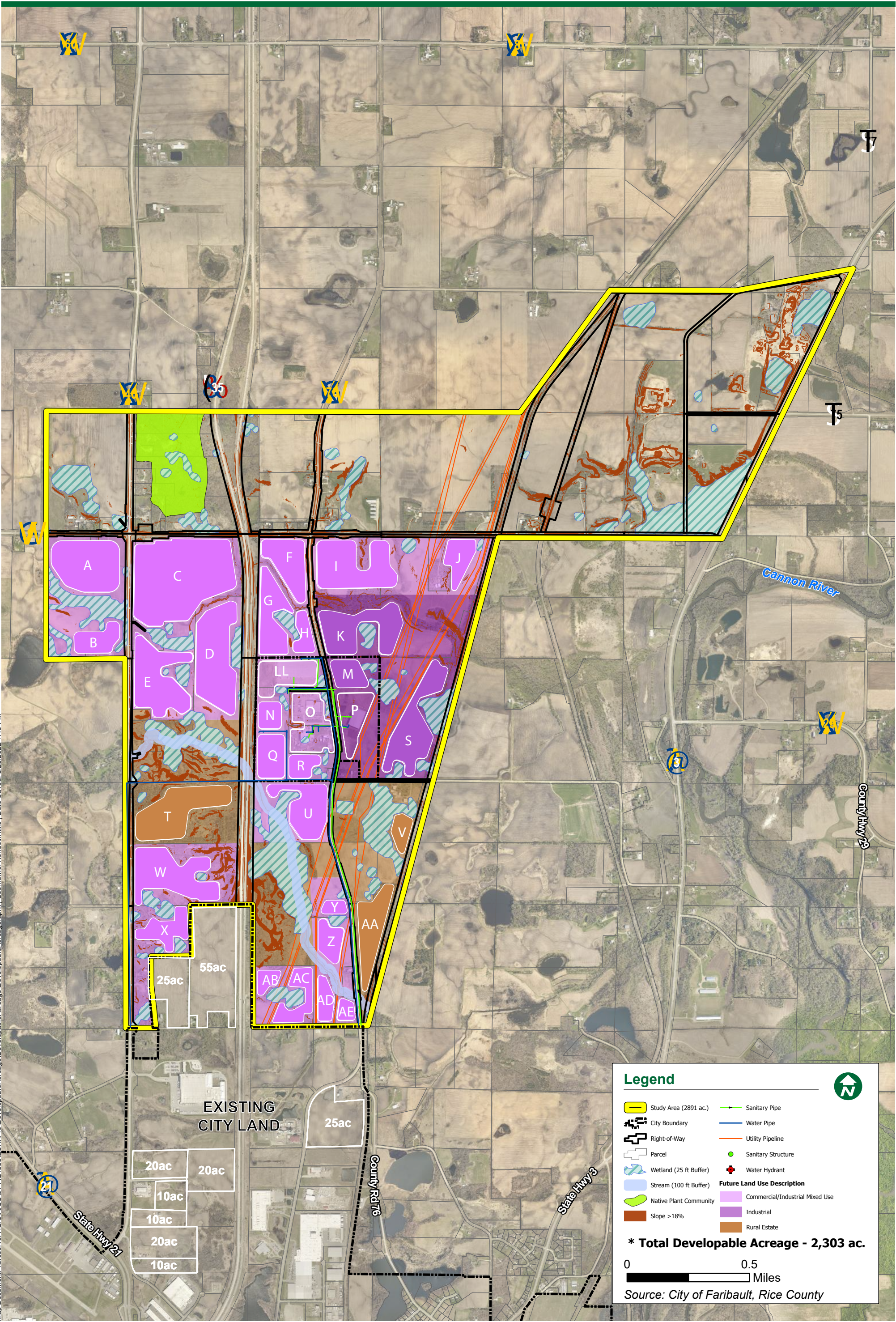


Figure 11 – 2052 PM Peak Hour Intersection Levels of Service with CSAH 9 Interchange





Appendix F

Intersection Turning Movement Data

Appendix F: Turning Movement Data

Int ID #	Intersection Name	Control	Scenario		Northbound			Southbound			Eastbound			Westbound		
					Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
1	CR 76 & CR 1	Stop	Existing	AM	1	0	2	2	0	5	2	136	1	2	143	1
				PM	2	0	0	0	0	0	1	194	1	1	177	1
			2052 Medium Growth (No Interchange)	AM	40	0	16	3	0	7	3	183	171	70	193	1
				PM	187	0	67	0	0	0	1	261	49	20	239	1
			2052 Medium Growth Build (With Interchange)	AM	1	0	3	3	0	7	3	190	1	3	232	1
				PM	3	0	3	3	0	7	1	304	1	1	249	1
2	I-35 NB Ramp & CR 1	Stop	Existing	AM	9	2	31	0	0	0	81	114	0	0	54	88
				PM	21	3	43	0	0	0	48	138	0	0	116	67
			2052 Medium Growth (No Interchange)	AM	0	0	0	0	0	0	28	324	0	0	73	39
				PM	0	0	0	0	0	0	107	234	0	0	156	184
			2052 Medium Growth Build (With Interchange)	AM	1	0	7	0	0	0	0	154	0	0	112	0
				PM	24	3	86	0	0	0	48	186	0	0	166	67
3	I-35 SB Ramp & CR 1	Stop	Existing	AM	0	0	0	42	1	33	0	154	12	29	36	0
				PM	0	0	0	75	2	91	0	114	9	45	101	0
			2052 Medium Growth (No Interchange)	AM	0	0	0	170	0	120	0	236	0	0	49	0
				PM	0	0	0	48	0	37	0	261	0	0	136	0
			2052 Medium Growth Build (With Interchange)	AM	0	0	0	0	0	0	0	208	4	39	50	0
				PM	0	0	0	75	2	91	0	154	10	55	139	0
4	CR 46 & CR 1	Stop	Existing	AM	5	18	42	10	24	0	6	113	10	32	28	8
				PM	20	29	36	10	20	14	6	67	15	46	125	17
			2052 Medium Growth (No Interchange)	AM	10	24	85	13	32	0	8	152	31	163	38	11
				PM	43	39	156	13	27	19	8	90	24	99	168	23
			2052 Medium Growth Build (With Interchange)	AM	8	24	57	13	32	0	8	156	17	43	39	11
				PM	30	39	49	13	27	19	8	91	21	62	171	23
5	CR 76 & CR 8	Stop	Existing	AM	2	3	11	6	2	1	2	23	8	7	17	2
				PM	7	1	11	2	0	3	1	23	7	14	39	2
			2052 Medium Growth (No Interchange)	AM	3	56	15	8	240	1	3	31	11	9	23	3
				PM	9	252	15	3	67	4	1	31	9	19	53	3
			2052 Medium Growth Build (With Interchange)	AM	3	4	15	8	3	1	3	31	11	9	23	3
				PM	9	1	15	3	3	4	1	31	9	19	53	3
6	CR 46 & CR 8	Stop	Existing	AM	8	57	1	6	47	15	9	5	7	8	10	11
				PM	14	73	8	13	70	13	18	14	17	10	7	5
			2052 Medium Growth (No Interchange)	AM	11	108	1	8	201	20	12	7	9	11	13	15
				PM	19	221	11	18	135	18	24	19	23	13	9	7
			2052 Medium Growth Build (With Interchange)	AM	11	78	1	8	67	20	12	7	9	11	13	15
				PM	19	101	11	18	95	18	24	19	23	13	9	7
7	TH 3 & CR 9	Stop	Existing	AM	5	328	0	0	294	32	41	0	2	0	0	0
				PM	9	411	0	0	363	46	40	0	15	0	0	0
			2052 Medium Growth (No Interchange)	AM	7	442	0	0	396	43	55	0	3	0	0	0
				PM	12	554	0	0	489	62	54	0	20	0	0	0
			2052 Medium Growth Build (With Interchange)	AM	7	442	0	0	396	43	55	0	3	0	0	0
				PM	12	554	0	0	489	62	54	0	20	0	0	0
8	CR 76 & CR 9	Stop	Existing	AM	5	15	4	0	18	0	4	33	31	16	17	0
				PM	28	19	18	2	14	3	4	34	6	9	41	0
			2052 Medium Growth (No Interchange)	AM	12	66	5	0	233	28	11	44	69	22	23	0
				PM	65	253	24	3	77	13	29	46	14	12	55	0
			2052 Medium Growth Build (With Interchange)	AM	88	20	5	0	24	0	5	44	453	22	23	0
				PM	421	26	24	3	19	4	5	46	122	12	55	0
9	CR 46 & CR 9	Stop	Existing	AM	5	21	8	29	45	11	36	30	13	9	7	7
				PM	17	51	10	11	70	28	17	22	3	12	41	19
			2052 Medium Growth (No Interchange)	AM	9	58	17	50	188	15	49	56	28	40	13	10
				PM	32	182	37	17	133	38	23	34	7	25	72	36
			2052 Medium Growth Build (With Interchange)	AM	9	29	82	39	65	15	49	40	28	316	9	9
				PM	32	72	279	15	95	38	23	30	7	110	55	26
10	Canby Ave & CR 9	Stop	Existing	AM	0	0	3	0	0	0	0	70	1	0	18	0
				PM	0	0	4	0	0	0	0	39	2	3	75	0
			2052 Medium Growth (No Interchange)	AM	0	0	4	0	0	0	0	120	1	0	30	0
				PM	0	0	5	0	0	0	0	60	3	4	127	0
			2052 Medium Growth Build (With Interchange)	AM	0	0	4	0	0	0	0	104	1	0	26	0
				PM	0	0	5	0	0	0	0	56	3	4	110	0
11	CR 36 & CR 9	Stop	Existing	AM	11	0	55	0	0	0	0	9	22	12	1	0
				PM	14	0	33	0	0	0	0	5	11	57	15	0
			2052 Medium Growth (No Interchange)	AM	15	0	100	0	0	0	0	12	30	22	1	0
				PM	19	0	51	0	0	0	0	7	15	103	20	0
			2052 Medium Growth Build (With Interchange)	AM	15	0	84	0	0	0	0	12	30	18	1	0
				PM	19	0	47	0	0	0	0	7	15	86	20	0
12	TH 21 & CR 36	Stop	Existing	AM	0	0	0	22	0	13	51	157	0	0	50	14
				PM	0	0	0	14	0	53	29	130	0	0	177	17
			2052 Medium Growth (No Interchange)	AM	0	0	0	30	0	24	95	212	0	0	67	19
				PM	0	0	0	19	0	97	46	175	0	0	239	23
			2052 Medium Growth Build (With Interchange)	AM	0	0	0	30	0	20	79	212	0	0	67	19
				PM	0	0	0	19	0	80	42	175	0	0	239	23
13	30th St NW & Park Ave	Stop	Existing	AM	0	119	96	7	20	0	0	0	0	56	0	4
				PM	0	34	82	9	149	0	0	0	0	106	0	3
			2052 Medium Growth (No Interchange)	AM	0	340	129	27	70	0	0	0	0	75	0	78
				PM	0	96	111	92	399	0	0	0	0	143	0	25
			2052 Medium Growth Build (With Interchange)	AM	0	197	129	24	39	0	0	0	0	75	0	20
				PM	0	57	111	75	261	0	0	0	0	143	0	9
14	Faribault Airport/CR 46 & TH 21	Stop	Existing	AM	4	0	5	104	1	3	8	174	1	10	66	55
				PM	1	2	8	111	0	6	3	148	1	1	188	75
			2052 Medium Growth (No Interchange)	AM	5	0	7	182	1	4	11	235	1	13	89	254
				PM	1	3	11	306	0	8	4	199	1	1	253	157
			2052 Medium Growth Build (With Interchange)	AM	5	0	7	140	1	4	11	235	1	13	89	74
				PM	1	3	11	150	1	8	4	199	1	1	253	101
15	I-35 Ramp & TH 21	Stop	Existing	AM	17	0	321	0	0	0	0	229	66	48	187	0
				PM	10	0	328	0	0	0	0	263	85	134	299	0
			2052 Medium Growth (No Interchange)	AM	0	0	0	0	0	0	0	339	12	18	432	0
				PM	0	0	0	0	0	0	0	465	45	80	459	0
			2052 Medium Growth Build (With Interchange)	AM	0	0	52	0	0	0	0	309	0	5	252	0
				PM	10	0	539	0	0	0	0	354	85	159	403	0
16	I-35 Ramp & TH 21	Stop	Existing	AM	49	1	96	0	0	0	13	540	0	0	187	237
				PM	61	0	59	0	0	0	13	609	0	0	365	348
			2052 Medium Growth (No Interchange)	AM	52	0	73	0	0	0	0	758	0	0	398	0
				PM	16	0	21	0	0	0	0	932	0	0	612	0
			2052 Medium Growth Build (With Interchange)	AM	0	0	15	0	0	0	0	780	0	0	257	272
				PM	61	0	64	0	0	0	13	1032	0	0	517	427
17	30th St NW & TH 21	Signalized	Existing	AM	17	22	8	61	10	113	136	481	13	12	294	97
				PM	32	24	31	156	33	197	125	528	32	27	485	66
			2052 Medium Growth (No Interchange)	AM	23	30	11	107	13	170	256	678	18	16	524	238
				PM	43	32	42	328	44	346	189	823	43	36	694	118
			2052 Medium Growth Build (With Interchange)	AM	23	30	11	89	13	157	198	700	18	16	668	153
				PM	43	32	42	246	44	291	173	923	43	36	733	96
18	TH 21 & TH 3	Signalized	Existing	AM	3	352	210	132	439	3	15	46	1	171	20	100
				PM	4	460	204	118	550	11	17	36	1	306		

Appendix G

Detailed Intersection Level of Service Information

Appendix G: Detailed Intersection Level of Service Analysis Results

Project: I-35/CSAH 9 Interchange Feaibility Assessment
Scenario: 2022 Existing Conditions
Analysis: Intersection Level of Service

				AM Peak					PM Peak							
				Traffic Delay (sec/veh)					Traffic Delay (sec/veh)							
Intersection ID	Intersection	Control	Approach	Movement (Delay - LOS)				Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)				Approach (Delay - LOS)	Intersection (Delay - LOS)	
				U	L	T	R			U	L	T	R			
1	CR 76 & CR 1	Stop	EB	-	4-A	1-A	-	2-A	1-A	1-A	-	2-A	1-A	0-A	1-A	1-A
			WB	-	1-A	0-A	0-A	1-A			-	2-A	0-A	2-A	1-A	
			NB	-	3-A	0-A	1-A	1-A			-	7-A	2-A	-	4-A	
			SB	-	4-A	-	2-A	3-A			-	-	-	-	-	
2	I-35 NB Ramp & CR 1	Stop	EB	-	3-A	1-A	-	2-A	2-A	2-A	-	3-A	1-A	-	2-A	2-A
			WB	-	-	1-A	1-A	1-A			-	-	1-A	1-A	1-A	
			NB	-	4-A	11-B	2-A	3-A			-	5-A	8-A	2-A	3-A	
			SB	-	-	-	-	-			-	-	-	-	-	
3	I-35 SB Ramp & CR 1	Stop	EB	-	-	1-A	0-A	1-A	2-A	2-A	-	-	1-A	0-A	1-A	3-A
			WB	-	3-A	0-A	-	2-A			-	3-A	1-A	-	2-A	
			NB	-	-	-	-	-			-	-	-	-	-	
			SB	-	4-A	5-A	2-A	4-A			-	6-A	12-B	3-A	5-A	
4	CR 46 & CR 1	Roundabout	EB	-	3-A	5-A	2-A	5-A	4-A	4-A	-	2-A	4-A	3-A	4-A	4-A
			WB	-	2-A	4-A	2-A	3-A			-	3-A	5-A	3-A	5-A	
			NB	-	8-A	5-A	5-A	6-A			-	6-A	4-A	5-A	5-A	
			SB	-	2-A	4-A	-	4-A			-	2-A	4-A	2-A	3-A	
5	CR 76 & CR 8	Stop	EB	-	1-A	0-A	0-A	1-A	1-A	1-A	-	5-A	0-A	1-A	1-A	1-A
			WB	-	1-A	0-A	0-A	1-A			-	1-A	0-A	0-A	1-A	
			NB	-	4-A	4-A	2-A	3-A			-	3-A	2-A	3-A	3-A	
			SB	-	3-A	6-A	-	4-A			-	-	0-A	1-A	1-A	
6	CR 46 & CR 8	Stop	EB	-	1-A	0-A	0-A	1-A	6-A	6-A	-	1-A	0-A	0-A	1-A	6-A
			WB	-	1-A	0-A	1-A	1-A			-	1-A	1-A	1-A	1-A	
			NB	-	5-A	8-A	2-A	8-A			-	8-A	9-A	6-A	9-A	
			SB	-	5-A	8-A	3-A	7-A			-	7-A	9-A	3-A	8-A	
7	TH 3 & CR 9	Stop	EB	-	7-A	0-A	2-A	7-A	1-A	1-A	-	10-B	1-A	5-A	9-A	2-A
			WB	-	-	-	-	-			-	-	-	-	-	
			NB	-	3-A	1-A	-	2-A			-	4-A	1-A	-	2-A	
			SB	-	-	1-A	0-A	1-A			-	-	1-A	1-A	1-A	
8	CR 76 & CR 9	Stop	EB	-	4-A	2-A	1-A	2-A	3-A	3-A	-	2-A	1-A	1-A	2-A	3-A
			WB	-	2-A	2-A	-	2-A			-	2-A	2-A	0-A	2-A	
			NB	-	3-A	7-A	2-A	6-A			-	4-A	7-A	2-A	5-A	
			SB	-	-	6-A	-	6-A			-	13-B	5-A	2-A	5-A	
9	CR 46 & CR 9	Stop	EB	-	4-A	3-A	4-A	4-A	5-A	5-A	-	4-A	2-A	1-A	3-A	6-A
			WB	-	2-A	1-A	0-A	2-A			-	2-A	2-A	1-A	2-A	
			NB	-	3-A	8-A	2-A	6-A			-	4-A	8-A	2-A	7-A	
			SB	-	6-A	10-B	4-A	9-A			-	7-A	10-B	6-A	9-A	
10	Canby Ave & CR 9	Stop	EB	-	-	2-A	9-A	3-A	2-A	2-A	-	-	2-A	0-A	2-A	2-A
			WB	-	-	1-A	-	1-A			-	1-A	2-A	-	2-A	
			NB	-	-	-	2-A	2-A			-	-	-	3-A	3-A	
			SB	-	-	-	-	-			-	-	-	-	-	
11	CR 36 & CR 9	Stop	EB	-	-	0-A	0-A	0-A	2-A	2-A	-	-	0-A	0-A	0-A	2-A
			WB	-	1-A	0-A	-	1-A			-	2-A	2-A	-	2-A	
			NB	-	4-A	0-A	2-A	3-A			-	5-A	0-A	2-A	3-A	
			SB	-	-	-	-	-			-	-	-	-	-	
12	TH 21 & CR 36	Stop	EB	-	2-A	1-A	-	2-A	1-A	1-A	-	2-A	1-A	-	2-A	2-A
			WB	-	-	1-A	0-A	1-A			-	-	2-A	1-A	2-A	
			NB	-	-	-	-	-			-	-	-	-	-	
			SB	-	4-A	0-A	2-A	3-A			-	6-A	0-A	3-A	4-A	
13	30th St NW & Park Ave	Stop	EB	-	-	-	-	-	2-A	2-A	-	-	-	-	-	2-A
			WB	-	6-A	0-A	3-A	4-A			-	7-A	1-A	2-A	6-A	
			NB	-	-	1-A	1-A	1-A			-	-	1-A	2-A	2-A	
			SB	-	2-A	0-A	-	1-A			-	2-A	0-A	-	1-A	
14	Faribault Airport/CR 46 & TH 21	Stop	EB	-	2-A	2-A	1-A	2-A	3-A	3-A	-	2-A	2-A	0-A	2-A	3-A
			WB	-	2-A	1-A	0-A	1-A			-	1-A	1-A	0-A	1-A	
			NB	-	7-A	-	3-A	5-A			-	4-A	9-A	3-A	5-A	
			SB	-	8-A	-	3-A	8-A			-	10-B	-	3-A	10-B	
15	I-35 Ramp & TH 21	Stop	EB	-	-	1-A	3-A	2-A	2-A	2-A	-	-	1-A	4-A	2-A	2-A
			WB	-	2-A	0-A	-	1-A			-	3-A	0-A	-	1-A	
			NB	-	9-A	-	4-A	5-A			-	13-B	-	4-A	5-A	
			SB	-	-	-	-	-			-	-	-	-	-	
16	I-35 Ramp & TH 21	Stop	EB	-	2-A	1-A	-	2-A	3-A	3-A	-	3-A	1-A	-	2-A	3-A
			WB	-	-	2-A	7-A	5-A			-	-	2-A	8-A	5-A	
			NB	-	9-A	4-A	5-A	7-A			-	12-B	-	4-A	9-A	
			SB	-	-	-	-	-			-	-	-	-	-	
17	30th St NW & TH 21	Signalized	EB	-	24-C	6-A	2-A	10-B	12-B	12-B	-	31-C	11-B	2-A	15-B	17-B
			WB	-	35-D	14-B	7-A	14-B			-	46-D	19-B	7-A	19-B	
			NB	-	28-C	33-C	6-A	26-C			-	27-C	40-D	7-A	23-C	
			SB	-	24-C	23-C	5-A	13-B			-	25-C	27-C	8-A	17-B	
18	TH 21 & TH 3	Signalized	EB	-	26-C	33-C	7-A	31-C	15-B	15-B	-	28-C	40-D	10-B	36-D	18-B
			WB	-	25-C	11-B	4-A	17-B			-	26-C	20-C	5-A	19-B	
			NB	-	39-D	17-B	4-A	13-B			-	39-D	22-C	4-A	17-B	
			SB	-	34-C	10-B	4-A	16-B			-	37-D	13-B	5-A	18-B	
19	2nd Ave NW & TH 3 & 20th St NW	All-Way Stop	EB	-	12-B	2-A	10-B	11-B	9-A	9-A	-	19-C	4-A	16-C	18-C	14-B
			WB	-	-	8-A	-	8-A			-	-	9-A	-	9-A	
			NB	-	7-A	8-A	4-A	8-A			-	8-A	10-B	4-A	10-B	
			SB	-	15-C	11-B	6-A	10-B			-	-	18-C	7-A	15-C	
20	TH 3 & 30th St NW	Stop	EB	-	10-B	0-A	6-A	7-A	3-A	3-A	-	14-B	-	7-A	10-B	3-A
			WB	-	-	-	-	-			-	-	-	-	-	
			NB	-	6-A	3-A	-	4-A			-	6-A	3-A	-	4-A	
			SB	-	-	0-A	0-A	0-A			-	-	1-A	0-A	1-A	

Appendix G: Detailed Intersection Level of Service Analysis Results

Project: I-35/CSAH 9 Interchange Feasibility Assessment
Scenario: 2052 Medium Growth Scenario (No Interchange)
Analysis: Intersection Level of Service

				AM Peak					PM Peak							
				Traffic Delay (sec/veh)						Traffic Delay (sec/veh)						
Intersection ID	Intersection	Control	Approach	Movement (Delay - LOS)				Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)				Approach (Delay - LOS)	Intersection (Delay - LOS)	
				U	L	T	R			U	L	T	R			
1	CR 76 & CR 1	Stop	EB	-	3-A	2-A	5-A	4-A	3-A	-	2-A	2-A	2-A	2-A	6-A	
			WB	-	3-A	1-A	0-A	2-A		-	3-A	1-A	1-A	2-A		
			NB	-	9-A	2-A	6-A	6-A		-	20-C	7-A	-	13-B		
			SB	-	5-A	-	2-A	3-A		-	-	-	-	-		
2	I-35 NB Ramp & CR 1	Stop	EB	-	4-A	2-A	-	3-A	2-A	-	8-A	4-A	-	6-A	5-A	
			WB	-	-	1-A	2-A	2-A		-	-	2-A	3-A	3-A		
			NB	-	8-A	12-B	3-A	5-A		-	24-C	20-C	6-A	13-B		
			SB	-	-	-	-	-		-	-	-	-	-		
3	I-35 SB Ramp & CR 1	Stop	EB	-	-	2-A	1-A	2-A	6-A	-	-	2-A	1-A	2-A	5-A	
			WB	-	3-A	1-A	-	2-A		-	3-A	1-A	-	2-A		
			NB	-	-	-	-	-		-	-	-	-	-		
			SB	-	11-B	18-C	8-A	10-B		-	11-B	13-B	7-A	9-A		
4	CR 46 & CR 1	Roundabout	EB	-	4-A	6-A	4-A	6-A	5-A	-	3-A	5-A	3-A	5-A	6-A	
			WB	-	3-A	5-A	3-A	4-A		-	4-A	6-A	4-A	6-A		
			NB	-	8-A	6-A	7-A	7-A		-	8-A	6-A	8-A	8-A		
			SB	-	2-A	5-A	-	5-A		-	3-A	5-A	3-A	4-A		
5	CR 76 & CR 8	Stop	EB	-	1-A	1-A	1-A	1-A	8-A	-	1-A	1-A	1-A	1-A	39-E	
			WB	-	1-A	0-A	0-A	1-A		-	1-A	1-A	0-A	1-A		
			NB	-	6-A	7-A	5-A	7-A		-	14-B	55-F	36-E	54-F		
			SB	-	9-A	10-B	7-A	10-B		-	4-A	2-A	2-A	3-A		
6	CR 46 & CR 8	Stop	EB	-	1-A	0-A	0-A	1-A	10-B	-	1-A	1-A	0-A	1-A	9-A	
			WB	-	1-A	1-A	0-A	1-A		-	1-A	1-A	1-A	1-A		
			NB	-	9-A	10-B	3-A	10-B		-	10-B	12-B	7-A	12-B		
			SB	-	11-B	13-B	7-A	13-B		-	9-A	11-B	6-A	11-B		
7	TH 3 & CR 9	Stop	EB	-	12-B	0-A	5-A	12-B	2-A	-	14-B	0-A	7-A	12-B	2-A	
			WB	-	-	-	-	-		-	-	-	-	-		
			NB	-	4-A	1-A	-	2-A		-	5-A	2-A	-	3-A		
			SB	-	-	2-A	1-A	2-A		-	-	2-A	1-A	2-A		
8	CR 76 & CR 9	Stop	EB	-	3-A	3-A	2-A	3-A	9-A	-	2-A	2-A	1-A	2-A	8-A	
			WB	-	3-A	1-A	-	2-A		-	3-A	2-A	-	3-A		
			NB	-	6-A	9-A	3-A	9-A		-	9-A	12-B	4-A	11-B		
			SB	-	-	14-B	-	14-B		-	6-A	9-A	3-A	9-A		
9	CR 46 & CR 9	Stop	EB	-	5-A	6-A	5-A	6-A	11-B	-	4-A	2-A	2-A	3-A	8-A	
			WB	-	2-A	2-A	1-A	2-A		-	3-A	2-A	2-A	3-A		
			NB	-	6-A	10-B	3-A	8-A		-	7-A	10-B	3-A	9-A		
			SB	-	15-C	17-C	9-A	17-C		-	11-B	14-B	8-A	13-B		
10	Canby Ave & CR 9	Stop	EB	-	-	4-A	3-A	4-A	3-A	-	-	2-A	3-A	3-A	2-A	
			WB	-	-	1-A	-	1-A		-	4-A	2-A	-	3-A		
			NB	-	-	-	3-A	3-A		-	-	-	3-A	3-A		
			SB	-	-	-	-	-		-	-	-	-	-		
11	CR 36 & CR 9	Stop	EB	-	-	1-A	0-A	1-A	2-A	-	-	0-A	0-A	0-A	2-A	
			WB	-	1-A	0-A	-	1-A		-	2-A	2-A	-	2-A		
			NB	-	4-A	1-A	3-A	4-A		-	5-A	0-A	2-A	3-A		
			SB	-	-	-	-	-		-	-	-	-	-		
12	TH 21 & CR 36	Stop	EB	-	2-A	2-A	-	2-A	3-A	-	3-A	1-A	-	2-A	5-A	
			WB	-	-	4-A	4-A	4-A		-	-	8-A	7-A	8-A		
			NB	-	-	-	-	-		-	-	-	-	-		
			SB	-	6-A	0-A	2-A	4-A		-	8-A	0-A	5-A	5-A		
13	30th St NW & Park Ave	Stop	EB	-	-	-	-	-	3-A	-	-	-	-	-	5-A	
			WB	-	9-A	1-A	6-A	6-A		-	15-C	1-A	3-A	11-B		
			NB	-	-	2-A	2-A	2-A		-	-	1-A	2-A	2-A		
			SB	-	5-A	1-A	-	3-A		-	6-A	4-A	-	5-A		
14	Faribault Airport/CR 46 & TH 21	Stop	EB	-	5-A	3-A	3-A	4-A	4-A	-	4-A	3-A	1-A	4-A	7-A	
			WB	-	2-A	1-A	2-A	2-A		-	1-A	2-A	1-A	2-A		
			NB	-	8-A	-	3-A	5-A		-	7-A	19-C	4-A	7-A		
			SB	-	10-B	14-B	3-A	10-B		-	20-C	-	5-A	20-C		
15	I-35 Ramp & TH 21	Stop	EB	-	-	2-A	4-A	3-A	3-A	-	-	2-A	4-A	3-A	2-A	
			WB	-	2-A	0-A	-	1-A		-	4-A	0-A	-	1-A		
			NB	-	15-C	-	3-A	7-A		-	16-C	-	3-A	6-A		
			SB	-	-	-	-	-		-	-	-	-	-		
16	I-35 Ramp & TH 21	Stop	EB	-	4-A	2-A	-	3-A	4-A	-	5-A	2-A	-	3-A	5-A	
			WB	-	-	3-A	8-A	6-A		-	-	3-A	9-A	6-A		
			NB	-	18-C	10-B	6-A	10-B		-	30-D	-	5-A	18-C		
			SB	-	-	-	-	-		-	-	-	-	-		
17	30th St NW & TH 21	Signalized	EB	-	37-D	9-A	2-A	17-B	18-B	-	47-D	19-B	3-A	24-C	26-C	
			WB	-	54-D	21-C	12-B	20-C		-	62-E	30-C	10-B	29-C		
			NB	-	37-D	44-D	7-A	35-D		-	35-D	52-D	11-B	31-C		
			SB	-	30-C	37-D	8-A	18-B		-	37-D	33-C	16-B	27-C		
18	TH 21 & TH 3	Signalized	EB	-	32-C	44-D	13-B	41-D	21-C	-	29-C	52-D	24-C	45-D	27-C	
			WB	-	35-D	18-B	5-A	21-C		-	52-D	29-C	12-B	37-D		
			NB	-	63-E	26-C	6-A	21-C		-	59-E	31-C	6-A	24-C		
			SB	-	44-D	14-B	4-A	21-C		-	52-D	18-B	8-A	24-C		
19	2nd Ave NW & TH 3 & 20th St NW	All-Way Stop	EB	-	42-E	6-A	46-E	41-E	23-C	-	307-F	194-F	311-F	307-F	165-F	
			WB	-	-	11-B	-	11-B		-	5-A	10-B	-	10-B		
			NB	-	13-B	14-B	12-B	14-B		-	14-B	29-D	30-D	25-D		
			SB	-	41-E	25-D	8-A	19-C		-	-	268-F	30-D	197-F		
20	TH 3 & 30th St NW	Stop	EB	-	23-C	2-A	10-B	13-B	4-A	-	27-D	1-A	15-C	18-C	6-A	
			WB	-	-	-	-	-		-	-	-	-	-		
			NB	-	7-A	4-A	-	5-A		-	8-A	4-A	-	5-A		
			SB	-	-	1-A	0-A	1-A		-	-	1-A	0-A	1-A		

Appendix G: Detailed Intersection Level of Service Analysis Results

Project: I-35/CSAH 9 Interchange Feasibility Assessment
 Scenario: 2052 Medium Growth Scenario with Interchange
 Analysis: Intersection Level of Service

				AM Peak					PM Peak						
				Traffic Delay (sec/veh)					Traffic Delay (sec/veh)						
Intersection ID	Intersection	Control	Approach	Movement (Delay - LOS)				Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)				Approach (Delay - LOS)	Intersection (Delay - LOS)
				U	L	T	R			U	L	T	R		
1	CR 76 & CR 1	Stop	EB	-	4 - A	2 - A	1 - A	3 - A	1 - A	-	2 - A	2 - A	1 - A	2 - A	1 - A
			WB	-	2 - A	1 - A	0 - A	1 - A		-	-	1 - A	1 - A		
			NB	-	3 - A	0 - A	1 - A	1 - A		-	5 - A	-	2 - A	4 - A	
			SB	-	5 - A	-	2 - A	3 - A		-	4 - A	-	2 - A	3 - A	
2	I-35 NB Ramp & CR 1	Stop	EB	-	-	0 - A	-	0 - A	1 - A	-	3 - A	1 - A	-	2 - A	2 - A
			WB	-	-	1 - A	-	1 - A		-	-	2 - A	2 - A	2 - A	
			NB	-	3 - A	-	2 - A	3 - A		-	6 - A	9 - A	3 - A	4 - A	
			SB	-	-	-	-	-		-	-	-	-	-	
3	I-35 SB Ramp & CR 1	Stop	EB	-	-	1 - A	1 - A	1 - A	1 - A	-	-	1 - A	0 - A	1 - A	3 - A
			WB	-	3 - A	1 - A	-	2 - A		-	3 - A	1 - A	-	2 - A	
			NB	-	-	-	-	-		-	-	-	-	-	
			SB	-	-	-	-	-		-	7 - A	12 - B	4 - A	6 - A	
4	CR 46 & CR 1	Roundabout	EB	-	3 - A	5 - A	3 - A	5 - A	5 - A	-	3 - A	5 - A	2 - A	5 - A	5 - A
			WB	-	3 - A	4 - A	2 - A	4 - A		-	4 - A	6 - A	4 - A	6 - A	
			NB	-	7 - A	6 - A	6 - A	7 - A		-	7 - A	8 - A	7 - A	8 - A	
			SB	-	2 - A	4 - A	-	4 - A		-	2 - A	4 - A	2 - A	3 - A	
5	CR 76 & CR 8	Stop	EB	-	1 - A	0 - A	0 - A	1 - A	1 - A	-	-	1 - A	1 - A	1 - A	1 - A
			WB	-	1 - A	0 - A	0 - A	1 - A		-	1 - A	0 - A	0 - A	1 - A	
			NB	-	4 - A	4 - A	3 - A	4 - A		-	4 - A	2 - A	2 - A	3 - A	
			SB	-	3 - A	7 - A	2 - A	4 - A		-	3 - A	7 - A	2 - A	4 - A	
6	CR 46 & CR 8	Stop	EB	-	1 - A	0 - A	0 - A	1 - A	7 - A	-	1 - A	1 - A	0 - A	1 - A	7 - A
			WB	-	1 - A	1 - A	0 - A	1 - A		-	2 - A	1 - A	1 - A	2 - A	
			NB	-	9 - A	11 - B	4 - A	11 - B		-	9 - A	12 - B	6 - A	12 - B	
			SB	-	6 - A	10 - B	5 - A	9 - A		-	9 - A	11 - B	4 - A	10 - B	
7	TH 3 & CR 9	Stop	EB	-	9 - A	-	5 - A	9 - A	2 - A	-	16 - C	-	8 - A	14 - B	2 - A
			WB	-	-	-	-	-		-	-	-	-	-	
			NB	-	3 - A	1 - A	-	2 - A		-	4 - A	2 - A	-	3 - A	
			SB	-	-	1 - A	1 - A	1 - A		-	-	2 - A	1 - A	2 - A	
8	CR 76 & CR 9	Stop	EB	-	5 - A	7 - A	4 - A	5 - A	5 - A	-	4 - A	3 - A	2 - A	3 - A	7 - A
			WB	-	9 - A	2 - A	-	5 - A		-	3 - A	3 - A	-	3 - A	
			NB	-	7 - A	2 - A	3 - A	4 - A		-	10 - B	12 - B	4 - A	10 - B	
			SB	-	-	17 - C	-	17 - C		-	5 - A	9 - A	4 - A	8 - A	
9	CR 46 & CR 9	Stop	EB	-	5 - A	6 - A	5 - A	6 - A	7 - A	-	3 - A	4 - A	2 - A	4 - A	6 - A
			WB	-	5 - A	5 - A	3 - A	5 - A		-	3 - A	3 - A	2 - A	3 - A	
			NB	-	12 - B	7 - A	5 - A	7 - A		-	8 - A	10 - B	5 - A	7 - A	
			SB	-	13 - B	15 - C	5 - A	13 - B		-	11 - B	14 - B	6 - A	12 - B	
10	Canby Ave & CR 9	Stop	EB	-	-	3 - A	4 - A	4 - A	3 - A	-	-	2 - A	2 - A	2 - A	2 - A
			WB	-	-	1 - A	-	1 - A		-	4 - A	2 - A	-	3 - A	
			NB	-	-	-	2 - A	2 - A		-	-	-	2 - A	2 - A	
			SB	-	-	-	-	-		-	-	-	-	-	
11	CR 36 & CR 9	Stop	EB	-	-	1 - A	0 - A	1 - A	2 - A	-	-	0 - A	0 - A	0 - A	2 - A
			WB	-	1 - A	0 - A	-	1 - A		-	2 - A	2 - A	-	2 - A	
			NB	-	4 - A	-	3 - A	4 - A		-	5 - A	-	2 - A	3 - A	
			SB	-	-	-	-	-		-	-	-	-	-	
12	TH 21 & CR 36	Stop	EB	-	2 - A	2 - A	-	2 - A	3 - A	-	3 - A	1 - A	-	2 - A	6 - A
			WB	-	-	4 - A	4 - A	4 - A		-	-	9 - A	8 - A	9 - A	
			NB	-	-	-	-	-		-	-	-	-	-	
			SB	-	5 - A	-	2 - A	4 - A		-	8 - A	1 - A	5 - A	6 - A	
13	30th St NW & Park Ave	Stop	EB	-	-	-	-	-	2 - A	-	-	-	-	-	4 - A
			WB	-	7 - A	1 - A	4 - A	5 - A		-	11 - B	0 - A	3 - A	10 - B	
			NB	-	-	2 - A	2 - A	2 - A		-	-	1 - A	2 - A	2 - A	
			SB	-	4 - A	1 - A	-	3 - A		-	5 - A	2 - A	-	3 - A	
14	Faribault Airport/CR 46 & TH 21	Stop	EB	-	4 - A	3 - A	0 - A	4 - A	4 - A	-	4 - A	3 - A	0 - A	4 - A	5 - A
			WB	-	2 - A	1 - A	1 - A	2 - A		-	-	2 - A	1 - A	2 - A	
			NB	-	7 - A	-	3 - A	5 - A		-	-	12 - B	4 - A	6 - A	
			SB	-	8 - A	9 - A	2 - A	8 - A		-	16 - C	9 - A	6 - A	16 - C	
15	I-35 Ramp & TH 21	Stop	EB	-	-	2 - A	-	2 - A	1 - A	-	-	2 - A	4 - A	3 - A	1 - A
			WB	-	2 - A	0 - A	-	1 - A		-	4 - A	0 - A	-	2 - A	
			NB	-	-	-	3 - A	3 - A		-	14 - B	-	1 - A	2 - A	
			SB	-	-	-	-	-		-	-	-	-	-	
16	I-35 Ramp & TH 21	Stop	EB	-	-	1 - A	-	1 - A	3 - A	-	4 - A	1 - A	-	2 - A	4 - A
			WB	-	-	2 - A	8 - A	4 - A		-	-	3 - A	9 - A	6 - A	
			NB	-	-	-	4 - A	4 - A		-	33 - D	-	7 - A	20 - C	
			SB	-	-	-	-	-		-	-	-	-	-	
17	30th St NW & TH 21	Signalized	EB	-	34 - C	9 - A	2 - A	15 - B	17 - B	-	46 - D	19 - B	3 - A	23 - C	24 - C
			WB	-	52 - D	20 - C	9 - A	19 - B		-	60 - E	28 - C	9 - A	28 - C	
			NB	-	32 - C	39 - D	6 - A	32 - C		-	35 - D	52 - D	11 - B	32 - C	
			SB	-	30 - C	32 - C	8 - A	17 - B		-	34 - C	34 - C	13 - B	24 - C	
18	TH 21 & TH 3	Signalized	EB	-	25 - C	43 - D	14 - B	39 - D	20 - C	-	32 - C	54 - D	33 - C	47 - D	29 - C
			WB	-	34 - C	20 - C	5 - A	20 - C		-	48 - D	40 - D	7 - A	34 - C	
			NB	-	48 - D	25 - C	6 - A	20 - C		-	67 - E	34 - C	6 - A	27 - C	
			SB	-	42 - D	14 - B	6 - A	21 - C		-	52 - D	22 - C	9 - A	28 - C	
19	2nd Ave NW & TH 3 & 20th St NW	All-Way Stop	EB	-	48 - E	6 - A	47 - E	44 - E	24 - C	-	426 - F	512 - F	427 - F	427 - F	251 - F
			WB	-	-	10 - B	-	10 - B		-	-	11 - B	-	11 - B	
			NB	-	17 - C	12 - B	11 - B	15 - C		-	14 - B	18 - C	12 - B	17 - C	
			SB	-	24 - C	21 - C	9 - A	17 - C		-	-	436 - F	74 - F	330 - F	
20	TH 3 & 30th St NW	Stop	EB	-	18 - C	1 - A	10 - B	12 - B	4 - A	-	28 - D	-	16 - C	20 - C	6 - A
			WB	-	-	-	-	-		-	-	-	-	-	
			NB	-	7 - A	4 - A	-	5 - A		-	8 - A	4 - A	-	5 - A	
			SB	-	-	1 - A	0 - A	1 - A		-	-	1 - A	0 - A	1 - A	
201	I-35 SB Ramp & CR 9	Stop	EB	-	-	1 - A	1 - A	1 - A	6 - A	-	-	2 - A	2 - A	2 - A	4 - A
			WB	-	5 - A	2 - A	-	3 - A		-	5 - A	2 - A	-	4 - A	
			NB	-	-	-	-	-		-	-	-	-	-	
			SB	-	12 - B	0 - A	8 - A	11 - B		-	16 - C	-	10 - B	14 - B	
202	I-35 NB Ramp & CR 9	Stop	EB	-	5 - A	2 - A	-	3 - A	6 - A	-	6 - A	2 - A	-	5 - A	3 - A
			WB	-	-	1 - A	1 - A	1 - A		-	-	1 - A	1 - A	1 - A	
			NB	-	12 - B	-	10 - B	11 - B		-	10 - B	-	6 - A	9 - A	
			SB	-	-	-	-	-		-	-	-	-	-	

Appendix H

Intersection Crash Data

Project Name

Project Location

CSAH 9 Interchange Feasibility Analysis

Rice Co, MN

Intersection Crash Statistics

ID	Intersection	TCD	Years of Crash Data	Million Entering Vehicles	Total Crashes	Crash Severity					Statewide CR	Observed CR	Critical CR	Critical Index	Crash Type					
						K	A	B	C	PD					Rear End	Sideswipe	Left Turn	Right Angle	Head On	Other
1	CR 1/CR 76	Rural, Thru/STOP	5	7.2	1	0	0	0	0	1	0.10	0.14	0.47	0.29	1	0	0	0	0	0
2	CR 1/I-35 NB Ramps	Rural, Thru/STOP	5	7.9	1	0	0	0	0	1	0.10	0.13	0.45	0.28	0	0	0	0	0	1
3	CR 1/I-35 SB Ramps	Rural, Thru/STOP	5	9.0	5	0	1	0	1	3	0.10	0.55	0.43	1.29	0	2	0	2	0	1
4	CR 1/CR 46	Roundabout	5	7.8	1	0	0	0	1	0	0.94	0.13	1.9	0.07	1	0	0	0	0	0
5	CR 8/CR 76	Rural, Thru/STOP	5	2.1	3	0	1	0	2	0	0.10	1.43	0.9	1.59	0	0	0	3	0	0
6	CR 8/CR 46	Rural, Thru/STOP	5	4.9	1	0	0	0	0	1	0.10	0.20	0.57	0.36	1	0	0	0	0	0
7	CR 9/TH 3	Rural, Thru/STOP	5	17.7	2	0	1	0	0	1	0.10	0.11	0.32	0.35	2	0	0	0	0	0
8	CR 9/CR 76	Rural, Thru/STOP	5	3.4	1	0	0	0	0	1	0.10	0.30	0.69	0.43	0	0	0	1	0	0
9	CR 9/CR 46	Rural, Thru/STOP	5	5.7	1	0	0	1	0	0	0.10	0.17	0.53	0.33	0	0	0	1	0	0
10	CR 9/Canby Ave	Rural, Thru/STOP	5	2.2	1	0	0	0	1	0	0.10	0.45	0.88	0.52	0	0	0	0	0	1
11	CR 9/CR 36	Rural, Thru/STOP	5	2.5	2	0	0	0	1	1	0.10	0.79	0.81	0.97	0	0	0	0	0	2
12	TH 21/CR 36	Rural, Thru/STOP	5	7.9	1	0	1	0	0	0	0.10	0.13	0.45	0.28	0	0	0	0	1	0
13	30th St NW/CR 76	Rural, Thru/STOP	5	8.6	2	0	0	0	0	2	0.10	0.23	0.44	0.53	2	0	0	0	0	0
14	TH 21/CR 46	Rural, Thru/STOP	5	11.2	6	0	0	0	1	5	0.10	0.53	0.39	1.37	0	0	0	4	1	1
15	TH 21/I-35 SB Ramps	Rural, Thru/STOP	5	21.4	3	0	0	0	2	1	0.10	0.14	0.3	0.47	0	0	0	3	0	0
16	TH 21/I-35 NB Ramps	Rural, Thru/STOP	5	25.5	7	0	0	2	1	4	0.10	0.27	0.28	0.98	0	0	0	5	0	2
17	TH 21/30th St NW	Signal, Low Volume (<=20K)	5	33.0	17	0	0	2	2	13	0.51	0.52	0.84	0.61	11	1	2	3	0	0
18	TH 21/TH 3	Signal, Low Volume (<=20K)	5	38.4	9	0	0	2	0	7	0.51	0.23	0.82	0.29	2	0	0	5	1	1
19	20th St NW (TH 3)/2nd Ave NW (TH 3)	All-way STOP	5	28.6	13	0	0	0	4	9	0.27	0.46	0.53	0.86	4	3	1	4	0	1
20	TH 3/30th St NW	Rural, Thru/STOP	5	21.1	0	0	0	0	0	0	0.10	0.00	0.3	0.00	0	0	0	0	0	0

Legend

Crash Hotspots

- Critical Index Less than 1.0
- Critical Index 1.0 or higher

#4
CR 1/CR 46

#3
CR 1/I-35 SB Ramps

5 total crashes
2 sideswipe
2 right angle
1 rear end

2 injury crashes

#2
CR 1/I-35 NB Ramps

#1
CR 1/CR 76

#6
CR 8/CR 46

#5
CR 8 /CR 76

3 total crashes
3 right angle

3 injury crashes

#11
CR 9/CR 36

#10
CR 9/Canby Ave

#9
CR 9/CR 46

#8
CR 9/CR 76

#7
CR 9/TH 3

#12
TH 21/CR 36

6 total crashes
4 right angle
1 head on
1 other

1 injury crash

#14
TH 21/CR 46

#15
TH 21/I-35 SB Ramps

#16
TH 21/I-35 NB Ramps

#13
30th St NW/CR 76

#20
TH 3/30th St NW

#17
TH 21/30th St NW

#18
TH 21/TH 3

#19
20th St NW (TH 3)/2nd Ave NW (TH 3)

Appendix I

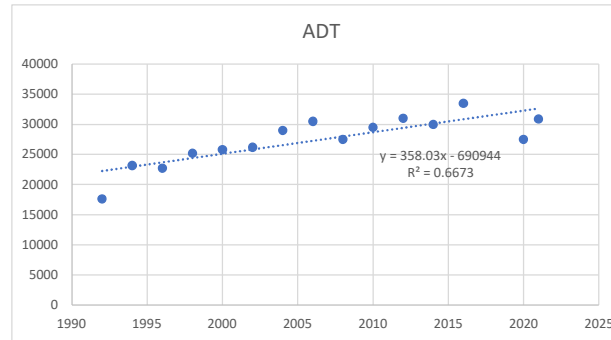
Historic MnDOT Average Daily Traffic Data

Appendix I: Historic MnDOT Average Daily Traffic Data

I-35: Between TH 21 and CR 1

Year	ADT	Annual Growth (%)
1992	17600	
1994	23150	14.7
1996	22700	-1.0
1998	25200	5.4
2000	25800	1.2
2002	26200	0.8
2004	29000	5.2
2006	30500	2.6
2008	27500	-5.0
2010	29500	3.6
2012	31000	2.5
2014	30000	-1.6
2016	33500	5.7
2020	27500	-4.8
2021	30879	12.3
Average		3.0

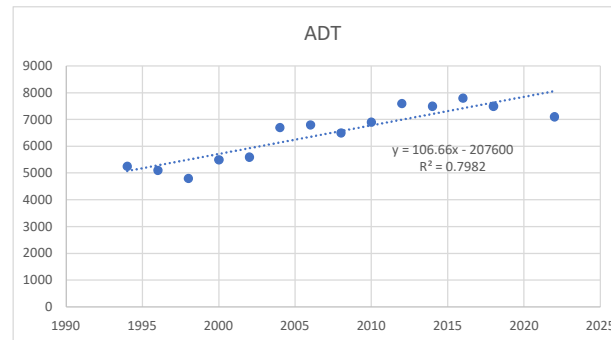
20 Year Annual Growth (%)
0.9



TH 21: West of I-35

Year	ADT	Annual Growth (%)
1994	5250	
1996	5100	-1.4
1998	4800	-3.0
2000	5500	7.0
2002	5600	0.9
2004	6700	9.4
2006	6800	0.7
2008	6500	-2.2
2010	6900	3.0
2012	7600	4.9
2014	7500	-0.7
2016	7800	2.0
2018	7500	-1.9
2022	7100	-1.4
Average		1.3

20 Year Annual Growth (%)
1.2

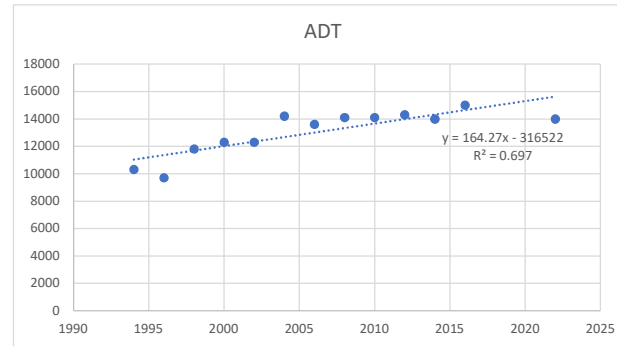


Appendix I: Historic MnDOT Average Daily Traffic Data

TH 21: East of I-35

Year	ADT	Annual Growth (%)
1994	10300	
1996	9700	-3.0
1998	11800	10.3
2000	12300	2.1
2002	12300	0.0
2004	14200	7.4
2006	13600	-2.1
2008	14100	1.8
2010	14100	0.0
2012	14300	0.7
2014	14000	-1.1
2016	15000	3.5
2022	14000	-1.1
Average		1.5

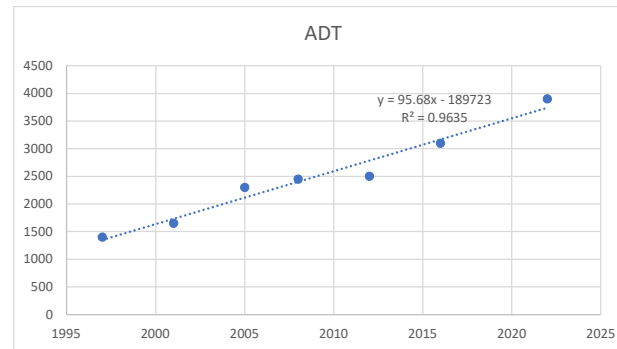
20 Year Annual Growth (%)
0.6



CSAH 1: Just West of Dundas City Limits

Year	ADT	Annual Growth (%)
1997	1400	
2001	1650	4.2
2005	2300	8.7
2008	2450	2.1
2012	2500	0.5
2016	3100	5.5
2022	3900	3.9
Average		4.2

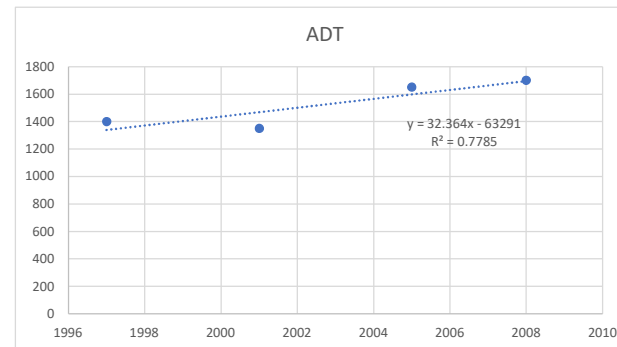
20 Year Annual Growth (%)
4.2



Bagley Ave: Between TH 21 & CR 1

Year	ADT	Annual Growth (%)
1997	1400	
2001	1350	-0.9
2005	1650	5.1
2008	1700	1.0
Average		1.7

20 Year Annual Growth (%)
N/A

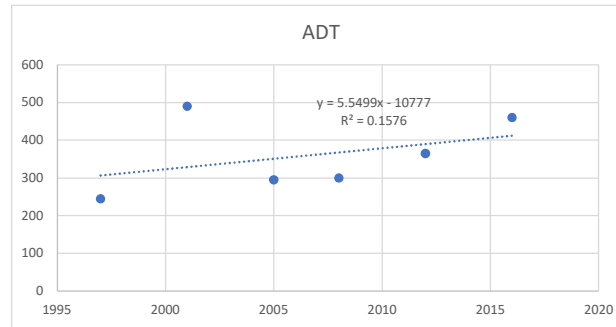


Appendix I: Historic MnDOT Average Daily Traffic Data

TH 9: West of Baseline Acorn Trail

Year	ADT	Annual Growth (%)
1997	245	
2001	490	18.9
2005	295	-11.9
2008	300	0.6
2012	365	5.0
2016	460	6.0
Average		3.7

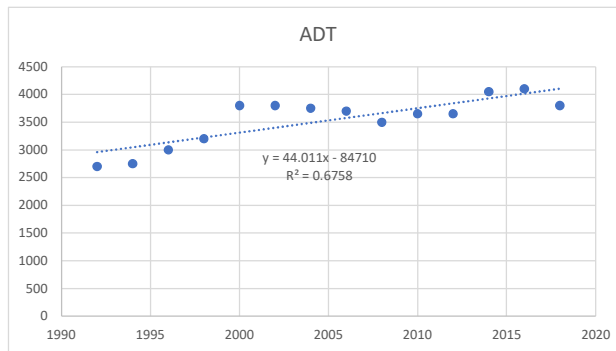
20 Year Annual Growth (%)
3.4



TH 21: West of Bagley Ave

Year	ADT	Annual Growth (%)
1992	2700	
1994	2750	0.9
1996	3000	4.4
1998	3200	3.3
2000	3800	9.0
2002	3800	0.0
2004	3750	-0.7
2006	3700	-0.7
2008	3500	-2.7
2010	3650	2.1
2012	3650	0.0
2014	4050	5.3
2016	4100	0.6
2018	3800	-3.7
Average		1.4

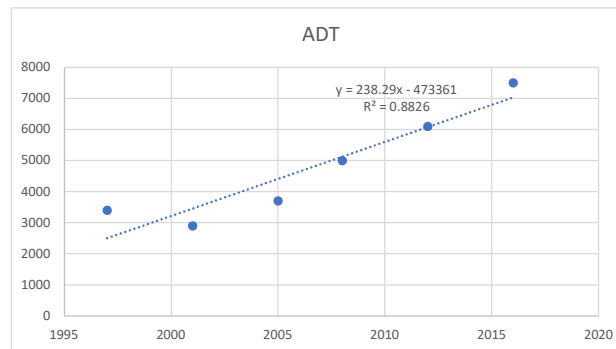
20 Year Annual Growth (%)
0.9



30th St NW: Between Park Ave NW & TH 21

Year	ADT	Annual Growth (%)
1997	3400	
2001	2900	-3.9
2005	3700	6.3
2008	5000	10.6
2012	6100	5.1
2016	7500	5.3
Average		4.7

20 Year Annual Growth (%)
4.3

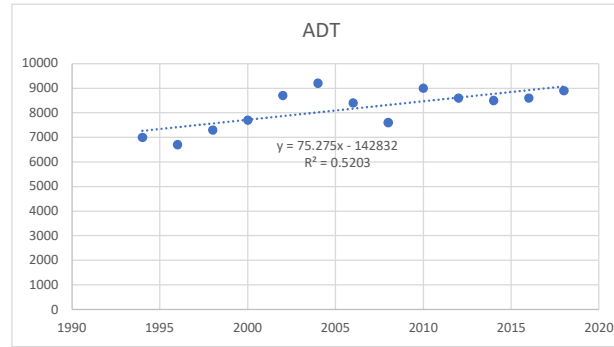


Appendix I: Historic MnDOT Average Daily Traffic Data

2nd Ave NW: Between Acorn Trail and 20th St NW

Year	ADT	
1994	7000	
1996	6700	-2.2
1998	7300	4.4
2000	7700	2.7
2002	8700	6.3
2004	9200	2.8
2006	8400	-4.4
2008	7600	-4.9
2010	9000	8.8
2012	8600	-2.2
2014	8500	-0.6
2016	8600	0.6
2018	8900	1.7
Average		1.1

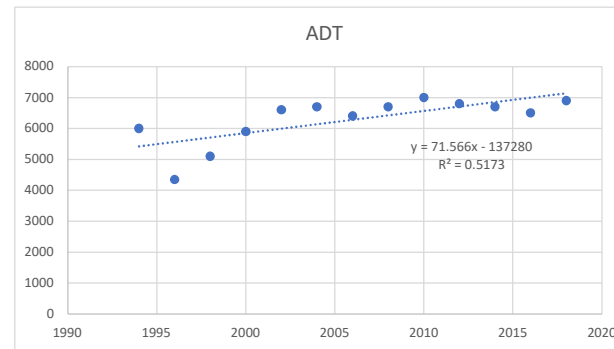
20 Year Annual Growth (%)
1.0



20th St NW: Between TH 21 & 2nd Ave NW

Year	ADT	
1994	6000	
1996	4350	-14.9
1998	5100	8.3
2000	5900	7.6
2002	6600	5.8
2004	6700	0.8
2006	6400	-2.3
2008	6700	2.3
2010	7000	2.2
2012	6800	-1.4
2014	6700	-0.7
2016	6500	-1.5
2018	6900	3.0
Average		0.8

20 Year Annual Growth (%)
1.5



Appendix J

CAD-Generated Alternatives - Preliminary Cost Estimates

I-35/CSAH 9: Alternative A1 - On Alignment Diamond Interchange

Rice County, MN

10/26/2023

Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-4)					
	REMOVE BITUMINOUS PAVEMENT	SY	200	\$ 4.00	\$ 800
	EXCAVATION - COMMON	CY	5,800	\$ 8.00	\$ 46,400
	COMMON EMBANKMENT (CV)	CY	63,600	\$ 12.00	\$ 763,200
	AGGREGATE BASE (CV) CLASS 5	CY	10,300	\$ 35.00	\$ 360,500
	SELECT GRANULAR EMBANKMENT (CV)	CY	20,600	\$ 25.00	\$ 515,000
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	18,500	\$ 90.00	\$ 1,665,000
	CURB AND GUTTER B424	LF		\$ 30.00	\$ -
	4" CONCRETE WALK	SF		\$ 12.00	\$ -
	Subtotal				\$ 3,351,000
STRUCTURAL ITEMS					
	CULVERT, 84"	LF	170	\$ 1,150.00	\$ 195,500
	CONCRETE APRON, 84"	EA	4	\$ 10,000.00	\$ 40,000
	BRIDGE	SF	14,500	\$ 250.00	\$ 3,625,000
	Subtotal				\$ 3,861,000
All Roadway Construction Subtotal					
					\$ 7,212,000
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(5)	LIGHTING	LS	1	\$ 150,000.00	\$ 150,000
(6)	RURAL DRAINAGE	LS	1	\$ 340,000.00	\$ 340,000
	UTILITY RELOCATION	LS	1	\$ 12,000.00	\$ 12,000
	CHANNEL RELOCATION	LS	1	\$ 200,000.00	\$ 200,000
	Subtotal				\$ 702,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	\$ 395,700
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	\$ 158,300
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	\$ 237,500
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	\$ 395,700
	LANDSCAPING/STREETSCAPE		2%	of all roadway	\$ 158,300
	TRAFFIC CONTROL/STAGING		5%	of all roadway	\$ 395,700
	CONTINGENCY FOR MISSING ITEMS		30%	of all roadway	\$ 2,374,200
	Subtotal				\$ 4,115,000
Construction Cost (2023 Dollars)					\$ 12,000,000
Anticipated Right-of-Way Cost (2023 Dollars)					\$ 1,500,000
Engineering Cost (2023 Dollars)					\$ 2,400,000
Total Cost (2023 Dollars)					\$ 15,900,000

Notes:

- Highway pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- County road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Ramp road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
- Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
- Storm sewer cost is 10% of roadway construction cost

I-35/CSAH 9: Alternative A1.H - On Alignment Diamond/**Partial Cloverleaf Interchange****Rice County, MN**

5/22/2023

Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	5,600	\$ 4.00	\$ 22,400
	EXCAVATION - COMMON	CY	6,300	\$ 8.00	\$ 50,400
	COMMON EMBANKMENT (CV)	CY	62,400	\$ 12.00	\$ 748,800
	AGGREGATE BASE (CV) CLASS 5	CY	10,400	\$ 35.00	\$ 364,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	20,700	\$ 25.00	\$ 517,500
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	18,500	\$ 90.00	\$ 1,665,000
	CURB AND GUTTER B424	LF	1,376	\$ 30.00	\$ 41,300
	4" CONCRETE WALK	SF	1,500	\$ 12.00	\$ 18,000
	Subtotal				\$ 3,427,000
STRUCTURAL ITEMS					
	CULVERT, 84"	LF	200	\$ 1,150.00	\$ 230,000
	CONCRETE APRON, 84"	EA	4	\$ 10,000.00	\$ 40,000
	216'x 61' TWO-SPAN BRIDGE	SF	14,500	\$ 250.00	\$ 3,625,000
	Subtotal				\$ 3,895,000
All Roadway Construction Subtotal					
					\$ 7,322,000
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(4)	LIGHTING	LS	1	\$ 150,000.00	\$ 150,000
(5)	RURAL DRAINAGE	LS	1	\$ 340,000.00	\$ 340,000
	UTILITY RELOCATION	LS	1	\$ 48,000.00	\$ 48,000
	CHANNEL RELOCATION	LS	1	\$ 130,000.00	\$ 130,000
	Subtotal				\$ 668,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	\$ 399,500
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	\$ 159,800
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	\$ 239,700
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	\$ 399,500
	LANDSCAPING/STREETSCAPE	2%		of all roadway	\$ 159,800
	TRAFFIC CONTROL/STAGING	5%		of all roadway	\$ 399,500
	CONTINGENCY	30%		of all roadway	\$ 2,397,000
	Subtotal				\$ 4,155,000
Construction Cost (2023 Dollars)					\$ 12,100,000
Anticipated Right-of-Way Cost (2023 Dollars)					\$ 1,500,000
Engineering Cost (2023 Dollars)					\$ 2,400,000
Total Cost (2023 Dollars)					\$ 16,000,000

Notes:

- Highway pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- County road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Ramp road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
- Storm sewer cost is 10% of roadway construction cost

I-35/CSAH 9: Alternative A2 - On Alignment Partial

Cloverleaf South Interchange

Rice County, MN

5/22/2023

Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	5,400	\$ 4.00	\$ 21,600
	EXCAVATION - COMMON	CY	15,700	\$ 8.00	\$ 125,600
	COMMON EMBANKMENT (CV)	CY	39,200	\$ 12.00	\$ 470,400
	AGGREGATE BASE (CV) CLASS 5	CY	10,400	\$ 35.00	\$ 364,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	20,700	\$ 25.00	\$ 517,500
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	18,400	\$ 90.00	\$ 1,656,000
	CURB AND GUTTER B424	LF	3,300	\$ 30.00	\$ 99,000
	4" CONCRETE WALK	SF	3,200	\$ 12.00	\$ 38,400
	Subtotal				\$ 3,293,000
STRUCTURAL ITEMS					
	CULVERT, 84"	LF	240	\$ 1,150.00	\$ 276,000
	CONCRETE APRON, 84"	EA	4	\$ 10,000.00	\$ 40,000
	236' X 54' TWO-SPAN BRIDGE	SF	14,100	\$ 250.00	\$ 3,525,000
	Subtotal				\$ 3,841,000
	All Roadway Construction Subtotal				\$ 7,134,000
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(4)	LIGHTING	LS	1	\$ 150,000.00	\$ 150,000
(5)	RURAL DRAINAGE	LS	1	\$ 330,000.00	\$ 330,000
	UTILITY RELOCATION	LS	1	\$ 48,000.00	\$ 48,000
	CHANNEL RELOCATION	LS	1	\$ 130,000.00	\$ 130,000
	Subtotal				\$ 658,000
PERCENTAGE ITEMS					
	MOBILIZATION		5%	of all roadway	\$ 389,600
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)		2%	of all roadway	\$ 155,900
	SIGNING & PAVEMENT MARKINGS		3%	of all roadway	\$ 233,800
	TURF ESTABLISHMENT AND EROSION CONTROL		5%	of all roadway	\$ 389,600
	LANDSCAPING/STREETSCAPE		2%	of all roadway	\$ 155,900
	TRAFFIC CONTROL/STAGING		5%	of all roadway	\$ 389,600
	CONTINGENCY		30%	of all roadway	\$ 2,337,600
	Subtotal				\$ 4,052,000
Construction Cost (2023 Dollars)					\$ 11,800,000
Anticipated Right-of-Way Cost (2023 Dollars)					\$ 500,000
Engineering Cost (2023 Dollars)					\$ 2,350,000
Total Cost (2023 Dollars)					\$ 14,650,000

Notes:

- Highway pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- County road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Ramp road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.

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I-35/CSAH 9: Alternative B1 - Realigned Diamond Interchange**Rice County, MN**

10/26/2023

Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-4)					
	REMOVE BITUMINOUS PAVEMENT	SY	33,100	\$ 4.00	\$ 132,400
	EXCAVATION - COMMON	CY	40,900	\$ 8.00	\$ 327,200
	COMMON EMBANKMENT (CV)	CY	145,400	\$ 12.00	\$ 1,744,800
	AGGREGATE BASE (CV) CLASS 5	CY	11,000	\$ 35.00	\$ 385,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	22,000	\$ 25.00	\$ 550,000
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	19,800	\$ 90.00	\$ 1,782,000
	Subtotal				\$ 4,921,000
STRUCTURAL ITEMS					
	CULVERT, 84"	LF	220	\$ 1,150.00	\$ 253,000
	CONCRETE APRON, 84"	EA	6	\$ 10,000.00	\$ 60,000
	BRIDGE	SF	14,200	\$ 250.00	\$ 3,550,000
	Subtotal				\$ 3,863,000
All Roadway Construction Subtotal					
					\$ 8,784,000
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(5)	LIGHTING	LS	1	\$ 150,000.00	\$ 150,000
(6)	DRAINAGE	LS	1	\$ 490,000.00	\$ 490,000
	UTILITY RELOCATION	LS	1	\$ 13,000.00	\$ 13,000
	CHANNEL RELOCATION	LS	1	\$ 115,000.00	\$ 115,000
	Subtotal				\$ 768,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	\$ 477,600
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	\$ 191,100
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	\$ 286,600
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	\$ 477,600
	LANDSCAPING/STREETSCAPE	2%		of all roadway	\$ 191,100
	TRAFFIC CONTROL/STAGING	5%		of all roadway	\$ 477,600
	CONTINGENCY FOR MISSING ITEMS	30%		of all roadway	\$ 2,865,600
	Subtotal				\$ 4,967,000
Construction Cost (2023 Dollars)					\$ 14,500,000
Anticipated Right-of-Way Cost (2023 Dollars)					\$ 1,000,000
Engineering Cost (2023 Dollars)					\$ 2,900,000
Total Cost (2023 Dollars)					\$ 18,400,000

Notes:

- Highway pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- County road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Ramp road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base

I-35/CSAH 9: Alternative B1.H - Realigned Diamond/**Partial Cloverleaf Interchange****Rice County, MN**

5/22/2023

Item		Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	3,400	\$ 4.00	\$ 13,600
	EXCAVATION - COMMON	CY	20,200	\$ 8.00	\$ 161,600
	COMMON EMBANKMENT (CV)	CY	149,700	\$ 12.00	\$ 1,796,400
	AGGREGATE BASE (CV) CLASS 5	CY	13,000	\$ 35.00	\$ 455,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	26,000	\$ 25.00	\$ 650,000
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	23,300	\$ 90.00	\$ 2,097,000
	CURB AND GUTTER B424	LF	1,900	\$ 30.00	\$ 57,000
	4" CONCRETE WALK	SF	1,800	\$ 12.00	\$ 21,600
	Subtotal				\$ 5,252,000
STRUCTURAL ITEMS					
	CULVERT, 84"	LF	200	\$ 1,150.00	\$ 230,000
	CONCRETE APRON, 84"	EA	4	\$ 10,000.00	\$ 40,000
	227' X 58' TWO-SPAN BRIDGE	SF	14,500	\$ 250.00	\$ 3,625,000
	Subtotal				\$ 3,895,000
All Roadway Construction Subtotal					
					\$ 9,147,000
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
(4)	LIGHTING	LS	1	\$ 150,000.00	\$ 150,000
(5)	RURAL DRAINAGE	LS	1	\$ 530,000.00	\$ 530,000
	UTILITY RELOCATION	LS	1	\$ 13,200.00	\$ 13,200
	CHANNEL RELOCATION	LS	1	\$ 322,900.00	\$ 322,900
	Subtotal				\$ 1,016,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	\$ 508,200
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	\$ 203,300
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	\$ 304,900
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	\$ 508,200
	LANDSCAPING/STREETSCAPE	2%		of all roadway	\$ 203,300
	TRAFFIC CONTROL/STAGING	5%		of all roadway	\$ 508,200
	CONTINGENCY	30%		of all roadway	\$ 3,048,900
	Subtotal				\$ 5,285,000
Construction Cost (2023 Dollars)					\$ 15,400,000
Anticipated Right-of-Way Cost (2023 Dollars)					\$ 1,500,000
Engineering Cost (2023 Dollars)					\$ 3,100,000
Total Cost (2023 Dollars)					\$ 20,000,000

Notes:

- Highway pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- County road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Ramp road pavement section assumed is 10 inch bituminous pavement, 12 inch aggregate base, and 24 inch sand.
- Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
- Storm sewer cost is 10% of roadway construction cost

Appendix K

Developable Acreage and Impact Analysis

**DEVELOPABLE AREA
ADJACENT INTERCHANGE**

A | 61.3 Acres

B | 22.2 Acres

C | 36.0 Acres

Total: 119.5 Acres

A

B

C

Legend



 Alternative Footprint

 Developable Areas

 Interchange Parcel Impact

0 600
Feet

Source: Rice County

IMPACT ANALYSIS: A1

Alternative	Quadrant	Streams (Linear Feet)	Wildlife (Tree Extent) (Acres)	Wetlands (NWI) (Acres)	MBS Biodiversity Sites (Acres)
A1	NE	-	3.46	-	3.23
A1	NW	151.19	4.99	0.17	1.53
A1	SE	252.17	0.54	-	-
A1	SW	1459.98	2.29	-	-
A1	Total	1863.34	11.28	0.17	4.76

Legend

-  Alternative A1
-  Streams
-  Wildlife (Tree Extent)
-  NWI
-  MBS Sites of Biodiversity Significance (Below)

0 650
Feet

Source: Rice County, MnDNR, MBS, MnGeo, USDA, FWS

IMPACT ANALYSIS: A1

Alternative	Quadrant	Transmission Lines (Linear Feet)	Parcels (Acres)	Farmland (Acres)
A1	NE	94.68	4.85	5.82
A1	NW	-	3.74	7.26
A1	SE	1951.04	1.2	3.41
A1	SW	979.96	5.01	8.89
A1	Total	3025.68	14.8	25.38

Legend

-  Alternative A1
-  Transmission Lines
-  Parcels
-  Farmland of statewide importance
-  All areas are prime farmland
-  Prime farmland if drained

0 650
Feet

Source: Rice County, MnDNR, MBS, MnGeo, USDA, FWS

**DEVELOPABLE AREA
ADJACENT INTERCHANGE**

A | 61.3 Acres

B | 19.8 Acres

C | 35.9 Acres

Total: 117.0 Acres

A

B

C

Legend



 Alternative Footprint

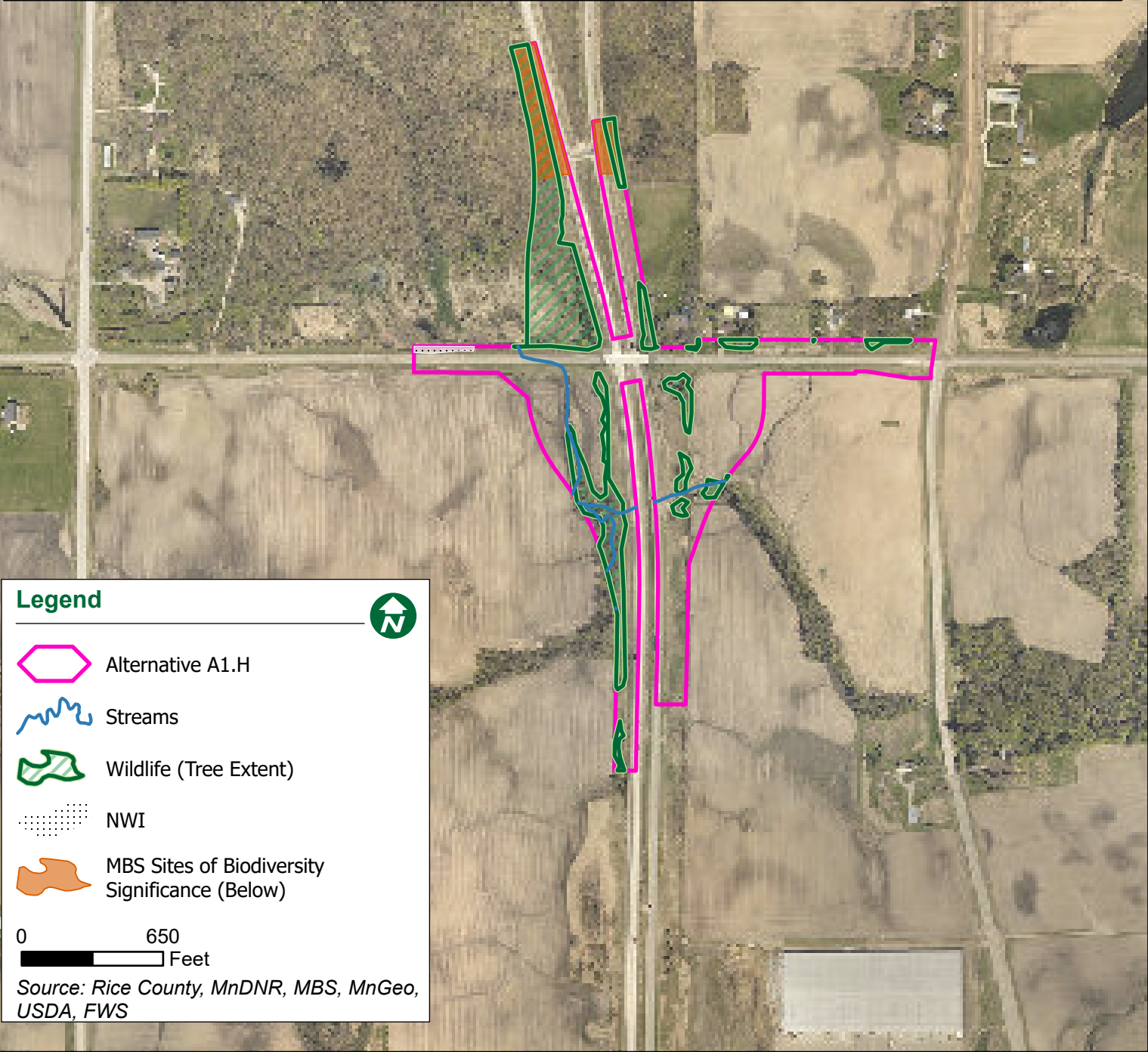
 Developable Areas

 Interchange Parcel Impact

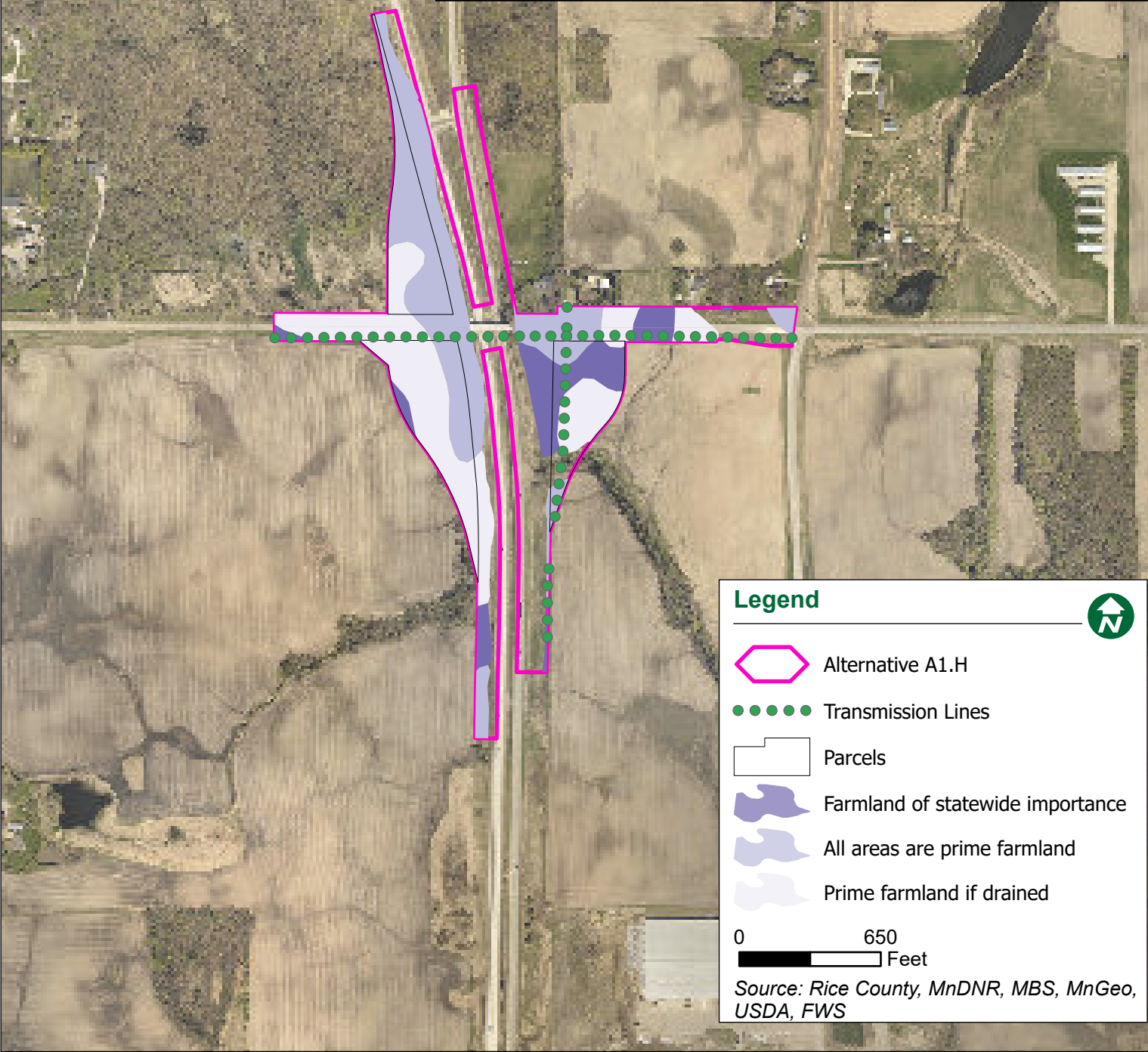
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Feet

Source: Rice County

IMPACT ANALYSIS: A1.H					
Alternative	Quadrant	Streams (Linear Feet)	Wildlife (Tree Extent) (Acres)	Wetlands (NWI) (Acres)	MBS Biodiversity Sites (Acres)
A1.H	NE	-	0.75	-	0.57
A1.H	NW	104.14	5.14	0.17	1.82
A1.H	SE	341.68	0.65	-	-
A1.H	SW	1459.98	2.27	-	-
A1.H	Total	1905.8	8.81	0.17	2.39



IMPACT ANALYSIS: A1.H				
Alternative	Quadrant	Transmission Lines (Linear Feet)	Parcels (Acres)	Farmland (Acres)
A1.H	NE	94.68	-	1.94
A1.H	NW	-	3.85	7.39
A1.H	SE	2580.38	3.87	6.27
A1.H	SW	979.96	5.01	8.86
A1.H	Total	3655.02	12.73	24.46



**DEVELOPABLE AREA
ADJACENT INTERCHANGE**

A | 60.2 Acres

B | 19.8 Acres

C | 35.9 Acres

Total: 115.9 Acres

A

B

C

Legend



 Alternative Footprint

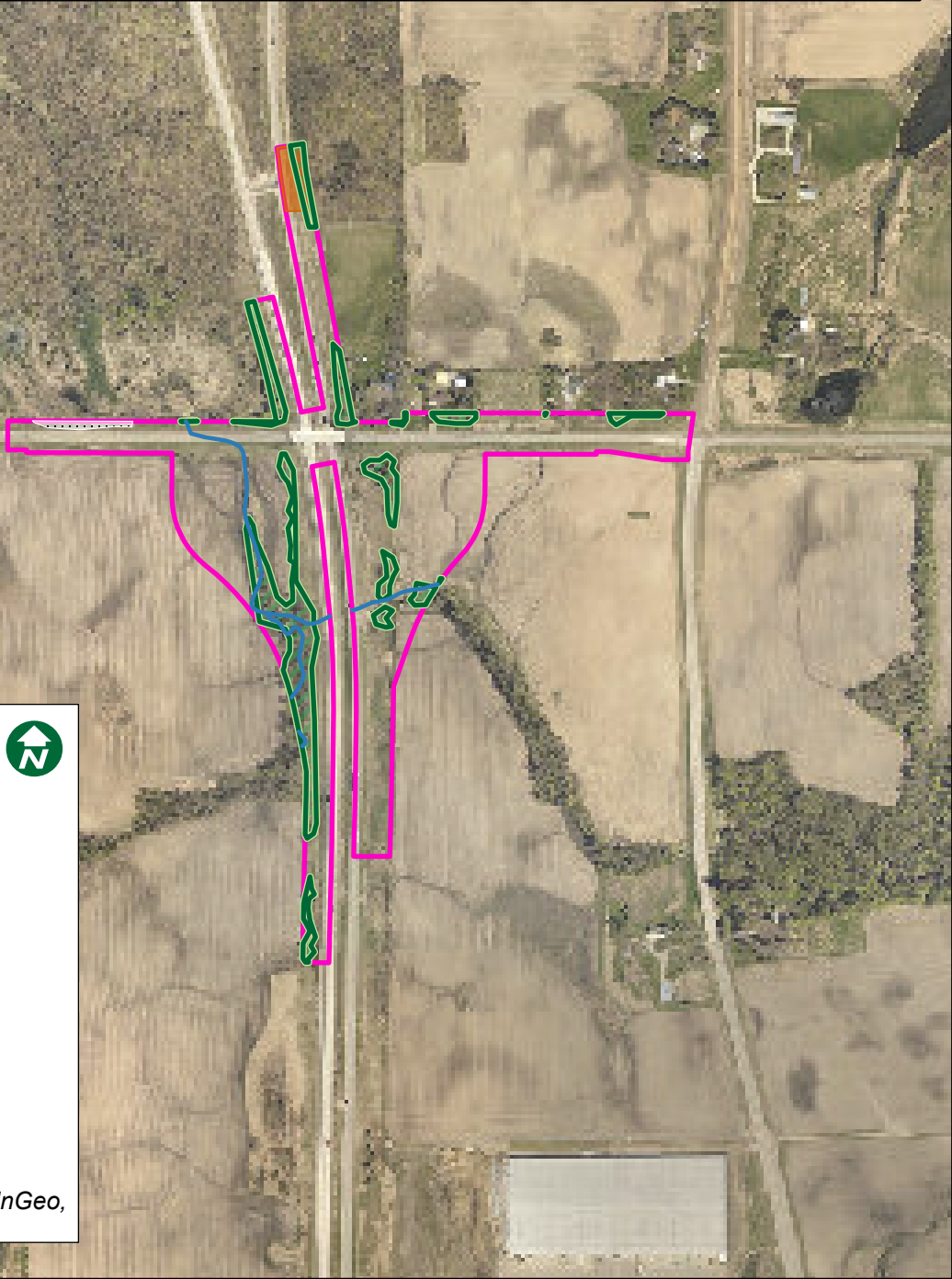
 Developable Areas

 Interchange Parcel Impact

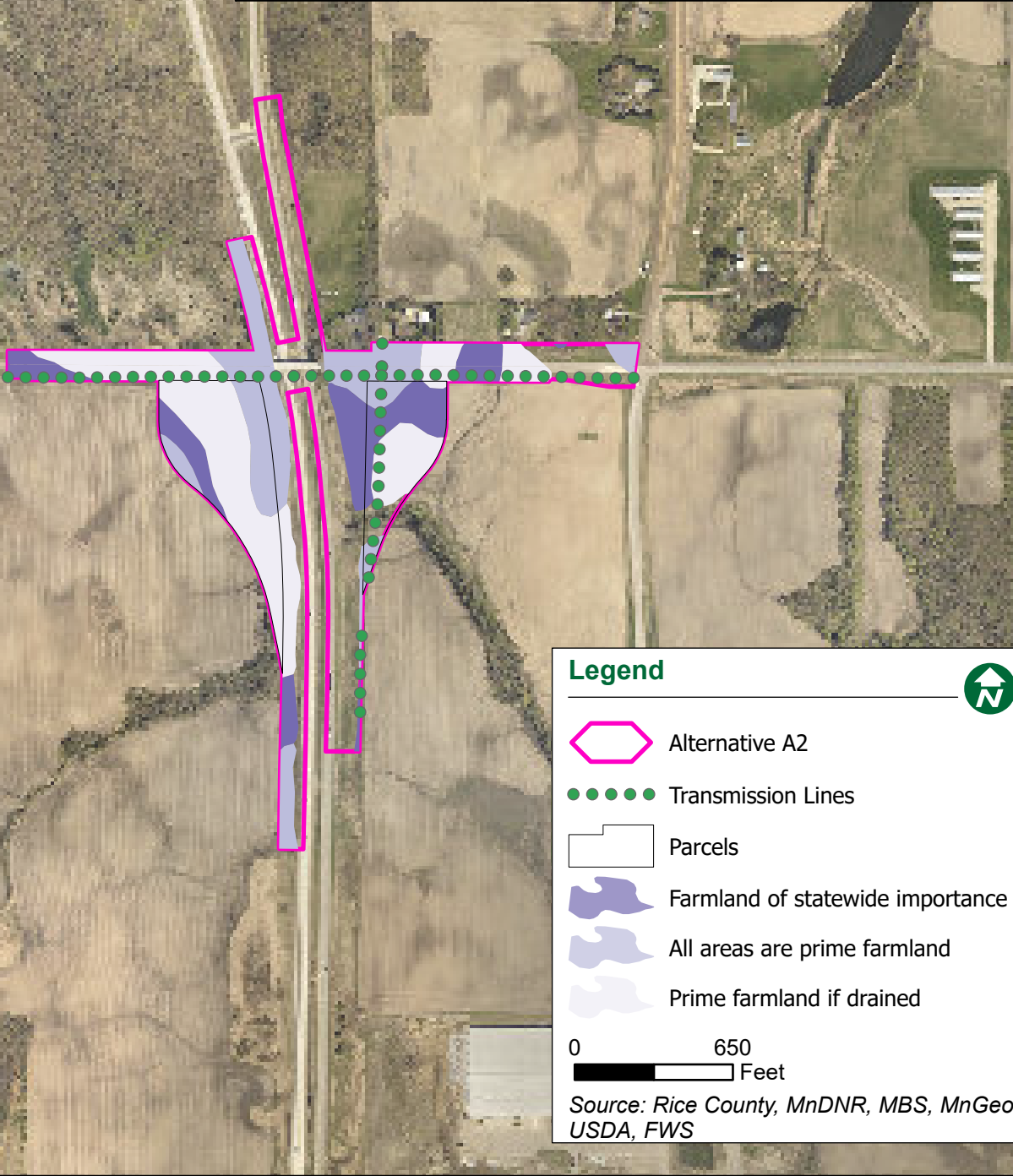
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Feet

Source: Rice County

IMPACT ANALYSIS: A2					
Alternative	Quadrant	Streams (Linear Feet)	Wildlife (Tree Extent) (Acres)	Wetlands (NWI) (Acres)	MBS Biodiversity Sites (Acres)
A2	NE	-	0.75	-	0.57
A2	NW	104.14	0.39	0.22	-
A2	SE	341.68	0.65	-	-
A2	SW	1597.69	2.48	-	-
A2	Total	2043.51	4.27	0.22	0.57



IMPACT ANALYSIS: A2				
Alternative	Quadrant	Transmission Lines (Linear Feet)	Parcels (Acres)	Farmland (Acres)
A2	NE	94.68	-	1.94
A2	NW	-	-	2.2
A2	SE	2580.38	3.87	6.27
A2	SW	1175.42	6.29	10.55
A2	Total	3850.48	10.16	20.96



**DEVELOPABLE AREA
ADJACENT INTERCHANGE**

A | 58.3 Acres

B | 19.4 Acres

C | 34.8 Acres

Total: 112.5 Acres

A

B

C

Legend



 Alternative Footprint

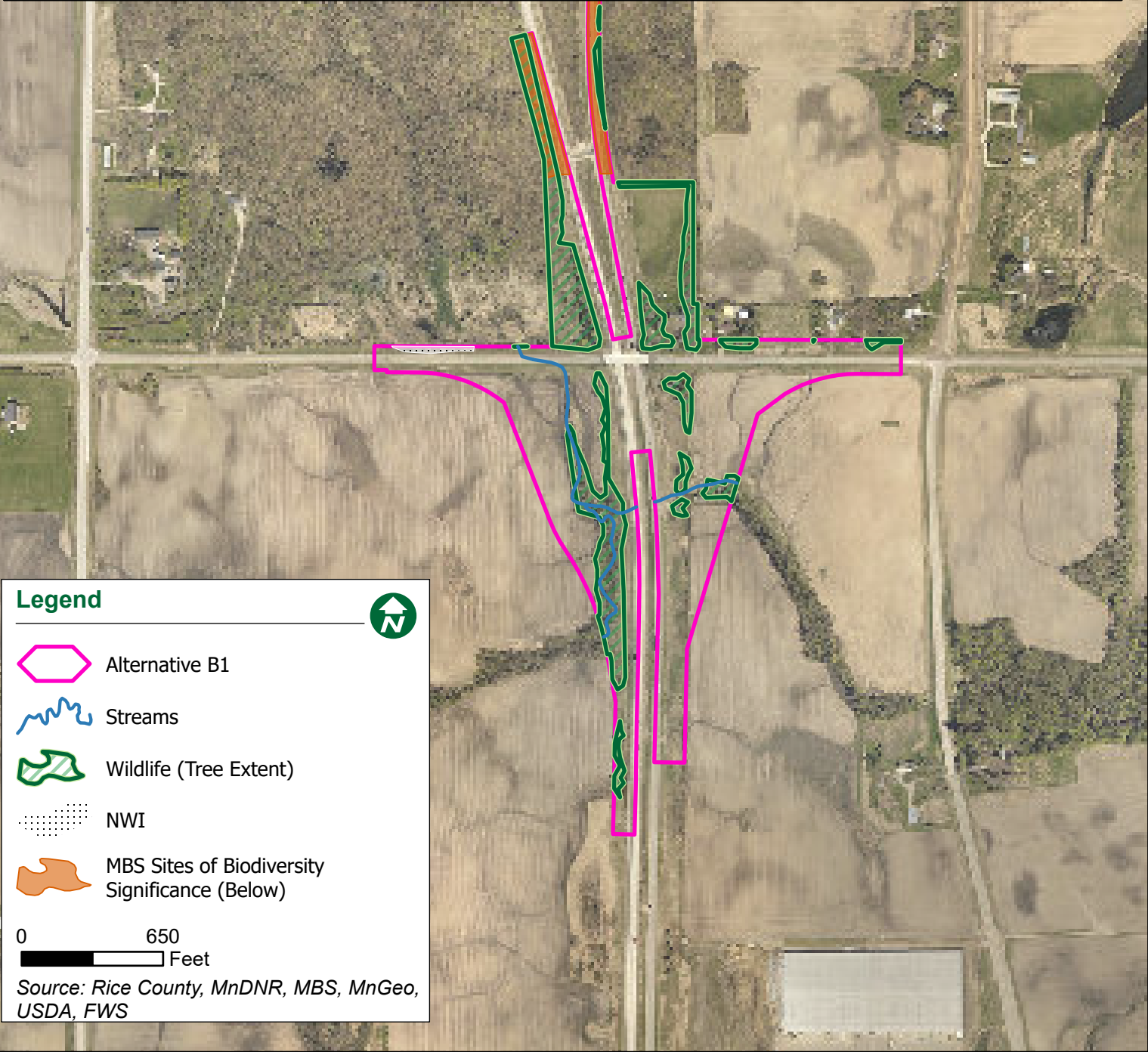
 Developable Areas

 Interchange Parcel Impact

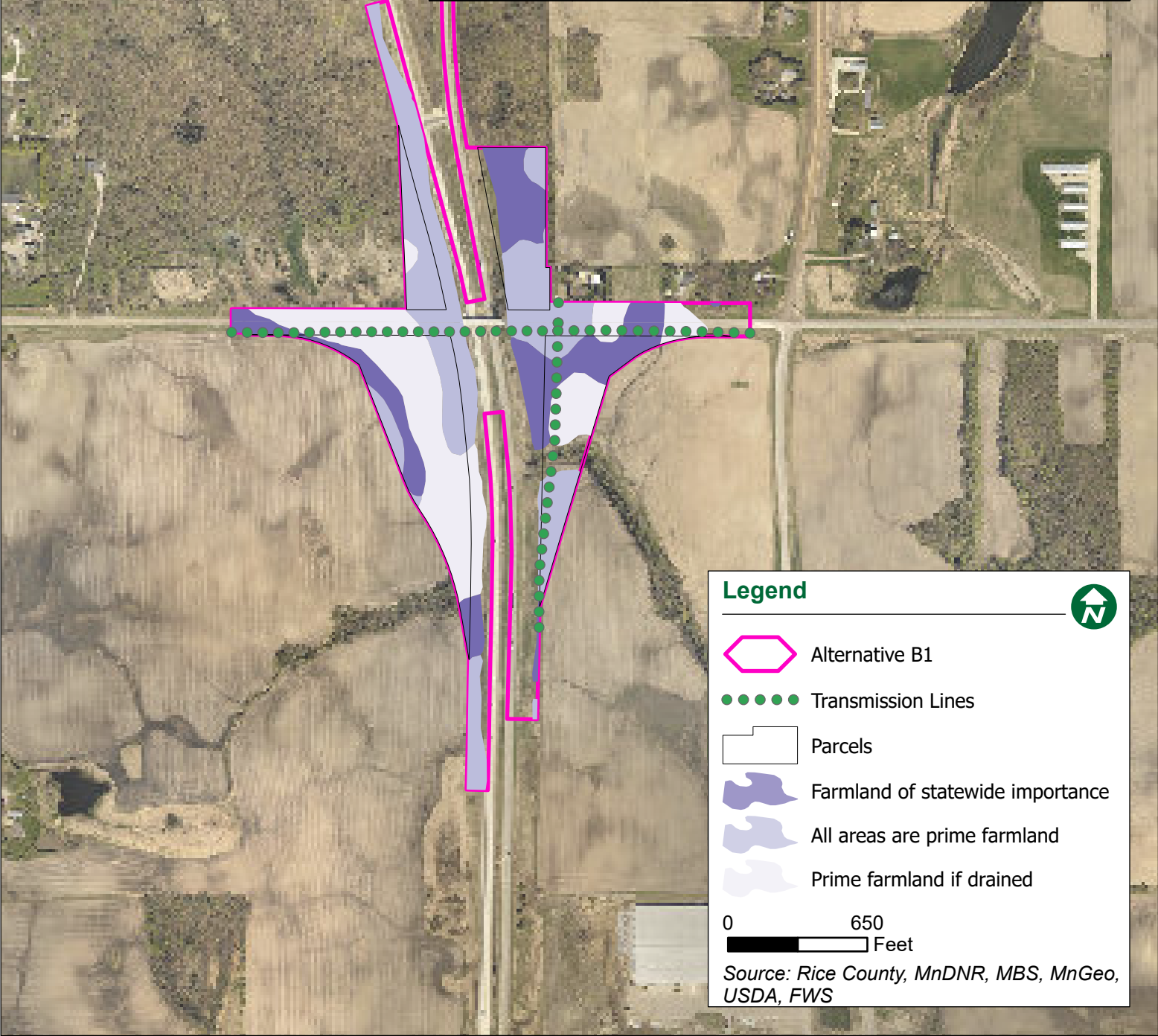
0 600
Feet

Source: Rice County

IMPACT ANALYSIS: B1					
Alternative	Quadrant	Streams (Linear Feet)	Wildlife (Tree Extent) (Acres)	Wetlands (NWI) (Acres)	MBS Biodiversity Sites (Acres)
B1	NE	-	1.84	-	1.08
B1	NW	104.14	3.24	0.22	1.52
B1	SE	396.54	0.8	-	-
B1	SW	1884.88	3.08	-	-
B1	Total	2385.56	8.96	0.22	2.6



IMPACT ANALYSIS: B1				
Alternative	Quadrant	Transmission Lines (Linear Feet)	Parcels (Acres)	Farmland (Acres)
B1	NE	94.28	4.37	5.69
B1	NW	-	1.88	5.72
B1	SE	2682.58	5.68	7.87
B1	SW	1161.57	8.85	13.5
B1	Total	3938.43	20.78	32.78



**DEVELOPABLE AREA
ADJACENT INTERCHANGE**

A | 58.3 Acres

B | 18.8 Acres

C | 34.5 Acres

Total: 111.6 Acres

A

B

C

Legend



 Alternative Footprint

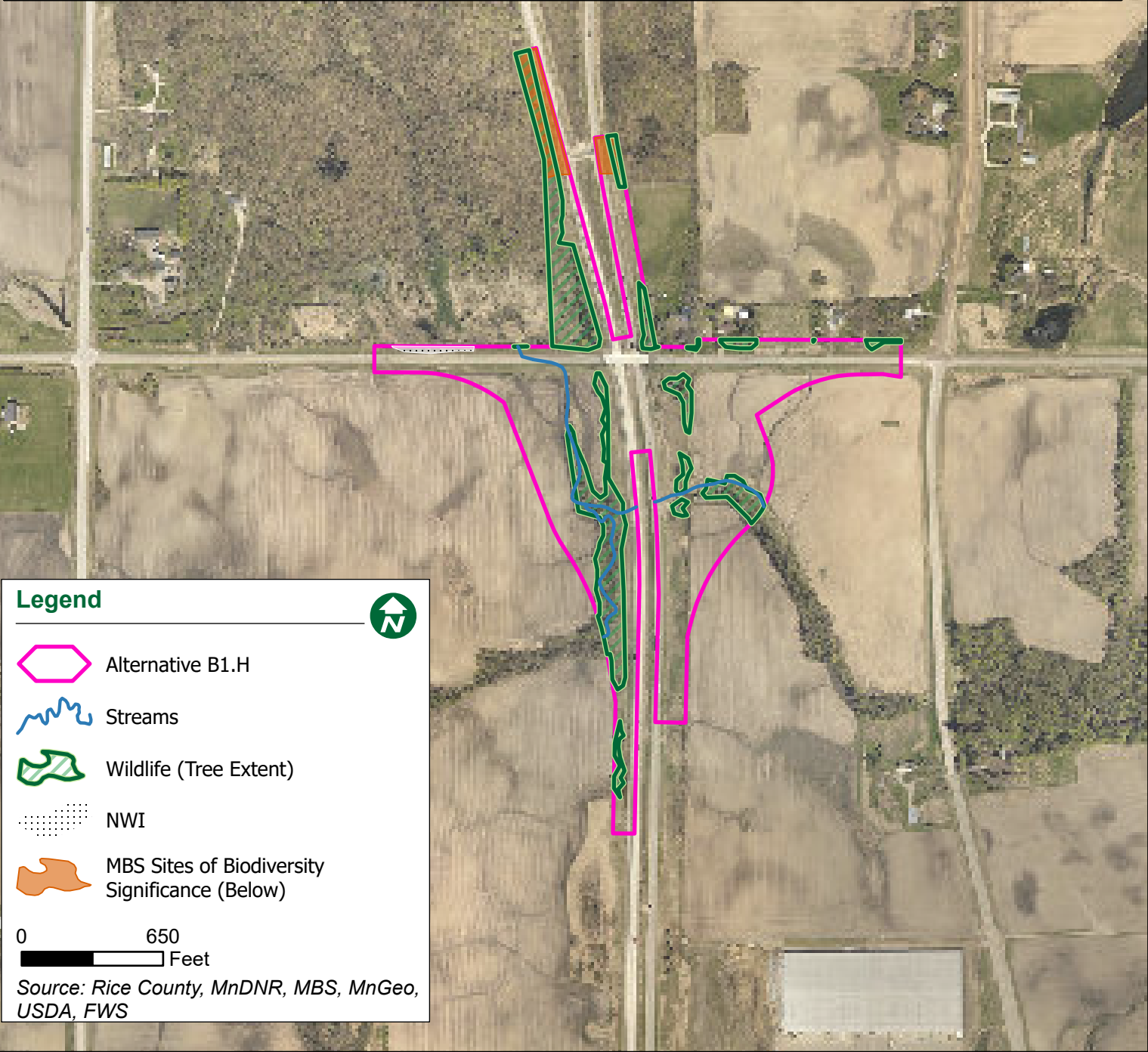
 Developable Areas

 Interchange Parcel Impact

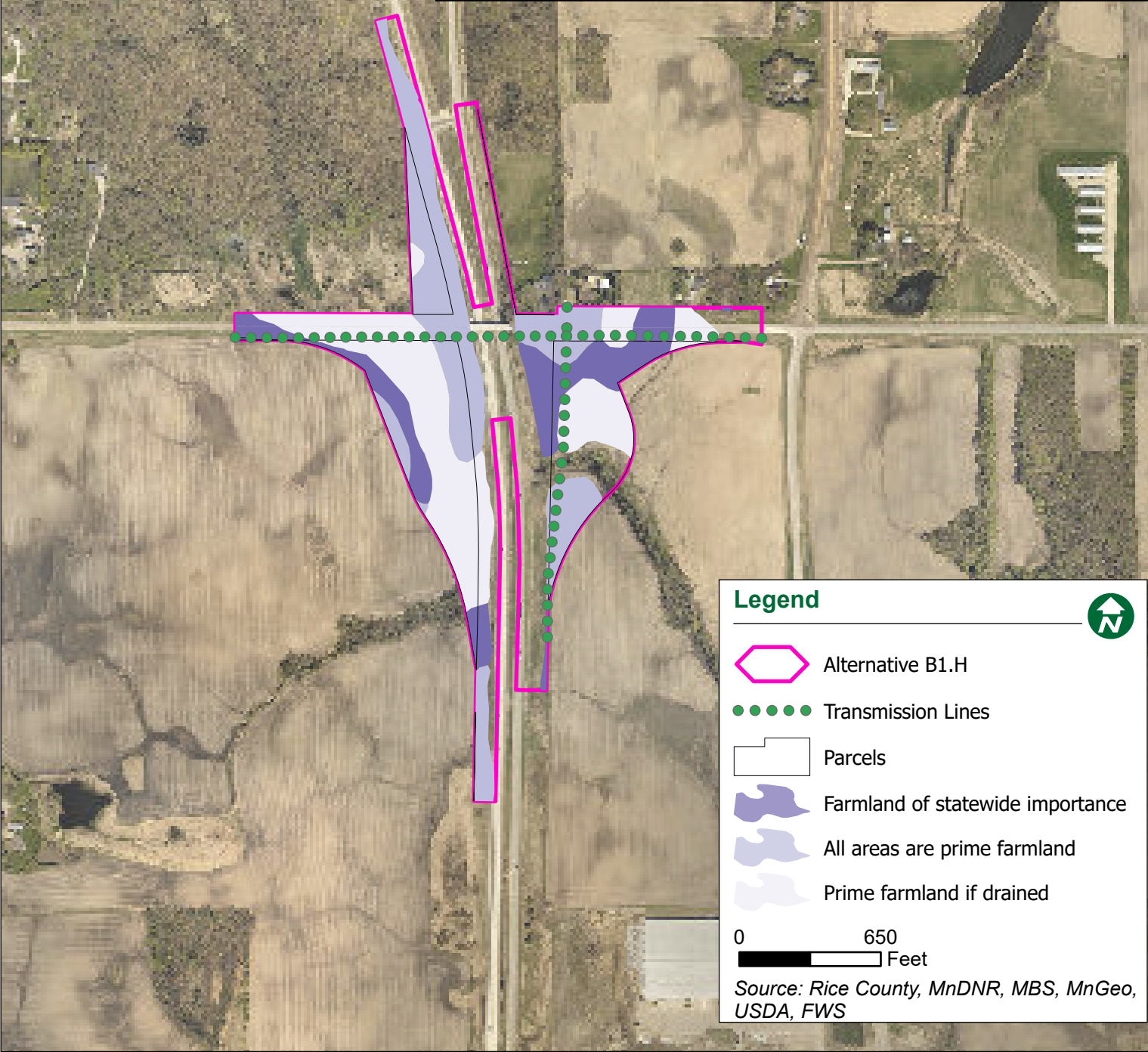
0 600
Feet

Source: Rice County

IMPACT ANALYSIS: B1.H					
Alternative	Quadrant	Streams (Linear Feet)	Wildlife (Tree Extent) (Acres)	Wetlands (NWI) (Acres)	MBS Biodiversity Sites (Acres)
B1.H	NE	-	0.66	-	0.4
B1.H	NW	104.14	3.14	0.22	1.36
B1.H	SE	569.88	1.17	-	-
B1.H	SW	1884.88	3.08	-	-
B1.H	Total	2558.9	8.05	0.22	1.76



IMPACT ANALYSIS: B1.H				
Alternative	Quadrant	Transmission Lines (Linear Feet)	Parcels (Acres)	Farmland (Acres)
B1.H	NE	94.68	-	1.73
B1.H	NW	-	1.88	5.63
B1.H	SE	2682.58	7.26	8.7
B1.H	SW	1161.57	8.87	13.51
B1.H	Total	3938.83	18.01	29.57



Appendix L

Early Notification Memo Responses

Memo

To: Heather Lukes, District 6

From: Cultural Resources Unit
Office of Environmental Stewardship

Date: December 1, 2022

Re: S.P. 6680-121, I-35 and CSAH 9 Interchange, Wells, Forest, Cannon City, and Bridgewater Townships and Faribault, Rice County

Dear Heather:

Thank you for submitting S.P. 6680-121 for early review and comment. According to the ENM dated October 13, 2022, an interchange at the intersection of I-35 and County State aid Highway (CSAH) 9 was identified as a high priority in Rice County's I-35 Corridor Access Planning Study in 2006. Rice County received funding for a feasibility study for a future I-35 interchange at CSAH 9 with enhanced connections from CSAH 9 to Trunk Highway 21 west of I-35 and from CSAH 9 to Trunk Highway 3 east of I-35. A new interchange including full-access freeway ramps and full reconstruction of CSAH 9 east and west of the interstate would provide safe and efficient access to new development area located at the northern limits of Faribault and improve local and regional mobility. It is expected if funded for future construction, funding would include federal dollars. MnDOT is requesting a preliminary review to assist the feasibility team with gathering data on issues, concerns, priorities, and opportunities in the feasibility study area.

On October 25, 2022, MnDOT CRU staff reviewed information on state-designated and listed properties, significant archaeological and historic sites, burials/cemeteries, and other previously inventoried properties in databases maintained by the Minnesota State Historic Preservation Office (MnSHPO), the Office of the State Archaeologist (OSA), and the Minnesota Indian Affairs Council (MIAC), including the unrecorded historical cemeteries database. In addition, we sent an Information Request to OSA and MIAC on October 25, 2022, asking if they had additional information on sites we had identified or if they were aware of any additional sites beyond what we identified in our searches. The OSA identified no additional sites. MIAC did not respond within the allotted time.

We also notified the following Tribal Nations: Fort Peck Tribes, Lower Sioux Indian Community, Prairie Island Indian Community, Santee Sioux Nation, Shakopee Mdewakanton Sioux Community, Sisseton-Wahpeton Oyate Community, and Upper Sioux Community. We specifically requested input into the process of identifying historic, archaeological, and cultural

resources, in assessing potential project effects on any such resources, and in seeking ways to avoid or minimize any adverse effects to resources. We did not receive any responses within the allotted time.

Archaeology

One small archaeological survey has previously been conducted within the study area, in the vicinity of an intermittent stream and a farmstead in the northwest quarter of Section 6 in Cannon City Township. It identified no archaeological resources. No archaeological resources have been recorded within the study area to date.

Architecture-History

No systematic architecture-history surveys have occurred within the study area, and no properties previously determined eligible or listed in the National Register of Historic Places are within the study area. The former Land 'O Lakes Creamery (RC-FOR-005), located on Acorn Trail north of 150th Street, was identified as a potentially historic property in 1980, but it has not been formally evaluated.

Once the ENMs for the projects are submitted, our Unit will review and determine whether additional investigations for unidentified cultural resources are warranted based on developed project plans and associated refinement of the area of potential effects. **Please note this letter only identifies known historic resources in the study area submitted. It is not intended to be, nor should it be considered an official review or project clearance for compliance with Section 106 of the National Historic Preservation Act (54 USC 306108), the Minnesota Historic Sites Act (MS 138.665-.666), the Minnesota Field Archaeology Act (MS 138.40), or the Private Cemeteries Act (M.S. 307.08).**

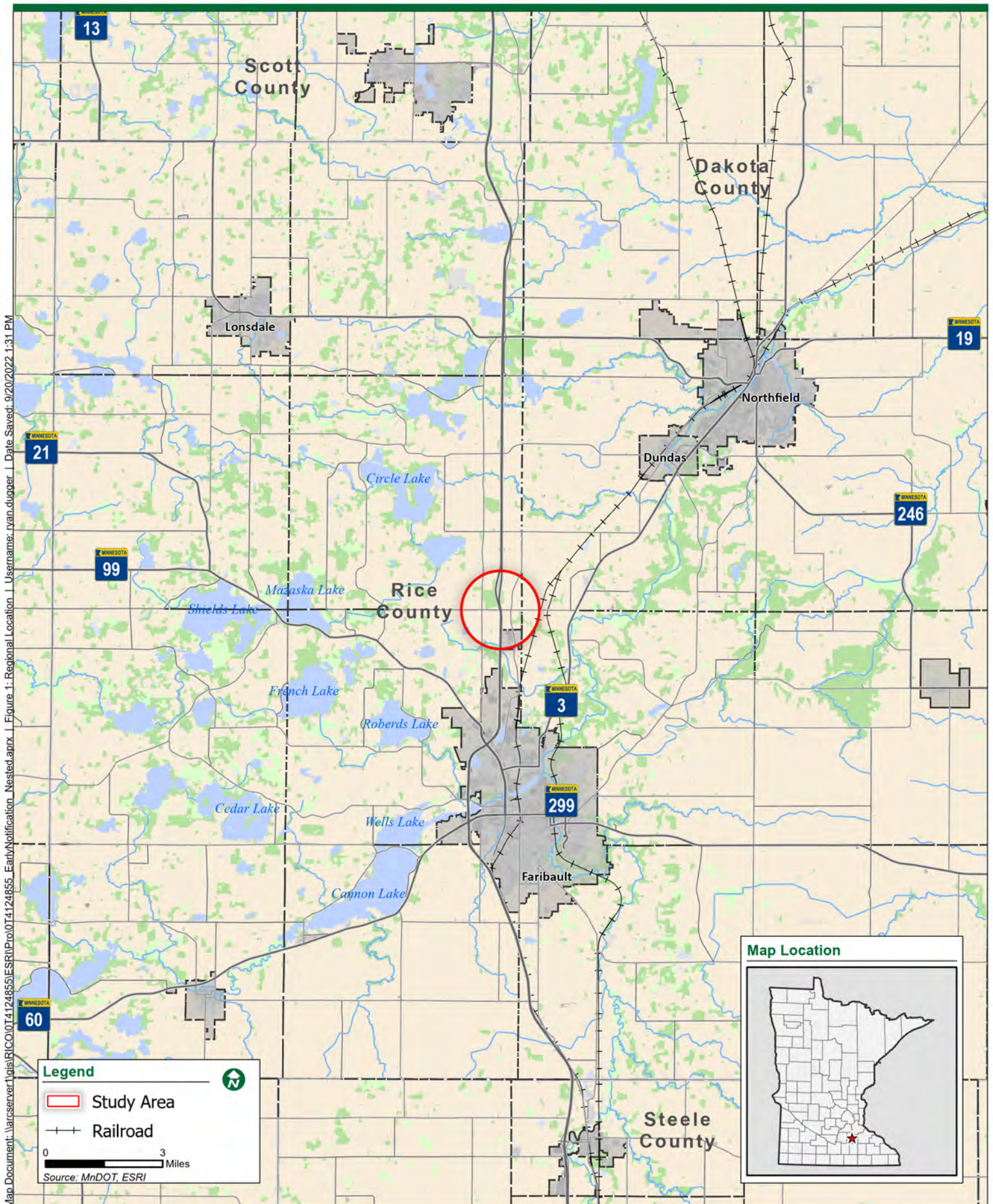
Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Kurth', is written over a faint, circular official stamp.

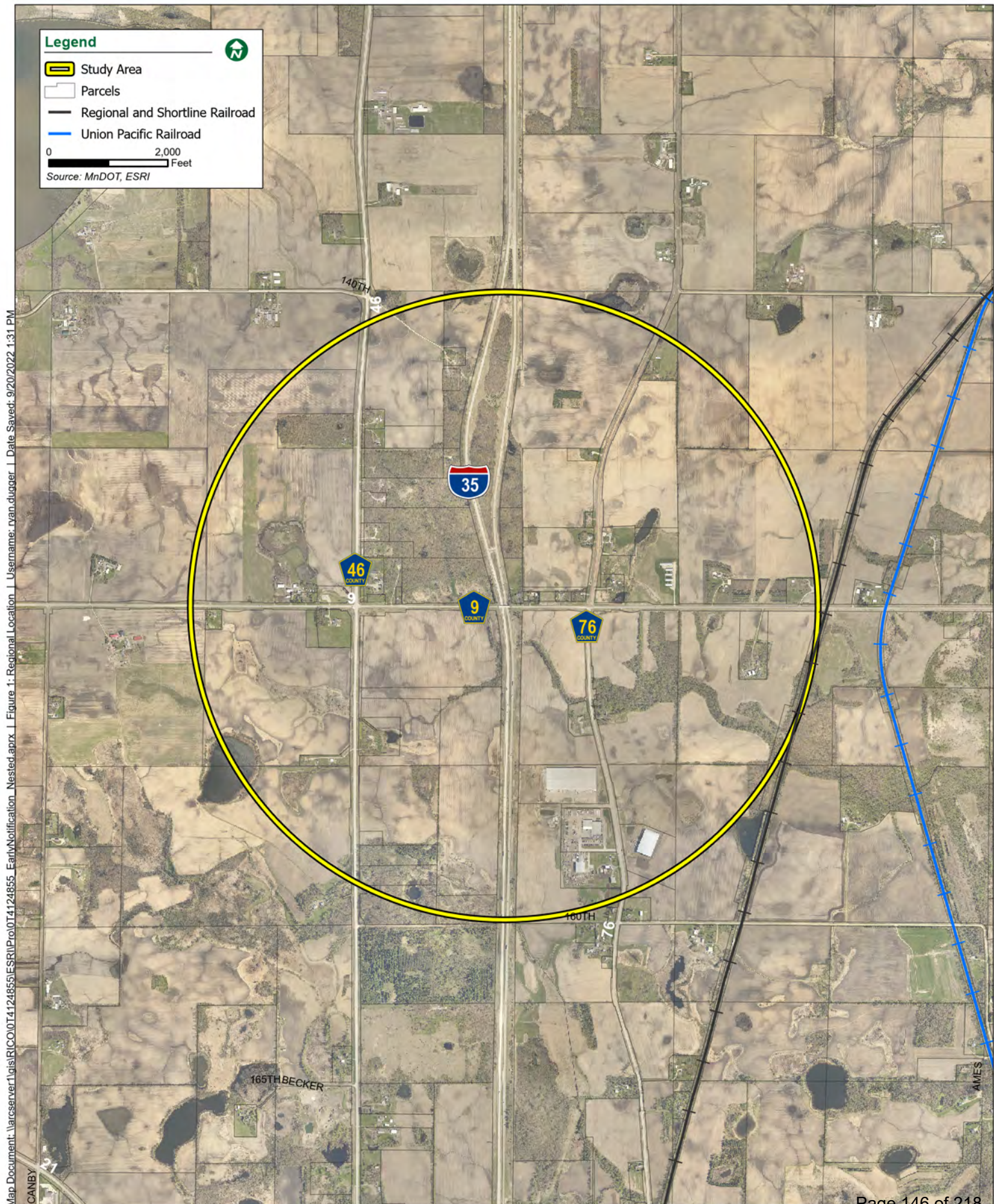
Andrew Kurth (he/him/his)
Archaeologist
Telephone: 612-263-5188
Email: Andrew.kurth@state.mn.us

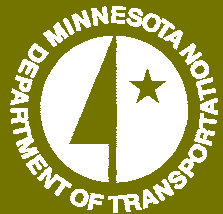
Encl. Study Area Maps

CC: CRIS (Administrative Record)



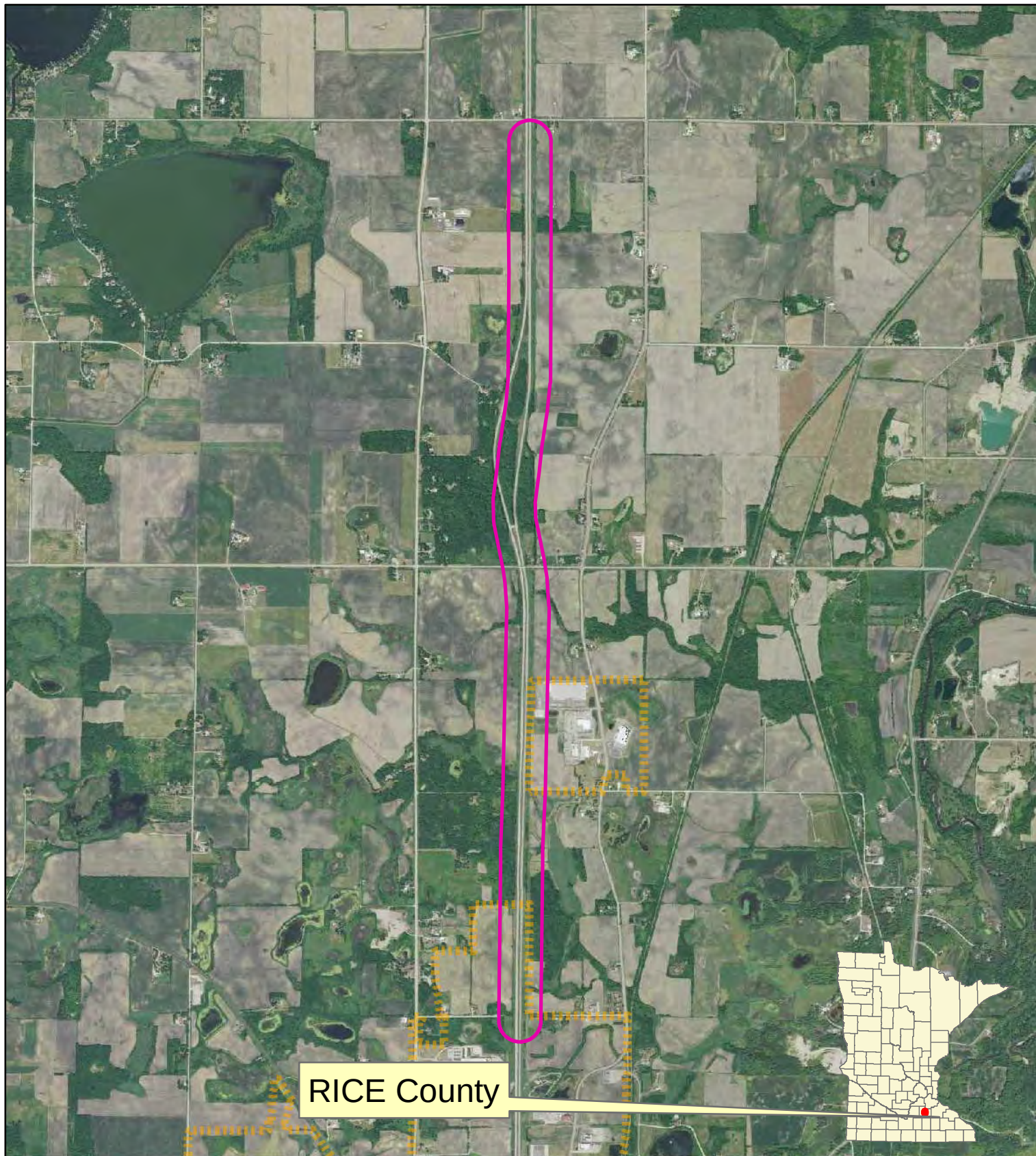
Map Document: \\arcserver1\gis\RICO\OT14124855\ESRI\Pro\OT14124855_EarlyNotification_Nested.aprx | Figure 1: Regional Location | Date Saved: 9/20/2022 1:31 PM | Username: ryan.dugger





STATE PROJECT: 6680-PlanStudy

Rice County Road 9 and I35 Planning Study 2022
R.P. 060+00.596 to R.P. 064+00.528



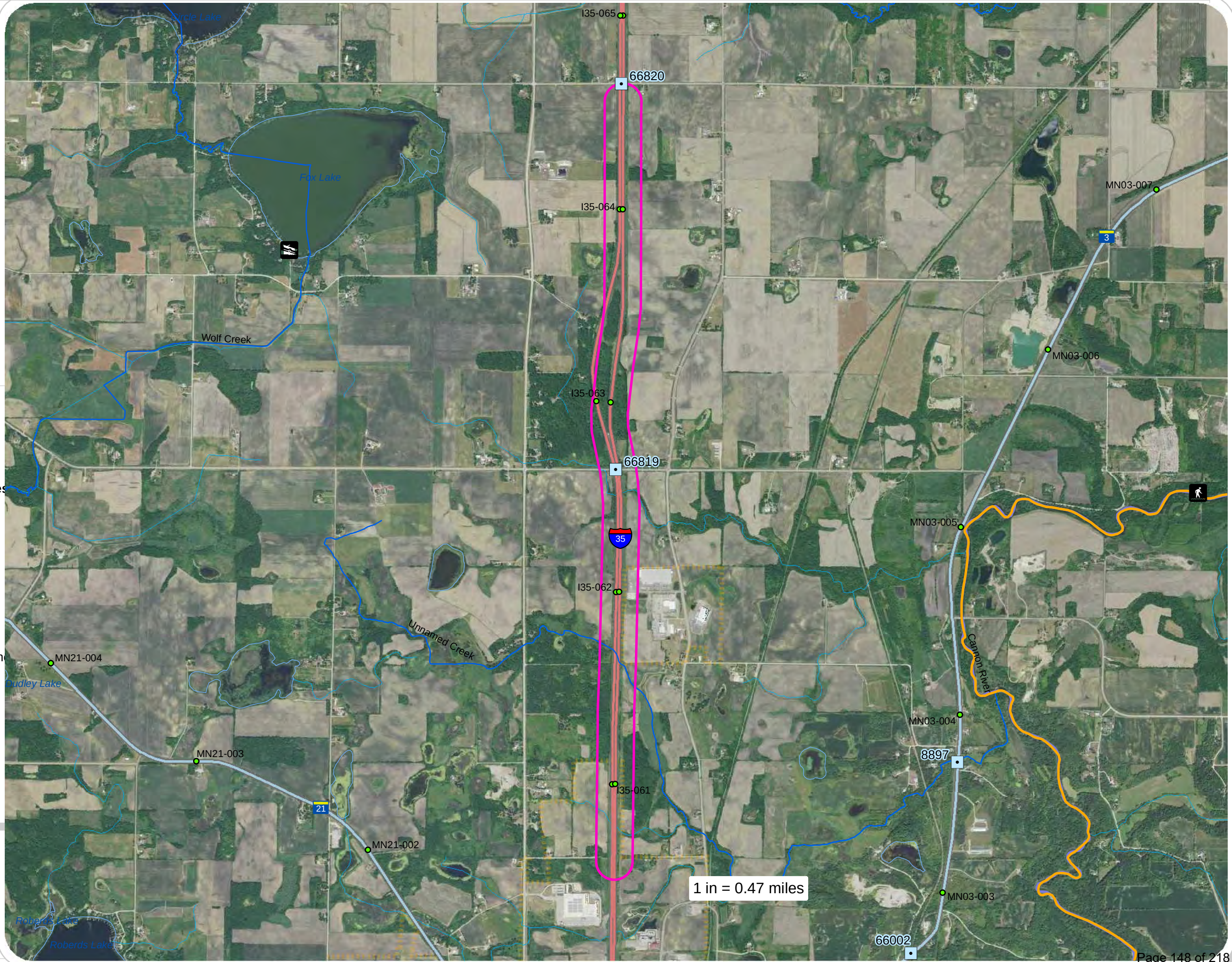


SP 6680-PlanStudy
FEMA FLOODWAY
MAP

Description: Rice County Road 9 and I35
Planning Study 2022
(AC PAYBACK IN 2029)

Key Contacts:

- Legend
- Reference Post
 - Bridges
 - STIP 500ft Buffer
 - Public Water Access Sites in Minnesota
 - Launch Type
 - Carry-In
 - Trailer Launch
 - Unknown
 - Federal Designation
 - State Designation
 - Not Designated
 - Public Water Access Sites in Minnesota
 - Minnesota Water Trails
 - Public Watercourse
 - Public Water Basin
 - FEMA Q3 Floodways
 - Floodplain
 - 100 year
 - 500 year



Created Date: 9/30/2022

Heather A. Lukes

MnDOT District 6 – Planning Director

Office Ph: 507-286-7552

Cell Ph: 507-273-7052

E-mail: heather.lukes@state.mn.us



From: Smith, Christopher E (DOT) <christopher.e.smith@state.mn.us>

Sent: Tuesday, December 20, 2022 3:10 PM

To: Lukes, Heather A (DOT) <heather.lukes@state.mn.us>

Cc: Gregor, Nathan (DOT) <nathan.gregor@state.mn.us>

Subject: S.P. 6680-121 -- Fish & Wildlife Review -- Planning Study

Heather,

Below are some high-level comments for consideration.

1. Attached is a listed of endangered, threatened, and candidate species listed under the federal Endangered Species Act that occur in the area.
2. Portions of the study area are near a U.S. Fish and Wildlife Service High Potential Zone (HPZ) for the rusty-patched bumble bee. The map of HPZs is updated annually – typically in March – check back to determine if the project area may be effected by future changes. Activities that include soil disturbance (e.g., excavation, equipment staging or parking) or disturbance to natural or semi-natural vegetation *may affect* this species. Note this species is known to occur in MnDOT roadsides where it forages on native and non-native flowers.

Considerations:

- a. Reduce soil and vegetation disturbing activities to the extent practicable. Construction staging on existing impervious surfaces is one way to avoid or reduce impacts.
- b. Avoid siting stormwater infrastructure in natural or semi-natural greenspaces.
- c. Incorporate native seed / landscaping into project plans.
- d. New or modified bridges that include pedestrian facilities (bike lanes, sidewalks) should also consider including a strip of greenspace that can be landscaped to facilitate over-the-road movement by endangered bumble bees. The exact design, width, and plant species to be determined in coordination with U.S. Fish and Wildlife Service if in a future project's scope of work.

3. Federally protected bats may occur in the project area. Tree clearing, bridge construction, and bridge design (height and lighting) *may affect* federally protected bats. To the extent practicable, avoid impacts 300' of greater from the edge of public roadways.

Considerations:

- a. Reduce tree clearing to the extent practicable. Limit tree clearing to the winter months unless MnDOT OES and USFWS determine otherwise (note, winter clearing may conflict with bumble bee guidelines).
 - b. Limit lighting to reduce the impacts associated with artificial light at night (ALAN). Following MnDNR and USFWS best practices. Bridges and street lighting should be design in such a way that it can be dimmed or turned off during peak bird migration and/or mayfly hatches.
4. A slightly elevated deer-vehicle collision risk occurs within the study area.
<https://www.arcgis.com/apps/mapviewer/index.html?webmap=7625e8db61364062bb7d82e2a20b0490>

Considerations:

- a. Design pedestrian crossings to serve multi-purposes (i.e., pedestrian and wildlife crossings).
- b. Pedestrian overpasses should be widened and include greenspace to facilitate wildlife use. Contact the MnDOT wildlife ecologist to discuss design details. Also see bumble bee comment above.

-
-

Please let me know if you have question, or if additional details are desired.

-Chris

--

Christopher E. Smith, M.Sc., CWB®

Wildlife Ecologist | Protected Species Program Coordinator
(he/him/his)

Minnesota Department of Transportation

Office of Environmental Stewardship
395 John Ireland Blvd., M.S. 620
St. Paul, Minnesota 55155
C: 612-741-7678
mndot.gov



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793 Fax: (952) 646-2873



In Reply Refer To:
Project Code: 2023-0027226
Project Name: S.P. 6680-121, Planning Study

December 20, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance

Please refer to our [Section 7 website](#) for guidance and technical assistance, including [step-by-step instructions](#) for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see below) – then project proponents must determine if proposed activities will have **no effect** on or **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain [Life History Information for Listed and Candidate Species](#) on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is **no effect**. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

Northern Long-Eared Bats

Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

This species hibernates in caves or mines only during the winter. In Minnesota and Wisconsin, the hibernation season is considered to be November 1 to March 31. During the active season (April 1 to October 31) they roost in forest and woodland habitats. Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥ 3 inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),

- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A stand of eastern red cedar shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

If any of the above activities are proposed, please use the northern long-eared bat determination key in IPaC. This tool streamlines consultation under the 2016 rangewide programmatic biological opinion for the 4(d) rule. The key helps to determine if prohibited take might occur and, if not, will generate an automated verification letter. No further review by us is necessary.

Please note that on March 23, 2022, the Service published a proposal to reclassify the northern long-eared bat as endangered under the Endangered Species Act. The U.S. District Court for the District of Columbia has ordered the Service to complete a new final listing determination for the bat by November 2022 (Case 1:15-cv-00477, March 1, 2021). The bat, currently listed as threatened, faces extinction due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across the continent. The proposed reclassification, if finalized, would remove the current 4(d) rule for the NLEB, as these rules may be applied only to threatened species. Depending on the type of effects a project has on NLEB, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective (anticipated to occur by December 30, 2022). If your project may result in incidental take of northern long-eared bats after the new listing goes into effect this will first need to be addressed in an updated consultation that includes an Incidental Take Statement. If your project may require re-initiation of consultation, please contact our office for additional guidance.

Whooping Crane

Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "[Establishment of a Nonessential Experimental Population of](#)

[Whooping Cranes in the Eastern United States.”](#)

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of [recommendations that minimize potential impacts to migratory birds](#). Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

State Department of Natural Resources Coordination

While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.

Minnesota

[Minnesota Department of Natural Resources - Endangered Resources Review Homepage](#)

Email: Review.NHIS@state.mn.us

Wisconsin

[Wisconsin Department of Natural Resources - Endangered Resources Review Homepage](#)

Email: DNRERReview@wi.gov

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Minnesota-Wisconsin Ecological Services Field Office

3815 American Blvd East

Bloomington, MN 55425-1659

(952) 858-0793

Project Summary

Project Code: 2023-0027226

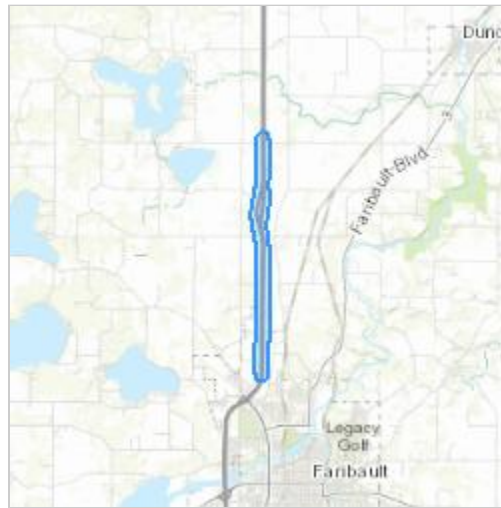
Project Name: S.P. 6680-121, Planning Study

Project Type: Road/Hwy - Maintenance/Modification

Project Description: Corridor planning study. Details TBD.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@44.36466865,-93.29263733740319,14z>



Counties: Rice County, Minnesota

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Minnesota Dwarf Trout Lily <i>Erythronium propullans</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/597	Endangered
Prairie Bush-clover <i>Lespedeza leptostachya</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4458	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31

NAME	BREEDING SEASON
Black Tern <i>Chlidonias niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Golden-winged Warbler <i>Vermivora chrysoptera</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds May 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere

NAME	BREEDING SEASON
Western Grebe <i>aechmophorus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

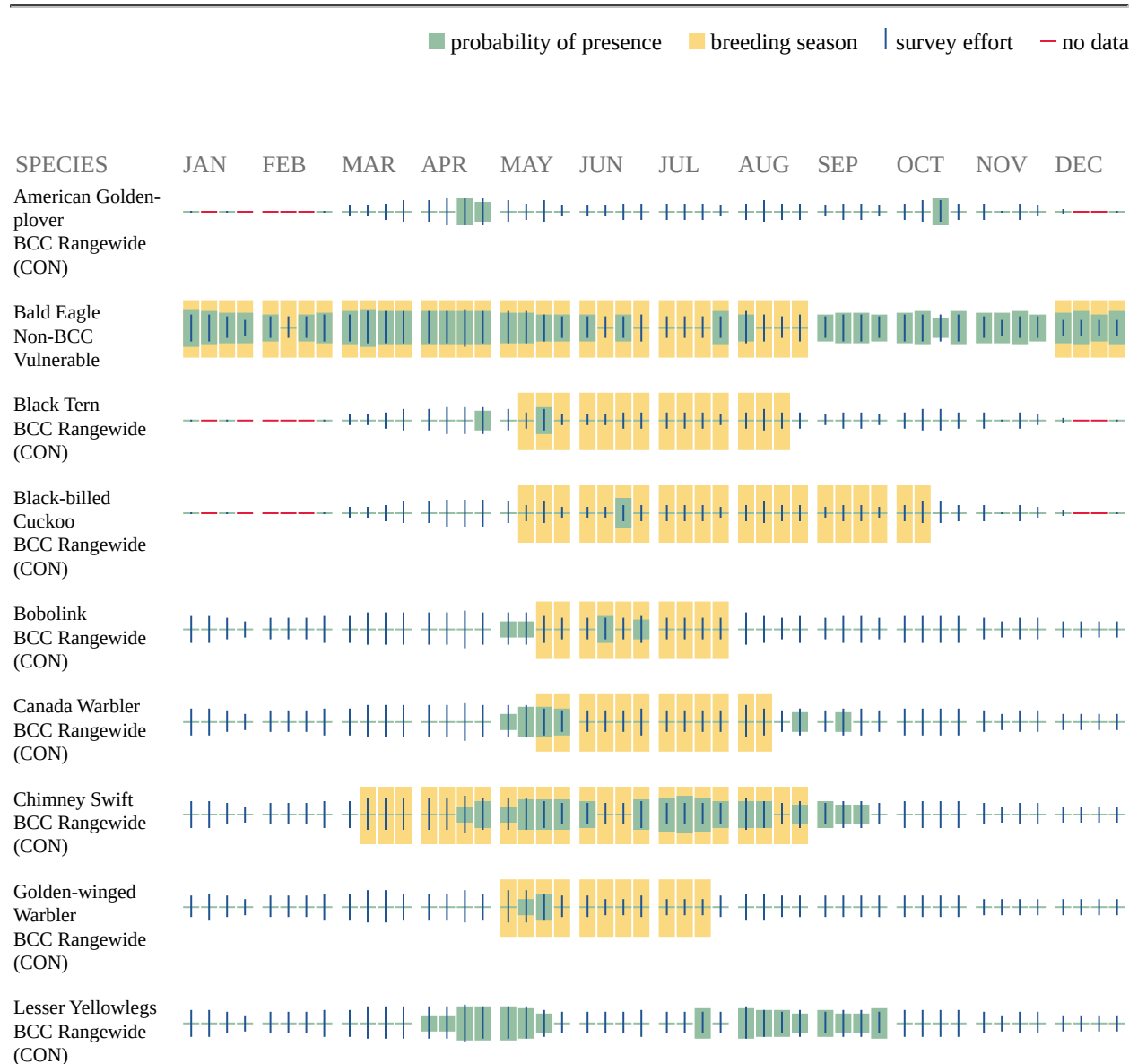
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

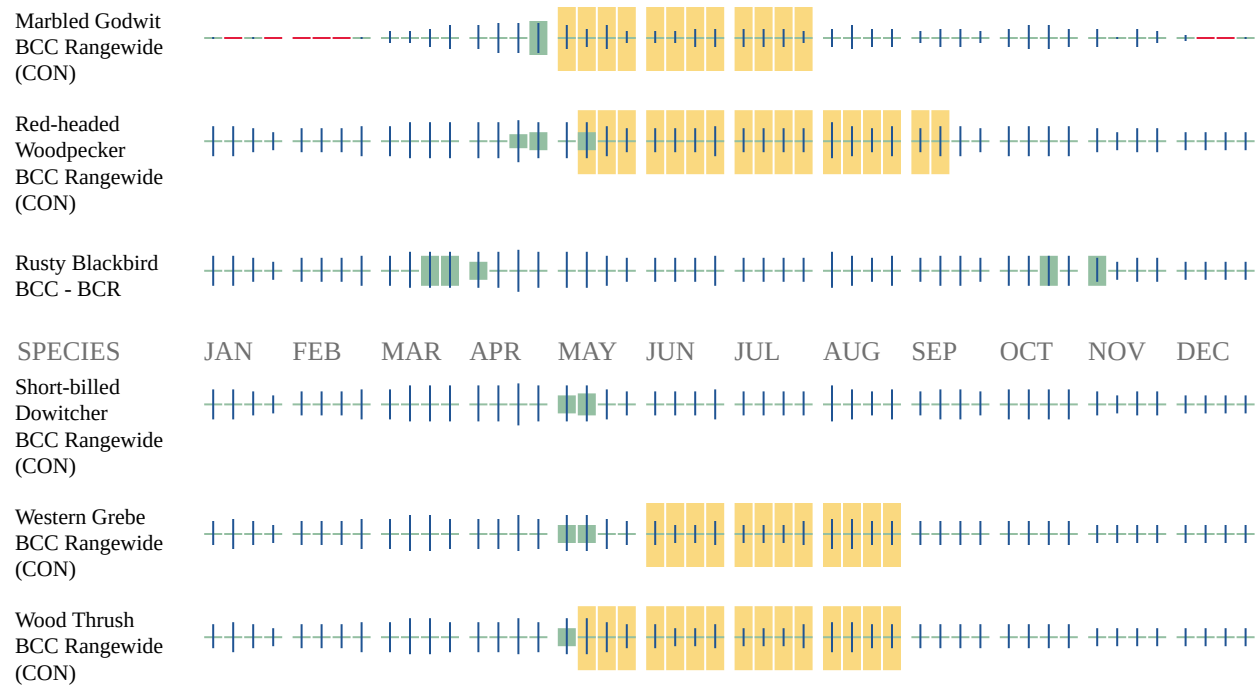
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND

- [PFO1A](#)
- [PSS1/EM1A](#)

FRESHWATER POND

- [PUBFx](#)
- [PUBHx](#)
- [PUBF](#)

LAKE

- [L2ABH](#)

FRESHWATER EMERGENT WETLAND

- [PEM1Ad](#)
- [PEM1Af](#)
- [PEM1Cd](#)
- [PEM1C](#)
- [PEM1A](#)
- [PEM1D](#)
- [PEM1F](#)

RIVERINE

- [R4SBC](#)

IPaC User Contact Information

Agency: Minnesota Department of Transportation
Name: Christopher Smith
Address: 395 John Ireland Blvd
Address Line 2: MS 620
City: St. Paul
State: MN
Zip: 55155
Email: christopher.e.smith@state.mn.us
Phone: 6127417678

From: [Lou Raymond](#)
To: [Zoe Huebner](#)
Subject: FW: Rice County - Interchange Study
Date: Monday, October 23, 2023 11:39:58 AM
Attachments: [image005.png](#)
[image001.png](#)
[image002.png](#)

FYI

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

[Bolton & Menk, Inc.](#)

1801 N Graham St., Suite 320

Charlotte, NC 28206

Work 704-376-1555 ext 4030

Mobile 980-214-5084

bolton-menk.com

From: Brian Becker <bbecker@rsc-psap.org>
Sent: Tuesday, February 21, 2023 2:17 PM
To: Louis Raymond <Lou.Raymond@bolton-menk.com>; Cheryl Pritzlaff <cpritzlaff@rsc-psap.org>
Cc: Beth Engum <beth.engum@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>
Subject: RE: Rice County - Interchange Study

I don't have any opinion on the interchange. If needed, we can run you some reports on the number of incidents at this intersection.

Brian Becker
Administrator
[Rice & Steele 911 Center](#)
[204 E Pearl St](#)
[Owatonna, MN 55060](#)
P: 507-444-0341
C: 507-571-9116
bbecker@rsc-psap.org



From: Louis Raymond <Lou.Raymond@bolton-menk.com>
Sent: Tuesday, February 21, 2023 12:18 PM
To: Cheryl Pritzlaff <cpritzlaff@rsc-psap.org>; Brian Becker <bbecker@rsc-psap.org>

Cc: Beth Engum <beth.engum@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>

Subject: RE: Rice County - Interchange Study

Good Day Cheryl and Brian,

Just wanted to follow up on my email below and see if you had any thoughts on an interchange at this location?

Thanks in advance for your help.

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

ColeJenest & Stone

Bolton & Menk, Inc.

200 South Tryon Street, Suite 1400

Charlotte, NC 28202

Work 704-376-1555 ext 4030

Mobile 980-214-5084



From: Louis Raymond

Sent: Thursday, February 9, 2023 11:05 AM

To: 'cpritzlaff@rsc-psap.org' <cpritzlaff@rsc-psap.org>; 'bbecker@rsc-psap.org' <bbecker@rsc-psap.org>

Cc: Beth Engum <beth.engum@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>

Subject: Rice County - Interchange Study

Good Day Cheryl and Brian,

Per the email below and on behalf of Rice County, I am writing to inform you that an interchange study is being conducted jointly with the Minnesota Department of Transportation (MnDOT) and City of Faribault. The location being studied is in the area of I-35 and Rice County CSAH 9 (150th

Street W) just north of Faribault (see attached map). Rice County received funding (state bonds) through the Minnesota legislature to study the feasibility of a future interchange that would provide enhanced connections from CSAH 9 to Highway 21 west of I-35 and from CSAH 9 to Highway 3 east of I-35.

At this point in the study, we would like to know how an interchange at this location may or may not help your agency? We are in the process of considering and evaluating several interchange concepts. Your responses will support the study team with gathering data on issues, concerns, priorities, and opportunities in the study area. Please review and respond to by **2/17/2023**.

Please note that currently there is no interchange development or construction funding allocated for this potential improvement. If you have any questions or need additional information for your response, please do not hesitate to contact us.

Thank you.

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

ColeJenest & Stone

Bolton & Menk, Inc.

200 South Tryon Street, Suite 1400

Charlotte, NC 28202

Work 704-376-1555 ext 4030

Mobile 980-214-5084



From: Beth Engum <beth.engum@bolton-menk.com>

Sent: Tuesday, January 31, 2023 11:11 AM

To: Louis Raymond <Lou.Raymond@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>

Subject: FW: dispatch contact

From: Jesse Thomas <Jesse.Thomas@RiceCountyMN.gov>

Sent: Tuesday, January 31, 2023 8:34 AM

To: Beth Engum <beth.engum@bolton-menk.com>

Cc: Cheryl Pritzlaff <cpritzlaff@rsc-psap.org>; Jennifer Hauer-Schmitz
<Jennifer.Hauer@RiceCountyMN.gov>

Subject: dispatch contact

Good Morning Beth,

The Pearl Street dispatch center is in the process of hiring a new Manager and Administrator. They both should be starting very soon and may have already started. I have not met either of them. I know the new Administrator is Brian Becker. The interim Administrator is Cheryl Pritzlaff. I have her cc'd on this email she should be able to get you connected with the dispatch center.

Sincerely,

Jesse J Thomas, Sheriff

Rice County Sheriff's Office
118 NW 3rd St.
Faribault, MN 55021
(office) 507 332-6027
jesse.thomas@ricecountymn.gov

"When obstacles arise, you change your direction to reach your goal; you do not change your decision to get there"

[Zig Ziglar](#)

The content of this e-mail (including any attachments) is strictly confidential. If you are not, or believe you may not be, the intended recipient, please advise the sender immediately by return e-mail, delete this e-mail and destroy any copies.

From: [Lou Raymond](#)
To: [Zoe Huebner](#)
Subject: FW: Rice County - Interchange Study
Date: Monday, October 23, 2023 11:36:18 AM
Attachments: [image004.png](#)
[image003.png](#)

FYI

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

Bolton & Menk, Inc.

1801 N Graham St., Suite 320

Charlotte, NC 28206

Work 704-376-1555 ext 4030

Mobile 980-214-5084

bolton-menk.com

From: Dustin Dienst <ddienst@ci.faribault.mn.us>
Sent: Friday, February 10, 2023 5:33 PM
To: Louis Raymond <Lou.Raymond@bolton-menk.com>
Subject: RE: Rice County - Interchange Study

An interchange at County Rd. 9 will not enhance our response to either incidents on the interstate or the surrounding areas. With our station located in the City of Faribault our ability to access the interstate is adequate and except for the rare time that we are north of the Hwy 21 ramp to 35 and a call comes out on the interstate we would not have much need for the new interchange. It could be utilized to exit the interstate after a call on the interstate instead of utilizing the turnaround by the woods, but that is also not a very common event.



Dustin D. Dienst

Fire Chief

OFFICE | 507-334-8773

EMAIL | ddienst@ci.faribault.mn.us

WEB | www.faribault.org

ADDRESS | 122 NW 2nd Street, Faribault, MN 55021

From: Louis Raymond <Lou.Raymond@bolton-menk.com>
Sent: Thursday, February 9, 2023 10:10 AM
To: Dustin Dienst <ddienst@ci.faribault.mn.us>
Cc: Beth Engum <beth.engum@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>
Subject: Rice County - Interchange Study

Good Day Chief Dienst,

On behalf of Rice County, I am writing to inform you that an interchange study is being conducted jointly with the Minnesota Department of Transportation (MnDOT) and City of Faribault. The location being studied is in the area of I-35 and Rice County CSAH 9 (150th Street W) just north of Faribault (see attached map). Rice County received funding (state bonds) through the Minnesota legislature to study the feasibility of a future interchange that would provide enhanced connections from CSAH 9 to Highway 21 west of I-35 and from CSAH 9 to Highway 3 east of I-35.

At this point in the study, we would like to know how an interchange at this location may or may not help your agency? We

are in the process of considering and evaluating several interchange concepts. Your responses will support the study team with gathering data on issues, concerns, priorities, and opportunities in the study area. Please review and respond to by 2/17/2023.

Please note that currently there is no interchange development or construction funding allocated for this potential improvement. If you have any questions or need additional information for your response, please do not hesitate to contact us.

Thank you.

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

ColeJenest & Stone

Bolton & Menk, Inc.

200 South Tryon Street, Suite 1400

Charlotte, NC 28202

Work 704-376-1555 ext 4030

Mobile 980-214-5084



From: [Lou Raymond](#)
To: [Zoe Huebner](#)
Subject: FW: Rice County - Interchange Study
Date: Monday, October 23, 2023 11:35:09 AM
Attachments: [image004.png](#)
[image003.png](#)

FYI

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

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Mobile 980-214-5084

bolton-menk.com

From: John Sherwin <jsherwin@ci.faribault.mn.us>
Sent: Thursday, February 9, 2023 1:22 PM
To: Louis Raymond <Lou.Raymond@bolton-menk.com>
Subject: RE: Rice County - Interchange Study

Mr. Raymond,

Thank you for reaching out and soliciting feedback from the Faribault Police Department.

The greatest benefit to the Faribault Police Department would be faster response times to the industrial park along Acorn Trail via I-35. With hundreds of employees working at the Daikin, Trystar, and Metcon facilities, we frequently respond to calls for service – often emergency/medical related calls - in the industrial park. Currently, officers must travel an indirect route through city streets/county roads to that location. An interchange at CSAH 9/I-35 would allow for faster access via the interstate. This is an area already slated for growth, so we anticipate with growth there will be additional call demand.

Please let me know if I can be of further assistance.

Best regards,



John Sherwin
Chief of Police
Faribault Police Department
OFFICE | 507-334-0920
EMAIL | jsherwin@ci.faribault.mn.us
WEB | www.faribault.org
ADDRESS | 25 NW 4th Street, Faribault, MN 55021

From: Louis Raymond <Lou.Raymond@bolton-menk.com>
Sent: Thursday, February 9, 2023 10:12 AM
To: John Sherwin <jsherwin@ci.faribault.mn.us>
Cc: Beth Engum <beth.engum@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>
Subject: Rice County - Interchange Study

Good Day Chief Sherwin,

On behalf of Rice County, I am writing to inform you that an interchange study is being conducted jointly with the Minnesota Department of Transportation (MnDOT) and City of Faribault. The location being studied is in the area of I-35 and Rice County CSAH 9 (150th Street W) just north of Faribault (see attached map). Rice County received funding (state bonds) through the Minnesota legislature to study the feasibility of a future interchange that would provide enhanced connections from CSAH 9 to Highway 21 west of I-35 and from CSAH 9 to Highway 3 east of I-35.

At this point in the study, we would like to know how an interchange at this location may or may not help your agency? We are in the process of considering and evaluating several interchange concepts. Your responses will support the study team with gathering data on issues, concerns, priorities, and opportunities in the study area. Please review and respond to by 2/17/2023.

Please note that currently there is no interchange development or construction funding allocated for this potential improvement. If you have any questions or need additional information for your response, please do not hesitate to contact us.

Thank you.

Lou Raymond PE, AICP

Senior Transportation Planner/Engineer

ColeJenest & Stone

Bolton & Menk, Inc.

200 South Tryon Street, Suite 1400

Charlotte, NC 28202

Work 704-376-1555 ext 4030

Mobile 980-214-5084



From: [Lou Raymond](#)
To: [Zoe Huebner](#)
Subject: FW: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35
Date: Wednesday, November 29, 2023 1:54:32 PM
Attachments: [image001.png](#)

Zoe,

Please add the following email correspondence to Appendix B of the Interchange Study Report.

Thank you!

From: Lou Raymond
Sent: Wednesday, November 22, 2023 12:33 PM
To: tory.thompson@state.mn.us
Cc: Beth Engum <beth.engum@bolton-menk.com>; Chris Chromy <Chris.Chromy@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>
Subject: FW: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

FYI below on FHWA's response through Heather Lukes.

Lou Raymond PE, AICP
Senior Transportation Planner/Engineer
Bolton & Menk, Inc.
1801 N Graham St., Suite 320
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bolton-menk.com

From: Louis Raymond
Sent: Wednesday, November 16, 2022 10:31 AM
To: Beth Engum <beth.engum@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>
Subject: RE: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

Thanks for sharing!

From: Beth Engum <beth.engum@bolton-menk.com>
Sent: Wednesday, November 16, 2022 10:27 AM

To: Bob Rogers <Bob.Rogers@bolton-menk.com>; Louis Raymond <Lou.Raymond@bolton-menk.com>

Subject: FW: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

FYI regarding FHWA involvement in the project.

Beth Engum, P.E.

Senior Transportation Project Manager

Bolton & Menk, Inc.

3507 High Point Dr N, Bldg 1 - Suite E130

Oakdale, MN 55128

Mobile: 651-341-0847

Email: Beth.Engum@bolton-menk.com

Bolton-Menk.com

From: Lukes, Heather A (DOT) <heather.lukes@state.mn.us>

Sent: Wednesday, November 16, 2022 6:39 AM

To: Beth Engum <beth.engum@bolton-menk.com>

Subject: FW: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

Regards,

Heather A. Lukes

MnDOT District 6 – Planning Director

Office Ph: 507-286-7552

Cell Ph: 507-273-7052

E-mail: heather.lukes@state.mn.us



From: Jacobson, Nani (DOT) <Nani.Jacobson@state.mn.us>

Sent: Tuesday, November 15, 2022 2:10 PM

To: Lukes, Heather A (DOT) <heather.lukes@state.mn.us>

Subject: RE: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

Let's stick with FHWA's response, just save it in the project file for future reference.

Nani Jacobson, [M.Sc.](https://www.mn.gov/education)

MnDOT | Office of Environmental Stewardship

Environmental Assessment Unit Supervisor
nani.jacobson@state.mn.us
Mobile/Office: 952-378-5878

From: Lukes, Heather A (DOT) <heather.lukes@state.mn.us>
Sent: Wednesday, October 26, 2022 12:33 PM
To: Jacobson, Nani (DOT) <Nani.Jacobson@state.mn.us>
Subject: RE: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

Hi Nani. It depends to answer your questions. When this started, I did connect with Lisa Elliot who reached out FHWA to see what they wished their level of involvement to be. Attached is the official response from Andrew Emanuele.

Good Morning Lisa,

We prioritize our involvement based on risk, and this project doesn't appear to have much. We feel comfortable with MnDOT overseeing it. Just please copy us on draft decision documents.

Thanks,

Andrew

Let me know your thoughts or if you'd like to reconnect with FHWA given that Andrew is not working with the Mn Division.

Regards,

Heather A. Lukes

MnDOT District 6 – Planning Director

Office Ph: 507-286-7552
Cell Ph: 507-273-7052
E-mail: heather.lukes@state.mn.us



From: Jacobson, Nani (DOT) <Nani.Jacobson@state.mn.us>
Sent: Wednesday, October 26, 2022 10:17 AM
To: Lukes, Heather A (DOT) <heather.lukes@state.mn.us>
Subject: RE: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

Hi Heather,

With this being a feasibility study, do you typically have an FHWA Transportation Engineer assigned at this time? If not, do you want me to request one to be assigned given the scope of the study, or should we wait?

Thanks,

Nani

Nani Jacobson, [M.Sc.](#)

MnDOT | Office of Environmental Stewardship

Environmental Assessment Unit Supervisor

nani.jacobson@state.mn.us

Mobile/Office: 952-378-5878

From: Lukes, Heather A (DOT) <heather.lukes@state.mn.us>

Sent: Thursday, October 13, 2022 7:50 AM

To: Fowler, Patty (DOT) <Patricia.Fowler@state.mn.us>; MN_DOT_Protected Species <protectedspecies.dot@state.mn.us>; Ustipak, Kelsi (DOT) <Kelsi.Ustipak@state.mn.us>; Klein, Jacqueline (DOT) <jackie.klein@state.mn.us>; Basch, Christina (DOT) <Christina.Basch@state.mn.us>; Bistodeau, Lucas (DOT) <lucas.bistodeau@state.mn.us>; MN_DOT_CulturalResources <CulturalResources.dot@state.mn.us>; Rice, Christopher (DOT) <chris.rice@state.mn.us>; MN_DOT_OFCVOPermits <OFCVOPermits.dot@state.mn.us>; MN_DOT_AviationPlanning <aviationplanning.dot@state.mn.us>; Jacobson, Nani (DOT) <Nani.Jacobson@state.mn.us>; Lohr, William (FHWA) <William.Lohr@dot.gov>; Dallman, Amber (DOT) <amber.dallman@state.mn.us>

Cc: Gregor, Nathan (DOT) <nathan.gregor@state.mn.us>; Langlie, Kristoffer (DOT) <kristoffer.langlie@state.mn.us>

Subject: Early Notification Memo (ENM) for review and response by 11/10/2022 - SP 6680-121 on I-35

Good Morning -

On behalf of District 6, I am forwarding an Early Notification Memo (ENM) as an Early Coordination Request (ECR) for an interchange feasibility study being conducted jointly with Rice County. The location being studied is in the area of I-35 and Rice County CSAH 9, just north of Faribault. Rice County received funding (state bonds) through the Minnesota legislature for a feasibility study for a future I-35 interchange at CSAH 9 with enhanced connections from CSAH 9 to TH 21 west of I-35 and from CSAH 9 to TH 3 east of I-35.

Your responses will support the feasibility team with gathering data on issues, concerns, priorities, and opportunities in the feasibility study area. Please review and respond to the ENM/ECR for this feasibility study by [11/10/2022](#).

Please note, as this is an unfunded project, green sheets have not been prepared at this time.

Regards,

Heather A. Lukes

MnDOT District 6 – Planning Director

Office Ph: 507-286-7552

Cell Ph: 507-273-7052

E-mail: heather.lukes@state.mn.us





Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Tim Murray, City Administrator
FROM: David Wanberg, Community and Economic Development Director
MEETING DATE: February 6, 2024
SUBJECT: TH 60 West Master Plan Update

Discussion:

State Highway 60 west of I-35 is a major gateway to Faribault with tremendous development opportunities. Over a decade ago, plans for big-box commercial development did not materialize, and the area has remained largely undeveloped. However, Faribault Economic Development Authority and Xcel Energy recently provided funding to create a new master plan based on the community's and property owner's visions for the area.

Bolton & Menk, a multi-disciplinary firm, is working with the community on the master plan. They conducted a thorough site analysis, interviewed property owners, and developed concepts. Before refining the concepts, they would like feedback from the community, including the Planning Commission and City Council. A Bolton & Menk representative will provide an overview of the attached work completed to date.

Attachments:

1. Draft TH60 Master Plan One-Pager
2. Draft TH60 Master Plan Work Session Slides

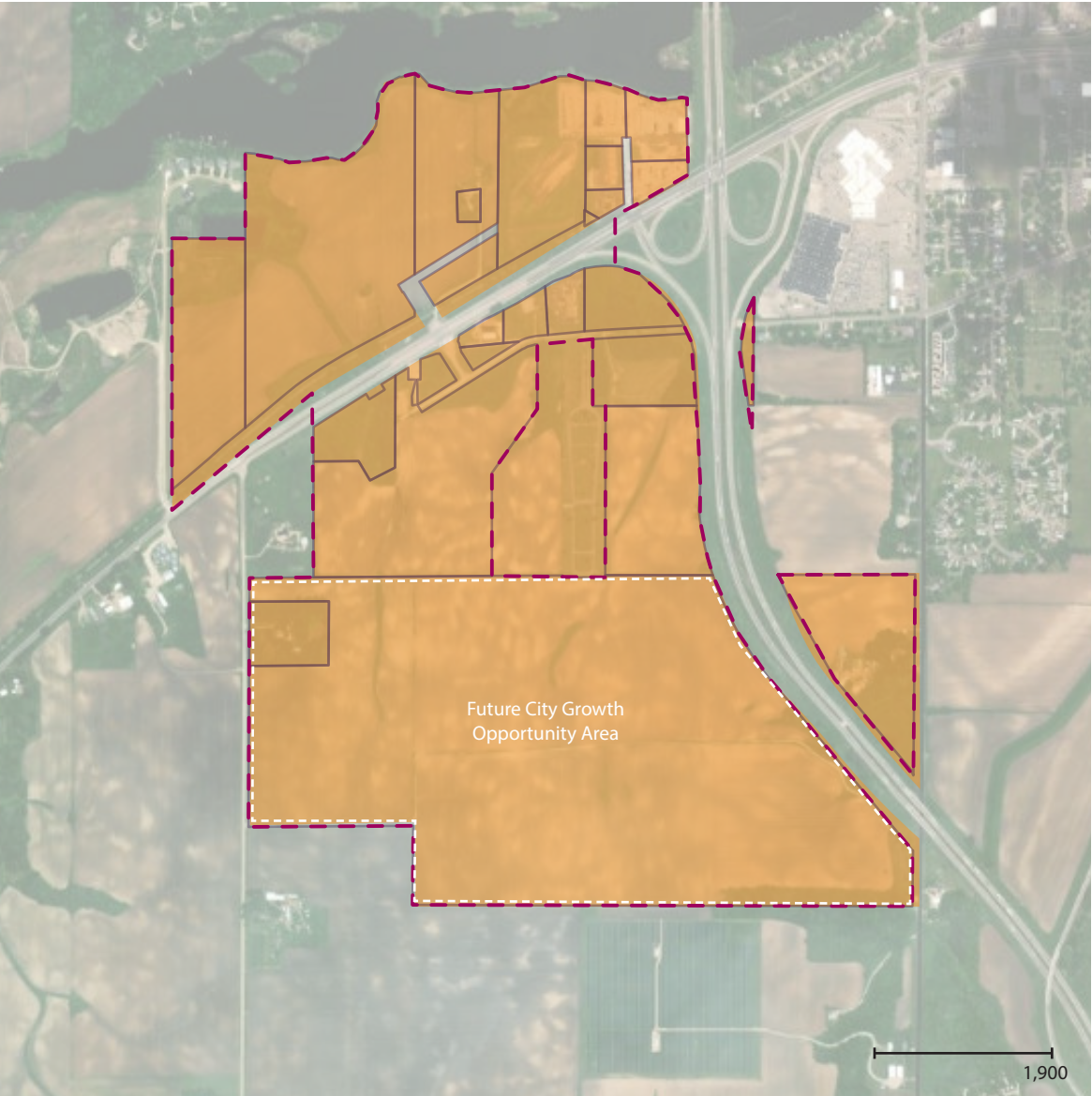
Area Vision

An active front door into Faribault in which regional economic activity and new neighborhoods are woven into the natural landscape.

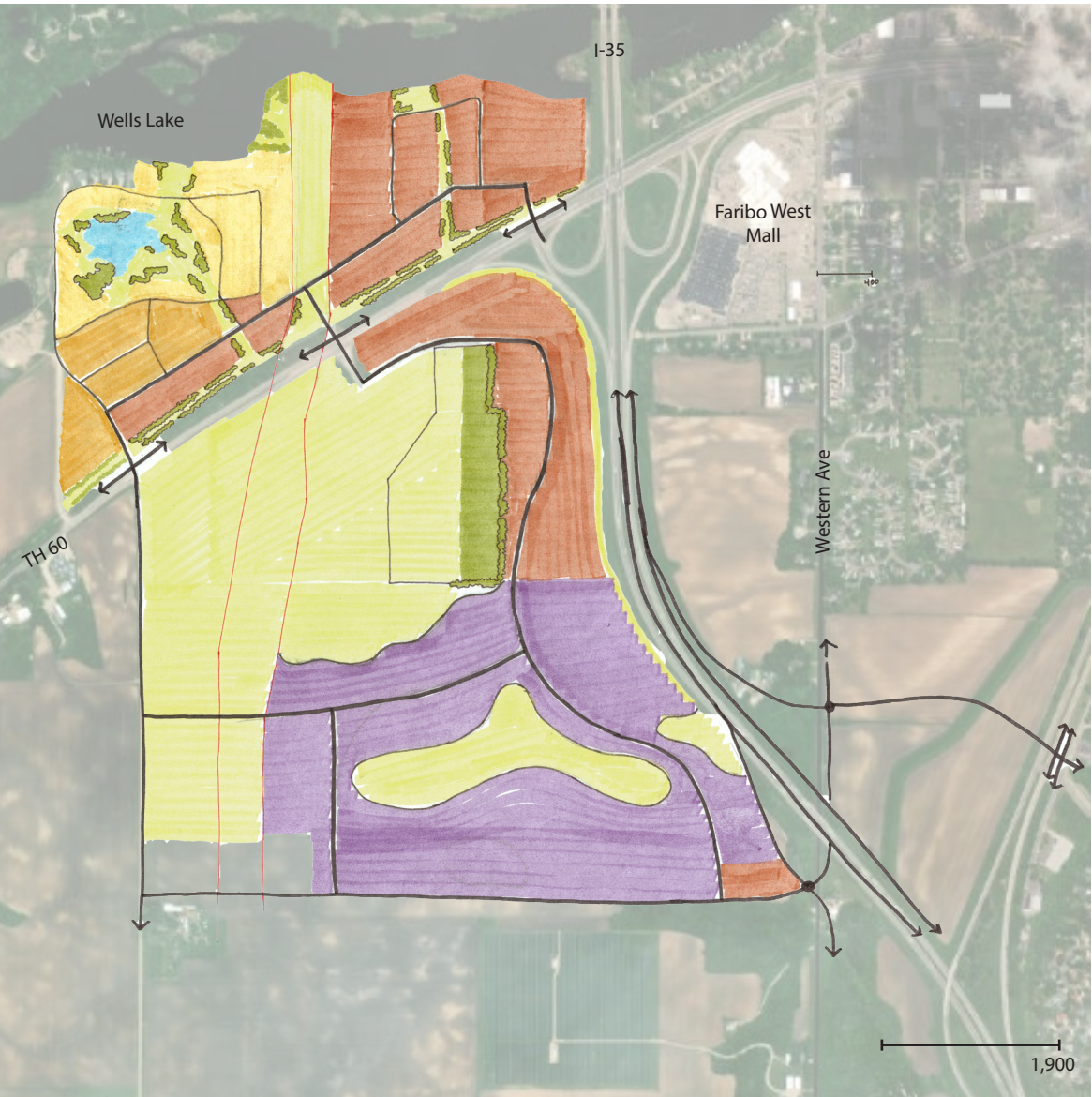
Area Principles

- 1 Establish the area as an attractive gateway that welcomes people into the city.
- 2 Embrace site topography to create interesting places and development patterns, and as a means of preserving the natural landscape.
- 3 Respect other city growth areas and compliment existing city businesses.
- 4 Leverage multimodal connectivity offered by I-35 and the Sakatah Singing Hills State Trail.
- 5 Provide needed housing for current and future city residents while exploring new ideas and innovation to move the needle on expectations of development.
- 6 Protect and celebrate the Calvary Cemetery and Wells Lake, ensuring public access for years to come.

Study Area



Land Use Concept (DRAFT)



	Use Type	Portion of Total Acreage
	Green Space	++
	Commercial	++
	Industrial	++
	Multifamily	+
	Single Family	+



TRUNK HIGHWAY 60 MASTER PLAN

AREA CONCEPTS

JANUARY 2024





AREA VISION

- An active front door into Faribault in which regional economic activity and new neighborhoods are woven into the natural landscape.

AREA PRINCIPLES

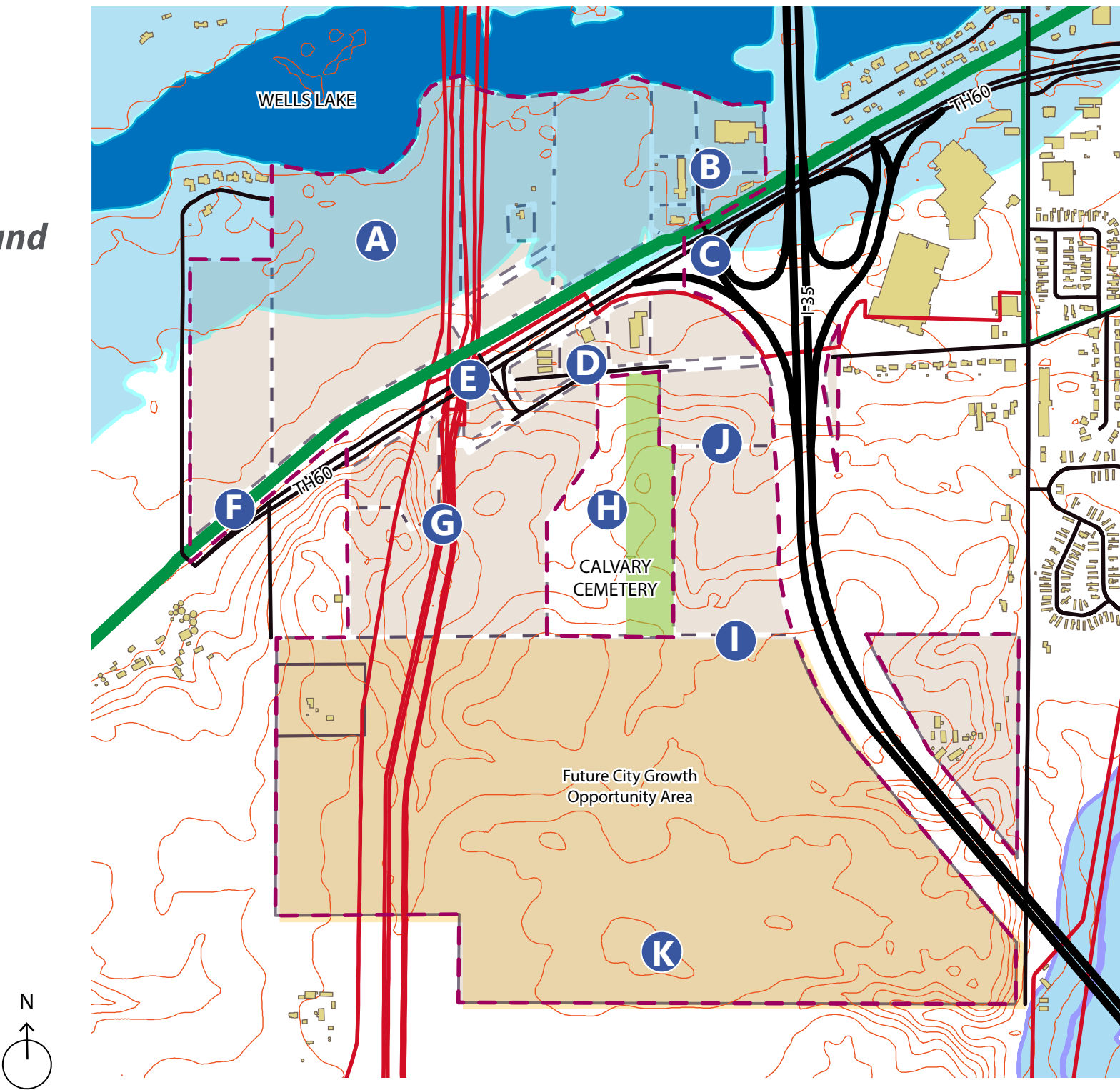
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- Provide needed housing for current and future city residents while exploring new ideas and innovation to move the needle on expectations of development.
- Protect and celebrate the Calvary Cemetery and Wells Lake, ensuring public access for years to come.



AREA CONDITIONS

TH60 WEST AREA IS.....

- ...Uniquely located
- ...Positioned for development, and is a unique place in Faribault
- ...Highly encumbered



- A** The Shoreland Ordinance significantly regulates development density and coverage, making multifamily and non-residential development difficult. However, because much of the area was zoned Commercial prior to Ordinance adoption, there is flexibility in use and lot coverage allowance.
- B** Existing commercial uses date back to the 1970's and are clustered in the NW quadrant of the interchange
- C** I-35 provides exceptional visibility, interstate commerce and travel access, but is also a barrier to accessing the rest of the city
- D** Development south of TH 60 is a mix of industrial and commercial uses dating back to the 1990s
- E** TH 60 bisects the study area but provides critical access to and through the area, while offering a direct connection to Downtown Faribault
- F** The Sakatah Singing Hills State Trail offers regional connectivity and recreation, connecting to the Western Ave Trail and City of Faribault Trail.
- G** Five major gas lines and an associated easement create a major area encumbrance, particularly for development and interior connectivity
- H** Cavalry Cemetery, dating back to 1858, is a centerpiece of the southern area and final resting place of Alexander Faribault. Half the property is used for the cemetery, while the other half is used for agricultural land. Enhancing and celebrating this iconic location should be central to area's
- I** Sandy soils and numerous natural drainage areas at low points within the steep topography should be utilized for exploring regional (multi-site) stormwater management.
- J** Significant and steep topography define the southern portion of the study area, presenting sizable development barriers, but also opportunities to create uniquely sited uses with some of the best views in the city.
- K** Area high point, approximately 1094'

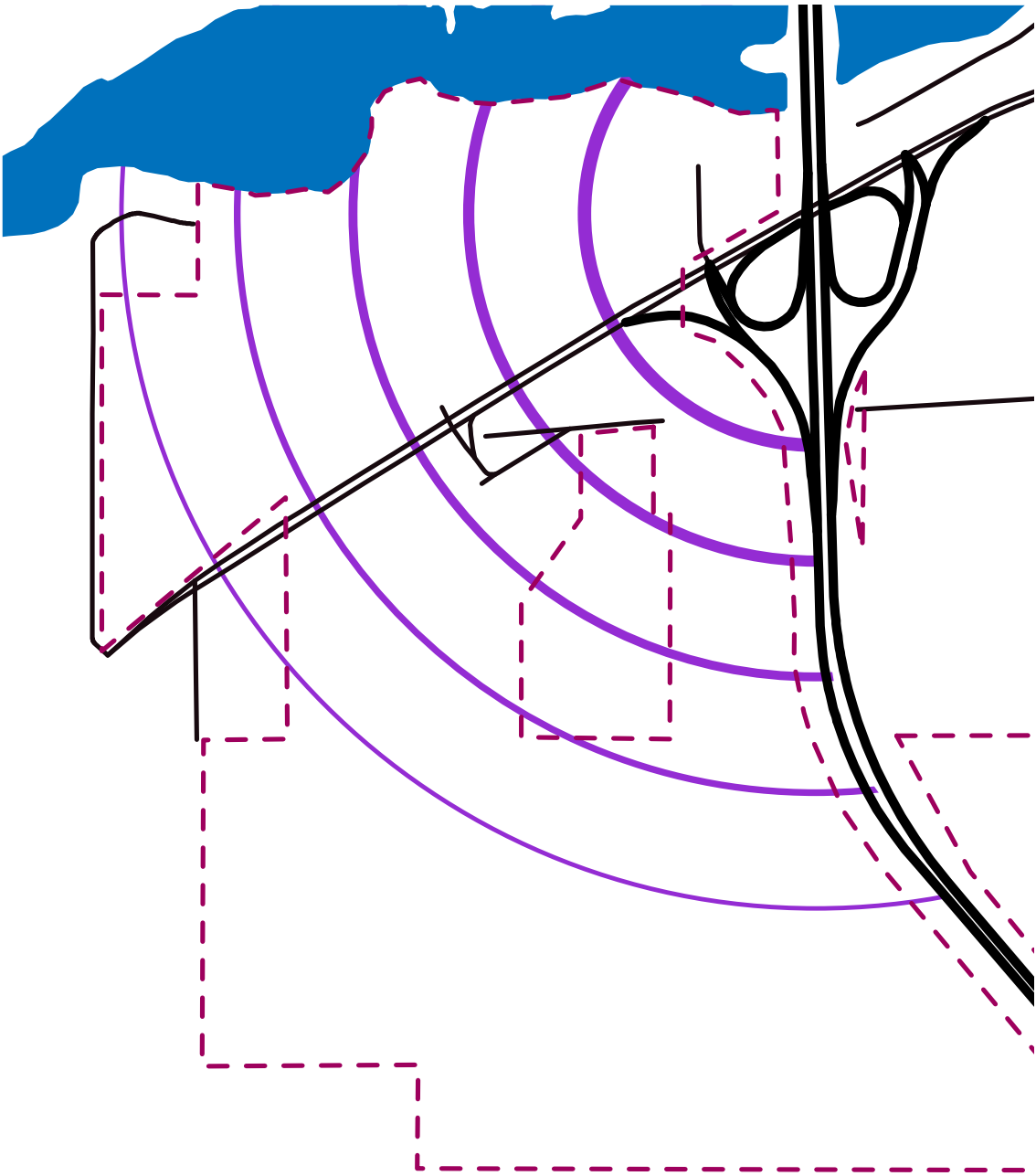
AREA FRAMEWORK

INTERCHANGE AS
CONVENIENCE

INTERCHANGE AS
NECESSARY

ALTERNATIVE
HIGHWAY-ORIENTED

TRADITIONAL
HIGHWAY-ORIENTED



- *Longer stays*
- *Smaller footprints*
- *“Get out of the car”*
- *Interrelated uses*
- *Amenity oriented*



- *Shorter stays*
- *Larger footprints*
- *“Stay in/around the car”*
- *Independant uses*
- *Access oriented*

TRADITIONAL HIGHWAY ORIENTED LAND USES

Truck Stop
8-12 Acres



Auto/Implement Dealer
5-10 Acres



Gas Station
.5-3 Acres



Destination Stop
10-20 Acres



Car Dealer
3-8 Acres



Fast Food
1 Acre



ALTERNATIVE HIGHWAY ORIENTED LAND USES

Hotel
2-4 Acres



Charging Stations
Site design



Water Commercial / Event Center
1-5 Acres



Casual Restaurants
1 Acre



Medical Office / Clinic
1-5 Acres



Enhanced Facades / Design
Building Design



SHORELINE PUBLIC SPACE IDEAS

SHORE EDGE



WATER ACCESS



COMMERCIAL ACTIVITY



CONSERVATION NEIGHBORHOODS

Jackson Meadow, Marine-on-St. Croix, MN
salmela architects



Pocketed Residential



Native Plant Preservation
landscape conservation



Development Patterns
Source: bettertowntoolkit



Preserved Landscape
landscape conservation



Rural Trail
Connect Neighborhoods

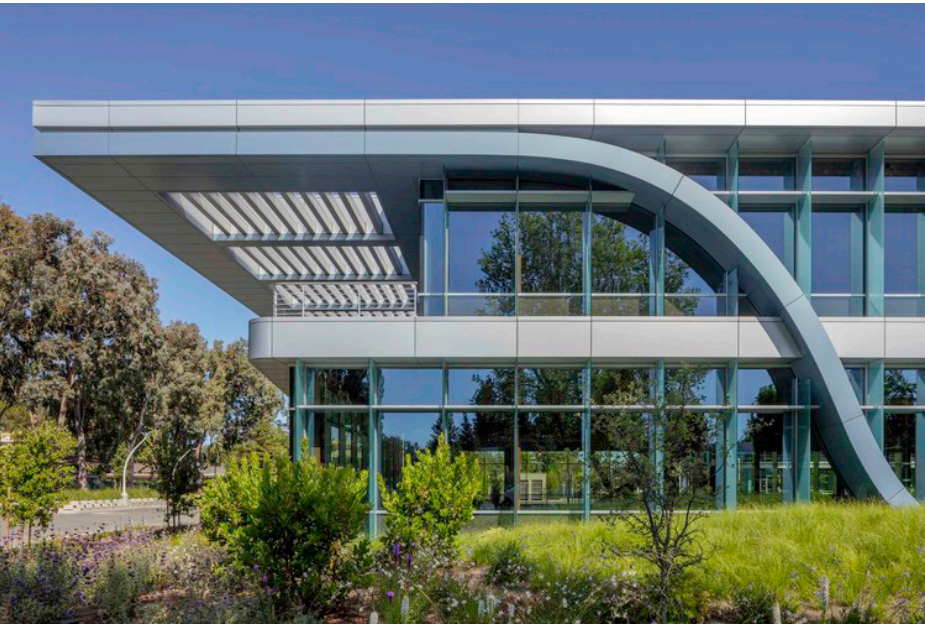


INDUSTRIAL, GREEN MANUFACTURING

Traditional Industrial Flex
2-20+ Acres



Embrace Natural Aesthetics
Site design



Roof/Supportive Solar Panel
Site/Building design



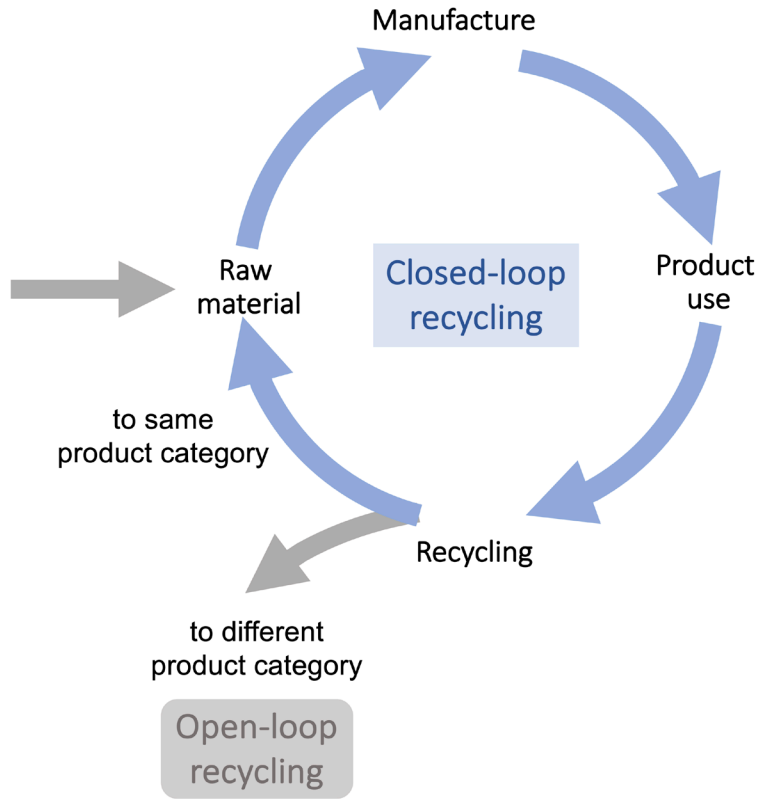
Enhanced Facade / Design
Building Design



Green Manufacturing
5-15+ Acres

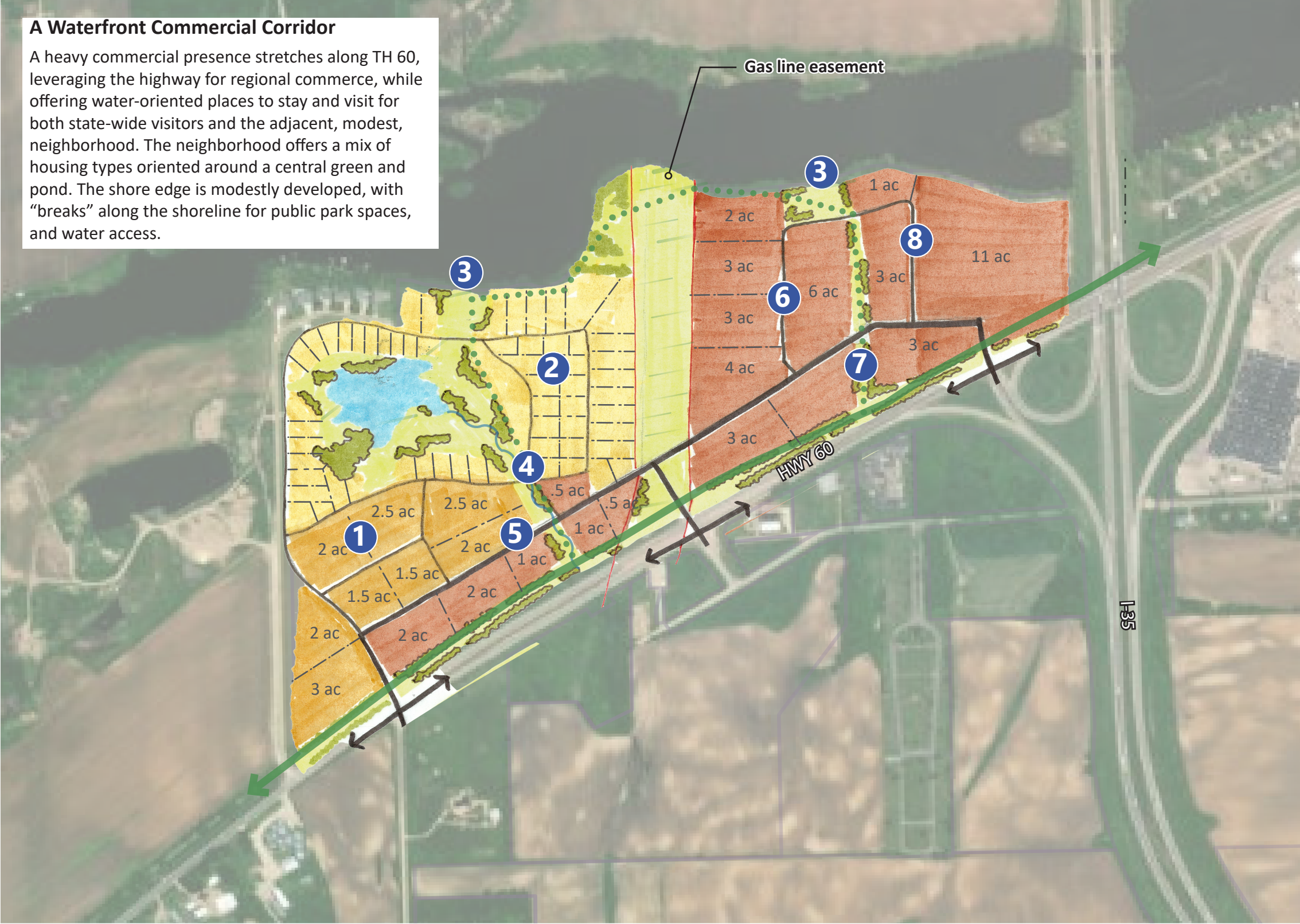


Closed-Loop System
Industrial Systems Approach





A Waterfront Commercial Corridor
A heavy commercial presence stretches along TH 60, leveraging the highway for regional commerce, while offering water-oriented places to stay and visit for both state-wide visitors and the adjacent, modest, neighborhood. The neighborhood offers a mix of housing types oriented around a central green and pond. The shore edge is modestly developed, with “breaks” along the shoreline for public park spaces, and water access.



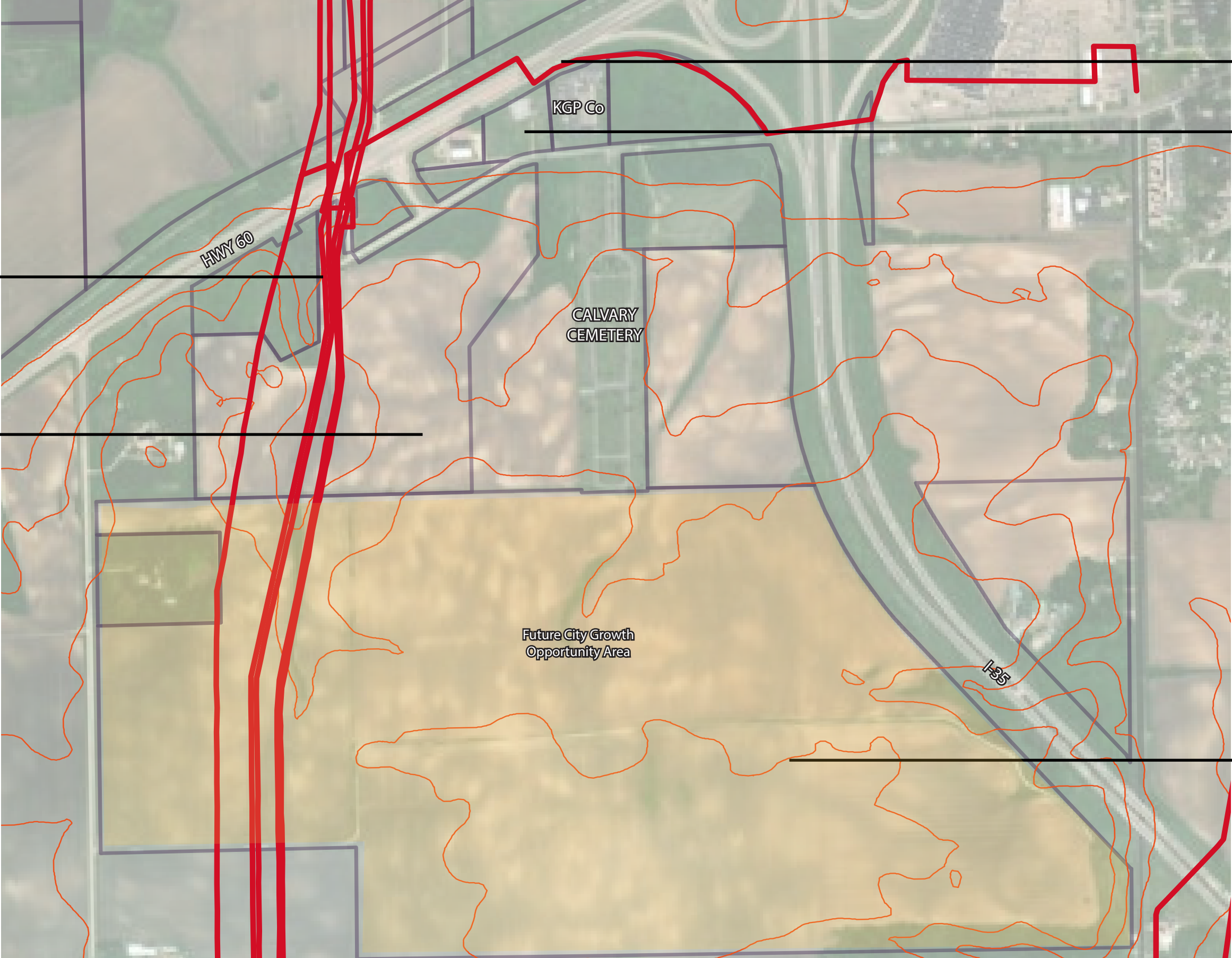
- 1 Modest, multi family housing outside the shoreland overlay
- 2 Single family neighborhood within the shoreland overlay
- 3 Paritally built out to shoreline with some public spaces, and amenities
- 4 Amenitized stormwater with centralized, public greenspace
- 5 People and highway oriented commercial uses
- 6 People- and water-oriented commercial uses, with connections to the waterfrong park space
- 7 Trail spur and amenitized drainage way bisecting the commercial area
- 8 Large and small format commercial - i.e. regional dealership, show room, truck stop

green/open space	++
commercial	+++
multifamily	++
single family	++

SAKATAH SINGING HILLS TRAIL

TRAIL SPUR

N



EXISTING DRAINAGEWAY

HIGHWAY COMMERCIAL

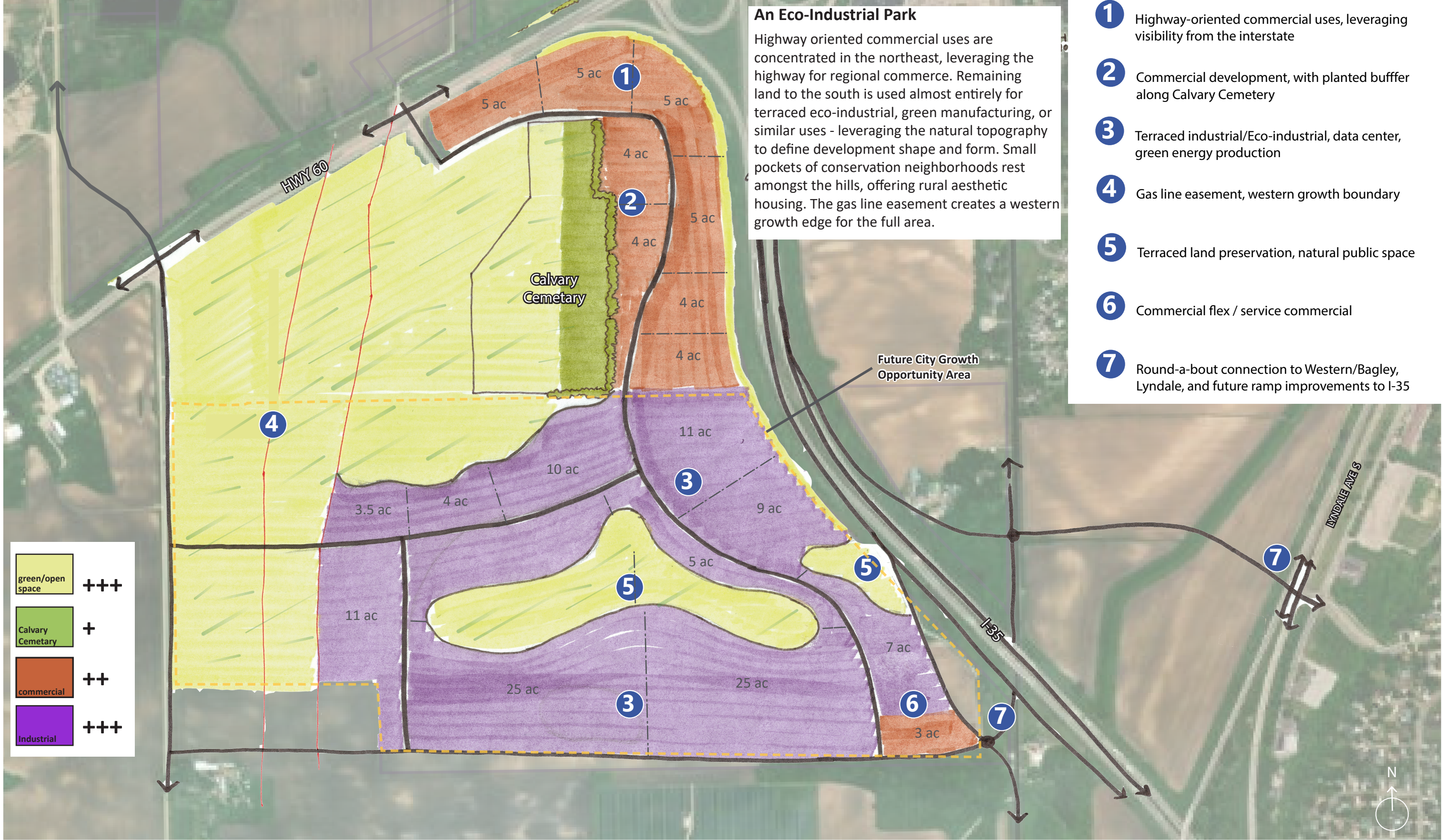
GAS LINE CONTAINS
EASEMENT, WEST
DILINEATION

STEEP TOPOGRAPHY
AND CONSTRAINED
DEVELOPMENT AREA MAKES
DEVELOPMENT DIFFICULT

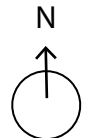
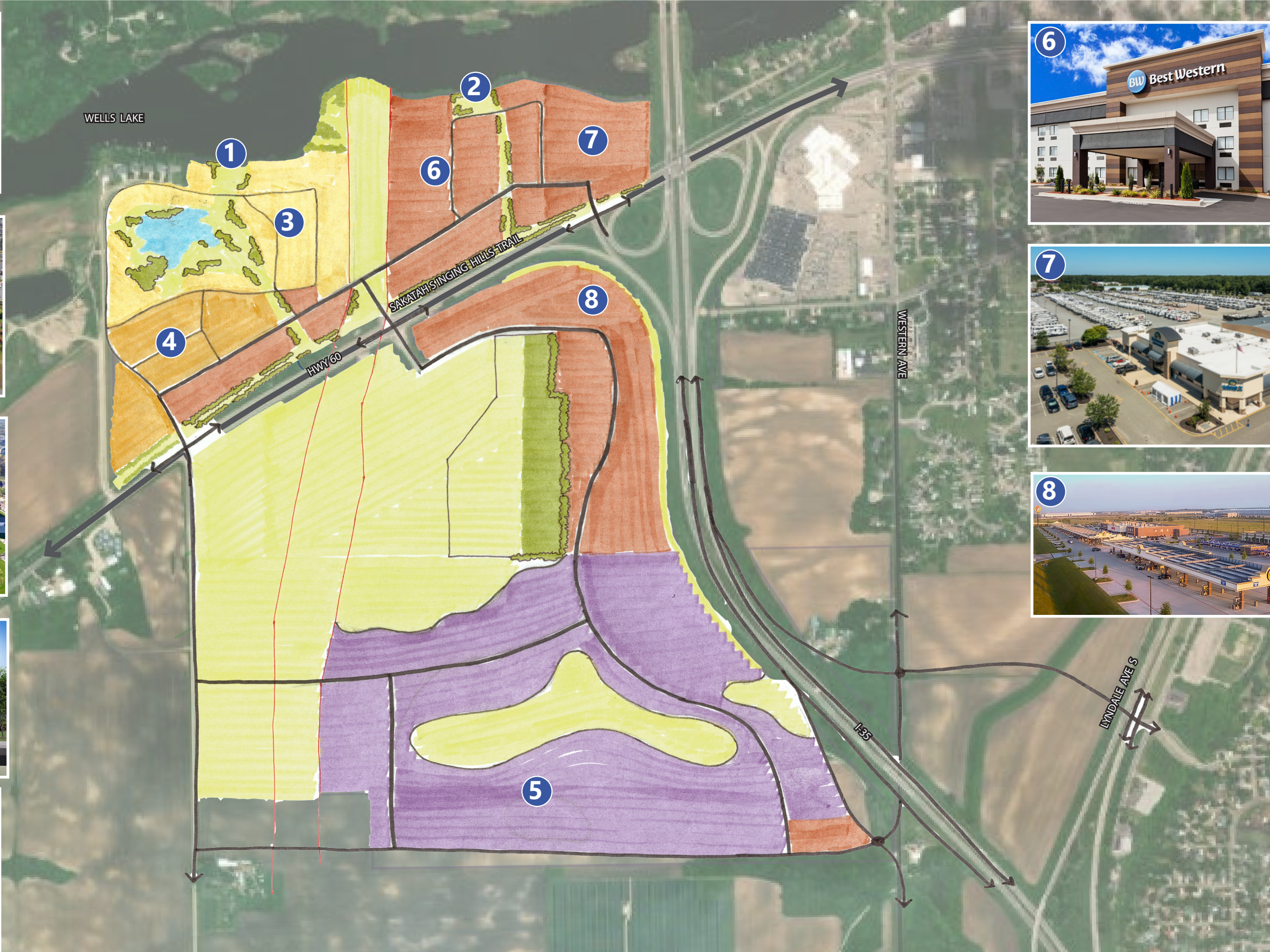
Future City Growth
Opportunity Area

STEEP TOPOGRAPHY MAKES
LARGE SITE DEVELOPMENT
MORE DIFFICULT, BUT NOT
IMPOSSIBLE

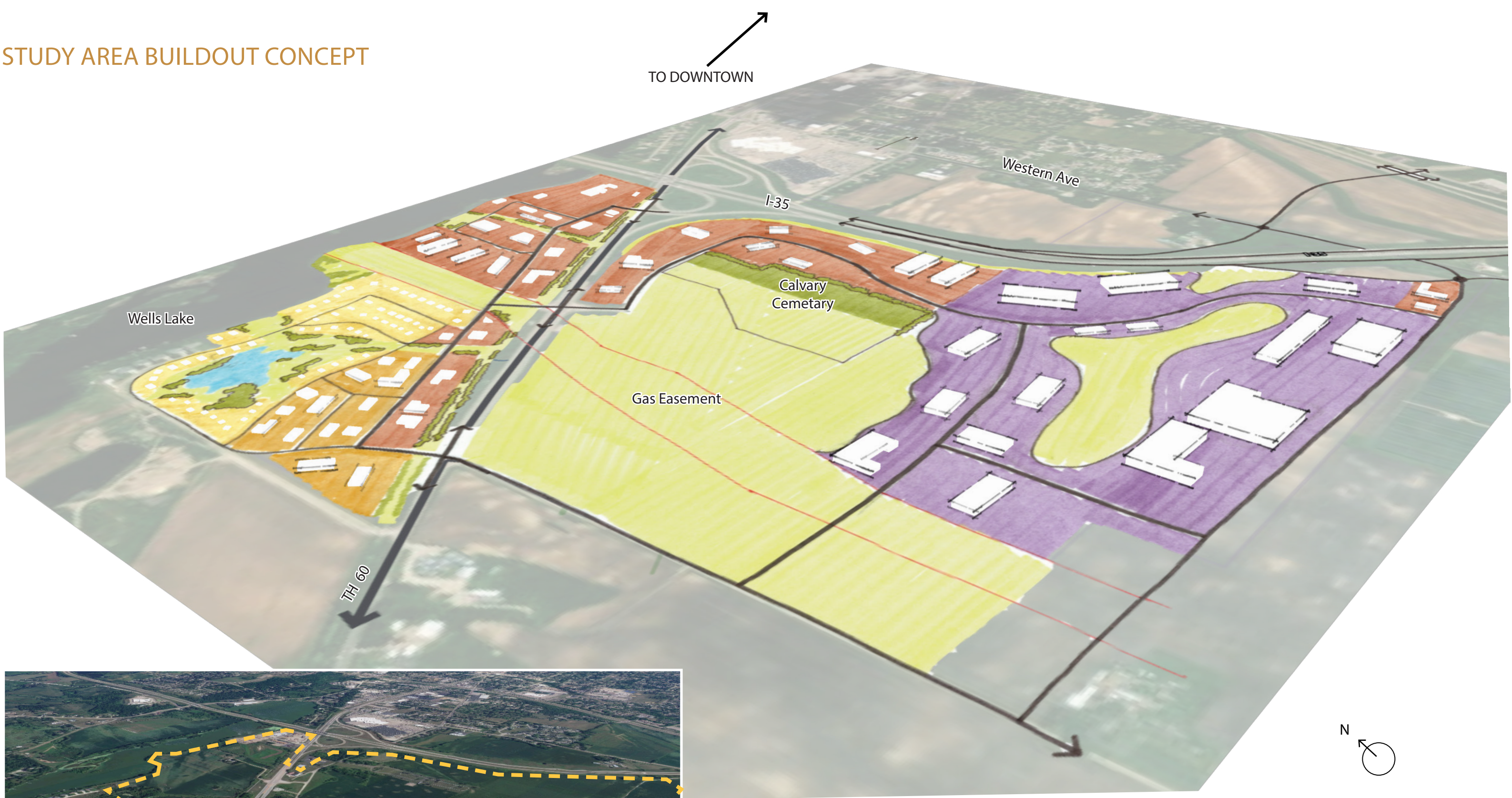




FULL STUDY AREA



STUDY AREA BUILDOUT CONCEPT





Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Tim Murray, City Administrator
FROM: David Wanberg, Community and Economic Development Director
MEETING DATE: February 6, 2024
SUBJECT: Heritage Preservation District Boundary Update

Discussion:

Last year, the City Council asked the Heritage Preservation Commission (HPC) to consider whether the City should amend the boundaries of the local Heritage Preservation District (HPD) to match the recently updated National Historic Register District (NHRD). Currently, the HPD includes more properties than the NHRD.

After soliciting input from property owners in the area, the HPC does not recommend having the local HPD match the NHRD, and are instead proposing an expansion beyond the current HPD boundaries to help protect the area's heritage. Before finalizing its recommendation, the HPC requests feedback from the Planning Commission and City Council.

Refer to the attached report and map for additional information. The City Planner will be available to further expand on the HPC's draft recommendation.

Attachments:

1. Staff Report HPD Boundary
2. Proposed HPD Boundary Map



Staff Report to the City Council and Planning Commission

TO: Planning Commission
THROUGH: Tim Murray, City Administrator
FROM: David Wanberg, Community & Economic Development Director
MEETING DATE: February 6, 2024
SUBJECT: Heritage Preservation District Boundaries Update

Summary:

On January 17, 2024 the Heritage Preservation Commission (HPC) reviewed the expanded National Historic Register District (NHRD) boundaries, the current local Heritage Preservation District (HPD) boundaries, and survey responses from potentially-affected building owners to develop a recommended revised local HPD. This effort is a response to City Council asking the HPC for guidance on the difference between the NHRD and HPD boundaries and if those differences necessitate changes to the HPD boundary. The HPC's final recommendation will follow the adoption of a formal resolution, scheduled for the February 2024 meeting.

Background:

In 2022, the NHRD expanded, concluding a process that started almost a decade earlier. 14 new buildings are included in the expanded NHRD but not within the HPD, and an additional five buildings that are historic and adjacent to the HPD may be suitable for incorporation into the local district. The HPC's proposed work plan for 2023 included an examination of the boundaries of the HPD. The City Council asked two questions and requested targeted engagement with affected property owners.

The first question sought clarification on why certain buildings that appear significant are not included in the NHRD or the HPD, such as 28 4th St NE (10,000 Drops), Depot Square, and Rock Island Depot. The City Council's second question was whether the southern boundary of the HPD should be redrawn to match the NHRD, thereby eliminating protection for several commercial and residential properties. The city does not have design guidelines for historic residential properties or a historic residential district. Cities may designate historic residential districts and develop appropriate guidelines for the buildings in those districts separately from commercial districts.

For clarification, a National Historic Register (NHR) designation does not

protect historic buildings, and owners may alter, demolish, remodel, or otherwise change their building subject only to potential removal of the NHR designation. Local governments through Heritage Preservation Commissions (HPC) and Heritage Preservation Districts (HPD) are empowered to protect historic structures from demolition or inappropriate alterations. Local designation requires both Planning Commission and City Council approval, but anyone can nominate a property for inclusion in a local protected status.

Staff also notes the NHRD does not include the historic Alexander Faribault House or the Ivan Whitlock Studio building, but both are within the existing HPD. The HPD does provide some protections for both buildings and any redevelopment would be guided by HPD guidelines. Both blocks for the Alexander Faribault House and Ivan Whitlock Studio along 1st Ave NE do not currently retain their historical character, making the two historic structures outliers, and the street character significantly different from that of Central Ave.

HPC Review and Preliminary Boundary Map:

The Community Development Coordinator conducted community outreach and engagement by sending two letters to affected property owners inviting them to participate in an online survey or to reach out in person, through email, or via phone to discuss a potential adjustment of HPD boundaries. Of the 18 affected property owners, three responded to the letters; two by the online survey and one through a phone call. One owner expressed indifference to inclusion in the HPD. The other two respondents are strongly interested in being included in the local district. Later, the owner of 28 4th St. NE stated that they did not want to be included while discussing another matter. Additionally, one single-family building owner indicated they would prefer to stay in the HPD.

On January 17, 2024 the HPC reviewed the NHRD boundaries, the current local Heritage Preservation District (HPD) boundaries, and survey responses from potentially-affected building owners to develop a recommended revised local HPD. The HPC directed staff to prepare a formal recommendation through a resolution. The attached map shows the HPC's proposed boundaries for the local HPD. Staff also recommends aligning the HPD boundaries with parcel boundaries to improve administration.

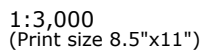
The Unified Development Ordinance establishes the HPD and details the process of requesting local historical designation. Historic designation follows a similar process to adopting a zoning amendment, including the HPC making a series of findings to justify inclusion. After HPC, the Planning Commission reviews the request and makes a recommendation to the City Council, which has final authority.

Recommendation:

The HPC plans to recommend to Planning Commission and City Council the attached map showing changes to the HPD boundaries. Because this action is a zoning amendment, the HPC will adopt a resolution with recommended findings supporting their recommendation. If the Planning Commission and City Council would like additional information from the HPC to include in the resolution and discussion at their next meeting, city staff can forward on requests and discussion.

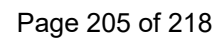
Attachments:

- Proposed HPD Boundary



City of
Faribault
January 29, 2024

Expanded National Dist.





Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Tim Murray, City Administrator
FROM: David Wanberg, Community and Economic Development Director
MEETING DATE: February 6, 2024
SUBJECT: Planning Commission 2024 Work Plan

Discussion:

At the November 20th Planning Commission Work Session, city staff met with the commissioners to develop a list of topics of interest, action items, and projects to work on in 2024. Commissioners then ranked each of the topics by attaching votes and providing a method of prioritization. City staff reviewed the votes and used a weighted average to determine projects or items to address first. Between November 2023 and February 2024, city staff refined and expanded the list of topics from the Planning Commission based on long-term Planning & Zoning administrative issues and current or near-current events. At the February 5th Planning Commission, city staff will present a recommended work plan for Planning Commission to tackle part of the long list of interests and topics. City staff will update members present at the February 6th Joint City Council and Planning Commission Work Session. This joint work session allows the City Council and Planning Commission to identify 2024 planning priorities.

Attachments:

1. 2024 Planning Commission Workplan Staff Report
2. 2024 PC Workplan
3. 2024 PC Project List



Staff Report to the Planning Commission

TO: Planning Commission
THROUGH: David Wanberg, Community and Economic Development Director
FROM: Harry Davis, City Planner
MEETING DATE: February 5, 2024
SUBJECT: 2024 Planning Commission Workplan

Background:

At the November 20th Planning Commission Work Session, city staff met with the commissioners to develop a list of topics of interest, action items, and projects to work on in 2024. Commissioners then ranked each of the topics by attaching votes and providing a method of prioritization. City staff reviewed the votes and used a weighted average to determine projects or items to address first. The following topics are listed in order, starting from the highest level of interest and priority to the lowest level of interest and priority:

- MN DOT 10-yr Plan Discussion
- Transitional Zoning Districts for Existing Neighborhoods
- Increasing Zoning Allowances to Encourage or Provide a Path to Home Ownership
- Transition Plans for Neighborhoods Surrounding Industrial Uses
- Hwy 60 and Lyndale Zoning District and Small Area Plan
- City Engineer Report on Water Treatment Plant and Future Capacity for Expansion
- Transition Areas Between Low Density and High density Residential
- Simplification of Existing Processes (Where Possible) to Not Require a Public Hearing
- Solar Code Update for Ground-Mounted Retail Systems Size and Location
- I-35 and Hwy 60 Commercial Planning Study
- Roundabout at 20th and Hwy 3
- Addressing Graveyards Within Zoning Districts and Uses

City staff presented this list at the December 4 Planning Commission Work Session for feedback.

Discussion:

Topic List

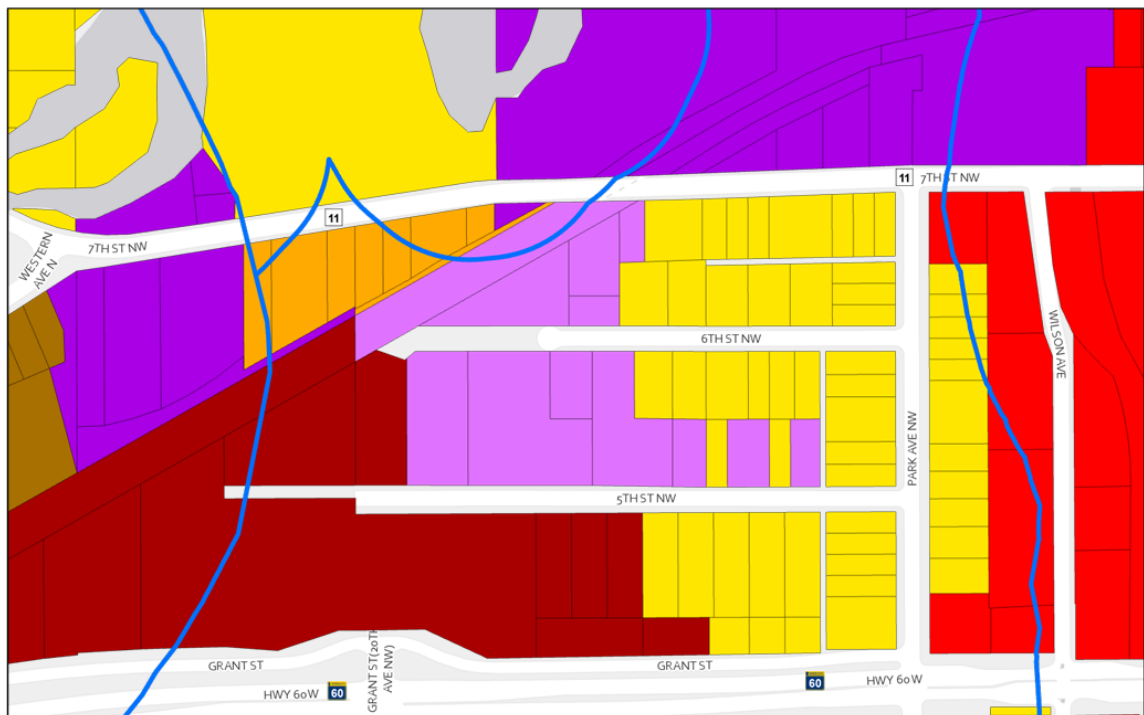
City staff reviewed the topics suggested and prioritized by the Planning Commission and added some additional topics along with descriptions for each item:

- MN DOT 10-yr Plan Discussion

This topic is suggested by the Planning Commission seeking information from MN DOT regarding future plans and projects in and around Faribault.

- Transitional Zoning Districts for Existing Neighborhoods; Transition Plans for Neighborhoods Surrounding Industrial Uses; Hwy 60 and Lyndale Zoning District and Small Area Plan

These three topics are suggested by the Planning Commission, a similar level of priority, and are related as they apply to various neighborhoods in Faribault experiencing transitioning land uses. One neighborhood in particular is northwest of Highway 60 and Lyndale Ave.



January 30, 2024

Vacant Industrial Sites Zoning

Developed

Vacant

Low Density Residential

Medium Density Residential

High Density Residential

Highway Commercial

Community Commercial

Light Industrial

Heavy Industrial

Shorelay Overlay District

1:4,514
0 0.03 0.06 0.11 mi
0 0.04 0.09 0.17 km
City of Faribault

The neighborhood (for ease of discussion, the Fair Park-Cooks neighborhood) is a mixture of commercial, industrial, and residential with some limitations on the periphery through shoreland regulations.

- Increasing Zoning Allowances to Encourage or Provide a Path to Home Ownership

This topic is suggested by the Planning Commission as a lens for

viewing the UDO with the goal of improving people's access to home ownership through making code changes that remove barriers to creating new lots, townhomes, or other forms of housing.



- City Engineer Report on Water Treatment Plant and Future Capacity for Expansion

This topic is suggested and prioritized by the Planning Commission seeking information from Engineering regarding utility capacity and the potential for expansion.

- Transition Areas Between Low-Density and High-Density Residential; Residential Densities and Chapter 10 Overhaul

These two topics (the former a Planning Commission priority, the latter a staff item) are related as Faribault, and many other cities across the US, struggle with infill development and 'Missing Middle' housing. The Planning Commission suggested and prioritized transition areas between different residential densities as the experience from apartment buildings to single-family homes can be jarring. Staff suggests the inclusion of revisiting density caps in all residential zoning districts with the goal of creating consistent and steady intensity from low-density to high-density residential.



- Simplification of Existing Processes (Where Possible) to Not Require a Public Hearing

This topic is suggested and prioritized by the Planning Commission as a lens for reviewing current city processes and removing the

necessity for public hearings where possible. City staff is working on a development handbook to help establish a baseline for current city processes with the intent to outline steps from "A to Z".

- Solar Code Update for Ground-Mounted Retail Systems Size and Location

This topic is suggested and prioritized by the Planning Commission to review the UDO regarding ground-mounted solar systems (retail, not wholesale). There is interest in allowing larger, retail, ground-mounted solar systems by-right.

- I-35 and Hwy 60 Commercial Planning Study

This topic is suggested and prioritized by the Planning Commission to review the new Highway 60 and I-35 Small Area Plan. A draft of this plan will come before the Planning Commission on February 6 at a joint meeting with City Council. Further iterations of the plan will appear before Planning Commission for recommendation before going to City Council.

- Roundabout at 20th and Hwy 3

This topic is suggested and prioritized by the Planning Commission to request the appropriate jurisdiction(s) review the intersection of 20th and Highway 3 for a roundabout to help control and disperse traffic.

- Addressing Graveyards Within Zoning Districts and Uses; Public Institutional Zoning District and Adaptive Reuse; Airport Ordinance and Zoning District; Parkland Zoning District

The first topic is suggested and prioritized by the Planning Commission to address cemeteries and graveyards as uses within the UDO and zoning districts, which is a lingering concern from when the Public Institutional zoning district was passed. Staff suggests revisiting the Public Institutional zoning and adaptive reuse sections to round out the general topic. In addition to the Public Institutional zoning district and cemeteries, staff would like to tackle creating an ordinance and/or zoning for the airport along with a district for parkland. Both parkland and the airport run into similar administrative issues: how does the UDO interpret and allow development

- CBD Apartments and Mixed-Use

This topic is from city staff and prompted by administering recent developments in Downtown Faribault and project in the CBD zoning district. There is some inconsistency across the code regarding requirements for apartments in CBD zoning and discussion amongst staff and the development community regarding limitations on apartments in mixed-use buildings and minimum unit sizes.

- Tree Preservation Ordinance and Landscape Requirement Overhaul

This topic is from city staff and reflects efforts from the Environmental Commission to preserve mature strands of trees from

new development and encourage planting native, hardy trees and other foliage instead of invasive or at-risk plantings. In addition, staff would like to assess the landscape chapter for improvements, such as clarity, simplification, and intent/purpose.

- Electric Vehicle (EV) Parking Ordinance and Parking Minimum Overhaul

This topic is from city staff and reflects efforts from the Environmental Commission to encourage and have guidelines for accommodating electric vehicles in the parking code. In addition, staff would like to revisit the parking minimums and evaluate them against current best practices and parking standards in Minnesota peer cities.

- Commercial Districts Overhaul

This topic is from city staff and stems from administration of the various commercial districts in Faribault. Two commercial districts, C-2 Highway Commercial and C-3 Community Commercial are very similar in regulations and there is an opportunity to consolidate. In addition, this would give staff and the Planning Commission time to review and assess the purpose and intended intensity of each zoning district to ensure compatibility across the city.

- Subdivision Ordinance Overhaul

This topic is from city staff across Planning & Zoning, Engineering, and the City Attorney regarding improving administration and processes around the Subdivision part of the UDO. City staff would like to streamline and clarify requirements and processes to make it easier for applicants to meet plat requirements and for staff to review submittals.

- Downtown Sign District (DSD) Boundary

This topic is partly from city staff and City Council and linked to the Heritage Planning Commission's recent efforts to review and potentially reconcile the differences between the National Historic District and local Heritage Preservation district boundaries. The Downtown Sign District impacts areas beyond the historic district boundaries and there is interest in exploring if that is appropriate or if the two boundaries should match.

Adding topics to the long-range planning list is welcome and encouraged.

Topic Schedule

To encourage making progress on the above items, the Planning Commission should adopt a reasonable schedule for assessing, researching, proposing, and adopting amendments or policies. See staff's recommended schedule below. The schedule does not address all the topics above, as staff anticipates some topics may be very involved and require more time. Staff and commissioners may add or remove items from the schedule during the year. Commissioners may work on a topic independently, if desired.

Recommendation:

City staff recommend adopting the following workplan guiding long-range planning items for the Planning Commission in 2024.

PC Meeting Dates	Long-Range Workplan Topics
2-Jan	
16-Jan	
5-Feb	Annual Meeting
20-Feb	Apartments in CBD and Mixed-Use Buildings
4-Mar	
18-Mar	
1-Apr	
15-Apr	Airport Ordinance/Zoning District; Cemetery Uses and Public Institutional Zoning; Parkland Zoning District
6-May	
20-May	
3-Jun	
17-Jun	
1-Jul	Residential Density and Chapter 10 Review; Transitioning Low-Density to/from High-Density Residential
15-Jul	
5-Aug	
19-Aug	
3-Sep	
16-Sep	Transitional Zoning District; Small Area Plans for Transitioning Neighborhoods; Hwy 60 & Lyndale Neighborhood Zoning District and Small Area Plan
7-Oct	
21-Oct	
4-Nov	
18-Nov	
2-Dec	
16-Dec	

Other possible items to be addressed this year: EV Parking Ordinance and Parking Minimums; Tree Preservation Ordinance and Landscape Requirement Overhaul; Commercial Districts Overhaul; DSD Boundary; Simplification of Existing Development Processes

Attachments:

- Workplan Worksheets

K:\-CED Department\COMMISSIONS\PC\PACKETS\2024\2024-02-05 WS Agenda Packet\Workplan

Long-Range Workplan Topics
MN DOT 10-yr Plan Discussion
Transitional Zoning Districts for Existing Neighborhoods
Transition Plans for Neighborhoods Surrounding Industrial Uses
Hwy 60 and Lyndale Neighborhood Zoning District and Small Area Plan
Increasing Zoning Allowances to Encourage or Provide a Path to Home Ownership
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Residential Densities and Chapter 10 Overhaul
Simplification of Existing Processes (Where Possible) to not Require a Public Hearing
Solar Code Update for Ground-Mounted Retail Systems Size and Location
I-35 and Hwy 60 Commercial Planning Study
Roundabout at 20th and Hwy 3
Addressing Graveyards Within Zoning Districts and Uses
Public Institutional Zoning District and Adaptive Reuse
Airport Ordinance and Zoning District
Parkland Zoning District
CBD Apartments and Mixed Use
Tree Preservation Ordinance and Landscape Requirement Overhaul
Electric Vehicle (EV) Parking Ordinance and Parking Minimum Overhaul
Commercial Districts Overhaul
Downtown Sign District (DSD) Boundary

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17-Jun	
1-Jul	
15-Jul	
5-Aug	
19-Aug	
3-Sep	
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7-Oct	
21-Oct	
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