



**City Council Work Session
Tuesday, April 7, 2026 at 6:00 PM
Public Meeting Room**

AGENDA

1. Call to Order

2. Items for Discussion

- A. Discuss Amending the 2026 Adopted Budget for the Finance Department Restructure
- B. TH 21 Corridor Study Update
- C. Riverside Court Sanitary Sewer Service
- D. Recommend Council Member Appointment to the Economic Development Authority and Ice Arena Board

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.

Para pedir este documento en otro idioma, envíe un correo electrónico y adjunte el documento a accessibility@faribault.org.

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Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Jessica Kinser, City Administrator
FROM: Kindra Papenfus, Finance Director
MEETING DATE: March 17, 2026
SUBJECT: Discussion of Proposed Finance Department Restructure

Discussion:

The Finance Department recently received notice of the departure of our most recent Utility Billing Accounting Technician. Before filling this position, I am proposing a reorganization of the department that will keep the same number of positions but re-define the Accounting Technician role and use it in a greater capacity to ensure that the vital day-to-day roles of the department can continue during time off, absences, or in staff transitions.

The proposed restructure, outlined in the attached presentation, addresses vulnerabilities in the current structure. Currently, the department operates with a Finance Director, Senior Financial Analyst, Senior Accountant, two Accounting Technicians, and an Administrative Assistant II. Duties are broadly distributed between the positions with overlapping responsibilities, no formal backup coverage, and a history of staff turnover, leaving critical functions incomplete.

The restructured finance department would have four positions in 3 pairs: A Finance Director and an Assistant Finance Director, 2 Accounting Technicians focused on Utility Billing and Accounts Receivable, and 2 Accounting Technicians focused on Accounts Payable and General Ledger.

Key Benefits:

Operational Continuity: Every role has a natural, designated backup ensuring critical functions like utility billing, vendor payments, and resident service continue uninterrupted during absences or vacancies.

Leadership Succession: The Assistant Finance Director role is designed as an explicit pathway to the Finance Director, building internal succession

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capacity.

Increased Departmental Cooperation: A flat structure with the 4 employees doing transactional work means less internal competition based on the perception that some jobs and the people filling them are more important than others - the structure reflects the reality that all of the tasks are important for the department to function.

Clear Accountability: defined functional ownership eliminates ambiguity over responsibilities. The re-defined Assistant Finance Director role establishes clear authority for oversight of the technical work of the Accounting Technicians, and for full supervisory authority in the absence of the Director.

Improved public service: The transition to 2 customer-facing technicians ensures consistent service to residents and utility customers.

Equitable compensation: Both Accounting Technician roles were designed to carry the same pay range, supporting retention, morale, and cooperation across roles.

The reorganization is expected to be budget-neutral across the department and the General Fund. The included staff positions have been submitted to Cottingham and Butler for rating, and have been designed to delineate responsibilities clearly between positions while staying consistent with current ratings.

Attachments:

1. Finance_Department_Restructure_Presentation
2. 2026 Accounting Technician - AP & GL
3. 2026 Accounting Technician - AR & UB
4. 2026 Assistant Finance Director

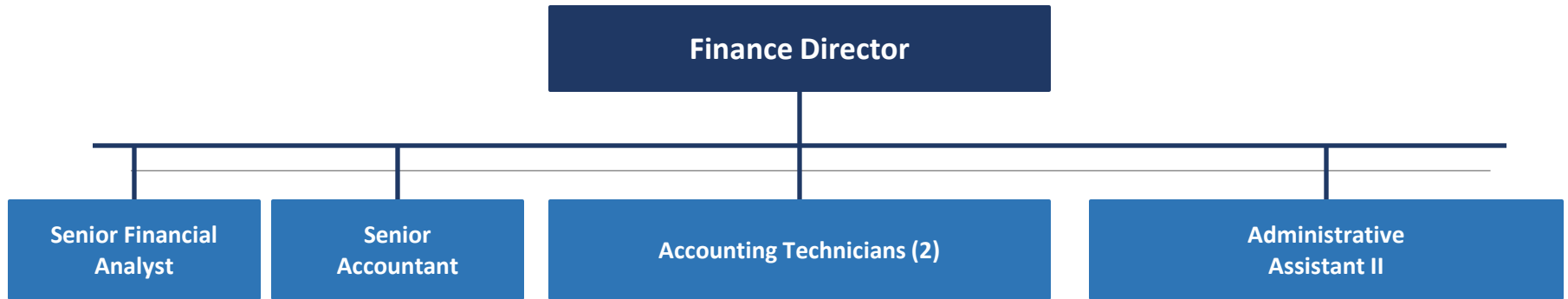


Finance Department Restructure

PROPOSED STAFFING CHANGES | CITY OF FARIBAULT FINANCE DEPARTMENT



Current Structure



Duties are broadly distributed with overlapping responsibilities and no formal backup structure. Staff turnover leaves critical functions vulnerable.



Overview: Why We're Proposing Restructuring



The department structure is in need of modernization.



Three positions with overlapping duties and no formal backup structure leave critical functions vulnerable during any vacancy.



An open position creates a natural opportunity to act now.



The recent resignation of the Utility Billing Accounting Technician means we can redesign before hiring, rather than filling the old role and restructuring later.

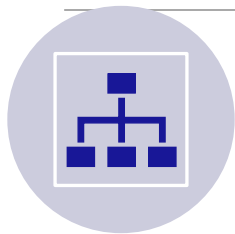
Overview: Why We're Proposing Restructuring



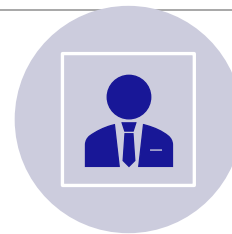
New software has changed how the department operates.



Recently adopted software has transformed recordkeeping and workflow, making this an ideal moment to align staffing with current work flows.

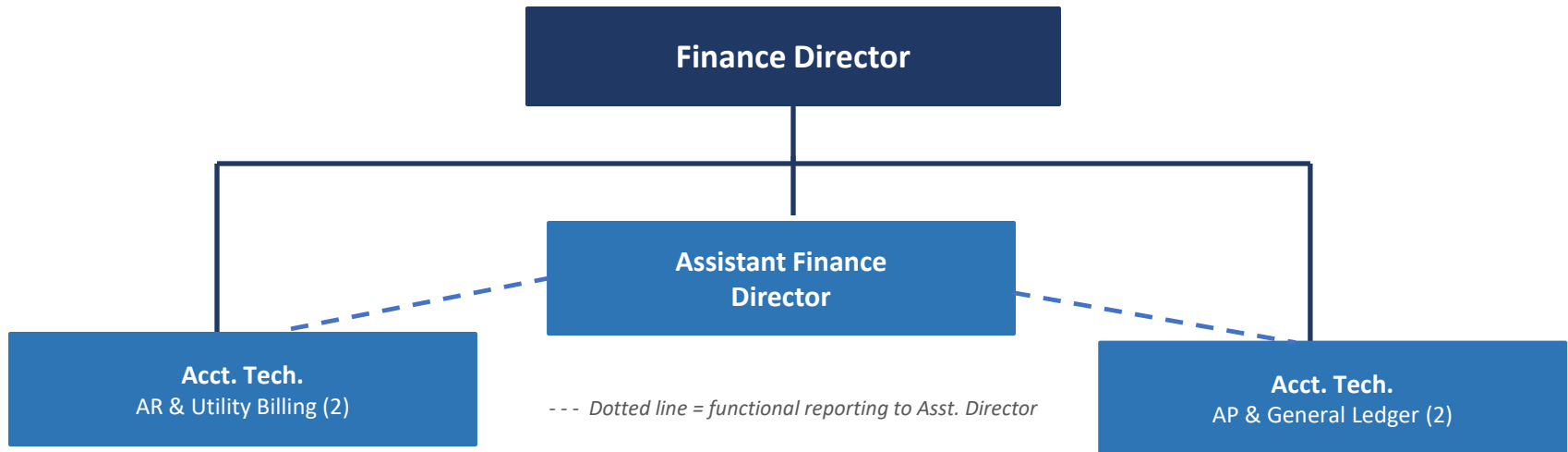


The proposed restructure builds stability and clearer roles.



Two defined Accounting Technician roles, each with a designated backup, a customer service focus, and clearly structured leadership roles within the department.

Proposed Department Structure



Built-In Stability: Every Position Has a Backup

Finance Director

Backup: Assistant Finance Director

The AFD serves as acting Finance Director in the director's absence, with full delegated authority. Designed as a succession pipeline.

Assistant Finance Director

Backup: Finance Director

The Finance Director and AFD support each other, ensuring uninterrupted leadership and financial oversight at all times.

Acct. Tech. — AR & Utility Billing

Backup: Accounting Technicians

Peer-level technicians are cross-trained to cover Utility Billing, AR, GL and AP functions during vacancies or absences.

Acct. Tech. — AP & General Ledger

Backup: Accounting Technicians

No single vacancy can disrupt essential finance operations. Critical city services continue regardless of staffing changes.



Customer Service Focus at Every Level



Acct. Tech. — AR & Utility Billing: External Customer Service



Serves as the primary point of contact for Faribault residents and utility customers — in person, by phone, and online.



Assists with payment arrangements, service orders, billing inquiries, and account changes — ensuring the public receives timely, courteous service.



Acct. Tech. — AP & General Ledger: Internal Customer Service



Serves City departments as internal customers — processing payments, explaining purchasing policies, and resolving invoice and purchase order issues.



Ensures departments can operate smoothly by providing accurate, responsive financial support across the organization.

Why Stability Matters: The Benefits of This Structure

Operational Continuity

Every role has a designated backup. Utility bills go out on time. Vendor payments are processed. Residents get answers — even during transitions.

Reduced Turnover Risk

Cross-trained peers mean no single departure creates a knowledge gap or operational crisis. The department stays functional throughout any vacancy.

Leadership Succession

The AFD role is explicitly designed as a pathway to Finance Director, building internal succession capacity for the City.

Clear Accountability

Each position has defined functional ownership. No more ambiguity about who owns which duties

Improved Service to the Public

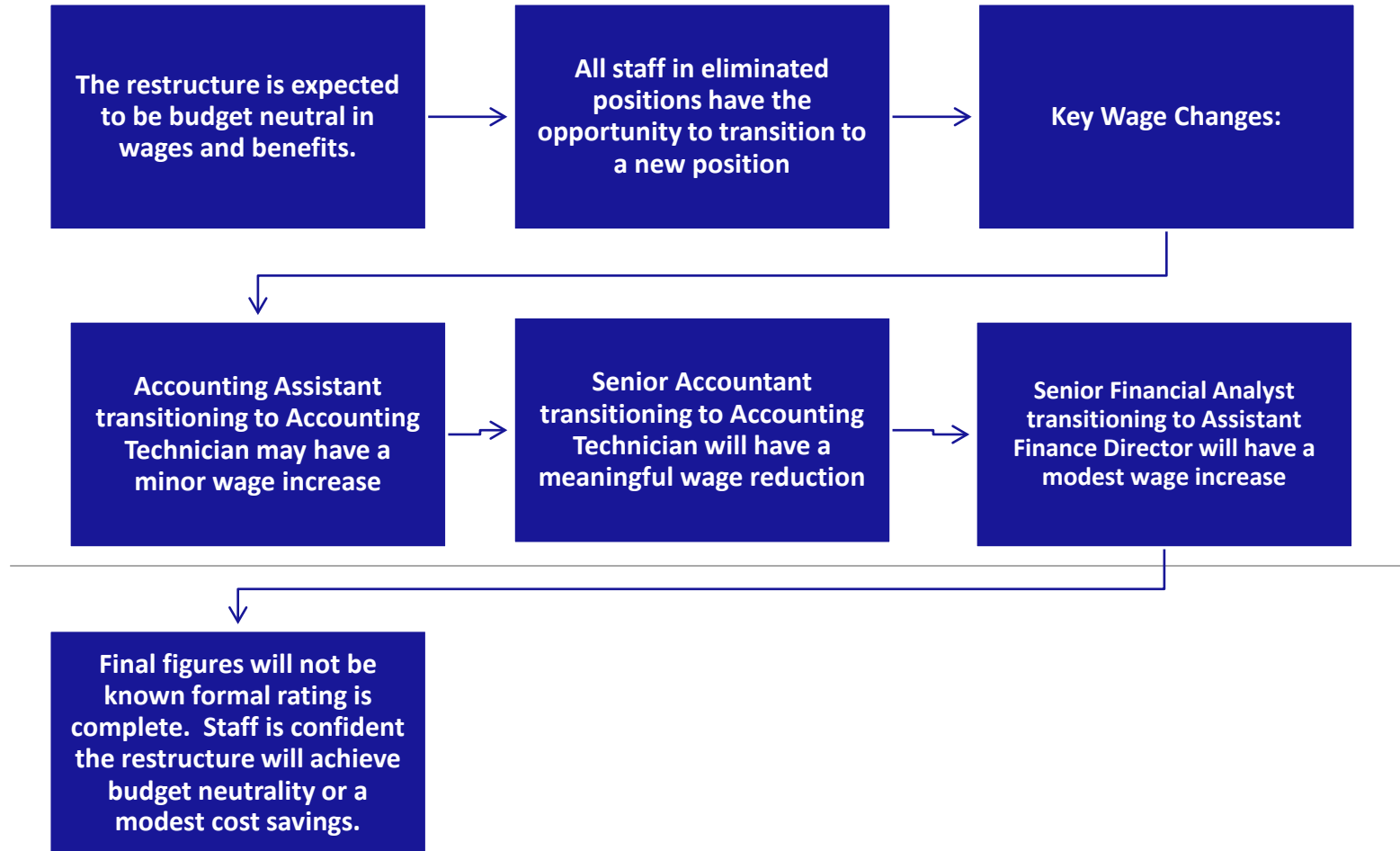
A dedicated external-facing technician means residents and utility customers receive consistent, knowledgeable service — not whoever happens to be available.

Competitive & Equitable Compensation

Both technician roles carry the same pay range, creating a fair, peer structure that supports employee collaboration, retention, and morale.



Budget Impact



Future Budget Item: Physical Space



The restructure creates an opportunity to improve the 2nd floor layout.



With two Accounting Technicians sharing customer-facing responsibilities, locating a second staff member within sight of the front desk will meaningfully improve service to residents and walk-in customers.



Finance will bring a future budget modification for modular furniture.



The proposal would add 1–2 cubicles on the 2nd floor and reconfigure the layout so that a second Finance staff member is positioned with a sightline to the front counter — reducing wait times and ensuring customers are promptly acknowledged.



This is a separate item, not part of today's request.



Council consideration of the staffing restructure is requested today. The furniture modification will come back as for discussion at a future worksession.

Recommendation & Request for Approval



Staff recommends approval of the following restructure:



- Eliminate the Administrative Assistant II and Senior Accountant positions



- Reclassify the Accounting Technician into two defined roles: AR & Utility Billing, and AP & General Ledger



- Replace the Senior Financial Analyst position with Assistant Finance Director position



This restructure will:



- Ensure uninterrupted finance operations during staff turnover, vacations, and extended leaves



- Strengthen customer service to both residents and City departments



- Build a clear leadership succession path from within the Finance Department

CITY OF FARIBAULT

RESOLUTION #2026 - 098

AMEND THE 2026 ADOPTED BUDGET FOR THE FINANCE DEPARTMENT RESTRUCTURE

WHEREAS, the City Council of the City of Faribault did formally adopt a 2026 Budget and establish fund appropriations for 2026 on December 9, 2025, on Resolution 2025-332 in accordance with City Charter and State Statutes; and

WHEREAS, throughout the fiscal year, it is necessary to make certain amendments to the budget; and

WHEREAS, the Faribault City Council desires to revise the adopted 2026 budget to more accurately depict expected expenditures for the current year.

NOW, THEREFORE BE IT RESOLVED that City staff is hereby directed to revise the 2026 Budget as follows:

Organization	Object	Amount	Purpose
FIN	41010	-6,532.71	Finance Staff Restructure
Water	41010	-1,871.60	Finance Staff Restructure
SwrRecl	41010	-2,814.91	Finance Staff Restructure
Storm	41010	-552.62	Finance Staff Restructure

Date Adopted: March 24, 2026

Faribault City Council

Thomas J. Spooner, Mayor

ATTEST:

Jessica L. Kinser, City Administrator



Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Jessica Kinser, City Administrator
FROM: Mark DuChene, Director of Engineering (City Engineer)
MEETING DATE: April 7, 2026
SUBJECT: TH 21 Corridor Study Update

Discussion:

The 2026-2030 Capital Improvement Plan includes the construction of a regional stormwater basin in 2026 to provide rate control and water quality treatment for the Country Club Estates area where currently none exists today. The basin is to be constructed on a parcel of land adjacent to TH 21 and would meet the goals and requirements of the City's Municipal Separate Storm Sewer System (MS4) permit. The parcel of land where the regional basin is proposed is currently on the real estate market and in 2025 the Council adopted a budget amendment and accepted a proposal for a TH 21 Corridor Analysis to look at this entire redevelopment area, including the TH 21 Corridor, to identify long-term access and safety improvements to TH 21 which will be necessary to facilitate any development in this area. The City has been in contact with the representatives of the parcel and there is interest in working towards a deal to facilitate land acquisition for the regional basin as well as identify and plan for improved access for the subject parcel and some adjacent largely undeveloped parcels have been identified in the City's Comprehensive Plan for redevelopment along the TH 21 corridor to utilize the visibility and proximity to key transportation infrastructure.

Attached is a copy of the final draft of the report. City Staff will be present at the meeting to provide a brief overview of the report and its findings and to answer any Council questions. Staff will then be looking for direction from the Council on whether to continue to move forward with planning efforts and include the proposed access improvements into the capital improvement planning process, or just move forward with the regional stormwater basin.

Attachments:

1. TH 21 Corridor Study

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MEMORANDUM

To:	Mark DuChene
From:	Jeremy Kaemmer / Kate Miner
Date:	March 6, 2026
Re:	TH 21 Corridor Study – Faribault, MN

Purpose

Lyndale Avenue, designated Trunk Highway 21 (TH 21) is a state highway controlled by MNDOT that serves as a critical north-south corridor through the City of Faribault. There is development expected to occur on the west side of TH 21 between the Cannon River Reservoir and 17th Street NW.

Previous studies have looked at safety and operations for the corridor including an access management plan in 2008 and a 2021 ICE report for the intersection at 7th Street (CSAH 11). MNDOT & Faribault have made multiple safety improvements since 2008, such as the signalized intersection at Park Ave and “three quarter” access intersection at 17th Street. This report is a continuation of the City’s commitment to safety and efficient traffic operations for the TH 21 corridor and seeks to proactively explore how to best accommodate the future development needs in the area.

Traffic Safety Screening

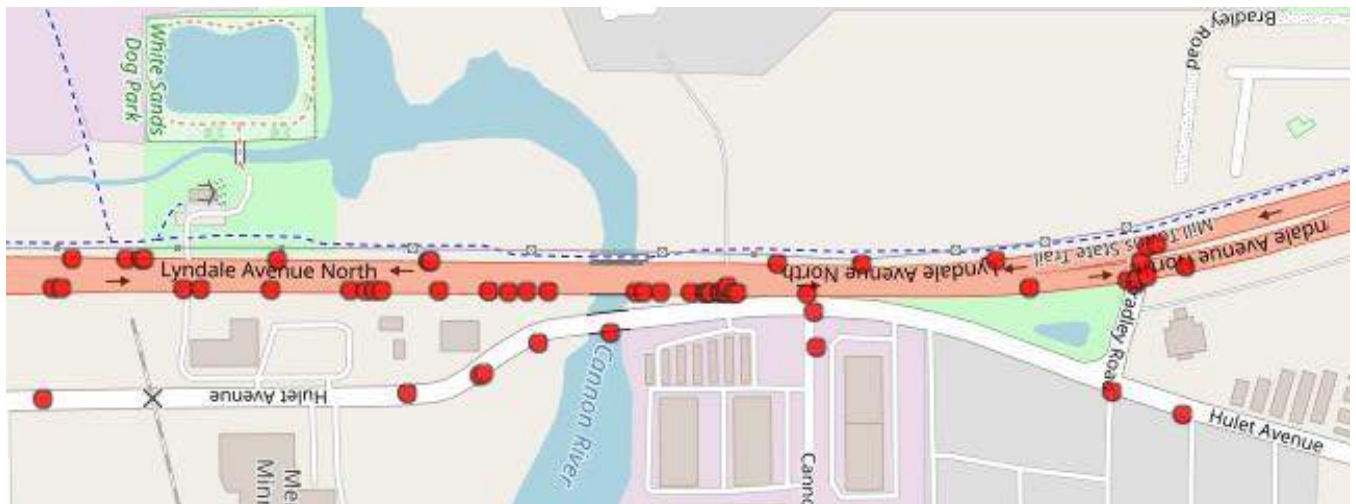
TH 21 between 20th Street NW and Bradley Road is currently a 4-lane divided highway with a rural cross-section. It has ditches on both sides and a wide swale down the middle separating the north-bound and south-bound lanes. As it approaches the bridge over Cannon River Reservoir the center swale narrows and is replaced by a 4-foot-wide median which continues to CR 11 (7th Street NW). There are uncontrolled intersections/cut-through areas at Bradley Road, Riverside Court, and 400 feet south of the bridge.

The corridor carries between 15,000 and 16,000 vehicles per day. Over the last 5 years, there have been 35 reported crashes on the 0.61-mile-long segment between Bradley Road and CR 11 (MnCMAT2). This crash rate of 2.03 per million vehicle-miles traveled (MVMT) exceeds the MnDOT average crash rates for a 4-lane divided Trunk Highway (0.685 MVMT).

for urban 4-lane divided). The Crash Rate is 1.6 times greater than the “Critical Rate” (99th percentile of intersections) for Minnesota Trunk Highways. Severe crashes, including those with fatal & serious injuries, account for 3 of the 35 reported crashes. This “FAR” rate is 17.26 serious crashes per 100 MVMT, 2.32 times greater than the statewide critical rate of 7.43 per 100 MVMT. These results may be indicative of access control or intersection spacing issues along the segment.

Locations with notable crash rates include Bradley Road, Riverside Court, and the median cut-through south of the bridge. Bradley Rd has experienced 6 crashes over the last 5 years (Crash Rate 0.216 per million entering vehicles, or MEV). Riverside Ct has experienced 9 crashes over the last 5 years (a crash rate of 0.318 per MEV). The driveways and median cut-through area south of the bridge experienced 9 crashes over that same 5 year period. The crash rates for all 3 intersections are within expected parameters for Minnesota Trunk Highways, except for the area south of the bridge which has an unusual rate of severe crashes. Of the 9 crashes in that area, 2 had serious injuries and 2 had potential minor injuries. This rate of severe crashes (7.0 per 100 MEV) is nearly 2 times greater than the state’s critical rate (3.7 per 100 MEV). These results indicate this location would likely benefit from increased access control.

Figure 1: 10-Year Crash Data (MnCMAT2)



See [Appendix A – Safety Screenings](#) for the detailed safety screening data and results.

Alternatives Analysis

Stonebrooke Engineering developed six high-level concepts for a new TH 21 intersection in the vicinity of Cannon Circle.

Context

The following factors constrain the location and potential solutions available:

1. Expected Development Site

The City expects development west of TH 21 and north of the Cannon River Reservoir. The development will likely be mixed-use/commercial near TH 21 and residential closer to the existing single-family housing that currently accesses TH 21 via 17th Street. Some amount of local street infill will occur with the development.

2. Proposed Regional Detention Pond

Across from the existing Bradley Road intersection is a wetland and site identified in the City's stormwater master plan for a regional detention pond. The previous access management study (2008) anticipated future access to the development area in question would be via a future signalized intersection at Bradley Road. However, this is no longer desirable due to the proposed stormwater facility.

3. TH 21 Bridge & Cannon River Reservoir

The existing DOT-maintained bridge and major water feature, the Cannon River Reservoir, are both major physical impediments to potential solutions. They limit existing access and restrict opportunities for new alternative access to properties on either side of TH 21. They also require any proposed design to have sufficient clearance from the bridge for constructability reasons.

4. Existing Road Network

Ideally, the new intersection would provide direct access to traffic moving to/from Cannon Cir and Hulett Ave. Hulett Ave runs parallel and close to TH 21, almost acting as a service road. Where Hulett Ave and Cannon Cir intersect, there are only 17' of separation from the TH 21 shoulder. Hulett provides an alternative north-south connection and river crossing to TH 21 and if this project reduces access at Bradley or closes the Hulett bridge, then it must provide alternative access to TH 21 southbound. Unfortunately, providing access to everything (the development, TH 21, Hulett Ave, and Cannon Circle) creates too many potential points of conflict for a single intersection. Any solution will either not tie all desired points in or

reduce/relocate certain existing connections. Proposed solutions must also be mindful that MNDOT access management guidelines recommend major intersections spacing no closer than 1/4 Mile and minor intersections no closer than 1/8th Mile. There is not room for multiple intersections within the study area.

5. Adjacent Properties

The existing residential property west of TH 21 may be removed as part of the proposed development but the areas along Hulett Ave and Riverside Court need to remain and have reasonable access accommodations. The residential property at the corner of Hulett Ave and Cannon Cir will be particularly challenging to accommodate given how close it is to both roads and the multiple wide driveways.

Access points to the storage business and Cannon Building may be closed or relocated. The buildings along Cannon Circle currently do not use a single point of entrance, instead offering a continuous roll curb for free movement into and out of the parking areas, which is a potential safety concern for any proposed intersection. Lastly, the service road between Bradley Road and 17th St NW is closer to TH 21 than MNDOT access management guidelines would recommend, but it provides critical access to multiple businesses and changes to intersection control at Bradley or Hulett may significantly impact their ability to head south on TH 21.

Alternatives Analyzed

Stonebrooke generated six intersection options, with three sub options, in order to explore feasible layouts. **Table 1 – Summary of Alternatives Analyzed** details the various alternatives, their status, and reasoning. Each option was presented to City Staff for review and comment. MNDOT was then given an opportunity to discuss the concepts further with City staff to identify which, if any, would be realistic options for future improvements to TH 21.

Figure 2: Option 1a – 5-Leg 2x1 Roundabout (*Under Consideration*)

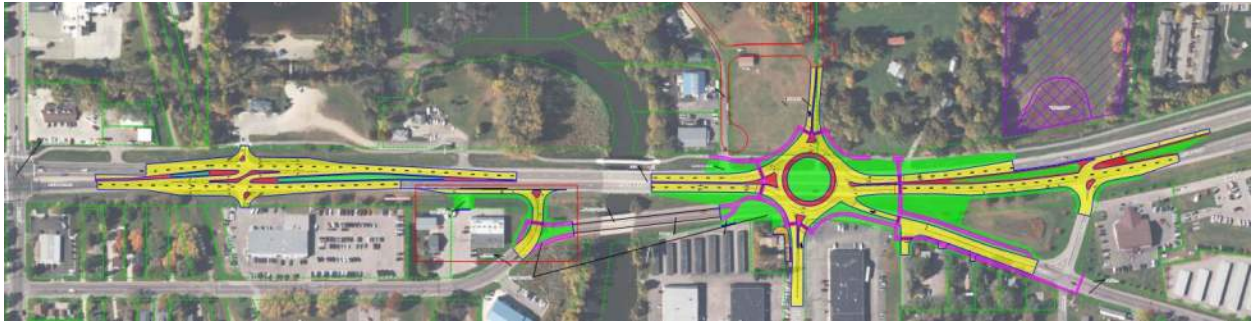


Figure 3: Option 1b – 5-Leg 1x1 Roundabout (*Preferred Alternative #1*)

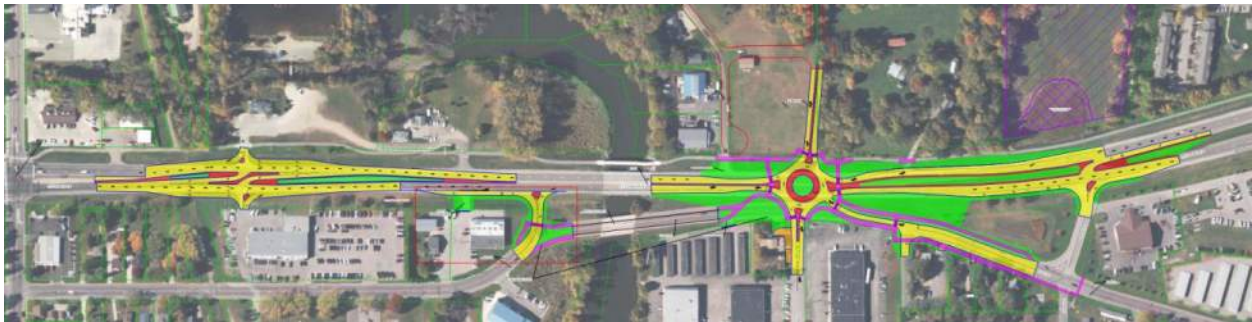


Figure 4: Option 2a – 4-Leg Signalized Intersection w/ Hulett T (*Not Preferred*)

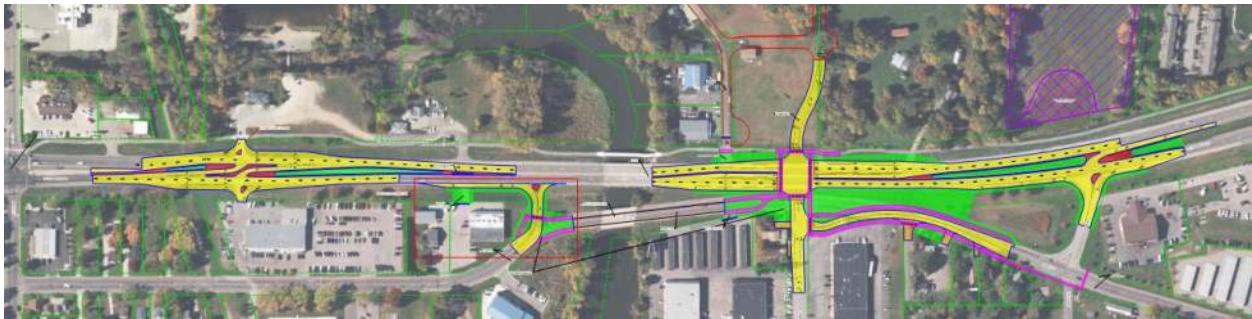


Figure 5: Option 2b – 4-Leg Signalized Intersection w/ Hulett Service Road (*Not Preferred*)

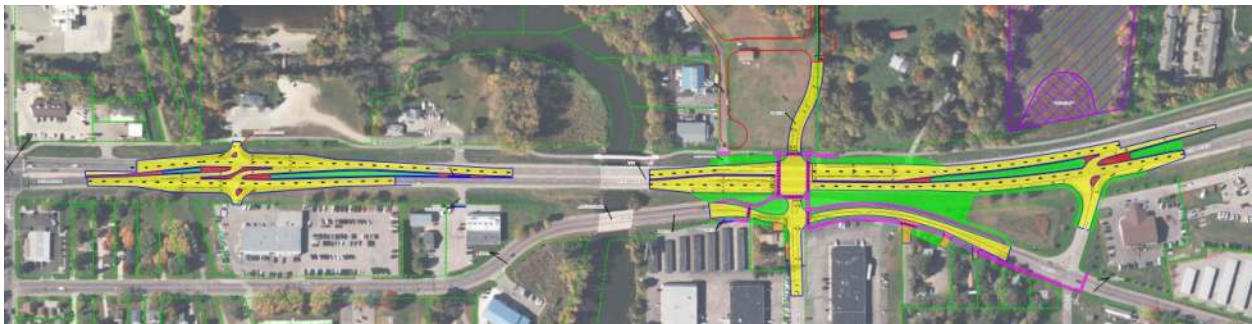


Figure 6: Option 3 – 3-Leg Signal, “Continuous Green T” (*Preferred Alternative #2*)



Figure 7: Option 4a – Complex “Peanut” Roundabout w/ North Connection (*Not preferred*)

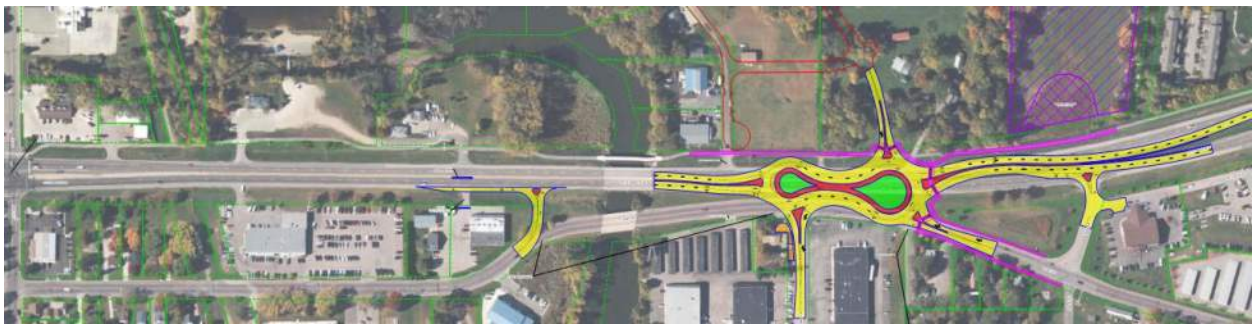
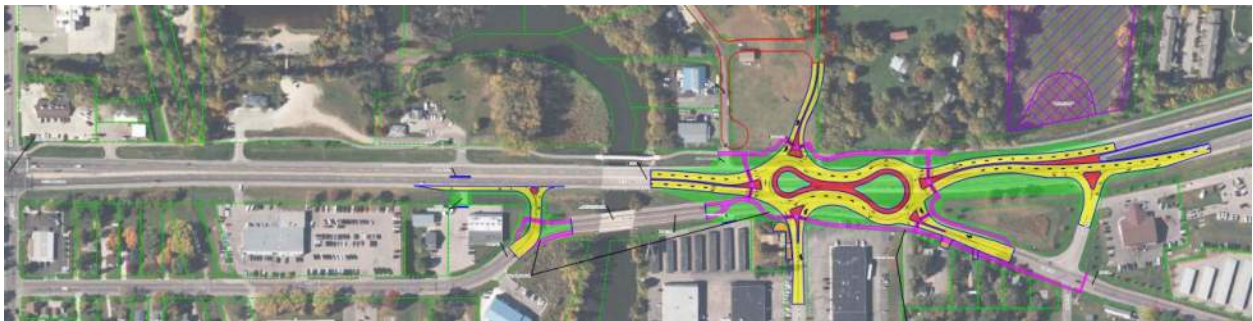


Figure 8: Option 4b – Complex “Peanut” Roundabout w/ South Connection (*Not preferred*)



Options 1b (1x1 Roundabout) and Option 3 (Continuous Green T) were selected as the two preferred alternatives. **Appendix B** shows these two alternatives in more detail. This memo also provides further analysis of these alternatives in the form of cost estimates (found in **Appendix A**) and traffic analysis to assess operations. The traffic analysis follows in the next section.

Table 1 – Summary of Alternatives Analyzed

Alternative	Name	Type	Description	Status	Reason
Option 1		Roundabout (RAB)	This option places a 5-legged RAB just north of existing Cannon Cir.		
	1a	5-Leg 2x1 RAB	TH 21 has 2 lanes entering north and south, the new development and Cannon Cir both have full access from west and east, respectively. Hulett has an entrance-only leg to the RAB that allows southbound traffic to enter the RAB but not exit. Users need to head north to a three-quarter access at Bradley. Hulett Bridge is closed. A right-in right-out and/or three-quarter intersection is installed between TH 21 bridge and 7th St.	Maybe	This option is technically feasible, but MNDOT indicated their preference for RABs with smaller footprints and fewer lanes, for safety reasons.
	1b	5-Leg 1x1 RAB	This option is the same as 1a, but the TH 21 legs would reduce to single-lane entrances and exits to minimize roundabout size and improve lane-control within the RAB for safety.	Alt #1	This solution is lower cost, with minimal maintenance. It would be one of the safest options.
Option 2		Signal	Option 2 is a standard signal at Cannon Cir & TH 21		
	2a	4-Leg Signal, Hulett T	Hulett Ave is realigned and terminated east of the proposed intersection. The Hulett bridge is closed & alternative access to Hulett south of the bridge is provided via right-in right-out or three-quarter intersections between the TH 21 bridge and 7th St. Bradley & TH 21 is reduced to three-quarter access.	No	MNDOT indicated they would not be inclined to approve new, full-access, signals on TH 21.
	2b	4-Leg Signal w/ Service Road	Option 2b keeps Hulett Ave open as a parallel service road, with a stop-controlled intersection about 100' from TH 21. Bradley & TH 21 is still reduced to a three-quarter intersection		
Option 3	Continuous Green T	3-Leg Signal	This option only provides a new connection to the development area with a special signal configuration that keeps northbound TH 21 running freely. Bradley is reduced to a three-quarter intersection, but Hulett and Cannon Cir remain as-is.	Alt #2	This solution is simple and flexible for accommodating future development. Limited pavement & HMA offset signal costs. Continuous green minimizes operation impacts.
Option 4		Peanut RAB	This complex roundabout configuration uses 2 circles merged into what is called a "Peanut," "Dog-bone," or "Barbell" configuration. This option provides full access to the north leg of Hulett Ave, Cannon Cir, the new development, & TH 21. The Hulett bridge is closed & alternative access to Hulett south of the bridge is provided via right-in right-out or three-quarter intersections between the TH 21 bridge and 7th St. Bradley & TH 21 intersection is reduced to a right-in right-out or closed.	No	MNDOT indicated that while this alternative may be technically feasible, they had concerns about operations & driver comfort given the unusual and unexpected geometry.
	4a	Complex RAB North	The new development connects to the northern "bulb" of the peanut for more efficient movement and safer sight-lines.		
	4b	Complex RAB South	The new development connects to the southern "bulb" of the peanut to provide more developable land and mitigate curvature on local roads.		
Option 5	Realigned RAB	5-Leg 2x1 RAB	This option is the same as 1a but with significant realignments to TH 21 that provide speed-reducing deflections and enough space to accommodate full access to Hulett Ave; Bradley is reduced to right-in right-out.	No	MNDOT indicated they would not be inclined to drastically realign TH 21 & there would be significant impacts to the developable land west of TH 21.
Option 6	Signal	5-Leg Signal & Realignment	This option combines the north leg of Hulett Ave, Cannon Cir, the new development, & TH 21 into a single intersection with a signal, closing the intersection at Bradley & Hulett Bridge.	No	Eliminated early on, due to geometric and safety concerns, as well as property impacts.

Traffic Operations

This section outlines the traffic analysis completed to assess how the 2 preferred alternatives would perform under current and 20-year projected traffic volumes. The alternatives analyzed were:

- **Preferred Alternative #1 - 5-Leg 1x1 Roundabout (RAB)**
 - The 5 legs include northbound and southbound TH 21, existing Cannon Circle to the east, extended Cannon Circle to the west, and southbound Hulett Avenue
- **Preferred Alternative #2 – 3-Leg Signal “Continuous Green T” (CGT)**
 - This alternative connects the proposed new development to the west and TH 21. The northbound through movement is a continuous movement that does not stop for the signal, while the left turns from the side street use a separate, signal-controlled phase.

Appendix B contains detailed layouts for both preferred alternatives.

The analysis consisted of the following parts; each explained with further detail later in this report:

1. Trip Generation – determining what traffic volume the new development area may produce.
2. 2026 Peak Hour Turning Movements – based on existing traffic and trip generation estimates, determining peak-hour turning movements for each alternative for the current year (2026).
3. Annual Growth Rate - determining an annual growth rate for the area to calculate projected 2046 turning movement volumes.
4. Operations Analysis – microscopic modeling to determine how each alternative would operate with both the expected 2026 traffic and projected 2046 traffic volumes.

TRIP GENERATION

The *Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition)* was used to determine what traffic the new development west of TH 21 may generate. Planning-level estimates expect a Gross Floor Area (GFA) of 242 ksf (1000 square feet) in one area expected to be mixed use (mostly commercial), and a GFA of 118 ksf in the second area. The breakdown of ITE codes used, along with the total trips generated during the PM peak-hours, is in **Table 2 – Trip Generation Estimates**

Table 2 – Trip Generation Estimates

Land Use					GFA (ksf)	ITE Code	PM Ave Rate/1000 GFA	PM Total Trips	Internal Capture	Pass-by Trips	Adjusted PM Trips
Area 1 - Mixed Use - mostly commercial											
			242								
	Retail	75%	181.26	820 - Shopping Center	3.26	590.91	16%	34%	327.60		
	Office	15%	36.252	710 - General Office	1.18	42.78	16%	0%	35.93		
	Light Industrial	10%	24.168	110 - Light Industrial	0.49	11.84	16%	0%	9.95		
						645.53			373.48		
Area 2 - Commercial											
			118								
	Retail	75%	88.5	820 - Shopping Center	3.26	288.51	16%	34%	159.95		
	Office	25%	29.5	710 - General Office	1.18	34.81	16%	0%	29.24		
						323.32			189.19		
TOTAL							563				

This table shows the development might generate approximately 563 trips during the PM peak.

In addition to the development, there were also trips added from the existing housing development to the west, assuming a portion of these vehicles would use the new roadway and access to TH 21.

2026 PEAK HOUR TURNING MOVEMENT COUNTS

Based on existing traffic patterns, existing land-use, and general knowledge of the area, assumptions were created to estimate where new trips may go to and come from. The following tables show the 2026 estimated turning movement volumes for each alternative:

Table 3 – Roundabout 2026 Turning Movement Volumes

Alternative	Time Period	TH 21				Cannon Circle				TH 21				Cannon Circle				Hulett Avenue			
		Southbound				Westbound				Northbound				Eastbound				Southbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	L	T	R	R2
5-legged roundabout	PM	-	16	565	204	-	13	2	12	-	257	652	10	-	218	0	266	2	76	11	21

Table 4 – Continuous Green T 2026 Turning Movement Volumes

Alternative	Time Period	TH 21				TH 21				Cannon Circle			
		Southbound				Northbound				Eastbound			
		U	L	T	R	U	L	T	R	U	L	T	R
CGT	PM	-	-	518	267	-	220	565	-	-	218	-	266

ANNUAL GROWTH RATE AND 2046 TURNING MOVEMENT VOLUMES

Regression analysis and historical counts from the area helped determine an appropriate estimated traffic growth rate. The results yielded a projected 0.55% annual growth rate. This aligns with the City of Faribault Comprehensive Plan. City staff and MnDOT concurred with the growth rate selected.

The growth rate was applied to the 2026 turning movement volume estimates to determine the expected 2046 estimated turning movements, for each alternative, as shown in the following tables:

Table 5 – Roundabout 2046 Turning Movement Volumes

Alternative	Time Period	TH 21				Cannon Circle				TH 21				Cannon Circle				Hulett Avenue			
		Southbound				Westbound				Northbound				Eastbound				Southbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	L	T	R	R2
5-legged roundabout	PM	-	18	630	228	-	15	2	13	-	287	727	11	-	243	0	297	2	85	13	23

Table 6 – Continuous Green T 2046 Turning Movement Volumes

Alternative	Time Period	TH 21				TH 21				Cannon Circle			
		Southbound				Northbound				Eastbound			
		U	L	T	R	U	L	T	R	U	L	T	R
CGT	PM	-	-	578	298	-	245	630	-	-	243	-	297

OPERATIONAL ANALYSIS

Operational analyses typically describe rate intersections with a Level of Service (LOS) ranging from "A to F", with "A" operating with the least user delay and "F" indicating a breakdown in operation. These letters describe a range of operating conditions for different facility types. Levels of Service are determined based on methodology from the Highway Capacity Manual, which defines the LOS based on control delay. Control delay is the wait time experienced by vehicles slowing down for a signal, roundabout, or stop sign, plus stopped time, plus the time for a vehicle to speed up and traverse the intersection into the traffic stream. The average intersection control delay is a volume-weighted average of delay experienced by all motorists entering the intersection, on all approaches, for a signalized intersection. LOS "D" is commonly an acceptable design year LOS.

RODEL software analyzed the 5-legged roundabout, and Synchro/SimTraffic software analyzed the CGT. The results are in **Table 7 – Level of Service Analysis**

Table 7 – Level of Service Analysis

Alternative	Year	Period	Average Intersection Delay (s)	Intersection LOS ¹	Worst Movement		
					Movement	Delay (s)	LOS
5-legged roundabout	2026	PM	2.9	A	EB	6.9	A
	2046	PM	3.6	A	EB	8.2	A
Continuous Green T	2026	PM	14.6	B	NB Left	21.1	C
	2046	PM	14.8	B	EB Left	22.6	C

The analysis results show that both alternatives operate with acceptable LOS both in 2026 and 2046, with the 5-legged roundabout yielding slightly better results.

It should be noted that the Synchro software optimized the signal timing for the CGT, but field tweaks may possibly provide better operations. It is expected that the LOS for the worst movements could be a LOS B with field adjustments.

Conclusions

The two preferred alternatives are both viable options, which provide adequate levels of service and work within the constraints of the site.

The 1x1 RAB offers a lower average user delay and provides safer, more complete access, but it has some significant drawbacks. Notably, this option will likely be more expensive up-front (see [Appendix A](#)). The big cost difference is because it requires storm sewer and would cause bigger utility impacts on the east side of TH 21. This option also closes the existing Hulett Ave Bridge, taking away an alternative north-south route across the Cannon River Reservoir. The Hulett and Bradely intersections would only provide partial access, which is also not ideal. The final challenge to consider is construction staging impacts to TH 21, which may be difficult given the site's limitations.

The CGT will likely be the cheaper alternative, based on cost the estimates found in [Appendix A](#). The reduced pavement replacement and ability to use HMA and ditching rather than storm sewer reduces construction costs. That said, this option will have ongoing maintenance costs for the signal, unlike the roundabout. The maintenance costs may completely offset the difference in initial costs over time, though the City may not be

responsible for the added maintenance, depending on negotiations with MNDOT. The CGT benefits strongly from its simplicity. It would be flexible, providing access wherever is most convenient for the new development and would keep Hulett Ave open as a north-south alternative to TH 21. It does not have significant property impacts and would be easier to stage mostly because it does not provide any new access to TH 21 from the east side. It would still restrict Bradley to a three-quarter access or right-in right-out. The higher delay for left turns on this alternative may be offset by the free-moving northbound traffic. Unfortunately, that free-moving northbound traffic makes this solution prohibitive for ped/bike crossings and makes it slightly less safe overall than the RAB.

With both options shown to be viable, the final decision will require further investigation and public engagement during the preliminary design process, as well as more specific context regarding the future development west of TH 21.

Table 8 – Summary of Pros and Cons for Preferred Alternatives 1 & 2

Preferred Alternatives	Pros	Cons
1b - 1x1 RAB	• Low avg. Delay • More direct access points to TH21 • Minimal ongoing maintenance • Less maintenance for Hulett Ave bridge • More opportunities for ped/bike connectivity • Safer Intersection type	• Needs storm sewer. • Higher initial costs • Closes Hulett and only provides partial access to TH 21 • Impacts to properties near Cannon Cir • Difficult Construction Staging • Likely higher cost participation for City
3 – CGT	• Flexible location • Free-moving northbound traffic • Lower initial costs • No storm sewer • No significant property impacts • Simpler construction staging	• Higher intersection delay. • No access for Hulett or Cannon Cir, plus reduced access to Bradley • Ongoing maintenance of signal • Prohibitive to ped/bike crossings of TH 21 • Less safe intersection type (compared to RAB)

Appendix A – Safety Screenings

Segment Safety Screening

Segment: TH 21, Bradley Rd to 7th St NW

Statewide Averages based on 2020-2024 crashes

Crashes by Crash Severity		Analysis Description	
Fatal (K)	0	Length	0.610 miles
Incapacitating Injury (A)	3	VMT	17,385,732
Minor Injury (B)	2	Non-junction AND Junction Crashes	
Possible Injury (C)	6		
Property Damage (PDO)	24		
Total Crashes	35		

Annual crash cost per mile = \$1,324,590

Statewide comparison = Urban 4-Lane Divided

Total Crash Rate (CR)		Fatal & Serious Injury Crash Rate (FAR)	
Observed	2.013	Observed	17.256
Statewide Average	0.685	Statewide Average	1.196
Critical Rate	1.230	Critical Rate	7.430
Critical Index	1.64	Critical Index	2.32

The observed crash rate is the number of crashes per million vehicle miles traveled (MVMT). The critical rate is a statistical comparison based on similar trunk highways statewide. An observed crash rate greater than the critical rate indicates that the section operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 2.01 per MVMT; this is 1.6 times the critical rate. If crashes were reduced by 14 over five years (40%), the section would perform within normal range.

The observed fatal and serious injury crash rate for this period is 17.26 per 100 MVMT; this is 2.3 times the critical rate. This section may be a sustained severe crash location.

Intersection Safety Screening

Intersection: TH 21 & Bradley Road

Statewide Averages based on 2020-2024 crashes

Crashes by Crash Severity		Intersection Characteristics	
Fatal (K)	0	Entering Volume	15,200
Incapacitating Injury (A)	1	Environment	Urban
Minor Injury (B)	1	Lighting	Unlit
Possible Injury (C)	0	Traffic Control	Thru-Stop
Property Damage (PDO)	4		
Total Crashes	6		

Annual crash cost = \$222,000

Statewide comparison = Thru/STOP, Urban

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	0.216	Observed	3.601
Statewide Average	0.151	Statewide Average	0.415
Critical Rate	0.360	Critical Rate	3.780
Critical Index	0.60	Critical Index	0.95

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.22 per MEV; this is 40% below the critical rate. Based on similar statewide intersections, an additional 4 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 3.60 per 100 MEV; this is 5% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: TH 21 & Riverside Court

Statewide Averages based on 2020-2024 crashes

Crashes by Crash Severity		Intersection Characteristics	
Fatal (K)	0	Entering Volume	15,500
Incapacitating Injury (A)	0	Environment	Urban
Minor Injury (B)	1	Lighting	Unlit
Possible Injury (C)	2	Traffic Control	Thru-Stop
Property Damage (PDO)	6		
Total Crashes	9		

Annual crash cost = \$120,000

Statewide comparison = Thru/STOP, Urban

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	0.318	Observed	0.000
Statewide Average	0.151	Statewide Average	0.415
Critical Rate	0.360	Critical Rate	3.730
Critical Index	0.88	Critical Index	0.00

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.32 per MEV; this is 12% below the critical rate. Based on similar statewide intersections, an additional 2 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: TH 21, Area South of Cannon River Bridge

Statewide Averages based on 2020-2024 crashes

Crashes by Crash Severity		Intersection Characteristics	
Fatal (K)	0	Entering Volume	15,600
Incapacitating Injury (A)	2	Environment	Urban
Minor Injury (B)	0	Lighting	Unlit
Possible Injury (C)	2	Traffic Control	Thru-Stop
Property Damage (PDO)	5		
Total Crashes	9		

Annual crash cost = \$387,000

Statewide comparison = Thru/STOP, Urban

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	0.316	Observed	7.017
Statewide Average	0.151	Statewide Average	0.415
Critical Rate	0.360	Critical Rate	3.720
Critical Index	0.88	Critical Index	1.89

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference (i.e. observed crash rate ÷ critical crash rate).

The observed total crash rate for this period is 0.32 per MEV; this is 12% below the critical rate. Based on similar statewide intersections, an additional 2 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 7.02 per 100 MEV; this is 1.9 times the critical rate. This site may be a sustained severe crash location.

Appendix B – Cost Estimates

City of Faribault - TH21 Corridor Study				
TH21 Future Development Access & Cannon Dr Intersection				
CONCEPT LAYOUT CONSTRUCTION COST ESTIMATE				
Preferred Alt #1 - SINGLE-LANE ROUNDABOUT INTERSECTION w/ 5TH PARTIAL ACCESS LEG				
ITEM DESCRIPTION	UNIT	UNIT PRICE	Estimated Quantities	
			Quantity	Total Cost
SINGLE-LANE ROUNDABOUT INTERSECTION				
MOBILIZATION	LS	\$ 200,000.00	1	\$ 200,000
CLEARING & GRUBBING	LS	\$ 25,000.00	1	\$ 25,000
REMOVE LIGHT POLE	EA	\$ 650.00	1	\$ 650
REMOVE & SALVAGE SIGN	EA	\$ 65.00	20	\$ 1,300
REMOVE MANHOLE	EA	\$ 450.00	1	\$ 450
REMOVE CATCH BASIN	EA	\$ 500.00	4	\$ 2,000
REMOVE SEWER PIPE (STORM)	LF	\$ 20.00	1,200	\$ 24,000
REMOVE CURB & GUTTER	LF	\$ 5.00	2,500	\$ 12,500
REMOVE CONCRETE MEDIAN	SY	\$ 2.00	390	\$ 780
REMOVE PAVEMENT (BITUMINOUS)	SY	\$ 4.50	21,300	\$ 95,850
REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SY	\$ 5.00	810	\$ 4,050
REMOVE CONCRETE SIDEWALK	SF	\$ 1.00	4,620	\$ 4,620
EXCAVATION, COMMON	CY	\$ 10.00	22,000	\$ 220,000
SELECT GRANULAR EMBANKMENT (22" THICKNESS)	CY	\$ 19.00	14,925	\$ 283,575
COMMON EMBANKMENT	CY	\$ 5.00	875	\$ 4,375
GEOGRID TYPE 2	SY	\$ 2.00	21,000	\$ 42,000
SUBGRADE PREPARATION (6" THICKNESS)	SY	\$ 2.00	21,000	\$ 42,000
AGGREGATE BASE (CV) CLASS 5 (6" THICKNESS)	TON	\$ 20.00	6,380	\$ 127,600
DOWEL BARS	EA	\$ 12.00	10,800	\$ 129,600
CONCRETE PAVEMENT, 7"	SY	\$ 50.00	14,300	\$ 715,000
SIDEWALK, CONCRETE 6"	SF	\$ 12.00	26,600	\$ 319,200
18" CAS SAFETY APRON AND GRATE DESIGN 3128	EA	\$ 2,000.00	4	\$ 8,000
18" RC PIPE SEWER CLASS III	LF	\$ 60.00	4,000	\$ 240,000
CONNECT TO EXISTING STORM SEWER	EA	\$ 1,000.00	1	\$ 1,000
CONSTRUCT DRAINAGE STRUCTURE DESIGN H	EA	\$ 4,000.00	4	\$ 16,000
CASTING ASSEMBLY	EA	\$ 1,200.00	24	\$ 28,800
CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LF	\$ 650.00	120	\$ 78,000
CONCRETE CURB AND GUTTER (Various)	LF	\$ 35.00	11,200	\$ 392,000
CONCRETE MEDIAN/TRUCK APRON	SY	\$ 115.00	2,550	\$ 293,250
6" CONCRETE DRIVEWAY PAVEMENT	SY	\$ 82.00	390	\$ 31,980
TRUNCATED DOMES	SF	\$ 60.00	200	\$ 12,000
LIGHTING UNIT TYPE 9-40	EA	\$ 8,500.00	15	\$ 127,500
TRAFFIC CONTROL SUPERVISOR	LS	\$ 10,000.00	1	\$ 10,000
TEMPORARY TRAFFIC CONTROL	LS	\$ 200,000.00	1	\$ 200,000
INSTALL SIGN	EA	\$ 500.00	15	\$ 7,500
SIGN PANELS	SF	\$ 50.00	450	\$ 22,500
SILT FENCE, TYPE MS	LF	\$ 2.00	3,500	\$ 7,000
EROSION CONTROL SUPERVISOR	LS	\$ 10,000.00	1	\$ 10,000
SOIL BED PREPARATION	AC	\$ 250.00	3	\$ 750
FERTILIZER TYPE 3	LB	\$ 0.85	600	\$ 510
SEEDING	AC	\$ 260.00	3.0	\$ 780
MULCH MATERIAL TYPE 1	TON	\$ 280.00	6.0	\$ 1,680
RAPID STABILIZATION METHOD 4	SY	\$ 1.50	14,520	\$ 21,780
SEED MESIC INSLOPE	LB	\$ 9.00	195	\$ 1,755
PAVEMENT MARKINGS VARIOUS (multi-component, ground-in, wr, 6" eq.)	LF	\$ 1.20	6,800	\$ 8,160
PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	SF	\$ 30.00	1,145	\$ 34,350
CROSSWALK PREFORM THERMOPLASTIC GROUND IN	SF	\$ 15.00	860	\$ 12,900
STORMWATER TREATMENT - ASSUME POND*	LS	\$ 82,000.00	1	\$ 61,500
ESTIMATED CONSTRUCTION COSTS SINGLE-LANE ROUNDABOUT INTERSECTION			\$	3,884,245
20% CONTINGENCY			\$	776,849
12% ENGINEERING			\$	559,331
8% CONSTRUCTION ADMIN / INSPECTION			\$	372,888
TOTAL ESTIMATED CONSTRUCTION COSTS WITH CONTINGENCY & ENGINEERING			\$	5,595,000

*This estimate only includes the improvements at the new development, Hulett, and Bradley Rd. It does not include anything south of the TH 21 bridge.

**This estimate uses unit prices based on 2025 construction costs. Depending on the timeframe, budgeting should incorporate an inflation factor to account for price increases over time.

City of Faribault - TH21 Corridor Study TH21 Future Development Access CONCEPT LAYOUT CONSTRUCTION COST ESTIMATE Preferred Alt #2 - 3-LEG SIGNAL "CONTINUOUS GREEN T"				
ITEM DESCRIPTION	UNIT	UNIT PRICE	Estimated Quantities	
			Quantity	Total Cost
ROADWAY - INTERSECTION IMPROVEMENTS				
MOBILIZATION	LS	\$ 100,000.00	1	\$ 100,000.00
CLEARING & GRUBBING	LS	\$ 25,000.00	1	\$ 25,000
REMOVE & SALVAGE SIGN	EA	\$ 65.00	14	\$ 910
REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SY	\$ 5.00	280	\$ 1,400
REMOVE PAVEMENT (BITUMINOUS)	SY	\$ 4.50	13,350	\$ 60,075
REMOVE CONCRETE SIDEWALK	SF	\$ 1.00	2,910	\$ 2,910
EXCAVATION, COMMON	CY	\$ 10.00	18,200	\$ 182,000
SELECT GRANULAR EMBANKMENT (22" THICKNESS)	CY	\$ 19.00	11,820	\$ 224,580
COMMON EMBANKMENT	CY	\$ 5.00	790	\$ 3,950
GEOGRID TYPE 2	SY	\$ 2.00	18,950	\$ 37,900
SUBGRADE PREPARATION (6" THICKNESS)	SY	\$ 2.00	18,950	\$ 37,900
AGGREGATE BASE (CV) CLASS 5 (6" THICKNESS)	TON	\$ 20.00	5,800	\$ 116,000
TYPE SP 12.5 NON WEAR COURSE MIX (3,B) - 4" THICK	TON	\$ 64.00	3,325	\$ 212,800
TYPE SP 12.5 WEARING COURSE MIX (3,C) - 3" THICK	TON	\$ 80.00	2,495	\$ 199,600
SIDEWALK, CONCRETE 6"	SF	\$ 12.00	2,910	\$ 34,920
18" CAS SAFETY APRON AND GRATE DESIGN 3128	EA	\$ 2,000.00	2	\$ 4,000
18" RC PIPE SEWER CLASS III	LF	\$ 60.00	100	\$ 6,000
CONCRETE CURB AND GUTTER (Various)	LF	\$ 35.00	3,230	\$ 113,050
CONCRETE MEDIAN/TRUCK APRON	SY	\$ 115.00	540	\$ 62,100
TRUNCATED DOMES	SF	\$ 60.00	40	\$ 2,400
LIGHTING UNIT TYPE 9-40	EA	\$ 8,500.00	6	\$ 51,000
TRAFFIC CONTROL SUPERVISOR	LS	\$ 10,000.00	1	\$ 10,000
TEMPORARY TRAFFIC CONTROL	LS	\$ 100,000.00	1	\$ 100,000
INSTALL SIGN	EA	\$ 500.00	6	\$ 3,000
SIGN PANELS	SF	\$ 50.00	50	\$ 2,500
TRAFFIC CONTROL SIGNAL SYSTEM	LS	\$ 500,000.00	1	\$ 500,000
SILT FENCE, TYPE MS	LF	\$ 2.00	3,600	\$ 7,200
EROSION CONTROL SUPERVISOR	LS	\$ 10,000.00	1	\$ 10,000
SOIL BED PREPARATION	AC	\$ 250.00	1	\$ 250
FERTILIZER TYPE 3	LB	\$ 0.85	200	\$ 170
SEEDING	AC	\$ 260.00	1	\$ 260
MULCH MATERIAL TYPE 1	TON	\$ 280.00	2	\$ 560
RAPID STABLIZATION METHOD 4	SY	\$ 1.50	4,840	\$ 7,260
SEED MESIC INSLOPE	LB	\$ 9.00	65	\$ 585
PAVEMENT MARKINGS VARIOUS (multi-component, ground-in, wr, 6" eq.)	LF	\$ 1.20	5,200	\$ 6,240
PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	SF	\$ 30.00	915	\$ 27,450
CROSSWALK PREFORM THERMOPLASTIC GROUND IN	SF	\$ 15.00	190	\$ 2,850
STORMWATER TREATMENT - ASSUME POND*	LS	\$ 79,000.00	1	\$ 79,000
ESTIMATED CONSTRUCTION COSTS ROADWAY - INTERSECTION IMPROVEMENTS			\$	2,235,820
20% CONTINGENCY			\$	447,164
12% ENGINEERING			\$	321,958
8% CONSTRUCTION ADMIN / INSPECTION			\$	214,639
TOTAL ESTIMATED CONSTRUCTION COSTS WITH CONTINGENCY & ENGINEERING			\$	3,220,000

*This estimate only includes the improvements at the new development and Bradley Rd. It does not include anything south of the TH 21 bridge.

**This estimate uses unit prices based on 2025 construction costs. Depending on the timeframe, budgeting should incorporate an inflation factor to account for price increases over time.

City of Faribault - TH21 Corridor Study New Intersection South of TH 21 Bridge CONCEPT LAYOUT CONSTRUCTION COST ESTIMATE					
Recommended Add-on Right-In Right-Out (RiRo)					
ITEM DESCRIPTION	ITEM CODE	UNIT	UNIT PRICE	Estimated Quantities	
				Quantity	Total Cost
ROADWAY - INTERSECTION IMPROVEMENTS					
MOBILIZATION	2021.501/00010	LS	\$ 10,000.00	1	\$ 10,000.00
CLEARING & GRUBBING	2101.501-00020	LS	\$ 5,000.00	1	\$ 5,000
REMOVE & SALVAGE SIGN	2104.502-03300	EA	\$ 65.00	2	\$ 130
REMOVE CURB & GUTTER	2104.503/00315	LF	\$ 5.00	300	\$ 1,500
REMOVE BITUMINOUS DRIVEWAY PAVEMENT	2104.504/00110	SY	\$ 5.00	130	\$ 650
REMOVE PAVEMENT (BITUMINOUS)	2104.504/00120	SY	\$ 4.50	1,450	\$ 6,525
EXCAVATION, COMMON	2106.507-00010	CY	\$ 10.00	1,800	\$ 18,000
SELECT GRANULAR EMBANKMENT (22" THICKNESS)	2106.507-00080	CY	\$ 19.00	1,185	\$ 22,515
COMMON EMBANKMENT	2106.507/00130	CY	\$ 5.00	65	\$ 325
GEOGRID TYPE 2	2108.504-00011	SY	\$ 2.00	1,550	\$ 3,100
SUBGRADE PREPARATION (6" THICKNESS)	2112.604-00010	SY	\$ 2.00	1,550	\$ 3,100
AGGREGATE BASE (CV) CLASS 5 (6" THICKNESS)	2211.507-00170	TON	\$ 20.00	500	\$ 10,000
TYPE SP 12.5 NON WEAR COURSE MIX (3,B) - 4" THICK	2360.509/23205	TON	\$ 64.00	325	\$ 20,800
TYPE SP 12.5 WEARING COURSE MIX (3,C) - 3" THICK	2360.509/24300	TON	\$ 80.00	245	\$ 19,600
SIDEWALK, CONCRETE 6"	2521.518/00040	SF	\$ 12.00	3,135	\$ 37,620
18" CAS SAFETY APRON AND GRATE DESIGN 3128	2501.502-19018	EA	\$ 2,000.00	2	\$ 4,000
18" RC PIPE SEWER CLASS III	2503.503-15183	LF	\$ 60.00	50	\$ 3,000
CONCRETE CURB AND GUTTER (Various)	2531.503/02320	LF	\$ 35.00	375	\$ 13,125
CONCRETE MEDIAN	2531.504-00010	SY	\$ 115.00	80	\$ 9,200
TRUNCATED DOMES	2531.618/00010	SF	\$ 60.00	40	\$ 2,400
LIGHTING UNIT TYPE 9-40	2545.502-09040	EA	\$ 8,500.00	3	\$ 25,500
TRAFFIC CONTROL SUPERVISOR	2563.601-00001	LS	\$ 5,000.00	1	\$ 5,000
TEMPORARY TRAFFIC CONTROL	2563.601-00010	LS	\$ 5,000.00	1	\$ 5,000
INSTALL SIGN	2564.602-01515	EA	\$ 500.00	4	\$ 2,000
SIGN PANELS	2564.618-00020	SF	\$ 50.00	24	\$ 1,200
SILT FENCE, TYPE MS	2573.503-00023	LF	\$ 2.00	800	\$ 1,600
EROSION CONTROL SUPERVISOR	2573.501-00030	LS	\$ 5,000.00	1	\$ 5,000
SOIL BED PREPARATION	2574.505/00020	AC	\$ 250.00	0	\$ 75
FERTILIZER TYPE 3	2574.508/00013	LB	\$ 0.85	60	\$ 51
SEEDING	2575.505-00021	AC	\$ 260.00	0	\$ 78
MULCH MATERIAL TYPE 1	2575.509/00010	TON	\$ 280.00	1	\$ 168
RAPID STABILIZATION METHOD 4	2575.523/00020	SY	\$ 1.50	1,455	\$ 2,183
SEED MESIC INSLOPE	2575.608/25100	LB	\$ 9.00	20	\$ 180
PAVEMENT MARKINGS VARIOUS (multi-component, ground-in, wr, 6" eq.)	2582.503-40106	LF	\$ 1.20	1,500	\$ 1,800
PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	2582.518/04020	SF	\$ 30.00	185	\$ 5,550
CROSSWALK PREFORM THERMOPLASTIC GROUND IN	2582.518/08020	SF	\$ 15.00	165	\$ 2,475
STORMWATER TREATMENT - ASSUME POND*	2573.901-00005	LS	\$ 21,500.00	1	\$ 21,500
ESTIMATED CONSTRUCTION COSTS ROADWAY - INTERSECTION IMPROVEMENTS				\$	269,950
20% CONTINGENCY				\$	53,990
12% ENGINEERING				\$	38,873
8% CONSTRUCTION ADMIN / INSPECTION				\$	25,915
TOTAL ESTIMATED CONSTRUCTION COSTS WITH CONTINGENCY & ENGINEERING				\$	390,000

*The Right-In Right-Out is recommended to be included with the 1x1 RAB option as a way to accommodate traffic after the Hulett Bridge Closure.

**This estimate uses unit prices based on 2025 construction costs. Depending on the timeframe, budgeting should incorporate an inflation factor to account for price increases over time.

City of Faribault - TH21 Corridor Study TH21 White Sand Park Entrance CONCEPT LAYOUT CONSTRUCTION COST ESTIMATE					
Optional Add-on 3/4 Intersection					
ITEM DESCRIPTION	ITEM CODE	UNIT	UNIT PRICE	Estimated Quantities	
				Quantity	Total Cost
ROADWAY - INTERSECTION IMPROVEMENTS					
MOBILIZATION	2021.501/00010	LS	\$ 10,000.00	1	\$ 10,000.00
CLEARING & GRUBBING	2101.501-00020	LS	\$ 5,000.00	1	\$ 5,000
REMOVE & SALVAGE SIGN	2104.502-03300	EA	\$ 65.00	4	\$ 260
REMOVE CURB & GUTTER	2104.503/00315	LF	\$ 5.00	2,545	\$ 12,725
REMOVE BITUMINOUS DRIVEWAY PAVEMENT	2104.504/00110	SY	\$ 5.00	390	\$ 1,950
REMOVE PAVEMENT (BITUMINOUS)	2104.504/00120	SY	\$ 4.50	6,950	\$ 31,275
EXCAVATION, COMMON	2106.507-00010	CY	\$ 10.00	9,400	\$ 94,000
SELECT GRANULAR EMBANKMENT (22" THICKNESS)	2106.507-00080	CY	\$ 19.00	6,165	\$ 117,135
COMMON EMBANKMENT	2106.507/00130	CY	\$ 5.00	405	\$ 2,025
GEOGRID TYPE 2	2108.504-00011	SY	\$ 2.00	9,700	\$ 19,400
SUBGRADE PREPARATION (6" THICKNESS)	2112.604-00010	SY	\$ 2.00	9,700	\$ 19,400
AGGREGATE BASE (CV) CLASS 5 (6" THICKNESS)	2211.507-00170	TON	\$ 20.00	2,950	\$ 59,000
TYPE SP 12.5 NON WEAR COURSE MIX (3,B) - 4" THICK	2360.509/23205	TON	\$ 64.00	1,995	\$ 127,680
TYPE SP 12.5 WEARING COURSE MIX (3,C) - 3" THICK	2360.509/24300	TON	\$ 80.00	1,495	\$ 119,600
18" CAS SAFETY APRON AND GRATE DESIGN 3128	2501.502-19018	EA	\$ 2,000.00	4	\$ 8,000
18" RC PIPE SEWER CLASS III	2503.503-15183	LF	\$ 60.00	100	\$ 6,000
CONCRETE CURB AND GUTTER (Various)	2531.503/02320	LF	\$ 35.00	3,035	\$ 106,225
CONCRETE MEDIAN	2531.504-00010	SY	\$ 115.00	1,280	\$ 147,200
LIGHTING UNIT TYPE 9-40	2545.502-09040	EA	\$ 8,500.00	6	\$ 51,000
TRAFFIC CONTROL SUPERVISOR	2563.601-00001	LS	\$ 10,000.00	1	\$ 10,000
TEMPORARY TRAFFIC CONTROL	2563.601-00010	LS	\$ 10,000.00	1	\$ 10,000
INSTALL SIGN	2564.602-01515	EA	\$ 500.00	8	\$ 4,000
SIGN PANELS	2564.618-00020	SF	\$ 50.00	48	\$ 2,400
SILT FENCE, TYPE MS	2573.503-00023	LF	\$ 2.00	2,500	\$ 5,000
EROSION CONTROL SUPERVISOR	2573.501-00030	LS	\$ 5,000.00	1	\$ 5,000
SOIL BED PREPARATION	2574.505/00020	AC	\$ 250.00	1	\$ 213
FERTILIZER TYPE 3	2574.508/00013	LB	\$ 0.85	170	\$ 145
SEEDING	2575.505-00021	AC	\$ 260.00	1	\$ 221
MULCH MATERIAL TYPE 1	2575.509/00010	TON	\$ 280.00	2	\$ 476
RAPID STABILIZATION METHOD 4	2575.523/00020	SY	\$ 1.50	4,115	\$ 6,173
SEED MESIC INSLOPE	2575.608/25100	LB	\$ 9.00	60	\$ 540
PAVEMENT MARKINGS VARIOUS (multi-component, ground-in, wr, 6" eq.)	2582.503-40106	LF	\$ 1.20	700	\$ 840
PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	2582.518/04020	SF	\$ 30.00	405	\$ 12,150
STORMWATER TREATMENT - ASSUME POND*	2573.901-00005	LS	\$ 21,500.00	1	\$ 21,500
ESTIMATED CONSTRUCTION COSTS ROADWAY - INTERSECTION IMPROVEMENTS				\$	1,016,532
20% CONTINGENCY				\$	203,306
12% ENGINEERING				\$	146,381
8% CONSTRUCTION ADMIN / INSPECTION				\$	97,587
TOTAL ESTIMATED CONSTRUCTION COSTS WITH CONTINGENCY & ENGINEERING				\$	1,465,000

*This is an optional add-on to provide access to properties along TH 21 where there would other be full access control via closed median.

**This estimate uses unit prices based on 2025 construction costs. Depending on the timeframe, budgeting should incorporate an inflation factor to account for price increases over time.

Appendix C – Concept Drawings

See following pages

OPTIONAL CORRIDOR IMPROVEMENTS SOUTH OF TH 21 BRIDGE FAIRBAULT, MN 1X1 RAB OPTION 1B

LEGEND

PARCEL LINES

POTENTIAL DEVELOPMENT - ROAD LAYOUT

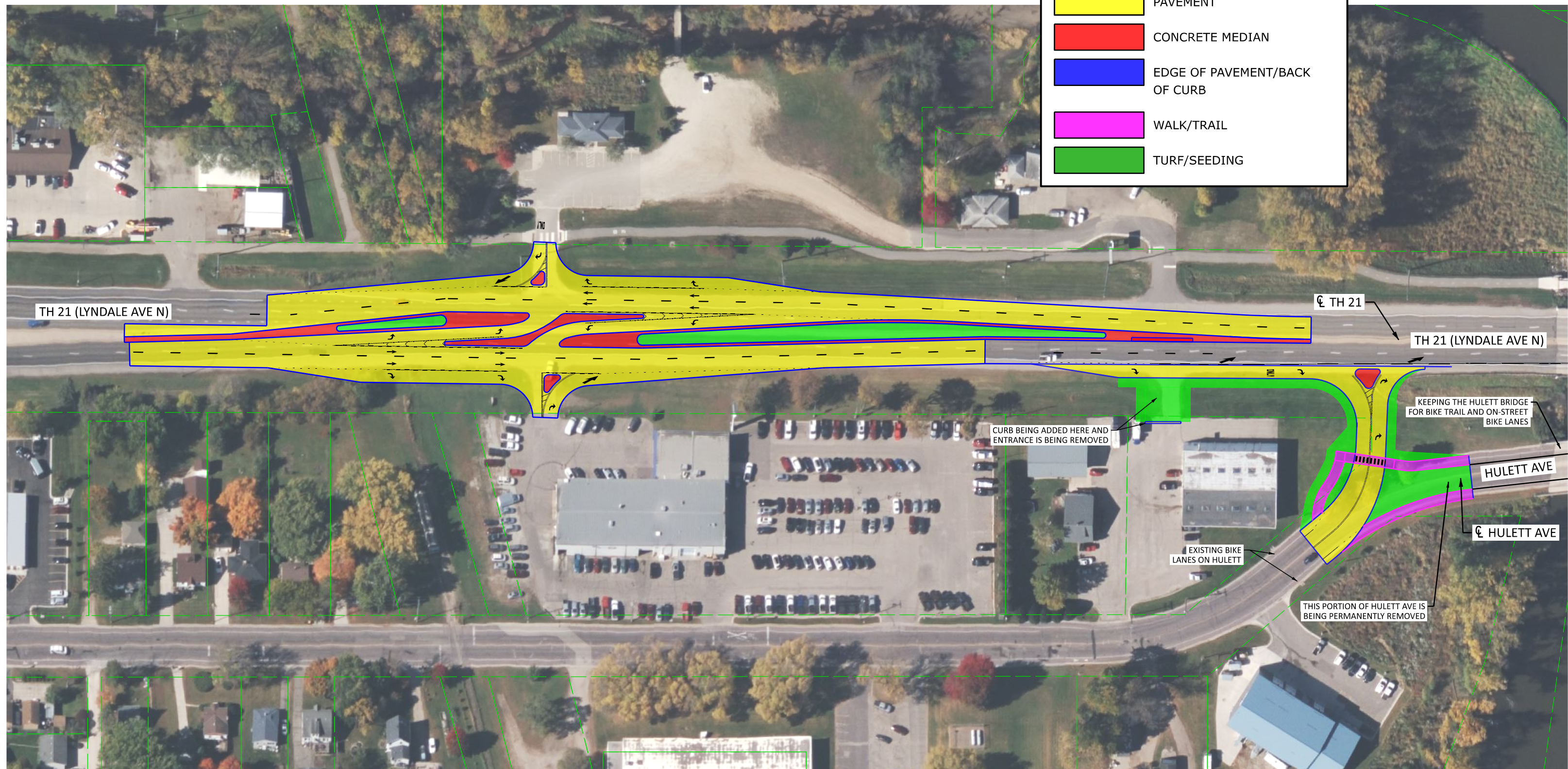
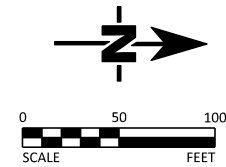
PAVEMENT

CONCRETE MEDIAN

EDGE OF PAVEMENT/BACK OF CURB

WALK/TRAIL

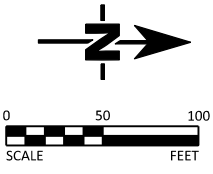
TURF/SEEDING



FAIRBAULT, MN 1X1 RAB OPTION 1B

LEGEND

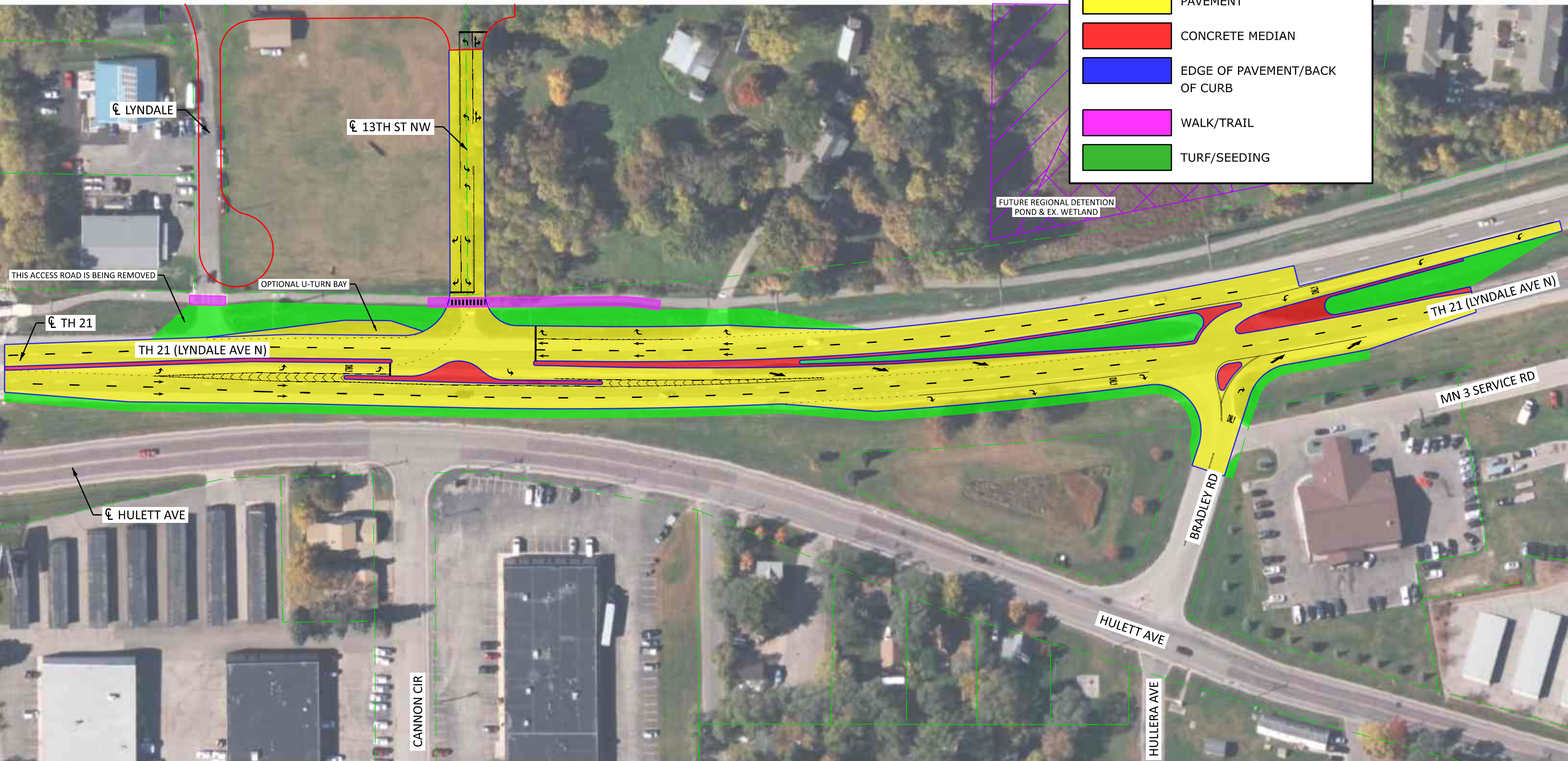
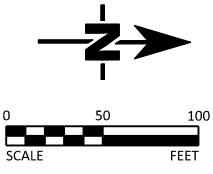
- PARCEL LINES
- POTENTIAL DEVELOPMENT - ROAD LAYOUT
- PAVEMENT
- CONCRETE MEDIAN
- EDGE OF PAVEMENT/BACK OF CURB
- WALK/TRAIL
- TURF/SEEDING



FAIRBAULT, MN SIGNAL - OPTION 3

LEGEND

- PARCEL LINES
- POTENTIAL DEVELOPMENT - ROAD LAYOUT
- PAVEMENT
- CONCRETE MEDIAN
- EDGE OF PAVEMENT/BACK OF CURB
- WALK/TRAIL
- TURF/SEEDING





Council Work Session Memorandum

TO: Mayor and City Council
THROUGH: Jessica Kinser, City Administrator
FROM: Mark DuChene, Director of Engineering (City Engineer)
MEETING DATE: April 7, 2026
SUBJECT: Riverside Court Sanitary Sewer Service

Discussion:

The City has been working on a project to replace the watermain along the west side of TH 21/Lyndale Avenue from White Sands Trail Head to Bradley Road. Included in that project was the extension of a public gravity sanitary sewer line from Cannon Circle (east side of TH 21) to the west side of TH 21 to provide sanitary sewer access to existing and future development areas that currently don't have sanitary sewer access. Note, the CIP only included bringing the sewer pipe across TH 21, not extending it to immediately serve any existing parcels. The cost for extending the pipe under the trunk highway was proposed to be funded entirely by the Sanitary Sewer Fund (601) and any further costs to extend service to individual parcel(s) would be borne 100% by the benefiting parcels, which follows City policy.

There presently are 3 parcels on Riverside Court that do not have access to the City sanitary sewer and are served by either a private septic drain field or a simple holding tank. One property owner has been notified they have a non-compliant system and must address the non-compliance. Due to the properties' size, location, and proximity to the Cannon River, replacing these individual treatment systems on site is difficult, if not almost impossible, to meet current design standards.

Pending Council direction on the TH 21 Corridor study, Staff is presenting the following options for Council to consider and provide direction to Staff.

1. Assuming the Council is interested in continuing to plan and pursue the TH 21 Corridor project, Staff is recommending at this time that the TH 21 sewer crossing project be modified to install a smaller-diameter forcemain under TH 21 and extend the forcemain along Riverside Court and provide sewer access to the three currently

unserved parcels. This forcemain would allow the parcels to discontinue the need to use their individual treatment system and connect to the public forcemain via a grinder pump.

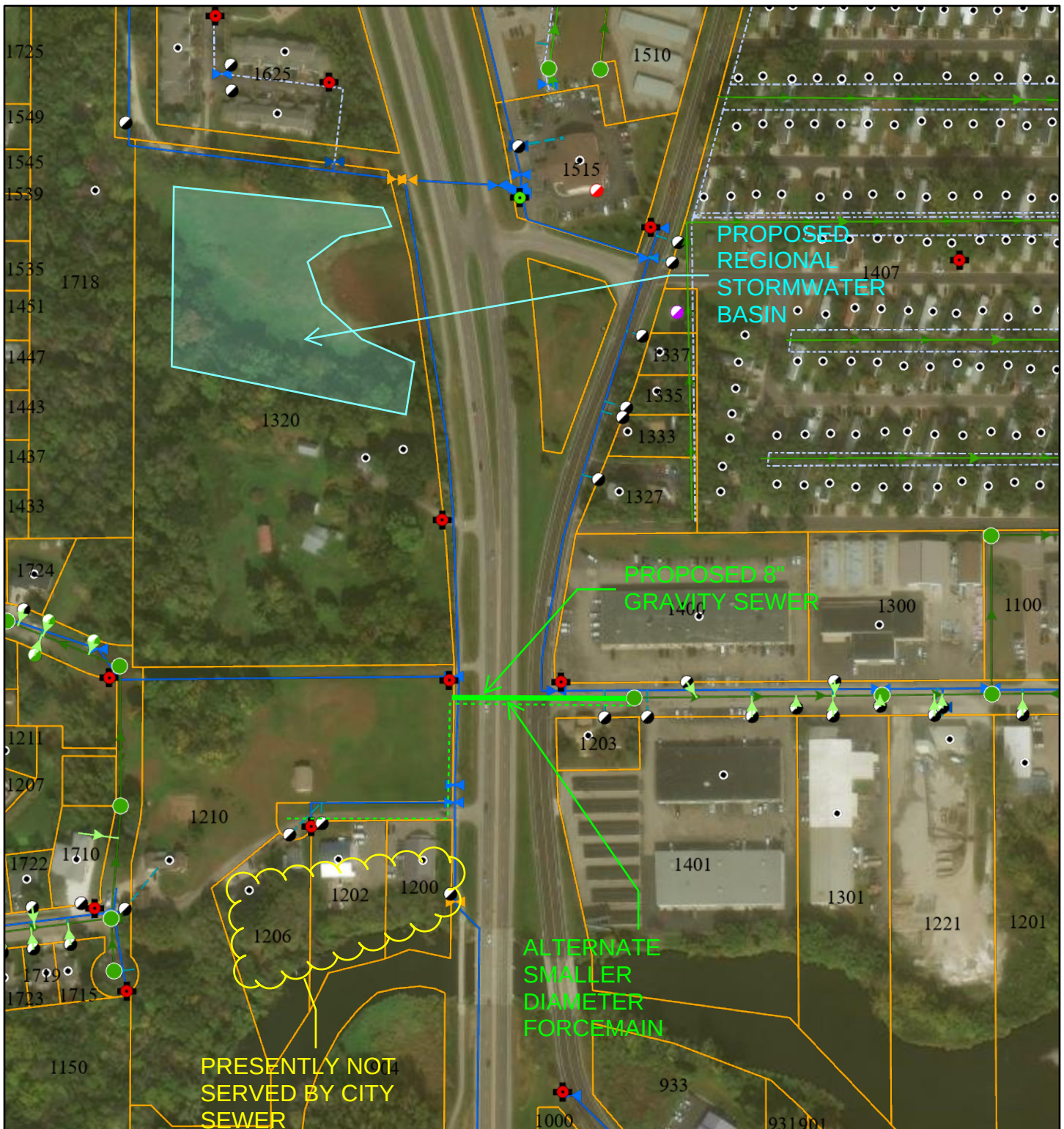
- Pros: Quicker and less costly construction now. Addresses immediate health and environmental issues.
 - Cons: Would be a lost cost in the future when gravity sewer is made available. Doesn't provide access to undeveloped parcels.
2. Extend the gravity sewer under the trunk highway and expand the project to include extending the sewer within Riverside Court.
 - Pros: Permanent long-term solution.
 - Cons: Much more costly up front and would delay the project a significant time.
 3. Maintain the current plan to just extend the sewer under TH 21.
 - Pros: Provides future granite sewer availability.
 - Cons: Does not solve the immediate issue with the non-compliant system.

Staff will review the above options and be available for questions.

Attachments:

1. Riverside Court Sewer Options

Riverside Court



April 3, 2026

