TH 25 Area Planning and Environmental Linkages (PEL) Study

Final Study Report

June 17, 2025

This report is prepared in accordance with Title 23 U.S. Code (USC) Sec. 168

BOLTON & MENK
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HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

Contents

Appendices:

A. Public Engagement and Agency Coordination
B. Letters of Support and Recognition
C. Concurrence Documents
D. Existing Conditions Document
E. Purpose and Need and Evaluation Criteria Document
F. Alternatives Analysis Document

1. Agency Authority and Support

The Federal Highway Administration (FHWA) has developed the Planning and Environmental Linkages (PEL) approach to accelerate project delivery by linking the planning process with the National Environmental Policy Act (NEPA). FHWA has been involved throughout the Highway 25 Area PEL Study process and provided concurrence at multiple stages throughout the process. Sherburne and Wright Counties have led the study process, in consultation with the Minnesota Department of Transportation (MnDOT) who owns the existing Highway 25 corridor and the corridors it connects to, Interstate 94 (I-94) and Highway 10, both discussed in this study. This report is to be used in future NEPA analyses within the study area unless new information is introduced by the project sponsor or FHWA. This study has been prepared in accordance with 23 U.S.C. 168 (Integration of planning and environmental review) and other FHWA policy on PEL process.

1.1. Local Agency Support

The following local agencies have been involved throughout the study process and have long supported improvements in the area. After participating in the two levels of screening and evaluation through TAC meetings and providing a robust public information and community comment period, these agencies found the PEL process to be a valuable tool in the alternatives decision-making process resulting in a flexible corridor vision. They support the four alternatives (no-build and three build) that were determined to move forward to NEPA.

As individual projects move into future environmental review processes, local agencies are committed to providing continued support and participation. See Appendix B: Letters of Support and Recognition.

- Wright County
- Sherburne County
- City of Becker
- City of Monticello
- City of Big Lake
- Big Lake Township
- Monticello Township
- Becker Township
- Silver Creek Township
- MnDOT District 3

2. Acknowledgements

The following staff were involved in the development of the Highway 25 Area PEL Study:

Lead Agencies/Project Management Team:

- Andrew Whitter, Sherburne County
- Chad Hausmann, Wright County

Technical Advisory Committee:

- Jacob Sanders, City of Becker
- Randy Sabart, City of Becker
- Layne Otteson, City of Big Lake
- Hanna Klimmek, City of Big Lake
- Matthew Leonard, City of Monticello
- Rachel Leonard, City of Monticello
- Lucinda Messman, Becker Township
- Brian Kolbinger, Becker Township
- Brenda Kimberly-Maas, Big Lake Township
- Dean Brenteson, Big Lake Township
- Brett Holker, Monticello Township
- Scott Peterson, Monticello Township
- Mike Helman, Silver Creek Township
- Tom Cruikshank, MnDOT
- Michael Solie, MnDOT
- Lisa Elliot, MnDOT
- Paul Hartzheim, MnDOT
- Stephanie Castellanos, MnDOT
- Philip Forst, FHWA

Consultant Team:

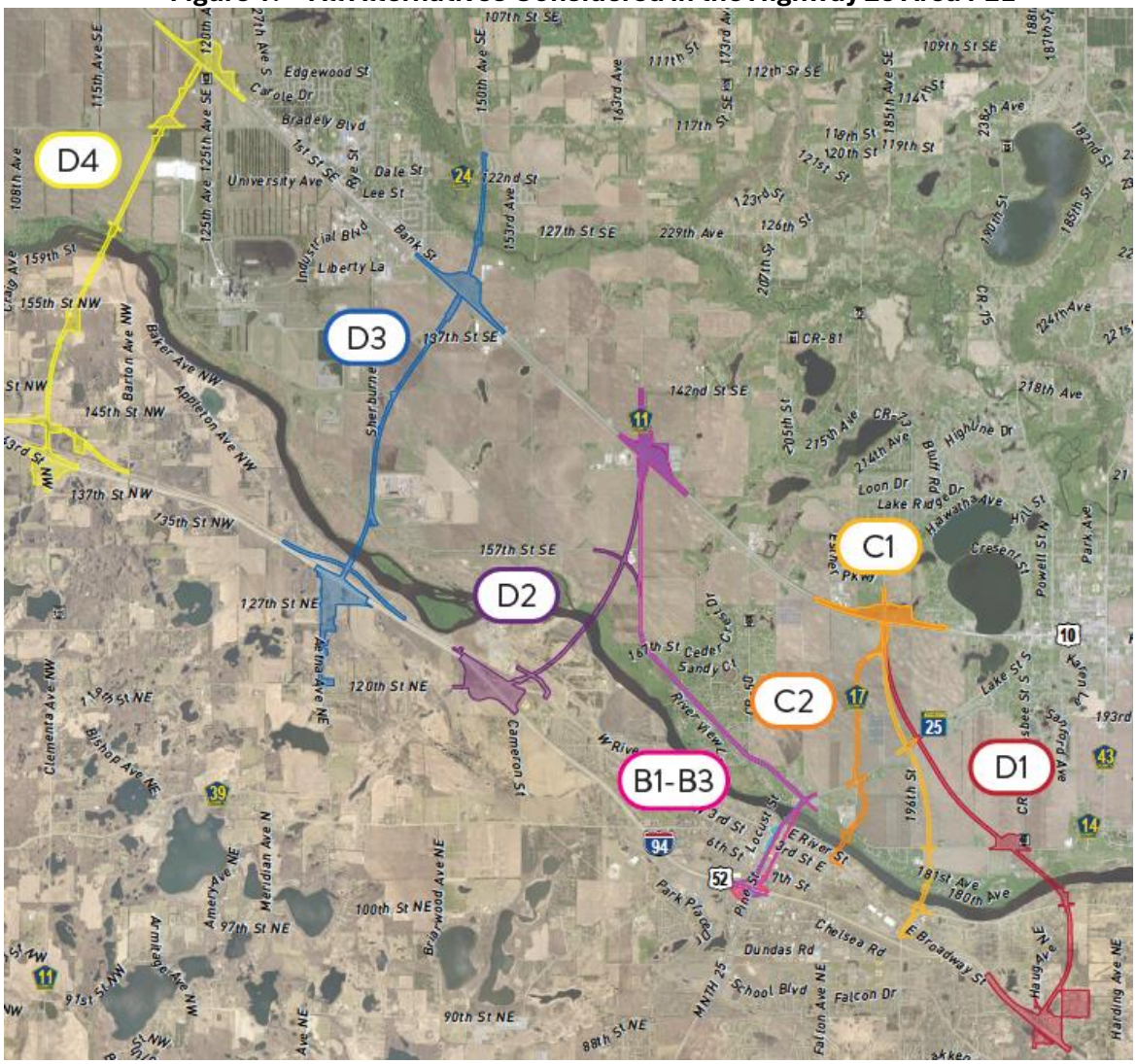
Consultant team members participated in the PMT, TAC, Policy Committee, and public meetings throughout the process.

- Angie Bersaw, Consultant Project Manager
- Andrew Babb, Safety and Traffic Lead
- Sarah Swedburg, Community Engagement
- Robin Caufman, Community Engagement
- Kate Harding, Concept Designs
- Chris Braband, Design Advisor

3. Executive Summary

The Highway 25 corridor is the only multi-lane crossing of the Mississippi River between the Twin Cities region and the St. Cloud area and experiences significant levels of congestion and crashes. This report documents the analysis and recommendations of a Planning and Environmental Linkages (PEL) Study completed to identify transportation improvements to improve conditions on and around the Highway 25 corridor in Wright and Sherburne Counties, Minnesota. The project was led by the two counties and looked at a range of alternatives along the existing alignment, nearby, and further afield from east of Monticello to west of Becker.

Figure 1. All Alternatives Considered in the Highway 25 Area PEL



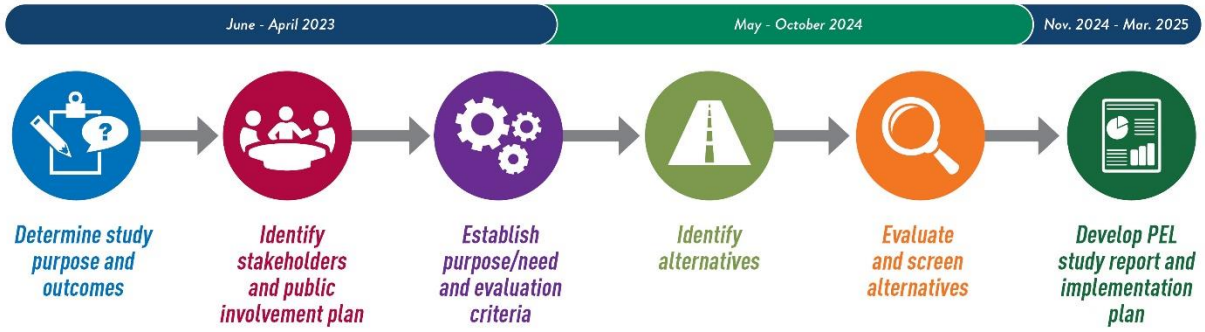
3.1. Planning and Environmental Linkages

PEL is a study process typically used to identify transportation issues and environmental concerns. It can be applied to planning analyses to make planning-level decisions. These analyses and decisions can be used to identify and prioritize future projects, develop the purpose and need for a project, and/or develop and refine a range of potential alternatives. PEL Studies can link planning and environmental issues in a way that can be carried forward into a full National Environmental Policy Act (NEPA) process in accordance with 23 U.S.C. 168. The adoption and use of a PEL study in the NEPA process is subject to a final determination by the Federal Highway Administration (FHWA).

PEL Process

Led by Wright and Sherburne Counties, a Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) that included municipalities, townships, MnDOT representatives and FHWA worked together to develop a vision for the Highway 25 area. The study began in May 2023 and concludes with the publication of this report.

Figure 2. PEL Study Process and Timeline



3.2. Purpose and Need

The purpose of the Highway 25 Area PEL study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the Monticello-Big Lake area. To serve this purpose, the Highway 25 PEL Study identified two primary needs: vehicular safety and vehicular mobility. The Study also identified a secondary need for walkability and bikeability, including bicycle and pedestrian safety.

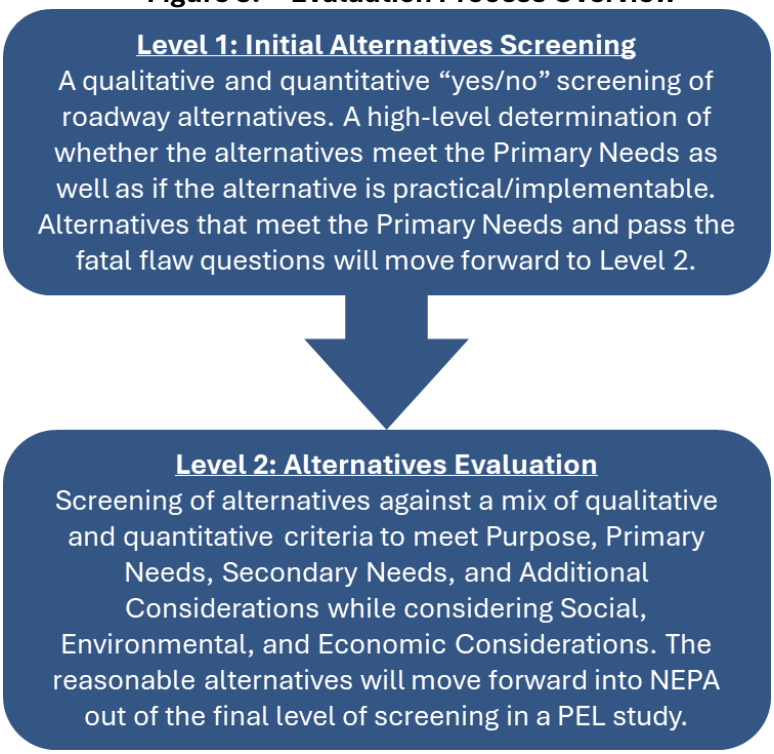
Additional Considerations

Additional considerations describe other desirable project elements that were not central to the purpose and need of the study but were important considerations to evaluate alternatives. Additional considerations in the Highway 25 area included environmental impacts, construction and maintenance costs, and interstate access considerations, among others.

3.3. Alternatives Analysis

The study's purpose and need were used to develop evaluation criteria used in two distinct levels of evaluation screening, shown in **Figure 3**. The purpose of the Level 1 screening was to eliminate alternatives that clearly did not meet the project's stated Purpose and Need. Criteria used in the Level 2 screening compared how well each alternative met the Purpose and Need and additional considerations for the project. All alternatives were compared against a no-build alternative as a point of comparison. Evaluation criteria were a mix of qualitative and quantitative metrics based on planning-level assessments of each alternative.

Figure 3. Evaluation Process Overview



All nine build alternatives were found in the Level 1 screening to advance the Purpose and Need of the study and were, along with the no-build alternative, advanced to Level 2. After Level 2 evaluation:

- Two alternatives were recommended to be **eliminated** from further study, due to not adequately serving the Purpose and Need of the project;
- Four alternatives were **not recommended** for future study, due to other alternatives having more compelling advantages and/or smaller impacts (these could be studied further in the future if new information becomes available); and
- Three build alternatives along with the no-build alternative were **recommended** to move forward into further study based on their ability to meet the study's purpose and need.

Table 1. Alternative Analysis Results

Alternative	Level 2 Results
A1 – No Build	**Carry forward**
B1 – Widen Hwy 25	Not Recommended
B2 – Hwy 25 Access Control	Eliminate
B3 – Hwy 25 One-way Pair	**Carry Forward**
C1 – Fenning Ave (CR 18) Extension	Not Recommended
C2 – Washington Avenue Extension	Not Recommended
D1 – Eastern Monticello	Eliminate
D2 – 120th Street	**Carry Forward**
D3 – Eastern Becker	**Carry Forward**
D4 – Western Becker	Not Recommended

3.4. Agency and Public Involvement

The Highway 25 Area PEL Study included involvement with a range of stakeholders, including resource agencies, dedicated technical and policy committees, and the public at large. These included:

- The Central Mississippi River Regional Partnership served as the **Policy Advisory Committee (PAC)**
- A dedicated **Technical Advisory Committee (TAC)** was formed, which included the various municipalities, townships, and counties in the area as well as representatives from MnDOT
- Specific meetings were held with a number of **resource and other agencies**, including opportunities to provide comments on key study documents
- Multiple in-person and virtual opportunities for **public** comment were provided, including traditional open houses, virtual open houses, and targeted meeting with community organizations

3.5. Study Recommendations

Based on the results of the alternatives analysis process, three build alternatives will be carried forward into a future NEPA process for the Highway 25 area. More details on this analysis can be found in Section 5 of the report. These alternatives meet the 23 U.S.C. 168 criteria for NEPA and generated support from members of the PAC and TAC.

Alternative B3: One-Way Pair Highway 25

This alternative would convert Pine Street (current Highway 25 alignment) and Cedar Street (one block to the east) in downtown Monticello to a one-way pair with three lanes in each direction. A new bridge structure would be built carrying the northbound lanes across the Mississippi River. County Road 11 between Highway 25 and US Highway 10 would be widened to four lanes to accommodate the increased travel demand, and the intersection of CR 11 and US Highway 10 would be improved, possibly to a grade-separated interchange. Both segments of Highway 25 and the affected portion of CR 11 would have multi-use paths to support safe walking and bicycling travel.

Alternative D2: 120th Street

A new road with a shared-use path would be built from a new interchange on I-94 at 120th Street just northwest of Monticello. This new road would travel south of the Monticello Nuclear Generating Plant, cross the Mississippi River, and tie into US Highway 10 at the current location of its intersection with CR 11 at a new intersection or grade-separated interchange. CR 11 and 157th Street would be realigned to connect to the new road.

Alternative D3: Eastern Becker

A new road with a shared-use path would be built from a new interchange on I-94 near Aetna Avenue. This new road would cross the Mississippi River and follow Sherburne Avenue before curving to the east to connect to US Highway 10 at a new intersection or grade-separated interchange southeast of Liberty Lane/Rolling Ridge Road. This road would eventually be extended across the Elk River to provide direct connectivity to Central Avenue and/or CR 67.

3.6. Affected Environment and Environmental Consequences

The potential impacts to a variety of environmental resources were analyzed and considered in the Level 2 alternatives analysis. Both qualitative and quantitative criteria were used to evaluate impacts to natural, manmade, social, and other environmental resources. Other environmental resources not evaluated in the PEL study will need to be addressed during future NEPA review.

3.7. Implementation Plan

The PEL process is intended to provide a framework for the long-term implementation of recommended improvements as funding becomes available and to be used as a resource for future NEPA documentation. The implementation plan and sequencing was developed by Wright and Sherburne Counties in coordination with the TAC and based on the planning-level information available at this PEL Study stage of work. The implementation plan illustrates how each corridor alternative could be phased into incremental projects that are funded and built over time.

It is important to note that future NEPA phases would be required before a project proceeded to implementation and construction. These NEPA phases would establish a corridor alternative and then a preferred alternative for construction. Each of these NEPA phases of work will come with additional design details and the corresponding implementation plan will be revisited and refined with the additional information available at these points in future review. While the timing of funding is unknown, each separate project has the potential to benefit the study area through increased safety and mobility, as documented in Section 10.

3.8. Supporting Documentation Appendices

The following memos and documentation were developed as part of the PEL study process and are referenced throughout this report:

- Appendix A: Public Engagement and Agency Coordination
- Appendix B: Letters of Support
- Appendix C: Concurrence Documentation
- Appendix D: Existing Conditions Document
- Appendix E: Purpose and Need and Evaluation Criteria Document
- Appendix F: Alternatives Analysis Document

3.9. Next Steps

The PEL documentation identifies a range of alternatives that are recommended be carried forward into a formal NEPA process for further study and for ultimate selection of a preferred alternative. This will include additional design advancement; more detailed social, economic, and environmental analyses; and public involvement.

The following study report summarizes the PEL process and study for the Highway 25 area.

4. Introduction

Wright and Sherburne Counties, in coordination with the Federal Highway Administration, are facilitating a comprehensive study of Highway 25 and surrounding areas including I-94 and US Highway 10. This study has been completed in close consultation with MnDOT, who owns and maintains Highway 25 and many of the surrounding major roadways like US Highway 10, I-94 and Highway 24, and who would necessarily have a part in the implementation of any considered alternative. MnDOT is not the lead agency for this PEL Study as expansion of Highway 25 on its existing network and/or on a new alignment is not a MnDOT investment priority. MnDOT's investment priorities in the PEL Study area include the projects detailed in the No-Build Alternative description in Section 5 of this report. MnDOT District 3 has committed to continuing their collaboration with Wright and Sherburne Counties and other participating agencies should the region determine that further NEPA environmental corridor planning continue.

This Planning and Environmental Linkages (PEL) study will consider the benefits and impacts of proposed transportation system improvements to the environment, communities, and economy knowing that the outcome of the analysis and evaluation will affect many elements within the project area including safety, access, freight, and congestion, while encouraging economic development. This Alternatives Analysis builds on previous Existing Conditions and Purpose & Need documents to compare different solutions to each other and to a no-build alternative.

The Highway 25 Area PEL Study is being conducted in accordance with Title 23 U.S. Code (USC) Sec. 168, whereas Sherburne and Wright Counties, and FHWA are planning to adopt the PEL Study results (e.g., Purpose and Need, Evaluation Criteria, Alternatives Development, etc.) into future National Environmental Policy Act (NEPA) processes undertaken for this study area. Therefore, the agencies are adhering to the legal requirements of transportation planning required by Title 23 USC Sec. 134-135, 23 USC 168, and title 49 USC Sec. 5303-5306 and NEPA required by Title 42 USC Sec. 4332, Title 40 CFR Part 1500-1508, and Title 23 CFR Part 771.

The study area of this PEL sits on the border of Wright and Sherburne Counties northwest of the Minneapolis-St. Paul metropolitan area, as shown in **Figure 4**. The primary study area includes the area roughly bound by Highways 24 and 25 on the west and east, US Highway 10 to the north, and Interstate 94 to the south.

4.1. PEL Process

National Environmental Policy Act (NEPA) process principles were followed for this PEL study including preparation of a project Purpose and Need; evaluation of alternatives; and coordination with local, state, and federal agencies with a nexus to potential future approvals and resource impacts. The following are the key points that required FHWA concurrence:

- Determining the reason for the PEL Study: November 28, 2023
- Purpose and Need and Evaluation Criteria: April 30, 2024
- Alternatives Analysis: February 25, 2025
- Final PEL Study: This report publication serves as the concurrence date.

Documentation of these concurrence points is included in Appendix C.

The Alternatives Analysis process used technical analysis along with stakeholder and public input to support the development and evaluation of a range of reasonable alternatives. Two levels of screening evaluation were used to assess and carry forward those alternatives that best met the Purpose and Need. Reasonable alternatives include those that are practical or reasonable from a technical or economic standpoint and follow common sense. The results of the Alternatives Analysis support carrying forward multiple alternatives into future NEPA review.

4.2. Purpose and Need

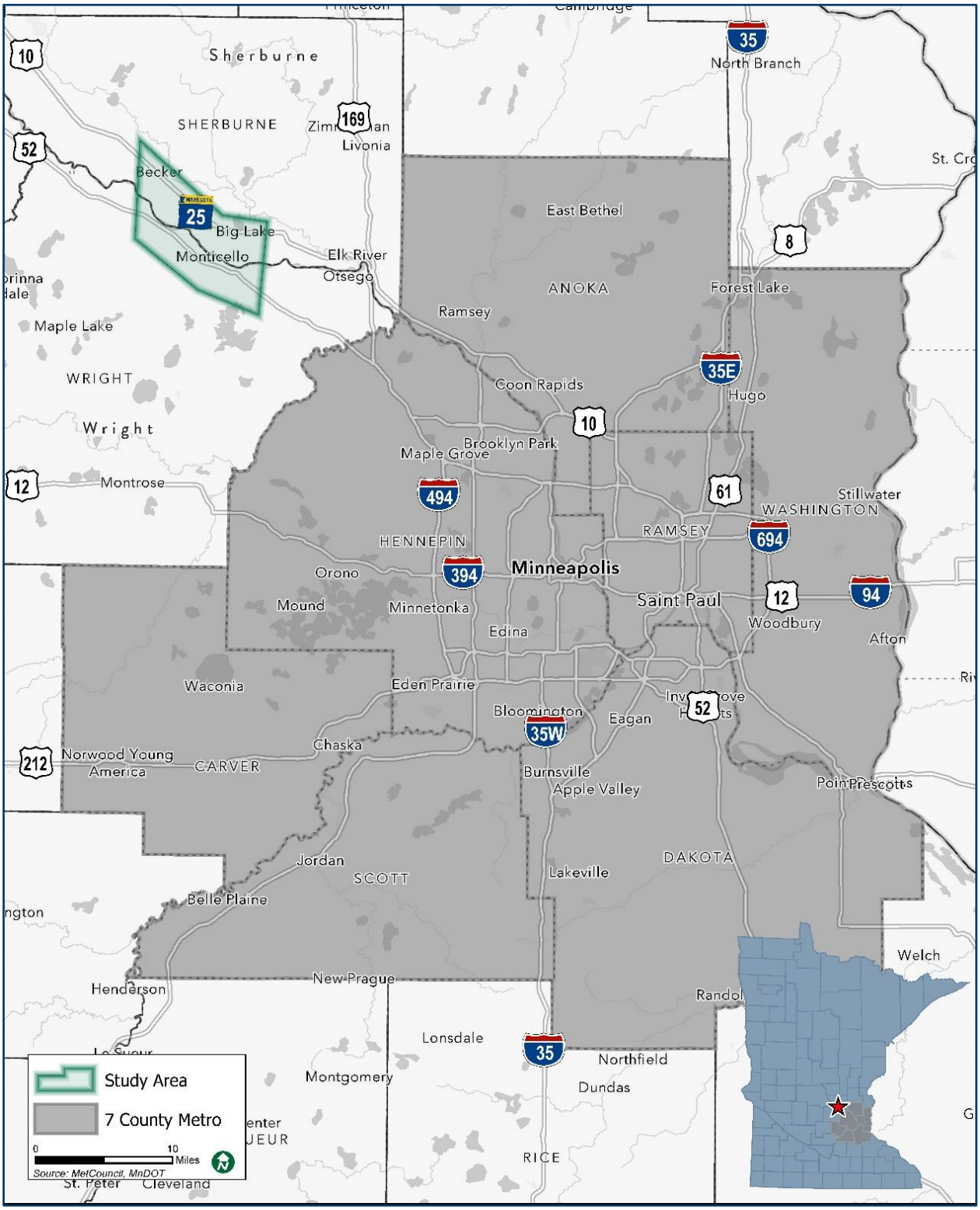
The purpose of the Highway 25 Area PEL Study (as identified in the Purpose and Need document in Appendix E) is to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the Monticello-Big Lake area.

The project's purpose was developed to address the following needs, which were identified as part of the existing conditions analysis (which is included in Appendix D):

- Primary Need: Vehicular Safety
    - Many roadway segments and intersections in the area have crash rates higher than statewide critical rates.
- Primary Need: Vehicular Mobility
    - Existing traffic congestion creates substantial travel times, poor travel time reliability, and continuing growth with few alternative routes will only exacerbate these issues.
- Secondary Need: Walkability and Bikeability
    - Facilities for walking today expose pedestrians to a substantial level of traffic stress, and no dedicated bike facilities are available. Roadways are not friendly to bicycling in mixed traffic. Multiple clusters of bicycle and pedestrian crashes in the area have been identified.

The purpose and need shaped the development of the evaluation criteria used in each level of screening and evaluation.

Figure 4. Study Area

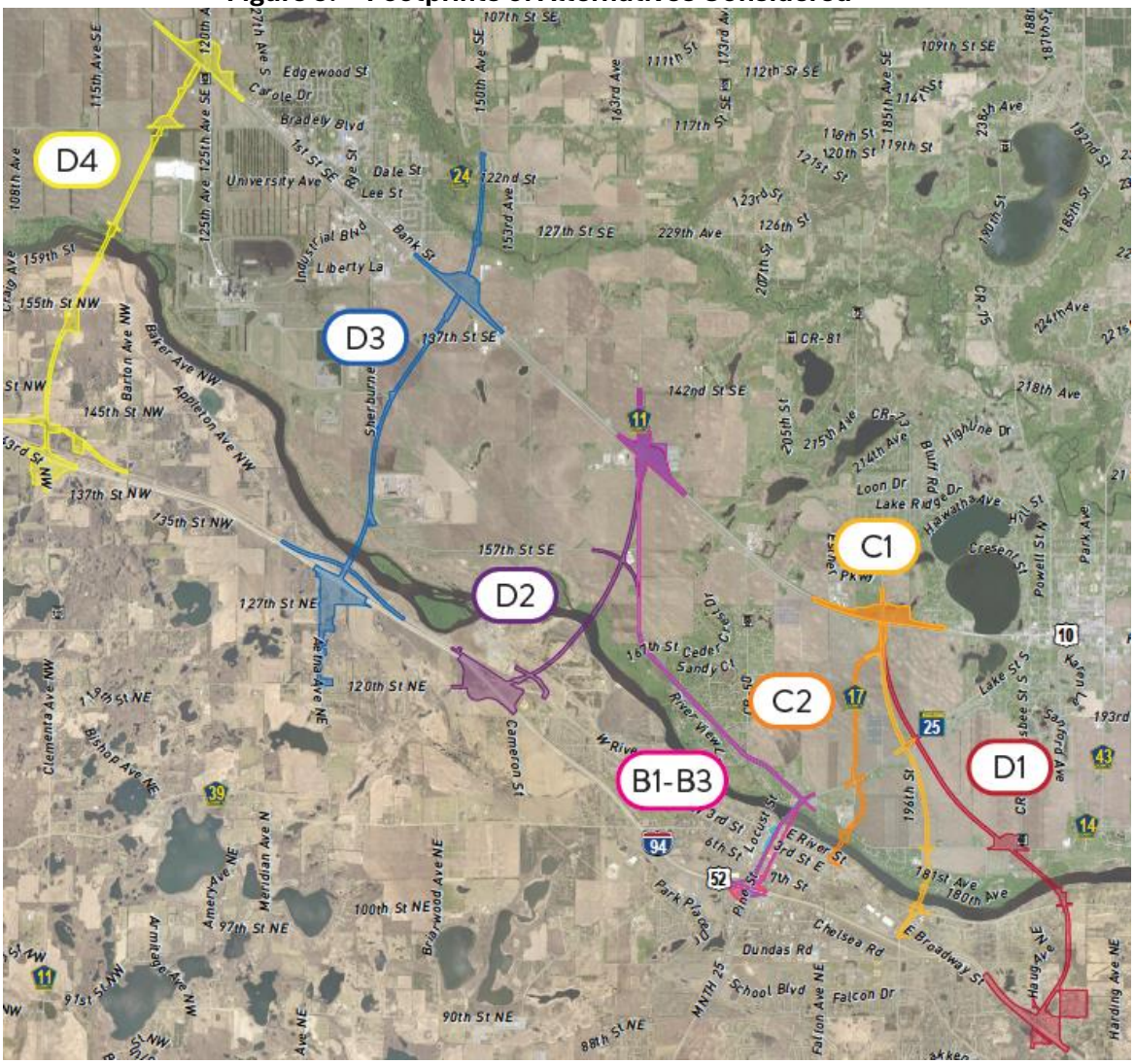


5. Alternatives Analysis

Through review of previous planning in the area and work with key stakeholders, ten alternatives were developed and evaluated. Full details of this analysis are included in the Alternatives Analysis Document in Appendix F. The footprint of these alternatives can be seen in **Figure 5** below and are:

- Category A: No-Build
  - Alternative A1: No-Build. Includes only previously-planned improvements in the area, which include improvements to the Highway 24 and I-94 interchange; widening I-94 east of Highway 25 to six lanes; and ITS improvements, including messaging signs, on the Highway 25 corridor.
- Category B: Improvements to Existing Roadway Network
  - Alternative B1: Widen Hwy 25 to Six Lanes. Includes widening Highway 25 from I-94 to CR 11/14 to six lanes, widening CR 11 from Highway 25 to US Highway 10 to four lanes, and additional intersection improvements at major intersections.
  - Alternative B2: Access Control on Hwy 25. Remove left turns off of Highway 25 to simplify signal operations, widen CR 11 from Highway 25 to US Highway 10, and additional intersection improvements.
  - Alternative B3: Convert Hwy 25 to One-Way Pair. Would convert the existing Highway 25 corridor and Cedar Street in Monticello to a one-way pair (three lanes in each direction), widen CR 11 to four lanes from Highway 25 to US Highway 10, and additional intersection improvements.
- Category C: New Roadways Utilizing Existing Interchanges on I-94
  - Alternative C1: Fenning Avenue (CR 18) Extension. Includes realignment and extension of Fenning Avenue north of Broadway Street to connect to 200th Street, widening 200th Street to four lanes, and additional intersection improvements.
  - Alternative C2: Washington Street Extension. Would extend Washington Street across the Mississippi to US Highway 10, and include intersection improvements at a number of major intersections.
- Category D: New Roadways with New Interchanges on I-94
  - Alternative D1: Eastern Monticello. Includes a new roadway connecting to I-94 at a new interchange near Haug Avenue and connecting to US Highway 10 at/near the existing 200th Street intersection.
  - Alternative D2: 120th Street (Orchard Road). Includes a new roadway connecting to I-94 at a new interchange at 120th Street and connecting to US Highway 10 at the existing CR 11 intersection.
  - Alternative D3: Eastern Becker. Includes a new roadway connecting to I-94 at a new interchange near Aetna Avenue and connecting to US Highway 10 at a new connection south of 150th Avenue.
  - Alternative D4: Western Becker. Includes a new roadway connecting to I-94 at a new interchange near Clementa Avenue and connecting to US Highway 10 at the intersection of Highway 25.

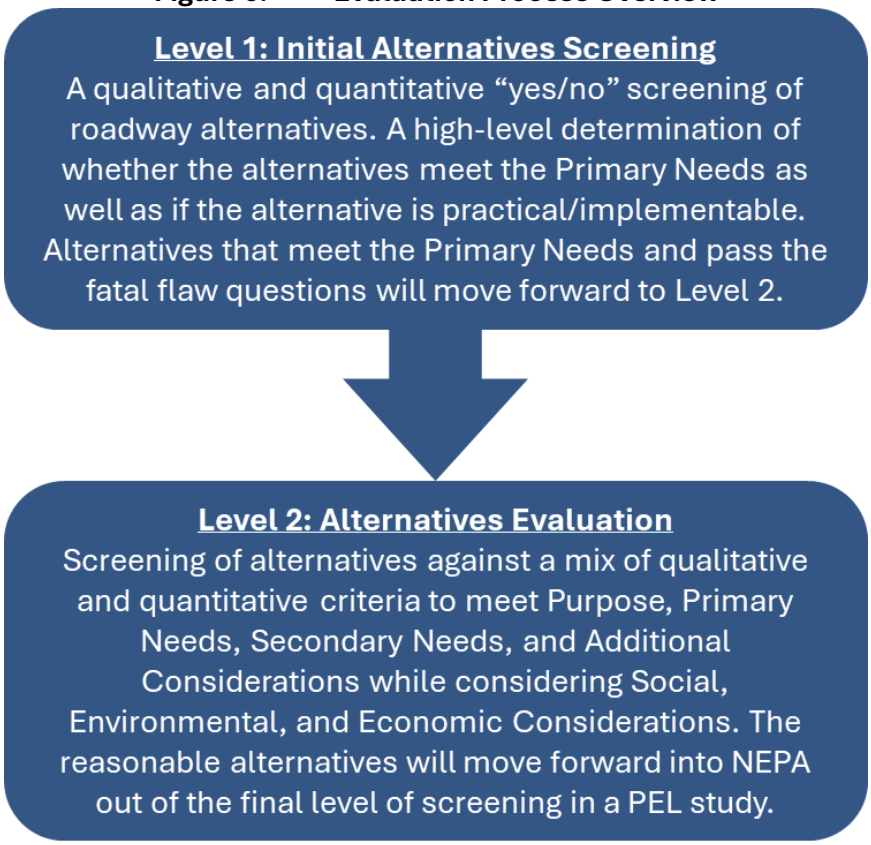
Figure 5. Footprints of Alternatives Considered



5.1. Evaluation Process

The evaluation process has two levels as shown in **Figure 6** below. The Level 1 Screening focuses on identifying any fatal flaws in the proposed alternatives based on primary needs. The Level 2 Analysis evaluates each alternative across a number of metrics related to primary needs, secondary needs, and other social, economic, and environmental considerations. Evaluation criteria were developed based on the project's purpose and need. Additional considerations and known environmental issues are identified in the Purpose and Need and Evaluation Criteria Memo.

Figure 6. Evaluation Process Overview



5.2. Level 1 Screening Results

Each alternative was put through a "yes/no" screening based on the questions shown below in **Table 2** to understand which alternatives were likely to support primary needs and be practical/implementable. Based on these considerations, each alternative was given one of the three following recommendations:

- **Carried Forward**: The alternative will be evaluated further in a future NEPA study.
- **Not Recommended**: The alternative is removed from further consideration. No elements unique to the alternative are carried forward because similar improvements in other alternatives have demonstrated superior performance. It can be considered in future studies if new information or analysis indicated it may, in the light of that new information, provide a reasonable balance of transportation performance and SEE impact performance to merit reconsideration.
- **Eliminated**: The alternative does not help address the Purpose and Need and should not be reconsidered in any future NEPA study.

At the conclusion of this process **all alternatives were carried forward to the Level 2 evaluation**. All alternatives were found to have potential to serve primary needs, except for the No Build, which was carried forward to serve as a point of comparison.

Table 2. Level 1 Screening Criteria

Category	Evaluation Criteria
Vehicular Safety	Q1) Does it have the potential to **improve vehicle safety**?
Vehicular Mobility	Q2) Does it have the potential to **reduce congestion** in the core Highway 25 Area PEL study area and on adjacent river crossings providing similar regional travel patterns, like Highway 24?
	Q3) Does the alternative have the potential to **improve regional travel times**?
Implementability	Q4) Is it **extremely costly** or not practical/implementable?
	Q5) Is the alternative **consistent with approved land use plans** for the respective area? (NPP3)
	Q6) Is the alternative likely to satisfy all **Interstate Access Request** policy points?

5.3. Level 2 Analysis Results

The Level 2 Analysis included quantitative and qualitative metrics for primary needs, secondary needs, and social, economic, and environmental considerations. A summary of these metrics is shown below in **Table 3**.

Table 3. Level 2 Evaluation Criteria and Performance Measures

Category	Evaluation Criteria	Performance Measure
Primary Needs		
Vehicular Safety	Will the alternative improve vehicular safety across the entire roadway network?[1]	Expected crashes[2]
		Expected crashes based on exposure and shifting travel patterns[1]
Vehicular Mobility	Segment capacity	Overall segment v/c and segment LOS
	Intersection capacity	Overall/best-leg/worst-leg intersection LOS
	Impact to vehicle travel time along the corridors	Corridor travel time
	Impact to regional movements	Travel time for primary regional origin-destination path
	Impact to freight movements	Travel time to key freight destinations
	Travel time reliability	Potential to improve the consistency of travel times across the Mississippi River
Secondary Needs		
Walkability and Bikeability	Will the alternative improve safe opportunities to walk and bike in the Highway 25 Area PEL study area?	Improvements include elements conducive to walking and biking such as reduction in vehicular speeds, changes in traffic volumes, or fleet mix.
	Pedestrian perception of safety	User stress levels for walking along and across corridors
	Bicyclist perception of safety	User stress levels for biking along and across corridors
	Number of Connections	Number of Local and Regional destinations that users can travel to
Additional Considerations		
Fiscal Considerations	Construction, Design, and Right-of-Way Cost	2024 Dollars (risk-based cost range)
	Maintenance Cost	Dollars (risk-based cost range)
Interstate Access Considerations	Interchange Needs	Can an existing interchange(s) and/or local roads be reasonably improved to meet future traffic demands? (NPP1)

[1] Entire roadway network includes all arterials and Interstate highways that could experience a substantial effect from new alternatives. At a minimum, this is assumed to include TH 25, TH 24, I-94, and US Highway 10.
[2] These two performance measures were originally expected to be distinct, but due to limitations in available data, the were ultimately combined, using the same methodology.

Category	Evaluation Criteria	Performance Measure
		Can transportation system management, geometric design, and/or alternative improvements to the Interstate meet future traffic demands without new access? (NPP2)
	Will the alternative improve or have no impact on vehicular safety on I-94? (IAPP1)	Expected crashes & expected severe crashes on I-94
		Expected crashes on I-94 based on exposure and shifting travel patterns
	Interchange Configuration (IAPP2)	Is full access provided by a new interchange (if included)?
	Interstate Operations	Planning-level analysis of freeway operations (IAPP1 and NPP4)
		Consistent with an I-94 corridor or network access study? (NPP4)
		Development-driven access coordination/ commitments to ensure adequate I-94 operations. (NPP5)
	Storm Water Management	Addition/reduction of impervious surface
Social, Economic, and Environmental (SEE Considerations)		
SEE Considerations	Historical and Cultural Resources	Risk for potential adverse effect to known National Register of Historic Places (NRHP) eligible/listed properties
	Farmland	Opportunity to avoid or minimize impacts to farmland
	Protected Species	Risk for potential “likely to adversely affect” to federally protected species
		Risk for potential “likely to adversely affect” to state protected species
		Impact to Minnesota Biological Survey (MBS) Areas of Biodiversity Significance
	Section 4(f) Resources	Anticipated use of Section 4(f) resources
	Property Impacts	Anticipated property/right of way impacts; by number, type, and amount of parcel impact (e.g., partial/strip acquisition, full acquisition, and relocation)
	Economic Impacts	Potential impact to existing businesses
	Wetlands	Opportunity to avoid or minimize wetland impacts

Category	Evaluation Criteria	Performance Measure
	Floodplains	Opportunity to avoid or minimize floodplain encroachment
	State Wild and Scenic River (Mississippi River)	Acres of protected lands impacted
		Potential for significant impacts to the Mississippi River
		Viability for Obtaining a Permit
		Consistency with the Mississippi River Management Plan
	~~Environmental Justice~~	~~Potential for disproportionately high and adverse impacts to EJ blocks and blocks groups (e.g., property, access, etc.) weighed with potential benefits - opportunities for betterments like economic benefits.~~ [3]
	Contaminated Properties	Potential impacts to known contaminated sites
	Visual Quality	Consider changes to landscape aesthetics, compatibility with surrounding land use cultural/historical sensitivity, and public perception
	Traffic Noise	Identify noise receptors and comply with federal and state requirements

[3] Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was an active Presidential Executive Order for a majority of the duration (to date) of this project's review process, which led to the inclusion of these factors in the evaluation process and stakeholder list. EO 12898 was revoked on January 21, 2025, with EO 14173. No substantial project decisions, such as retaining or dismissing a build alternative, was materially based upon impacts to Environmental Justice (EJ) populations. As such, there are not any project decisions that must be revisited to remain consistent with current expectations of the federal environmental review framework.

The analysis suggested three build alternatives to carry forward into a future NEPA study as shown below in **Table 4**. The no build alternative is also recommended to be carried forward to a future NEPA study to serve as a point of comparison.

Table 4. Level 2 Analysis Results

Alternative	Vehicular Safety	Vehicular Mobility	Walkability/ Bikeability	Level 2 Results
A1 – No Build	Poor	Poor	Fair	**Carry forward**
B1 – Widen Hwy 25	Fair	Fair	Poor	Not Recommended
B2 – Hwy 25 Access Control	Poor	Poor	Poor	Eliminate
B3 – Hwy 25 One-way Pair	Good	Fair	Poor	**Carry Forward**
C1 – Fenning Ave (CR 18) Extension	Good	Fair	Fair	Not Recommended
C2 – Washington Avenue Extension	Good	Fair	Fair	Not Recommended
D1 – Eastern Monticello	Good	Good	Poor	Eliminate
D2 – 120th Street	Good	Good	Fair	**Carry Forward**
D3 – Eastern Becker	Good	Good	Fair	**Carry Forward**
D4 – Western Becker	Good	Good	Poor	Not Recommended

6. Agency and Public Involvement

Agency and public involvement was a component of each phase of the Highway 25 Area PEL study. Regular meetings with standing committees provided continual local insight, while larger public engagement and communication efforts provided education and opportunities for feedback with the broader community. All feedback directly informed this study. Additional detail about agency and public involvement can be found in Appendix A.

6.1. Agency Coordination

Project Management Team

The Project Management Team (PMT) was made up of Wright and Sherburne counties' project managers and the Bolton & Menk project leaders with MnDOT and FHWA as advisors. The purpose of the PMT was to review the project schedule and activities, discuss issues and solutions, and coordinate tasks. This team met a total of 15 times throughout the project, as detailed in **Table 5** below.

Table 5. PMT Schedule

2023	2024	2025
June 8 – Kick Off	January 4	January 16
June 29	February 15	February 5
August 3	April 4	
September 28	May 2	
November 2	July 2	
	August 1	
	October 3	
	December 2	

Technical Advisory Committee

The Technical Advisory Committee (TAC) was a team of the lead counties' project managers, planning and engineering staff from the two lead counties, cities of Monticello, Big Lake, and Becker, and the representatives from the townships of Monticello, Big Lake, Becker, and Silver Creek, MnDOT District 3, MnDOT Office of Environmental Stewardship (OES), and FHWA. This group's role was to advise the project team on the development of the Stakeholder and Public Involvement Plan, Purpose and Need Statement, evaluation criteria and methodologies, Alternatives Analysis, and study recommendations. TAC members also supported engagement by amplifying communications through their social media channels and other communication networks. This committee met 10 times throughout the project, as detailed in **Table 6** below.

Table 6. TAC Schedule

2023	2024	2025
August 10	January 12	February 13
November 30	April 11	
	May 20	
	July 23	
	August 28	
	September 25	
	November 6	

Policy Advisory Committee

The Policy Advisory Committee (PAC) was made up of locally elected or senior-level staff from Wright and Sherburne Counties, the cities of Monticello, Big Lake, and Becker, representatives from Monticello, Big Lake, Becker, and Silver Creek Townships, and active members of the CMRP. The PAC's role was to keep partners informed, advise the project team on the decision-making process, identify issues, and collaborate on identifying and prioritizing long-term solutions. This team met a total of seven times throughout the project, as detailed in **Table 7** below.

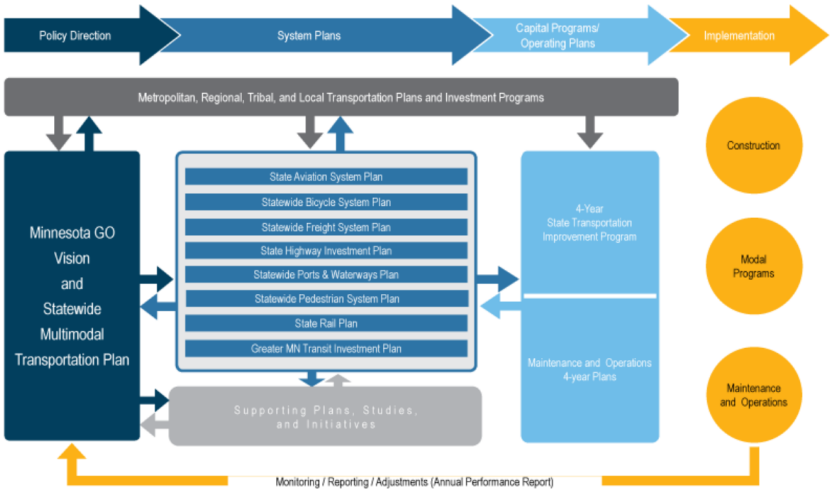
Table 7. PAC Schedule

2023	2024	2025
August 21	February 29	March 27
December 14	July 25	
	September 26	
	December 12	

Minnesota Department of Transportation

MnDOT was a stakeholder and engaged with in several ways throughout the study process. In addition to their presence on the study's TAC, additional coordination meetings were held with staff from MnDOT's District 3 to understand their unique perspective as the owner of Highway 25 and a number of other major roadways potentially impacted by the build alternatives considered in this study (US Highway 10 and Interstate 94 chief among them). Through their participation in the TAC and this additional engagement, MnDOT had input on all study processes and materials and multiple opportunities to provide feedback. MnDOT has recognized the PEL study as a collaborative process aimed at improving mobility and safety across the regional roadway network and to build consensus around a reasonable range of alternatives. MnDOT District 3 has further committed to continuing to participate and collaborate in future NEPA planning. Notably, this study did not determine whether MnDOT, or another agency would own and maintain any new roads built as part of a selected alternative. MnDOT determines its strategic direction and investment decisions through a family of plans as illustrated in Figure 7 below.

Figure 7. MnDOT Plans and Programs



Anticipated availability of future funding is among the considerations used to develop and update these plans. The current versions of these plans emphasize MnDOT-led project scopes such as maintaining infrastructure in a state of good repair, addressing safety problems, and low-cost high impact solutions rather than regional capacity expansion. This approach results in plans with a having a higher confidence of being delivered.

At the time of the completion of this PEL Study Report, MnDOT is undertaking a separate study of the Highway 25 corridor through Monticello and across the Mississippi River. The impetus for this study is a recognition that the existing Highway 25 corridor does not serve existing mobility needs and has existing safety issues. These findings are consistent with the PEL Study's Purpose and Need. The Highway 25 Corridor Study is focused on low-cost improvements that can be integrated into the existing Highway 25 corridor in the near term to improve safety and mobility without major expansion. This is consistent with MnDOT's investment priorities noted earlier. This study is expected to be completed in Fall 2025.

MnDOT's Highway 25 Corridor Study is not considering a one-way pair alternative or any other corridor expansion alternative due to the goals noted above to focus on low-cost improvements on the existing corridor, without major expansion. However, MnDOT expressly stated a lack of support for Alternative B3 (One-Way Pair) for these reasons:

- requires another bridge across the river along-side the existing Highway 25 river bridge
- needs to utilize Cedar Street for the one-way pair which is largely a residential collector street lined with driveways and would likely lack support from these residents due to increased traffic
- not likely to provide congestion/mobility relief to the already congested I-94 and bridge area
- not likely to provide long-term regional travel benefit

Resource Agency Coordination

Throughout the Highway 25 Area PEL study, federal, tribal, state, and local resource agencies were engaged. Wright and Sherburne Counties requested formal comment on the Existing Conditions and Purpose and Need Statement from March 12 – April 12, 2024. Comments from resource agencies were tracked, addressed, and informed next steps. Comments were received from the United States Environmental Protection Agency (USEPA), Minnesota Department of Natural Resources (MnDNR), and

the Federal Highway Administration (FHWA). Comments received from the EPA provided numerous resources that were used by the project team, where appropriate, in the development of the PEL study. Comments from the MnDNR resulted in additional meetings with MnDNR to discuss the State Wild and Scenic River designation of the Mississippi River in this area. These comments also led to changes to the Level 2 evaluation criteria for the Wild and Scenic River. Engagement from resource agencies on the Existing Conditions and Purpose and Need Statement directly impacted the development of the Alternatives Analysis Report.

Wright and Sherburne Counties requested formal comment on the Alternatives Analysis Report from December 24, 2024 – January 23, 2025. An extension was granted to the USEPA to provide comments by January 31, 2025. Comments from resource agencies were again tracked, addressed, and informed next steps. Comments were received from the U.S. Coast Guard, U.S. Fish and Wildlife Service, the USEPA and the University of Minnesota. Agency comments generally noted whether permits or approvals would be needed or identified conditions that would need future review. The USCG noted that if a replacement bridge is part of the project, they would not need to issue a USCG Section 9 since it is above the head of navigation. However, they would need to approve the plans to ensure that debris could pass under the bridge in high water. Specifically, they would need to approve the plans to make sure that the lowest portion of the superstructure of the bridge across the waterway should clear high water pursuant to 33 CFR 115.70.

The United States Fish and Wildlife Service and Xcel Energy both expressed their appreciation for the opportunity to review the AA and asked to continue to be involved in the process.

The EPA's initial comment was to request an extension. Their final comment letter outlined concerns related to operations, environmental, land use, and procedural. Operations comments focused on truck traffic, especially as it relates to Vonco, a disposal and recycling facility in the study area. Environmental comments focused on impacts to the state-designated Wild and Scenic River and 6(f) impacts. They indicated more detail or analysis is needed on Biodiversity Significant Sites and Project Species. Land use and process comments indicated the need for more detailed analysis of potential impacts to property, economic impacts, wetlands, traffic, construction, etc. These are areas that would be studied in depth through the future NEPA process.

In response to feedback received during the Phase 3 engagement process, Wright County and Sherburne County proactively arranged a coordination meeting with MnDNR to discuss the Alternatives Analysis Report. In the virtual meeting, held on February 21, 2025, MnDNR confirmed that they did not have substantive comments on the Alternatives Analysis Report. MnDNR stated that Alternative B3 is preferred because it would result in less natural resource impacts compared to Alternative D2 and Alternative D3. MnDNR stated that affected natural resources may include impacts to the State Wild and Scenic River System, impacts to the geomorphology of the river, and proximity to islands. MnDNR advocated for a crossing that does not intersect with an MBS Site and a location that considers river stability. The project area is known to contain Mussels, Butternut Tree, and Bald Eagle nests—impacts to these species would require a takings permit and mitigation under Minnesota Rules Chapter 6134 and 6212.1800 – 6212.2300. While the conversation with MnDNR focused on State requirements, it should also be noted that the Endangered Species Act (ESA) (16 U.S.C. § 1531-1544), Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. § 703-712), and the Bald and Golden Eagle Protection Act (16 U.S.C. § 688-688d) will also be relevant to these species. Additionally, MnDNR reiterated that the project must

comply with floodplain regulations and MnDNR Natural Heritage Information System review will be required as the project advances. After the conclusion of the PEL study, continued coordination with MnDNR will be necessary to evaluate natural resource impacts.

A summary of all resource agency coordination is included in Appendix A. Resource agencies engaged in this study can be found below in **Table 8**.

Table 8. Resource Agencies

Federal	Tribes	State	Local
US Army Corp of Engineers	Fort Peck and Assiniboine and Sioux Tribes	Board of Water and Soil Resources	Becker Township
US Coast Guard	Leech Lake Band of Ojibwe	Indian Affairs Council	Big Lake Township
US Environmental Protection Agency	Mille Lacs Band of Ojibwe	MN Department of Agriculture	City of Becker
US Fish and Wildlife Services	Shakopee Mdewakanton Sioux Community	MN Department of Commerce	City of Big Lake
Federal Highway Administration	Santee Sioux Nation	MN Department of Health	City of Monticello
	Turtle Mountain Band of Chippewa	MN Department of Natural Resources	Monticello Township
		MN Pollution Control Agency	Silver Creek Township
		MN State Historic Preservation Office	
		MN Department of Transportation	
		Office of the State Archaeologist	
		University of Minnesota	

6.2. Public Involvement

Goals

Public and stakeholder engagement focused on the following goals throughout the study:

- Create community awareness of the PEL study and its purpose including how it builds on but differs from previous studies in that it won't result in a single recommended solution
- Engage a wide cross-section of the public and stakeholders through activities and communication channels that yield meaningful input
- Provide Wright and Sherburne counties and the study team with timely insights that inform the development of viable alternatives and design plans and generate feedback
- Share recommendations for public and stakeholder consideration

Stakeholder Identification

At the beginning of the study, the project team and TAC identified key stakeholders for the project as identified in **Table 9** below. These stakeholders were identified in addition to the resource agencies previously mentioned. The project team facilitated a Conflict Assessment and Management Process (CAMP) workshop on November 30, 2023. The purpose of this workshop was to identify potential conflicts and develop relationship management responses, centered around the level of interest and involvement for each stakeholder group. This exercise was used to inform and refine the engagement plan.

Table 9. Key Stakeholders

Stakeholder Groups	Individuals, Agencies, and Organizations
Elected and appointed officials	Central Mississippi River Regional Planning Partnership (CMRP) City council members County commissioners State legislators Township board members
Business community	Developers Downtown Monticello businesses Entertainment destinations Farmers Freight carriers Industrial businesses Local chambers of commerce Transit operators
Advocates	I-94 Coalition
General public	Auto commuters Bicyclists and pedestrians Faith based organizations and religious institutions[4] Residential properties/neighborhoods Tourists
Other stakeholder groups	Burlington Northern Sante Fe Railroad Emergency services Public and private utilities, including Xcel Energy School and public institutions

[4] Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was an active Presidential Executive Order for a majority of the duration (to date) of this project's review process, which led to the inclusion of these factors in the evaluation process and stakeholder list. EO 12898 was revoked on January 21, 2025, with EO 14173. No substantial project decisions, such as retaining or dismissing a build alternative, was materially based upon impacts to Environmental Justice (EJ) populations. As such, there are not any project decisions that must be revisited to remain consistent with current expectations of the federal environmental review framework.

6.3. Engagement Activities and Summary of Themes

There were several engagement activities that occurred throughout the project. The following details the activities and themes that were documented from each event that informed the project.

Phase 1

The first phase of engagement for the project focused on general communication about the project, establishing brand and project recognition, identifying issues and opportunities, and introducing the project to resource agencies via email and phone call. The TAC directly influenced the public and stakeholder engagement plan to ensure it met the needs of the local community. In addition to communication tools detailed in Section 4.4 below, the project team used a web-based comment mapping tool, public survey, community pop-ups, and public open house meeting to engage the public during Phase 1.

Key themes identified during Phase 1 engagement included:

- The most frequent reasons for travel in the project area are for shopping or errands, recreation or entertainment, or reaching a destination beyond Monticello or Big Lake
- The top transportation issues in the area are poor drive times and congestion, lack of vehicle
- flow, and safety
- The areas with the most traffic congestion concern are Highway 25/Pine Street, Sherburne County Road/Park Boulevard, and Interstate 94.

Table 10 shows the Conflict Assessment and Management Process (CAMP) workshop results which determined the following involvement of resource agencies based on each agency's impact and desired involvement.

Table 10. CAMP Workshop Results

Level of Involvement	Resource Agencies
Work Closely	MN Department of Transportation Federal Highway Administration US Environmental Protection Agency US Army Corps of Engineers US Coast Guard Shakopee Dakota Tribe MN Department of Natural Resources Wright County Sherburne County City of Monticello City of Big Lake City of Becker
Keep Informed	US Fish and Wildlife Service Nuclear Regulatory Commission Fort Peck and Assiniboine and Sioux Tribes Leech Lake Band of Ojibwe Mille Lacs Band of Ojibwe Santee Sioux Nation Turtle Mountain Band of Chippewa MN State Historic Preservation Office MN Office of the State Archaeologist MN Department of Commerce MN Board of Water & Soil Resources MN Department of Employment and Economic Development Monticello Township Big Lake Township Becker Township Silver Creek Township
Monitor	US Department of Interior/National Park Service MN Pollution Control Agency MN Department of Health MN Department of Agriculture
Official Decline	Federal Aviation Administration

The input from Phase 1 directly influenced the Existing Conditions Document (Appendix D), the Purpose and Need Document (Appendix E), and the approach to Phase 2 engagement. Additional Phase 1 engagement details can be found in Appendix A.

Phase 2

Phase 2 engagement was conducted to share what was heard during Phase 1, collect feedback on the Purpose and Need Statement and proposed alternatives. Resource agency partners were asked to provide feedback on the Existing Conditions and Purpose and Need Statements during Phase 2. Additional engagement activities during Phase 2 included stakeholder interviews, a web-based map tour, public survey, community pop-ups, and public open house meetings.

Public feedback confirmed that the Purpose and Need Statement aligned with their top concerns in the area.

Key themes relating to the proposed alternatives identified during Phase 2 included:

- Residential impact and importance for alternatives to avoid cities were the most common concerns amongst the public
- Alternative D2, Alternative D3, and Alternative D4 were cited as the most acceptable alternatives by the public, while the public dismissed B Alternatives immediately.
- State Wild and Scenic River was amongst the most common concern from resource agency partners

The input from both the public and resource agency partners during Phase 2 confirmed the Purpose and Need Statement, which provided the project team with insights for the development of alternatives. Initial feedback during Phase 2 on proposed alternatives directly influenced the Alternatives Analysis Document (Appendix F). Additional Phase 2 engagement details can be found in Appendix A.

Phase 3

During the final phase of engagement, the project team shared the summary of Phase 2 and informed the public how this directly influenced the Alternatives Analysis. The purpose of Phase 3 engagement was to gather feedback from the public and resource agency partners on the Alternatives Analysis. Engagement activities during Phase 3 included an online comment form, virtual open house, and presentations to the Monticello Rotary and Monticello Chamber. Resource agencies were asked to provide comments on the Alternatives Analysis. At the conclusion of Phase 3 engagement, the project team shared the Final PEL Study Report for additional comment, and they shared about next steps following the conclusion of the PEL Study.

Key themes identified during Phase 3 included:

- Concern about traffic, safety, access, noise and property impacts along County Road 11
- Residential impact study should be considered in the next phase
- Engagement opportunities were good, and study was thoughtful
- Need for another river crossing or improvements to address congestion on Highway 25 in Monticello
- Concern about level of influence DNR will have in decision making process
- Timing the traffic signals along Highway 25 now to make traffic flow more smoothly
- Resource agencies highlighted the importance for their continued involvement in this project when moving into future NEPA processes

The input from resource agency partners and the public directly influenced the Final Study Report. Because the study partners have secured funding for a Tier 1 EIS that will immediately follow this project, the project team paid particular attention to key themes, partners, processes, and additional considerations that should be noted transitioning into this next study. These findings were all documented in this report. Additional Phase 3 engagement details can be found in Appendix A.

6.4. Communications

Many different communication methods were used during this project to reach the identified stakeholders. Throughout all communications, the project logo and branding was used to create project recognition and consistency for stakeholders. The following communication methods and tools were used:

- Project website
- Project GovDelivery email updates
- Articles/e-newsletters
- Wright and Sherburne County social media posts
- One-pager handouts/flyers
- Project videos, posted on social media

In addition to these communication methods, the project team asked TAC members and elected officials to help share about this project with their residents and constituents through their own newsletters, email, and social media channels.

7. Study Recommendations

Based on the results of the alternatives analysis process, three alternatives were recommended to be carried forward into a future NEPA process. The three alternatives are described in more detail in the following sections. These are in addition to the improvements included in the no build, which includes:

- Improvements to the I-94 and Highway 24 interchange,
- Widening of I-94 to six lanes east of Highway 25, and
- Repaving of Highway 25 in and near Monticello, including ITS improvements and variable messaging signs.

7.1. Alternative B3: One-way Pair

Alternative B3 would convert Cedar Street to northbound-only operation and the existing Highway 25 roadway (Pine Street) to a southbound-only operation. A new northbound bridge span would connect Cedar Street to Highway 25 at an improved signal with CR 11/14. A new interchange may also be constructed at US Highway 10 and CR 11 with a reconstruction of the current Highway 25 / I-94 interchange to connect to both roads. The alternative also includes a widening of CR 11 between Highway 25 and US Highway 10. A shared use path and sidewalk would be provided on both Pine Street (current Highway 25) and Cedar Street, as well as a shared-use path on CR 11. The footprint of this alternative, including potential interchanges at US Highway 10, can be seen in **Figure 8**.

7.2. Alternative D2: 120th Street

Alternative D2 would include constructing a new roadway on the western edge of Monticello which would connect 120th Street and CR 11. A new interchange would be constructed on I-94 at 120th Street/Orchard Road and intersection improvements, potentially including a new grade-separated interchange, would be constructed at CR 11 and US Highway 10. A shared-use path would be provided on one side of the roadway. The footprint of this alternative is shown in **Figure 9**.

7.3. Alternative D3: Eastern Becker

Alternative D3 would construct a new roadway on the east side of Becker which would connect Aetna Avenue to 150th Avenue. A new interchange would be constructed on I-94 at Aetna Avenue and a new intersection of new grade separated interchange would be constructed at US Highway 10. A shared-use path would be provided on one side of the roadway. **Figure 10** shows the footprint of this alternative.

Figure 8. Alternative B3 Footprint

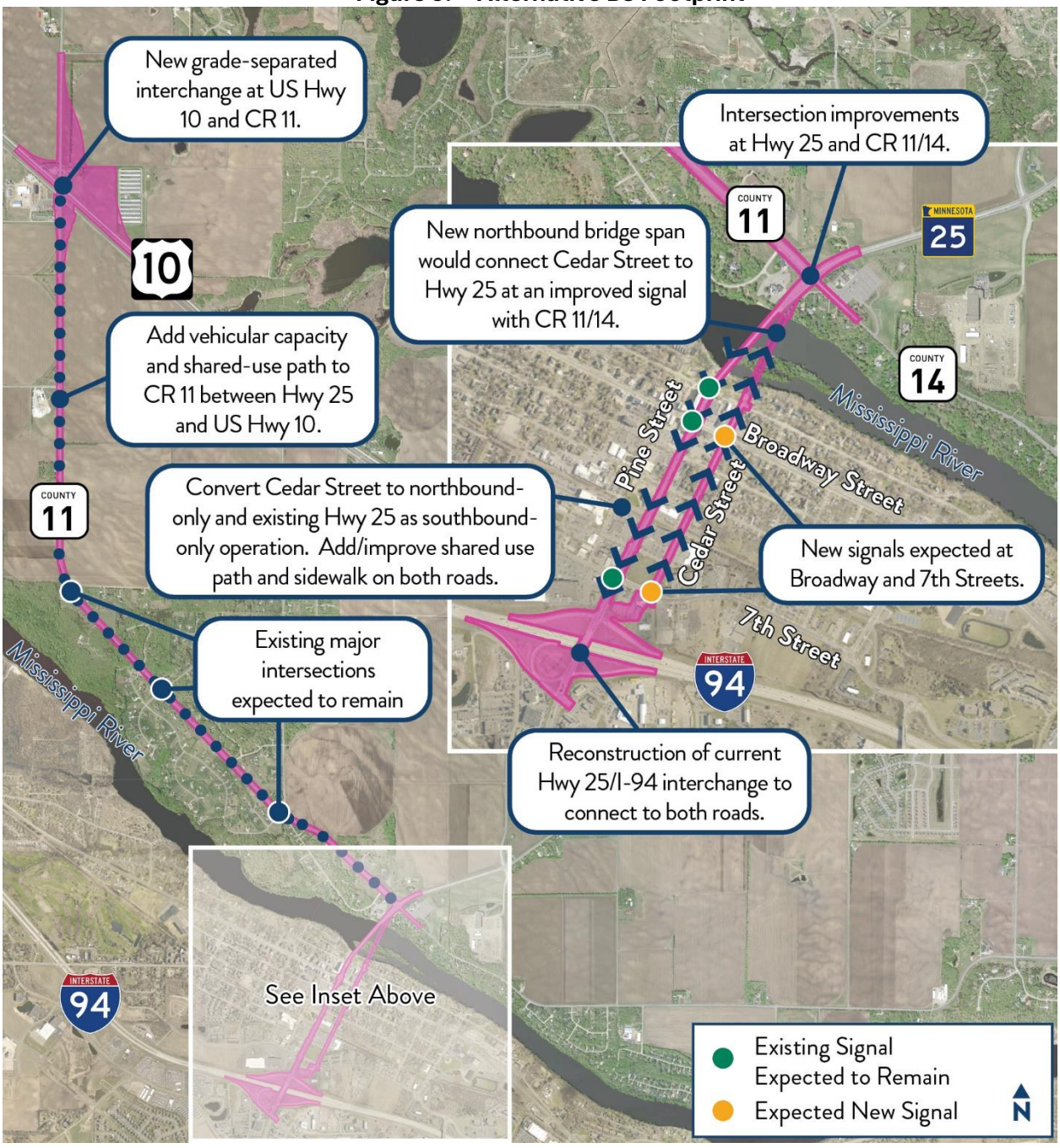


Figure 9. Alternative D2 Footprint

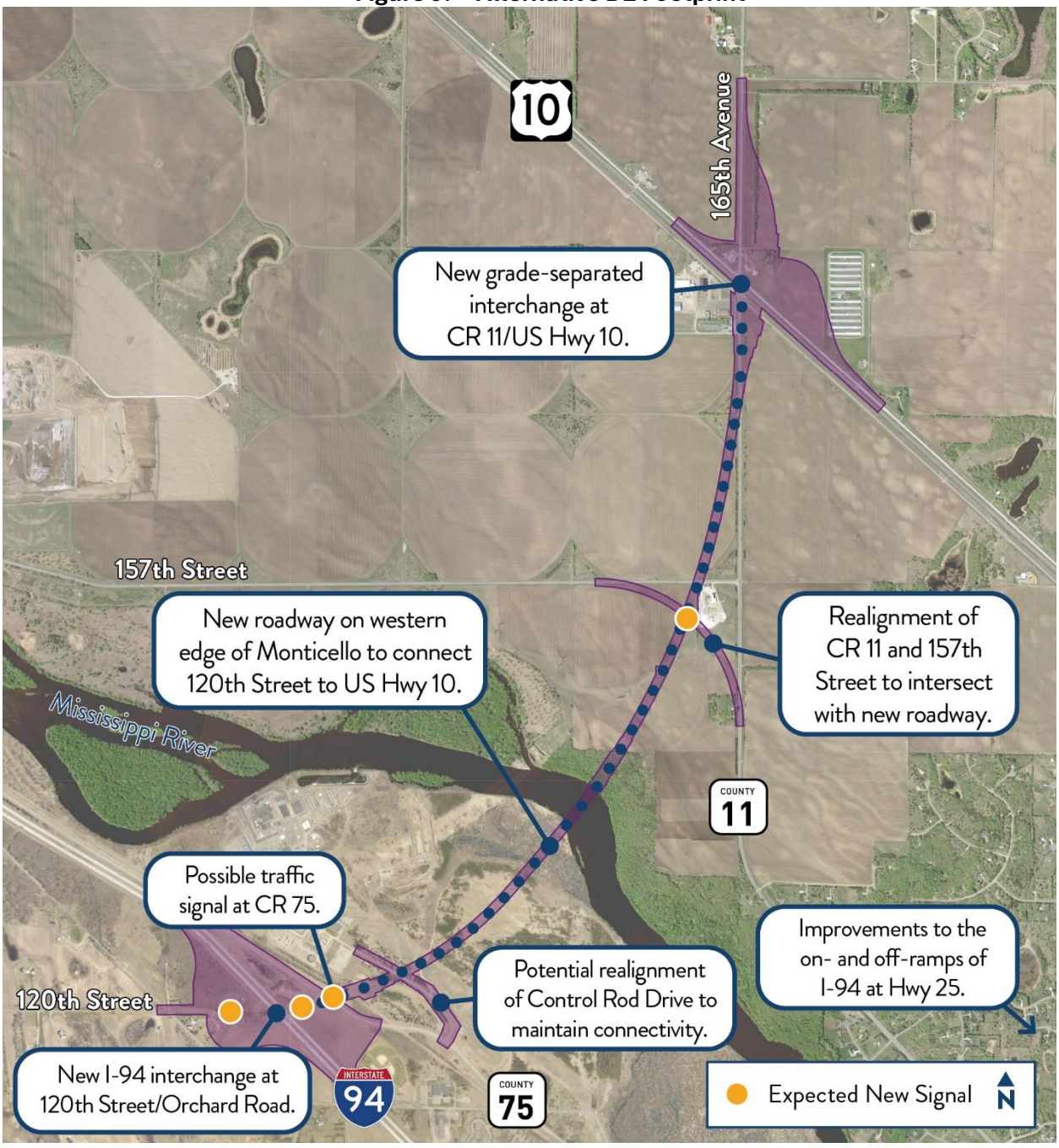


Figure 10. Alternative D3 Footprint

8. Cost Benefit Analysis

To help stakeholders compare the benefits and costs of different alternatives across different types of benefits, a planning-level cost benefit analysis was performed. This cost benefit analysis only considers constructions costs compared to travel time and safety benefits. This may undervalue the benefits of all alternatives because it does not include benefits such as economic development along existing or new routes, changes to air quality, changes in pedestrian or bicycle travel, and/or other effects. These benefits were estimated for a twenty-year period from 2050 through 2069. Construction cost ranges from the cost estimates created for this study were used, creating a range of benefit cost ratios. The results of this analysis can be found below in **Table 11**.

Table 11. Cost Benefit Analysis Results

Alternative	Construction Cost[1]	Travel Time Benefits[1]	Safety Benefits[1]	Total Benefit-Cost Ratio
B1 – Widen Hwy 25	$290-$325	$231.6	$15.7	0.76-0.85
B2 – Hwy 25 Access Control	$230-$265	$151.2	$5.9	0.59-0.68
B3 – Hwy 25 One-way Pair	$195-$225	$235.2	$16.3	1.12-1.29
C1 – Fenning Ave (CR 18) Extension	$135-$165	$336.4	$27.4	2.21-2.70
C2 – Washington Avenue Extension	$130-$150	$283.1	$18.8	2.01-2.32
D1 – Eastern Monticello	$250-$300	$302.7	$23.9	1.09-1.31
D2 – 120th Street	$195-$235	$368.4	$31.0	1.70-2.05
D3 – Eastern Becker	$195-$235	$430.3	$31.7	1.97-2.37
D4 – Western Becker	$220-$265	$444.7	$35.2	1.81-2.18

1. All financial values are shown in millions of year 2024 dollars

9. Affected Environment and Environmental Consequences

Based on the findings of the existing conditions report that future improvements have the potential to impact certain environmental resources, and that impacts could vary between alternatives, several environmental topic areas were selected as a part of the Alternatives Analysis evaluation criteria. For more information related to the following sections, please refer to Appendix F: Alternatives Analysis Report.

9.1. Property Impacts

Major infrastructure projects often require right-of-way acquisitions to accommodate design features, such as interchanges and ramps. These impacts can affect both businesses and residential properties, potentially harming the economic vitality and community cohesion. Right-of-way acquisitions are often drivers of implementation costs, which is the case with Highway 25.

Level 2 of the Alternatives Analysis evaluation considered property impacts by documenting the number and acres of potential property impacts, including potential relocations. The approach taken considered a worst-case scenario for impacts[5], however, further design of the corridor could result in fewer impacts.

Evaluation Findings

All alternatives (excluding Alternative A1: No Build) have the potential for property impacts. Alternative C1 has the highest documented property impact with approximately 25 full acquisitions and 42 partial acquisitions. Alternative D3 has the second-highest documented property impact with approximately 22 full acquisitions and 61 partial acquisitions. Potential impacts to and/or relocations of existing businesses may occur under Alternative B1, Alternative B2, and Alternative B3. Additionally, relocations occurring under Alternative B1, Alternative B2, Alternative B3, and Alternative C2 may correlate with Environmental Justice populations.

Due to the potential for property impacts, all alternatives (excluding Alternative A1: No Build) may result in impacts to existing neighborhoods. The Category B alternatives (B1, B2, and B3) would generate 13 to 19 full acquisitions and 88 to 94 partial acquisitions; potential acquisitions under the Category B alternatives would primarily affect downtown Monticello and the properties adjacent to CR 11.

Potential acquisitions under Alternative C1 would primarily affect a residential neighborhood in eastern Monticello near Mississippi Drive and a residential neighborhood north of the Mississippi River near 180th Avenue and 181st Avenue in the City of Big Lake.

Alternative D1 would generate 17 full acquisitions and 49 partial acquisitions; potential acquisitions under Alternative D1 would primarily affect residential neighborhoods in the easternmost portion of the City of Monticello.

[5] For example, due to the planning-level nature of alternatives designs (i.e., five percent or less design), multiple interchange designs were considered at each location proposed to include a grade-separated interchange. A composite footprint, which layered the multiple interchange designs (i.e., standard diamond, tight diamond, quadrant interchange, etc.) on top of each other at each interchange location, was developed to ensure a conservative right-of-way impact area was assumed. Interchange design assumptions are described for each alternative in Appendix F: Alternatives Analysis Report.

Alternative D2 is considered the least impactful in terms of impacts to neighborhoods, generating an estimated 3 full acquisitions and 31 partial acquisitions.

Future NEPA analyses will seek to avoid relocations and consider Section 4(f) resources in determining the cost and magnitude of property impacts.

9.2. Local and Regional Planning Compatibility

Both existing land use and future land use were reviewed to understand the effects different alternatives may have on land use. Land use context changes substantially throughout the review area. Land use along Highway 25 in both Monticello and Big Lake is a downtown commercial corridor with high potential for pedestrian crossing traffic. Beyond the Highway 25 and US Highway 10/Highway 25 corridor in the PEL study review area, land use is a mixture of residential, agricultural, industrial, commercial, and park uses. Even further from the Highway 25 alignment, the PEL study review area is primarily made up of agricultural, rural residential, and park and recreational uses. Future planned land use changes are varied throughout the review area but primarily focus on low-density residential development, high-density residential development, commercial investment, and/or select industrial growth opportunities.

Evaluation Findings

Level 2 of the Alternatives Analysis evaluation considered compatibility with local and regional plans. In general, all alternatives were found to be broadly compatible with future land use plans, though some would have minor impacts. Future NEPA analyses will need to monitor proposed project plans for compliance with existing community planning documents and goals.

9.3. Environmental Justice

~~The analyses presented in this section were prepared in compliance with the Minnesota Department of Transportation's Highway Project Development Process (HPDP). According to the HPDP, any program, policy, activity, or project funded or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT component and not covered by the Programmatic Categorical Exclusion Approval Agreement between the Federal Highway Administration and the Minnesota Department of Transportation requires an Environmental Justice (EJ) analysis. The purpose of EJ is to:~~

- ~~Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.~~
- ~~Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.~~
- ~~Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.~~

~~*Evaluation Findings*~~

~~Level 2 of the Alternatives Analysis evaluation found that four of the alternative concepts may be located near EJ populations: Alternative B1, Alternative B2, Alternative B3, and Alternative C2.~~

~~Future NEPA analyses should include field verification beyond desktop census demographic analysis to confirm the presence of EJ populations. Consequences to existing property, existing businesses, and all other environmental topic areas must be considered when determining the potential for disproportionate impacts to EJ populations.~~

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was an active Presidential Executive Order for a majority of the duration (to date) of this project's review process. EO 12898 was revoked on January 21, 2025, with EO 14173. No substantial projects decisions, such as retaining or dismissing a build alternative, was materially based upon impacts to Environmental Justice (EJ) populations.

Select appendices, such as the Alternatives Analysis (AA) technical memo, include materials that were created as part of the decision-making process previously shared with the public and stakeholders. Aspects of EJ considerations in those documents are shown as struck through language in part to be transparent with the public about changes to the process and in part to relay that EJ is no longer part of this undertaking's decision-making considerations. Since no substantial project decisions were materially based upon EJ considerations, there are not any project decisions that must be revisited to remain consistent with current expectations of the federal environmental review framework.

9.4. Water Resources

A review of publicly available data was completed and identified wetlands, stream crossings, floodplains, and wells within the project. The analysis involved comparing concept footprint data to USFWS National Wetlands Inventory (NWI) data, Federal Emergency Management Agency (FEMA) floodplains data, and other characteristics, such as sensitive topography, vegetation, and soil characteristics, to determine the potential for impacts to water resources. Existing floodplains in the project review area are largely associated with Mississippi River crossing areas.

Evaluation Findings

All alternatives (excluding Alternative A1: No Build) have the potential for impacts to NWI wetlands. Alternative D1 has the highest estimated impact to NWI wetlands, approximately 36.77 acres. Alternative B2 has the lowest estimated impact to NWI wetlands, approximately 2.31 acres.

All alternatives (excluding Alternative A1: No Build) have the potential for floodplain encroachment. Alternative D2 has the greatest estimated floodplain encroachment, approximately 2,500 linear feet. Alternative C2 has the lowest estimated floodplain encroachment, approximately 700 linear feet.

Alternative C1 and Alternative D1 have the most anticipated impacts to sensitive topography, vegetation, and soil characteristics. Alternative B1, Alternative B2, and Alternative D3 have minimal potential for impact to sensitive topography, vegetation, and soil characteristics.

Future NEPA analyses will need to re-evaluate impacts to wetlands, floodplains, and water resources based on refined project design information. Wetland delineations will be necessary to accurately determine impacts to wetlands.

9.5. Minnesota Wild and Scenic Rivers

The Minnesota Wild and Scenic River Act was enacted in 1973 by State Legislature (Minn. Statute 103F.301 – 103F.35). Minn. Rule 6105.0010 – 6105.0250 establishes rules for designating, classifying, and managing state wild and scenic rivers. The segment of the Mississippi River found in the project area is designated as a recreational river. Wild and Scenic River boundary, elevation contours, open water, and soil data was used to conduct quantitative analysis. The primary purpose of this analysis was to identify potential impacts to sensitive topography, vegetation, and soil characteristics, as defined in Minn. Rule 6105.0200. Additional qualitative analysis was completed in relation to the Mississippi River Management Plan (Minn. Rule 6105.0800 – 6105.0960), local land use regulations, and input from the Minnesota Department of Natural Resources. It should be noted that all alternatives (excluding Alternative A1: No Build) have the potential to impact the Mississippi River.

Evaluation Findings

Alternative B1 and Alternative B2 would not require a new river crossing and have minimal anticipated impacts to sensitive topography, vegetation, and soil characteristics.

Alternative B3 would require a new river crossing within the viewshed of an existing bridge cross and have some anticipated impacts to sensitive topography, vegetation, and soil characteristics.

Alternative C2, Alternative D2, and Alternative D4 all require a new river crossing and have some anticipated impacts to sensitive topography, vegetation, and soil characteristics.

While Alternative D3 requires a new river crossing and has the largest footprint within the Wild and Scenic River Boundary, it has minimal anticipated impacts to sensitive topography, vegetation, and soil characteristics.

Alternative C1 and Alternative D1 require a new river crossing and have the most anticipated impacts to sensitive topography, vegetation, and soil characteristics. Park Resources – Section 4(f)

Locations of parks within the review area pose a risk of Section 4(f) impacts if any of the alternatives would require right-of-way acquisition (temporary or permanent) on any of these properties. Section 4(f) laws are intended to protect the following types of recreational resources: publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites. The term historic sites include prehistoric and historic districts, sites, buildings, structures, or objects listed in, or eligible for, the National Register of Historic Places. This may also include places of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

Evaluation Findings

A desktop analysis identified 22 Section 4(f) properties located within the PEL Study review area. Other possible Section 4(f) properties may be added during the environmental review process. There is one Wildlife Management Areas (WMA) near the PEL Study review area, the Kelly Myer WMA, located to the west of Aetna Avenue in Sherburne County. There is a chain of Scientific and Natural Areas (SNA) associated with the Mississippi River Islands Scientific and Natural Area, which is less than a mile downstream from the eastern boundary of the Highway 25 Area PEL Study review area.

Level 2 of the Alternatives Analysis evaluation provided an estimate of the potential impact, in acres, to Section 4(f) properties for each of the alternative concepts. All alternatives (excluding Alternative A1: No Build) have the potential for impacts to Section 4(f) properties. Alternative B3 has the highest potential impact, as it intersects with 3.50 acres of Section 4(f) properties. Alternative C2 has the lowest potential for impact, as it intersects with 0.17 acres of Section 4(f) properties.

Future NEPA analyses will need to re-evaluate Section 4(f) impacts based on refined project footprint and design information.

9.6. Contaminated Properties

The presence of contaminated properties within the project review area can pose issues relating to worker exposure, special handling and disposal requirements, and potential liability for cleanup. Encountering unknown contamination during construction can also lead to significant delays if not adequately addressed during the planning phase.

A search for federal, state, and local environmental listings was conducted for the corridor. The U.S. Environmental Protection Agency (USEPA) EnviroMapper, a tool for accessing USEPA environmental data, did not indicate any National Priorities List (NPL) or Superfund Sites (sites which are nationally prioritized for cleanup) within 1.5 miles of the TH 25 alignment. A further search of the Minnesota Pollution Control Agency (MPCA) "What's In My Neighborhood" (WIMN) database was conducted to identify listed hazardous waste sites and contaminated properties located within the project review area. The WIMN database identifies listings associated with air quality, environmental review, feedlots, hazardous waste, investigation and cleanup, water quality, and tanks. A majority of the listings are related to hazardous material use and wastes associated with commercial and industrial properties located along the corridor. A number of former dump sites, brownfields properties, gas stations, automotive repair facilities, automotive dealerships, and industrial uses are also concentrated in the project review area.

Evaluation Findings

Level 2 of the Alternatives Analysis evaluation considered impacts to contaminated materials by documenting the number of potential sites impacted. All alternatives (excluding Alternative A1: No Build) have the potential for impacts to existing contaminated sites. Alternative B3, which intersects with 27 potentially contaminated sites, has the highest number of MPCA sites identified within its concept footprint. Alternative D3 and Alternative D4 have the lowest number of MPCA sites (1 site) identified within their concept footprints.

A Phase I and Phase II Environmental Site Assessment will be required in future NEPA review to adequately characterize the corridor for contamination issues.

9.7. Impervious Surfaces

Impervious surfaces are defined as areas where water cannot infiltrate, such as roadway pavement. Increases in impervious surfaces force runoff to enter the stormwater systems in greater volume, which can lead to flooding of local streams and water quality issues if not properly managed.

Evaluation Findings

Level 2 of the Alternatives Analysis evaluation estimated the change in impervious surface by documenting the percent change from the no-build condition. All alternatives (excluding Alternative A1: No Build) would result in increased impervious surface. Alternative B2, adding an estimated 14.7 acres of impervious surface, has the smallest increase compared to all alternatives. Alternative D3, adding an estimated 134 acres of impervious surface, has the largest increase compared to all alternatives.

9.8. Least Environmentally Damaging Alternatives

The Highway 25 PEL Study area is a large area covering portions of Wright County, Sherburne County, and the cities of Monticello, Big Lake, and Becker. The study area also crosses the Mississippi River, publicly-owned lands, and privately-owned lands. Potential environmental impacts vary, in both type and magnitude, based on the location of each alternative concept. Following is a discussion of environmental factors to consider for each of the alternatives carried forward. Future NEPA review will include a more detailed impact analysis based on refined project footprint and design information. All alternatives (excluding Alternative A1: No Build) will require coordination with MnDOT CRU and SHPO to determine impacts to historic and cultural resources.

Alternative B3

Alternative B3 would require adding an estimated 44.0 acres of impervious surface, as well as approximately 15 full acquisitions, 95 partial acquisitions, 4 business acquisitions, 6 business impacts, and would use approximately 3.5 acres of Section 4(f) resources.

In comparison to Alternative D2 and Alternative D3, Alternative B3 was identified as most likely to avoid adverse impacts for the following topic areas:

- Prime Farmland
- Minnesota Biological Survey (MBS) Areas of Biodiversity Significance
- Aesthetics (visual quality of an area)
- Land Use Plan Compatibility (based on local jurisdictional land use plans)
- Wild and Scenic Rivers: bridge viewshed, open water, and soil erosivity

Additionally, in comparison to Alternative D2 and Alternative D3, Alternative B3 was identified as most likely to generate adverse impacts for the following topic areas:

- Public Perception
- Potentially Contaminated Sites
- Wild and Scenic Rivers: ridge crest intersections and steep slopes

Alternative D2

Alternative D2 would require adding an estimated 35.0 acres of impervious surface, as well as approximately 3 full acquisitions, 31 partial acquisitions, 0 business acquisitions, 0 business impacts, and would use approximately 1.0 acres of Section 4(f) resources.

In comparison to Alternative B3 and Alternative D3, Alternative D2 was identified as most likely to avoid adverse impacts for the following topic areas:

- Property Impacts

- Wetlands
- Wild and Scenic Rivers: acres of protected land impact

Additionally, in comparison to Alternative B3 and Alternative D3, Alternative D2 was identified as most likely to generate adverse impacts for the following topic areas:

- Minnesota Biological Survey (MBS) Areas of Biodiversity Significance
- Prime Farmland
- Floodplains
- Wild and Scenic Rivers: soil erosivity

Alternative D3

Alternative D3 would require adding an estimated 134 acres of impervious surface, as well as approximately 22 full acquisitions, 61 partial acquisitions, 0 business acquisitions, 0 business impacts, and would use approximately 0.67 acres of Section 4(f) resources.

In comparison to Alternative B3 and Alternative D2, Alternative D3 was identified as most likely to avoid adverse impacts for the following topic areas:

- Potentially Contaminated Sites
- Section 4(f) Resources
- Wild and Scenic Rivers: ridge crest intersections

Additionally, in comparison to Alternative B3 and Alternative D2, Alternative D3 was identified as most likely to generate adverse impacts for the following topic areas:

- Impervious Surfaces
- Property Impacts
- Wetlands
- Wild and Scenic Rivers: acres of protected land impact

10. Implementation Plan

The PEL process is intended to provide a framework for the long-term implementation of recommended improvements as funding becomes available and to be used as a resource for future NEPA documentation. The implementation plan and sequencing was developed by Wright and Sherburne Counties in coordination with the TAC and based on the planning-level information available at this PEL Study stage of work. The implementation plan illustrates how each corridor alternative could be phased into incremental projects that are funded and built over time. It is important to note that future NEPA phases would be required before a project proceeded to implementation and construction. These NEPA phases would establish a single corridor alternative and then a preferred alternative for construction. Each of these NEPA phases of work will come with additional design details and the corresponding implementation plan will be revisited and refined with the additional information available at these points in future review.

Below is a summary of the approach to developing an implementation plan for each corridor alternative recommended to be carried forward to future NEPA phases of work. Each alternative was evaluated to identify potential components that could be implemented separately to achieve the study recommendations. Components were identified based on the considerations below:

- Independent Utility – Each component should have independent utility to the extent that the project provides a functional transportation system even in the absence of other elements of the recommended alternative.
- Elements of the Purpose and Need – Each component should contribute to meeting the Purpose and Need for the overall recommended alternative.
- Environmental Impacts – Each component should avoid the introduction of substantial additional environmental impacts that cannot be mitigated.

The project components shown under each alternative below are a potential path to implementation for a single corridor alternative. These component breakdowns are a starting place that should be refined in more detail after an alternative has been selected and additional design has been completed.

The project components below also represent separate initiatives that could be incorporated into state and regional transportation planning and funding efforts to achieve piecemeal implementation, once a corridor is selected.

10.1. Alternative B3

Alternative B3, which would adapt Highway 25 into a one-way pair through Monticello, could be implemented in a four-phase approach, including:

- Improvements to the Highway 25 and CR 11/14 intersection
- Improvements to the US Highway 10 and CR 11 intersection
- Widening of CR 11
- Creation of one-way pair and reconfiguration of I-94 interchange

These components could be combined in a number of different ways, but the widening of CR 11 should not be completed before the two intersection improvements (it could be completed after the

intersection improvements are completed or could be done jointly with them). The potential for each separate project component to contribute to meet the overall study purpose and need and other key considerations are shown in **Table 12** below.

Table 12. Alternative B3 Projects

Project	Vehicular Safety	Vehicular Mobility	Key Environmental Resources Affected	Opinion of Cost
1A. US Hwy 10 and CR 11 Intersection	Significant reduction in conflict points if grade-separated option used. Reduction in congestion with all options.	Improved intersection capacity/travel times	Property/ROW, Prime Farmland, Historic Resources	$47-56M
1B. Hwy 25 and CR 11/14 Intersection	Minor benefit to safety thanks to reduced congestion	Improved intersection capacity/travel times	Property/ROW	$9-12M
2. Widening CR 11	Reduction in conflict points due to added median	Improved travel times	Property/ROW, Prime Farmland	$41-47M
3. One-way Pair and I-94 Interchange	Significant reduction in conflict points at intersections	Improved travel times	Property/ROW, Wild and Scenic Rivers, Environmental Justice, Historic Resources, Floodplain	$106-118M

10.2. Alternative D2

Alternative D2 could be broken into three improvements, which include:

- Improvements to the US Highway 10 and CR 11 intersection
- New interchange at I-94 and 120th Street
- Connecting roadway between the new interchange and US Highway 10

The interchange at I-94 and 120th Street has been previously proposed as an independent project by the City of Monticello. However, this interchange will need approval from FHWA who may or may not find the interchange justified without being connected to the construction of the river crossing roadway. The potential for each separate project to contribute to meet the overall study purpose and need and other key considerations are shown in **Table 13** below.

Table 13. Alternative D2 Projects

Project	Vehicular Safety	Vehicular Mobility	Key Environmental Resources Affected	Opinion of Cost
1. Improvements to US Hwy 10 and CR 11 Intersection	Significant reduction in conflict points if grade-separated alternative is selected	Improvement in travel times across intersection	Property/ROW, Prime Farmland, Historic Resources	$66-81M
2. New Interchange at I-94 and 120th Street	Very minor impact on vehicular safety	Improvement in travel time for trips originating or ending in western Monticello	Property/ROW, Wetlands, Wild and Scenic Rivers, Historic Resources, MBS Sites	$58-73M
3. Connecting roadway, including river crossing	Reduction in overall crashes by reducing VMT on high crash rate corridors	Significant improvements in travel time for river crossing trips	Property/ROW, Prime Farmland, Wetlands, Wild and Scenic Rivers, MBS Sites, Floodplain	$78-88M

10.3. Alternative D3

Alternative D3 could be broken into three improvements, which include:

- New connection from US Highway 10 to Sherburne Avenue
- New interchange at I-94 and river crossing roadway to Sherburne Avenue
- Extension of new roadway north to 150th Street

The potential for each separate project component to contribute to meet the overall study purpose and need and other key considerations are shown in **Table 14** below.

Table 14. Alternative D3 Projects

Project	Vehicular Safety	Vehicular Mobility	Key Environmental Resources Affected	Opinion of Cost
1. New connection from US Hwy 10 to Sherburne Ave	Minimal impact on vehicular safety	Improvement in travel time for trips moving between Sherco properties and US 10	Property/ROW, Prime Farmland	$68-83M
2. New interchange and river crossing	Reduction in overall crashes by reducing VMT on high crash rate corridors	Significant improvements in travel time for river crossing trips	Property/ROW, Wetlands, Wild and Scenic Rivers, MBS Sites, Floodplain	$111-113M
3. Extension of new roadway to 150th Street	Minimal impact on vehicular safety	Improvement in travel time for trips from eastern Becker to US Hwy 10 and to I-94	Property/ROW, Wetlands, Prime Farmland	$21-26M

11. Corridor Risks

The following risks have been identified and should be considered when further developing the projects listed in the implementation plan (Section 8) and in future NEPA review.

11.1. Wild and Scenic Rivers

While analysis of the Wild and Scenic Rivers impacts was conducted, a new bridge crossing requires authorization by the MnDNR Commissioner. Continued coordination with the MnDNR and local land use authorities is critical for future analyses. Future NEPA analyses will also need to re-evaluate Wild and Scenic Rivers impacts based on refined project footprint and design information.

11.2. Drainage

While additional impervious surface was estimated for the project alternatives, mitigation was not studied. Project footprints have the potential to change based on how the project resolves increase in impervious surface. Future study will include developing an overall stormwater plan at logical drainage basin breaks for the corridor.

11.3. Aesthetics

Alternative B1, Alternative B2, and Alternative B3 have low potential for adverse impacts related to changes in landscape aesthetics. The footprint limits of these alternatives largely intersect with existing roadway right-of-way. The implementation of these alternatives would not substantially change aesthetics within their respective footprint limits.

Alternative C1, Alternative C2, Alternative D1, Alternative D2, Alternative D3, and Alternative D4 have high potential for adverse impacts related to changes in landscape aesthetics. These alternatives involve constructing new-build roadways which would substantially change aesthetics and land uses within the respective footprint limits. The construction of new-build roadways would also impact views of the project footprint from adjacent properties.

11.4. Noise

While the potential for impacts from traffic noise was estimated for the project alternatives, mitigation was not studied. Project footprints have the potential to change as the alternative selection process advances. Future study will include an assessment of sensitive noise receptors and will ensure compliance with federal and state noise requirements.

11.5. Right-of-Way

As stated in Section 7.1, all alternatives (excluding Alternative A1: No Build) have the potential for property impacts. Future NEPA analyses should seek to avoid relocations and consider Section 4(f) resources in determining the cost and magnitude of right-of-way impacts.

11.6. Public Concerns

As part of Phase 2 Public Engagement, all proposed alternatives and alternative evaluations were provided to the public. People were asked to respond to the question "Which alternatives could you support, and why?"

Alternative D2, Alternative D3, and Alternative D4 were most favored by the public. These alternatives were perceived to provide routes that minimize residential impacts, generally avoid cities, and provide an alternative river crossing that accommodates traffic traveling to Becker or "Up North" as well as freight traffic.

Alternative B1, Alternative B2, Alternative B3, Alternative C1, Alternative C2, and Alternative D1 received significant public opposition. The largest concern was about residential impact, especially for the neighborhoods impacted by Alternative C1, Alternative C2, and Alternative D1 and residential impact from an expansion of County Road 11 with Alternative B3. The University of Minnesota also expressed opposition to impacts from Alternative D2 on their Sand Plains Research Farm.

11.7. Maintenance and Ownership of Facilities

The Highway 25 PEL Study area is a large area covering portions of Wright County, Sherburne County, the City of Monticello, and the City of Becker. The study area also crosses MnDNR-owned and privately-owned lands. Future NEPA analyses will compare maintenance needs and clarify ownership of facilities with each alternative concept.

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, was an active Presidential Executive Order for a majority of the duration (to date) of this project's review process. EO 12898 was revoked on January 21, 2025, with EO 14173. No substantial projects decisions, such as retaining or dismissing a build alternative, was materially based upon impacts to Environmental Justice (EJ) populations.

Select appendices, such as the Alternatives Analysis (AA) technical memo, include materials that were created as part of the decision-making process previously shared with the public and stakeholders. Aspects of EJ considerations in those documents are shown as struck through language in part to be transparent with the public about changes to the process and in part to relay that EJ is no longer part of this undertaking's decision-making considerations. Since no substantial projects decisions were materially based upon EJ considerations, there are not any project decisions that must be revisited to remain consistent with current expectations of the federal environmental review framework.

11.8. Park Resources – Section 4(f)

As stated in Section 7.5, there are 22 Section 4(f) properties that intersect with the PEL Study review area. Other possible Section 4(f) properties may be added during the environmental review process. All alternatives (excluding Alternative A1: No Build) have the potential for impacts to Section 4(f) properties. Future NEPA analyses will need to re-evaluate Section 4(f) impacts based on refined project footprint and design information. Future coordination will be required with MnDNR.

11.9. Other Environmental Resources

The Alternatives Analysis process analyzed several environmental and community resource categories as described in Section 7; however, the NEPA process will require detailed analysis of additional categories. While the resource categories chosen were the result of the existing conditions analysis, resource issues could potentially surface depending on refined design decisions.

12. Next Steps

The PEL process and document provide a framework for future implementation of projects as identified in the implementation plan. When an alternative or project is chosen for implementation, project proposers will need to complete environmental review in accordance with NEPA, which requires additional design advancement, social, economic and environmental impact analysis, and public involvement.

12.1. Considerations for Future Environmental Processes

The analyses and reviews completed as part of this PEL study were necessarily high-level and these initial investigations revealed areas where additional analyses would be beneficial to corridor refinement and the ultimate selection of a single preferred alternative. A number of those considerations are detailed below for consideration in future studies. Most of these considerations should be incorporated into the anticipated Tier I EIS, but some require more detailed design work to be completed and will need to be incorporated into a Tier II EIS.

Incorporation of MnDOT Study and other Projects

At the time of the completion of this PEL Study Report, MnDOT is undertaking a separate study of the Highway 25 corridor through Monticello and across the Mississippi River. The impetus for this study is a recognition that the existing Highway 25 corridor does not serve existing mobility needs and has existing safety issues. These findings are consistent with the PEL Study's Purpose and Need. The Highway 25 Corridor Study is focused on low-cost improvements that can be integrated into the existing Highway 25 corridor in the near term to improve safety and mobility without major expansion. This study is expected to be completed in Fall 2025. Any environmental studies performed after that time will consider the results of the Highway 25 Corridor Study. If the recommendations of that study are used to update funding commitments, those improvements may need to be used to update the no-build alternative.

In addition, the planning and funding status of two projects – the improvements to and near the Highway 24/I-94 interchange and a potential interchange at County Road 11 and US Highway 10 – may be changing due to awards of federal grants and other funding sources. Any future environmental processes will need to appraise the status of these projects and any others and include or exclude them in the no-build alternative accordingly. Depending upon timing of project development, sensitivity analyses may be required during the Scoping Phase of the Tier I EIS to clarify independent utility between the river crossing and US Highway 10/County Road 11 project.

Additional Safety Analysis Detail

While this PEL study did estimate the number of severe injury and fatal crashes that may occur under each alternative, the primary safety metric used when evaluating alternatives was the total number of crashes projected in each alternative. Stakeholders, including but not limited to MnDOT, raised concerns about this approach and emphasized the need to focus on more crashes that result in injuries and fatalities. Future environmental processes should consider giving extra emphasis to and/or having a distinct evaluation criteria focused on these important crashes.

The analysis methodology used for this PEL was based on high-level system considerations around shifting travel patterns and corridor-based crash rates. Many of the alternatives considered would create

or change the configuration of several intersections, which could in turn have substantial impacts on safety at those specific locations. A future environmental process that includes more detailed design of intersections should also include a more robust safety estimation at these locations. This level of detail may not be feasible to implement with a Tier I EIS level of detail and may need to be incorporated into a Tier II EIS.

Operational Signal Analyses

The alternatives presented in this PEL include an idea of where signals may be needed in the future, however this assessment does not include details of these new signals, nor does it include detailed information on the signal modifications that would be needed at existing signals. More detailed traffic forecasting and roadway design of the alternatives should include more detailed review of signal modifications and/or signal warrants at existing and proposed intersections. This should extend to additional detail at potential new interchanges and even to overall configuration of potential new interchanges. Due to the level of detailed design needed to make many of these decisions, this may not be reasonable to integrate into analysis until a Tier II EIS or equivalent study is completed.

Inclusion of Mailers in Engagement Process

Through the public engagement process, several residents of neighborhoods along the County Road 11corridor gave feedback around the process advertising public input opportunities. Due to the area's unincorporated nature and the significance of the potential impacts, future environmental processes should consider more direct, targeted advertising to these residents, with individual mailers or other similar tools.

University of Minnesota Sand Plains Research Farm

Through the planning process, it was discovered that the University of Minnesota has a research farm northwest of Monticello that could potentially be impacted by some alternatives, including some that were recommended for future study. While the land is owned by Xcel Energy and leased to the University, the University intends to be a long-time user of the land and shared that the land is especially valuable because of the ability to conduct long-term experiments. To minimize impacts to this resource, future environmental processes should consider whether modifications to alternative alignments are feasible to avoid and/or minimize impacts to the research farm.

Coordination with the Minnesota Department of Natural Resources

Through the planning process, several meetings were held with the MnDNR to keep them informed and gather feedback from the agency. MnDNR shared that affected natural resources may include impacts to the Wild and Scenic River System, impacts to the geomorphology of the river, and proximity to islands. The project area is known to contain Mussels, Butternut Tree, and Bald Eagle nests – impacts to these species would require a takings permit and mitigation. Future environmental processes should include a MnDNR Natural Heritage Information System review, and the project must comply with floodplain regulations. To minimize impacts to natural resources, future environmental processes should also consider the feasibility of alternative alignment modifications to avoid and/or minimize impacts to MBS Sites and river stability.

Appendix A: Public Engagement and Agency Coordination

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

Highway 25 Area Planning and Environmental Linkages (PEL) Study

Engagement Summary: Phase 1

December 13, 2023

Prepared by: Bolton & Menk, Inc.

Table of Contents

Wright and Sherburne Counties have initiated a Planning and Environmental Linkages (PEL) study to take the next steps toward developing a long-term vision for transportation system improvements to the area around Highway 25 between I-94 and Highway 10. This PEL study will allow project partners to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The success of this PEL study will depend on the active involvement of project stakeholders and the public. This will be accomplished through the engagement process described in this plan to help Wright and Sherburne counties better understand the variety of ways people use the Highway 25 and area transportation network, and what potential improvements will be of most benefit in the future.

1.0 Purpose and Goals

The **purpose** of public involvement in a PEL study is to establish and maintain ongoing communication with the people and businesses affected by the quality of transportation infrastructure in the study area. Additionally, a PEL study is designed to gather input furthering the development of viable alternatives and eliminating unreasonable alternatives. Such engagement helps identify problems and issues that require mitigation, facilitate collective problem-solving, take advantage of the unique and creative insights of all impacted, and lead to greater ownership of eventual solutions.

The **goals** for stakeholder and public involvement are:

- Create community awareness of the PEL study and its purpose including how it builds on but differs from previous studies in that it won't result in a single recommended solution.
- Engage a wide cross-section of the public and stakeholders through activities and communication channels that yield meaningful input.
- Provide Wright and Sherburne counties and the study team with timely insights that inform the development of viable alternatives and design plans and generate feedback.
- Share recommendations for public and stakeholder consideration.

Public and stakeholder engagement will be done throughout the three phases of the project:

- Phase 1: Existing Conditions – June – December 2023
- Phase 2: Concepts and Evaluation – January – August 2024
- Phase 3: Study Documentation – September - December 2024

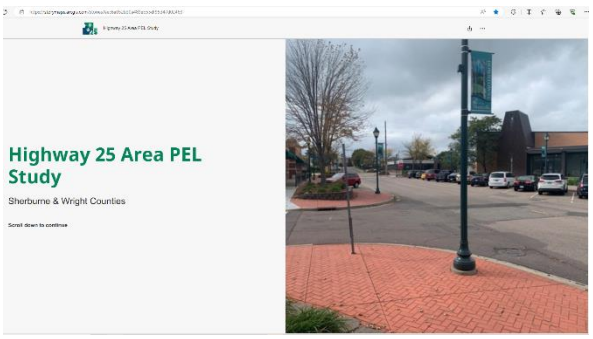
This report summarizes the engagement strategies used to identify existing conditions and what we heard. Phase 1 engagement started with general communication about the project and how people can be engaged. After the project communications were set up, we sought input from the public and stakeholders to describe existing conditions and identify issues and opportunities.

2.0 Communication and Engagement Strategies

The engagement process started with education via a variety of communications strategies:

- Branding: We create a new logo and brand standards to reflect the new broader planning and environmental linkages approach to the project. The brand was used in communications, community and stakeholder engagement processes and reflects the collaborative, integrated, and community-based nature of the process.

- Website: We created project website that both counties added to their home page and encouraged cities, townships, and other stakeholders to link to and promote through their communications. The website includes general project information, interactive comment map, survey, and public meeting details. The website was updated at key points such as posting meeting materials after the public meetings were held.

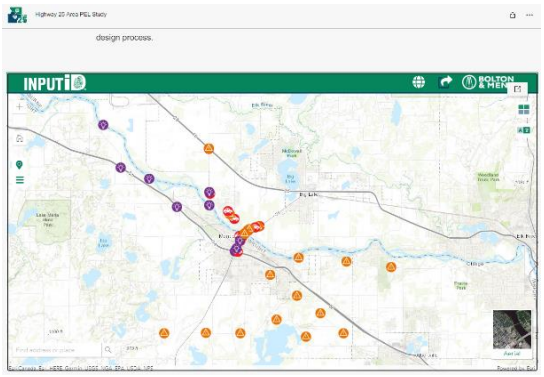


- Social Media: Social media was used to get the word out about the project, engagement opportunities, and public meetings. Project partner agencies were encouraged to repost or share with their communities.
- Video: A short informational video was created and posted with general information about the project, the process and timeline and how people could get involved.
- Articles and e-newsletter: An article was shared with the counties' communication staff to share with local papers and include in county newsletters to keep the community informed of the project. The counties and project partners were also encouraged to use the articles in their newsletters.
- Print materials: A project fact sheet was created with general information about the project, process and how to get involved. The fact sheet was turned into a poster with a QR code link to the project website. This poster was put up in county offices and could be moved around to active centers. For public meetings, a comment card was created and made available for people to hand write comments. For the pop-up meeting, a table tent was created and put on tap room tables to encourage people to take the survey. All materials included the project URL and a QR code to direct people to the website for more information.

A second component of the engagement strategy was coordinating and communicating regularly with project partners and stakeholders:

- Project Management Team (PMT): The PMT was formed and held their first meeting in June 2023. The PMT is made up of the two counties' project managers and Bolton & Menk's project leaders. The purpose of the PMT is to review project schedule and activities, discuss issues and solutions and coordinate tasks.
- Technical Advisory Committee (TAC): The TAC was made up of the lead counties' project managers, planning, and engineering staff from the two lead counties and the cities of Monticello, Big Lake and Becker, and the townships of Monticello, Big Lake, Becker, and Silver Creek, MnDOT District 3, Office of Environmental Stewardship (OES), and FHWA. The TAC held their first meeting in July 2023 to review the PEL process and discuss outreach strategies. Their second meeting was held on 11/27 to receive an update on the existing conditions analysis and go through the first few steps of the CAMP process.
- Policy Advisory Committee (PAC): The PAC was formed and held their first meeting in-person in August 2023. The PAC is made up of locally elected or senior-level staff from the two leading counties, the cities of Monticello, Big Lake and Becker, Monticello Township, Big Lake Township, Becker Township, Silver Creek Township, and active members of the CMRP. The second PAC meeting will be held on December 14.

The following describes the strategies that were used to engage the public:



- Web-based Mapping Tool: A web-based comment mapping tool was set up and gave people the opportunity to drop a pin on a map and add a comment describing an issue. During Phase 1, 45 people commented on the map.

- Survey: An online survey was set up to gather public input on issues, opportunities, and priorities. The survey was promoted through social media, community newsletters, and QR codes on posters or print materials. During Phase 1, 554 people completed the survey.

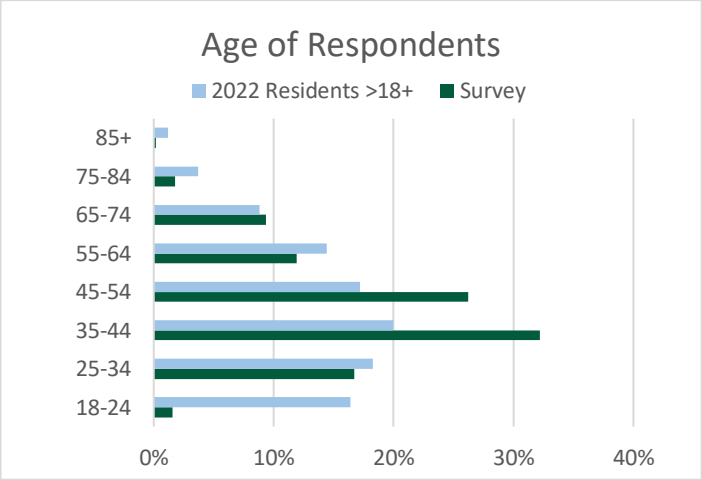
- Community Pop-Ups: To engage the public at community events, two pop ups were held at the Nov. 4 Craft Fair and Farmers Market and Nov 8 Lupulin Tap Room during their weekly fun run and weekly Trivia night. The goal of the pop ups was to go to where people are already gathered so we could talk to people and seek public input on issues and opportunities. We talked to nearly 100 people at the pop ups in Phase 1.

- Public Open House Meetings. On Nov. 6 we held an in-person open house and on Nov. 8 we held a Virtual lunch and learn style meeting to answer questions and gather input on existing conditions and purpose and need. A total of 35 people were engaged at these two meetings.

3.0 Who We Heard From

Age

The median age of the community is 34.1 years. The survey responses reflected the age distribution of the community with the largest number of respondents between 35-54. Additional effort should be made to reach young adults, since they were under represented in the survey responses; yet they are the ones most likely to be impacted and benefitted by future transportation improvements.



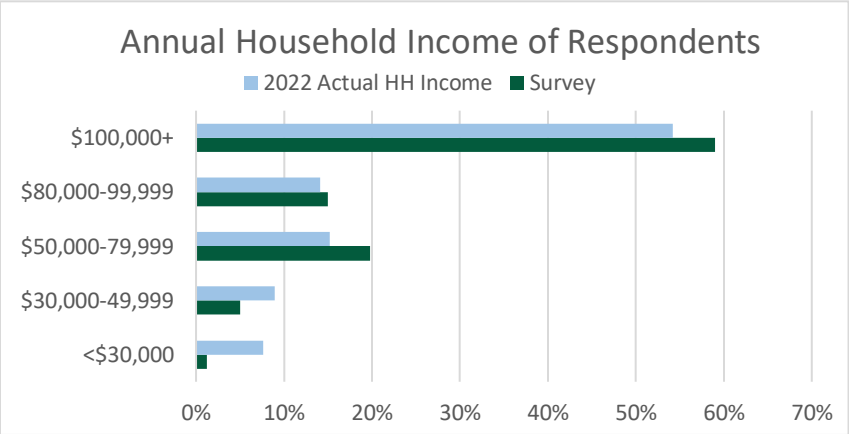
Ability

According to 2016-2020 ACS Data, 19% of households identify as having at least one person with a disability. Of the survey respondents, 15% identified as having a disability. The top disabilities included:

- Hearing (3.7%)
- Mobility (3.3%)
- Learning (ADHD, dyslexia etc.) (2.9%)
- Mental health (2.6%)
- Vision (2.4%)

Income

As shown in the bar chart, the household incomes of the survey respondents generally reflected the distribution of household incomes, except households with incomes lower than $30,000. Additional efforts will need to be made during Phase 2 engagement to ensure lower income residents.

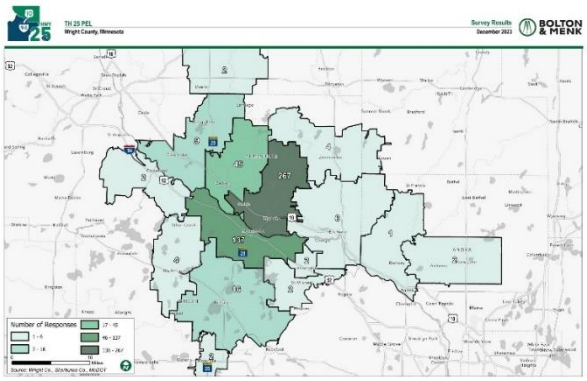


Race/Ethnicity

The community is predominately white, with 87.6% of the population within 10 miles of the corridor identifying as white and 5.9% as more than one race in 2022. In 2022, residents identify as Black (2.8%), 0.4% as Native American/Indigenous, and 1.8% as Asian. With over 14% of the survey respondents preferring not to identify their race, it is hard to compare responses against the current population. However, only 3% of respondents that were willing to share their race identified as either Black, Asian, or Native American.

Home Residence

The survey respondents were distributed through the region, with a concentration of residents in the project partner cities of Monticello, Big Lake and Becker and the townships of Monticello, Big Lake, Becker, and Silver Creek. The map to the left shows zip codes with more than one survey respondent that identified their home zip code.



4.0 What We Heard

Throughout Phase 1, public comments were collected, logged, and documented. Follow is a summary of what we heard:

- Congestion is an issue, with 90% of respondents identifying TH 25/Pine Street as the road that is the biggest issue. The next highest roads that congestion was identified as an issue were Sherburne County Road 11/Park Blvd (44%) and I-94 (41%)
- The top issues in the area include:
    - Better drive times/fewer congestion delays (83%)
    - Smoother traffic flow (82%)
    - Safety (48%)
- The top reason people travel in the area is to run errands or shopping (83%)
    - It's a close tie for second reason people travel in the area between recreation/entertainment (65.5%) and passing through to destinations outside of the area (64.9%)
    - The next final reasons for traveling in the corridor include commuting to work (59%)
- Almost all respondents indicate that they drive through the corridor. Other forms of transportation included walking (16%) and biking (14%).
    - Only 3.4% of respondents indicated that they drive a truck or delivery van in the corridor. However, at public meetings and comments, many people raised concerns about truck traffic through the corridor. Future phases of engagement should be intentional about reaching out to truck drivers and industries in the area to understand their needs and concerns.
- People are split over whether they feel safe driving in the area (feel safe 49.6% to not feel safe (50.4%).
- A majority of people don't walk in the area (54%); 38% of respondents do walk in the area but don't feel safe.
- Most people don't bike in the area (70%); 26% of respondents do bike in the area but don't feel safe.
- The top issues that people ranked in their top three priorities include:
    - Traffic flow (94%)
    - Safety (85%)
    - Business Access (54%)

In the open-ended questions, the top comments or recommendations included:

- Add another river crossing

- Widen the road or add lanes
- Improve traffic flow
- Add pedestrian/bike trails or improvements
- Address truck traffic
- Better timing of traffic lights

Comments made during public meetings and events reinforced the concerns identified in the survey as well as a few other issues:

- Safety and crashes
- Traffic flow and timing of traffic lights
- Truck traffic
- Need for another bridge
- Inaccessibility or difficult getting to destination

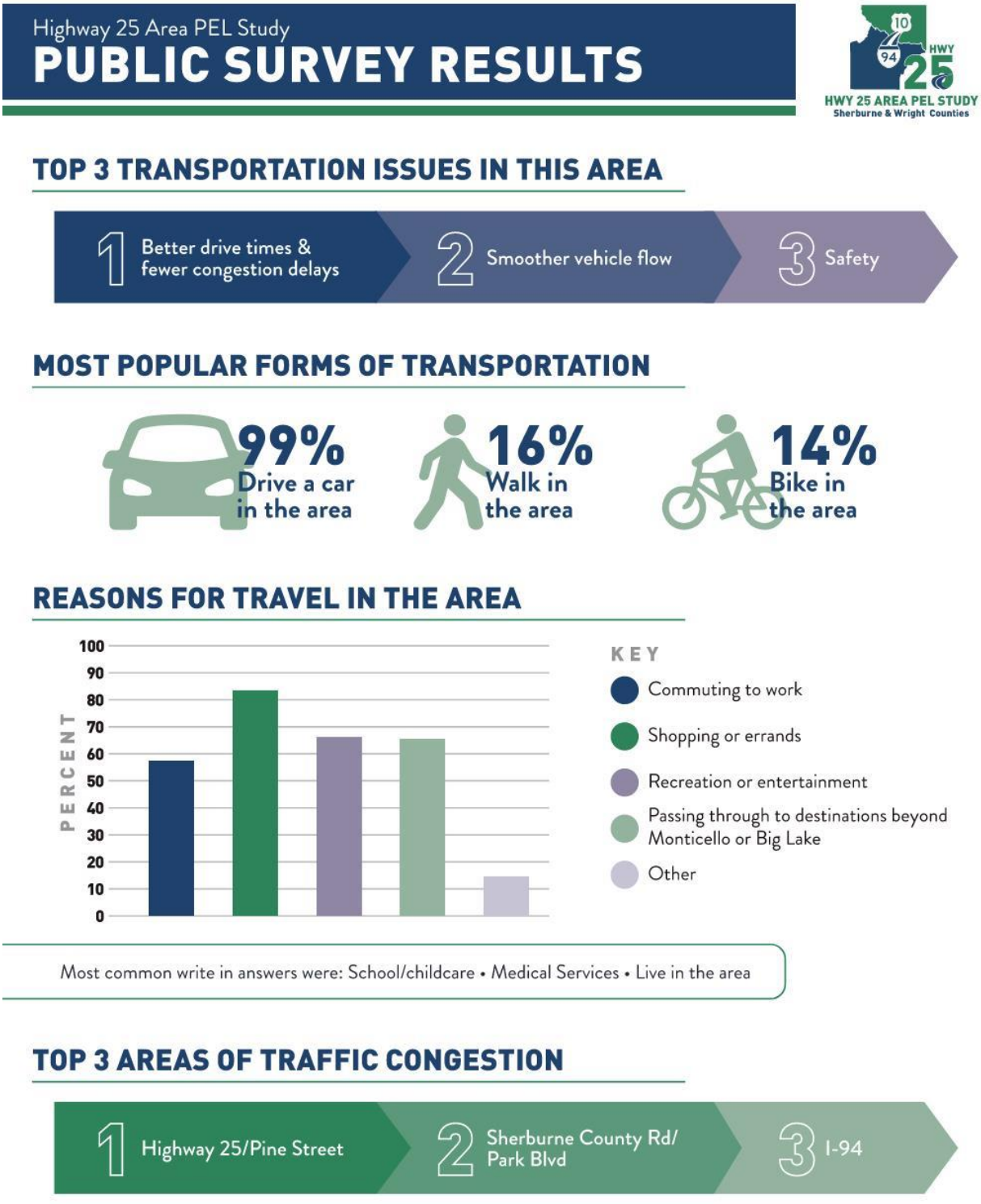
5.0 How the Information Will Be Used

The project team will use the public and stakeholder input to develop:

- Existing Conditions Technical Memorandum
- Purpose and need statement
- Evaluation matrix
- Evaluation methodologies
- Concepts for public feedback in Phase 2

This summary reports will be published on the project website and shared with the community along with how the project team and sponsors will use that information.

Appendix A: Survey Results Infographics



Highway 25 Area PEL Study

PUBLIC SURVEY RESULTS

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

SAFETY ISSUES

50%
Do not feel safe when driving in the study area

Less than 1% do not drive in this area

38%
Do not feel safe when walking in the study area

54% do not walk in this area

26%
Do not feel safe biking in the study area

70% do not bike in the area

VALUES TO CONSIDER BY PRIORITY

59% Traffic Flow

27% Safety

5% Business Access

4% Pedestrian & Bike Use

3% Construction Cost

2% Environment

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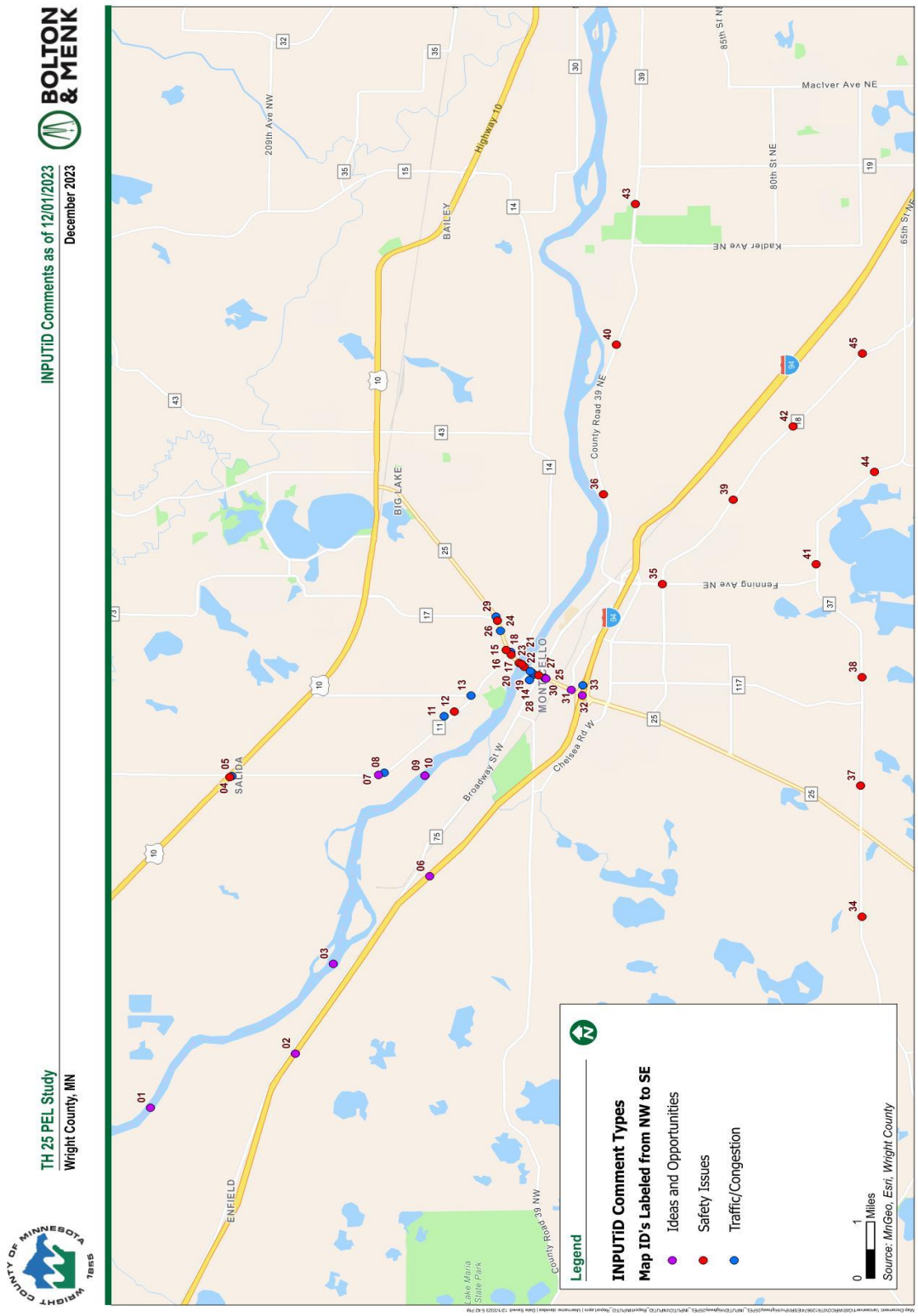
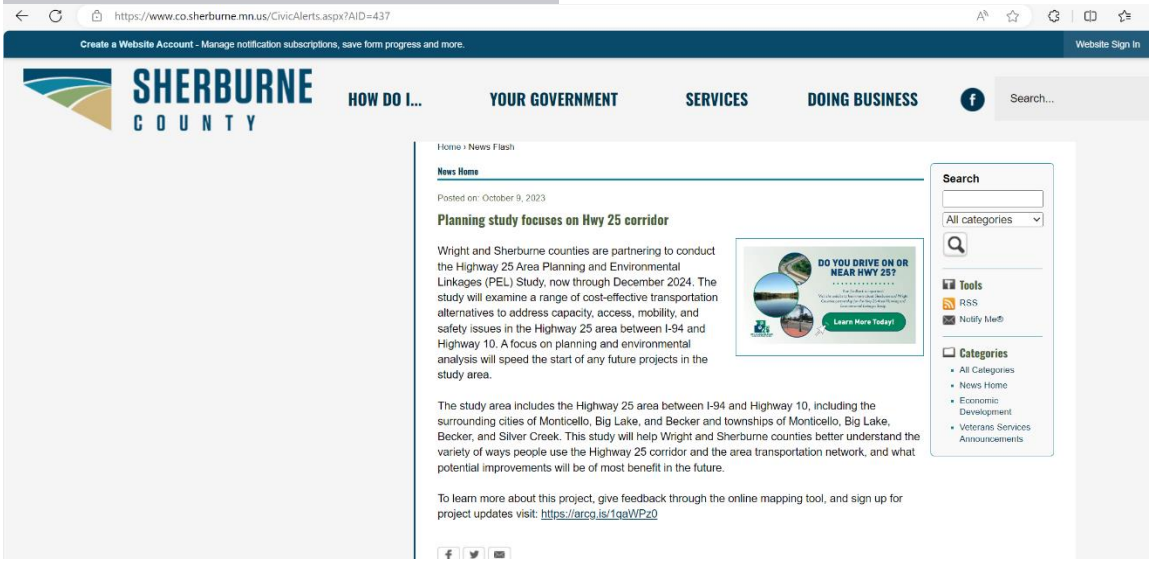
Appendix B: Comment Map Results



Appendix C: Samples of Engagement Strategies



Appendix D: Project Fact Sheet

Highway 25 Area PEL Study

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

Wright and Sherburne Counties are partnering to conduct the Highway 25 Area Planning and Environmental Linkages (PEL) Study, now through December 2024. The study will examine a range of cost-effective transportation alternatives to address capacity, access, mobility, and safety issues in the Highway 25 area between I-94 and Highway 10. A focus on planning and environmental analysis will speed the start of any future projects in the study area.

Study Goals

- **Create a long-term vision for improving transportation with consideration of social, economic, and environmental concerns**
- **Create transparency, build community trust, and ensure collaboration**
- **Develop recommendations that stakeholders and the public can support**

Timeline

Phase 1: Analyze Existing Conditions and Needs
Now - Dec 2023
This phase will look at the existing conditions of the Highway 25 area and identify the current issues that need improvement.

Phase 2: Develop Improvement Alternatives & Evaluate
Jan 2024 - Aug 2024
The input from phase one will be reviewed to create a range of alternatives that will be presented to the community for feedback.

Phase 3: Study Documentation
Sept 2024 - Dec 2024
The final phase will gather all the input from the first two phases to create a long-term plan to improve transportation conditions through the Highway 25 area. In this phase a final report will be presented, including the next steps to be taken.

Study Area

The study includes Highway 25 area between I-94 and Highway 10 and the surrounding cities.

Your feedback is important!

Scan the QR code to learn more or visit: https://arcg.is/1qaWPz0

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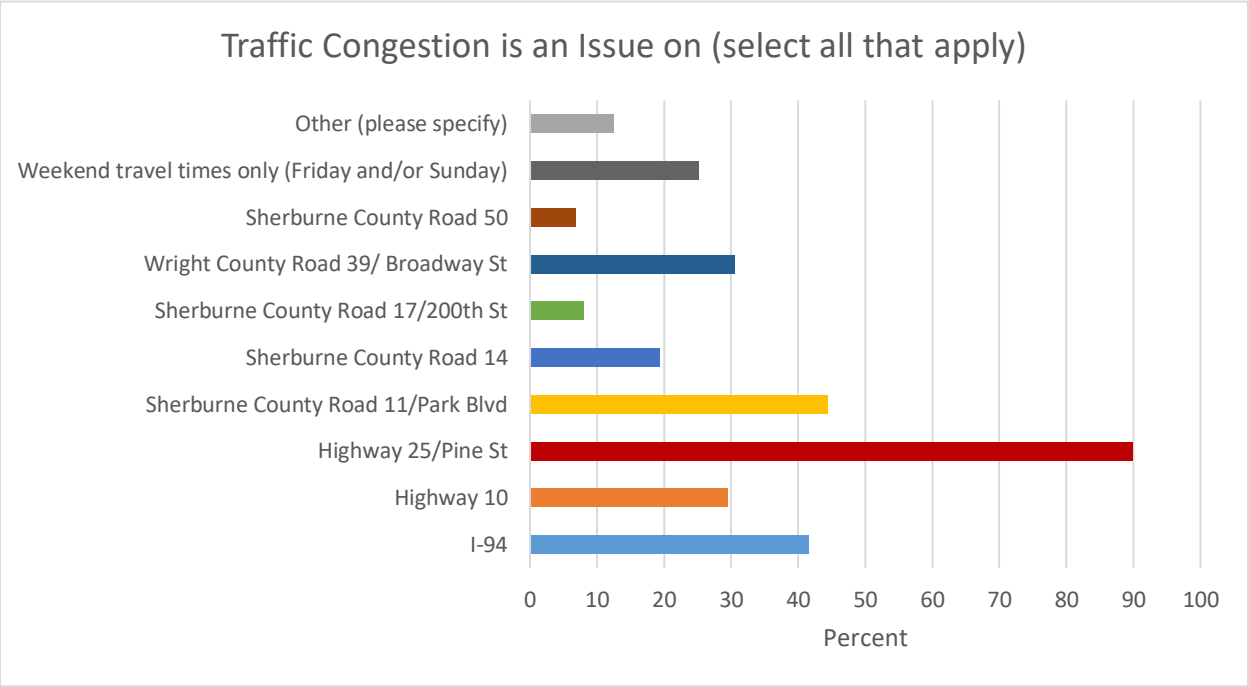
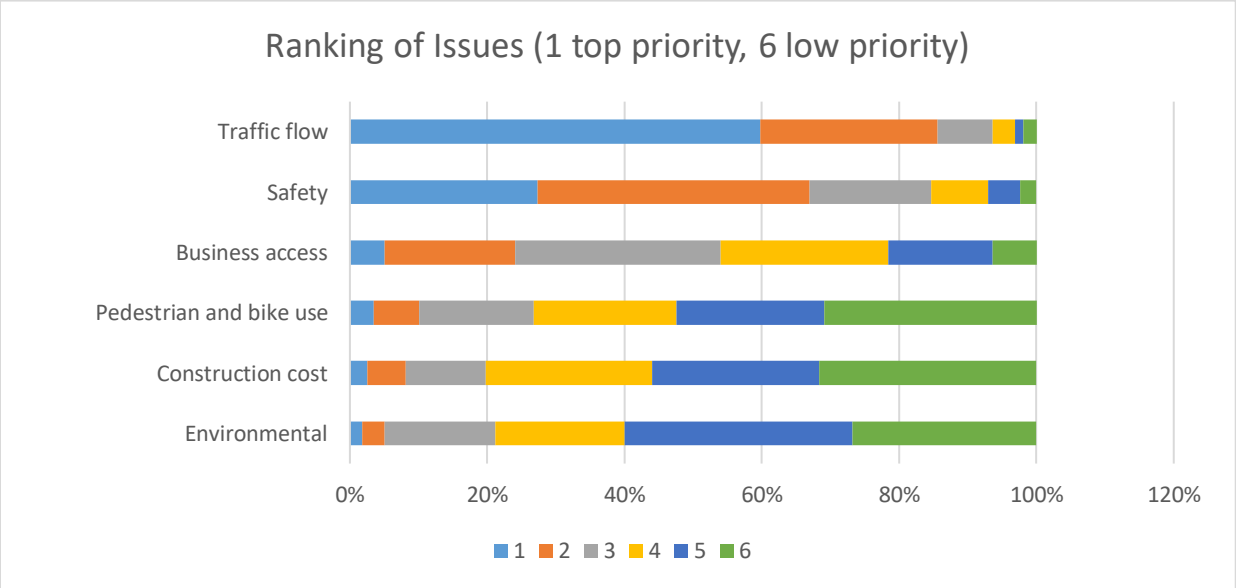
Appendic E: Data Analysis





TH 25 Area PEL Study - Purpose and Need Statement Comment Tracker (Public Comment Period, 03/12/2024 - 04/12/2024)

Name	Comment	Response	Page Number
SB	The Hwy 25 RR crossing just south of Hwy 10 creates congestion whenever a train is coming through. It’s only 1 block off the intersection & the line up of cars waiting to cross can clog up the Hwy 10 E bound right lane this blocking access to any businesses on that side of Hwy 10.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
JS	4 lanes with turn lanes long enough for traffic.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
KT	[Comment partially redacted for individually identifiable information] Prior to my retirement 6 years ago I drove the stretch from my house, over the bridge, through Monticello to get to Interstate 94 on my way to Brooklyn Center where I worked as a Paramedic for North Memorial. I drove this stretch for 31 years and as you can imagine, between driving to work and being at work, I have seen my fair share of traffic and problems related to that. The traffic going through Monticello these days is absolutely atrocious. Even when I have had visitors it is more often than not a topic of discussion with them. There are times that the back ups on Hwy 25 in Monticello extend from the freeway to across the bridge. One of the problems since Northern Metal Recycling started going to Becker is that there are days that nearly every other vehicle on Hwy 25 in Monticello is a 18 wheeler (this is a real problem). I don't expect many of the changes in the roads around here will impact me considering the length of time it takes to make any changes. The following would be my suggestions that I believe would have the most favorable impact on traffic patterns in the Monticello/Big Lake area. 1. To the North/Northwest of Monticello. There needs to be another bridge crossing the Mississippi River approximately 6 mile NW of Monticello with an exit/entrance to Interstate 94 to go both NW and SE. This bridge should cross the river and come to intersect with Hwy 10 and Hwy 25. Since there will be improvement in the Hwy 25 area it would be good timing to have, at least, a future goal to tie those together. This improvement would reduce traffic through Monticello for those who live in the Becker area. 2 To the South/Southeast of the Hwy 25/County Rd 14 (and Co. Rd. 11). There needs to be another bridge across the Mississippi River at or near (within .5 mile to the east) of Co. Rd. 43. This bridge should link up with Co. Rd. 19 somewhere near the Riverwood Golf Course and continue on, connecting to Interstate 94. This connection should improve the use of the light rail leaving the Big Lake station. In addition it would provide a link to the Albertville shopping area. Ultimately reducing traffic through Monticello by having another access to Big Lake. One of the biggest problems is there is no reasonable access across the river if the Hwy 25 bridge happens to have to close or reduce lanes for some reason. There are very serious concerns regarding Emergency Services in the area and their ability to provide services when requested and to get to the local hospital in the safest amount of time. I'm not going to go on forever but thank you for the opportunity to express my thoughts for improvements in traffic in and around Monticello/Big Lake.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15

MO	A NEW BRIDGE OVER THE MISSISSIPPI NEEDS TO BE OUTSIDE OF MONTICELLO. IT IS THE ONLY VIABLE SOLUTION!	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
RA	Bridge across river in albertville. Another bridge across river after Monticello.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
W	Needs to be 2 lanes each direction.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
BN	Before any work to the current bridge should be done a different one should be built as another access point. There is only one way into town and to potentially shut that down with no other option other than to single lane an already miserable spot is not it. It's already extremely hard to get into elk river the past three years and now you're taking the only other local city out of play for at least a year.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
KO	It is so OBVIOUS that we need a new bridge crossing the Mississippi River OUTSIDE of any city limits! It will solve traffic, safety, biking, commuting....all kinds of issues!	Comment suggests support of all primary and secondary needs. No changes made to the Purpose & Need document. Comment noted.	10, 15, 33, 34
BG	The round a bouts will cause a continuous flow of cars evenly spaced. Great for the intersection, bad for the people trying to get into 25 without a controlled intersection. My guess is that I will sit, waiting to pull out at least 3 minutes in morning traffic. Please consider the impact of these roundabouts. Thanks, from a fellow engineer.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
JM	There should be another bridge west of the Monticello nuclear plant. My husband commutes from Becker to the nuclear plant but would like to bypass downtown Monticello in order to do so.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
LS	We NEED another way over the river. There is too much commercial traffic going through 2 small towns and that bridge. There is no way the bridge was planned for the amount of weight that crosses it daily and I'm getting scared of crossing it in my commute. If the 35W bridge could collapse, it feels like a matter of when instead of with the 25 bridge. With the addition to the apartment and the new traffic that will create, it's going to be a disaster. People should lose their jobs with the horrible planning that allowed this mess to be created.	Comment suggests support of primary needs, Vehicular Safety and Mobility. No changes made to the Purpose & Need document. Comment noted.	10, 15

AG	The creation of a new connections to Hwy 94 from Becker will be really helpful. The expansion of Hwy 25 can also be another option. Thanks,	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
MW	The amount of information in the current study is impressive. I understand the need for considering the multitude of issues and perspectives when developing a solution(s) for the Highway 25 dilemma. However, as a daily commuter on this route, the main problem (and likely the most difficult to solve) is the 30 mile per hour stretch through downtown Monticello with several controlled intersections. The Highway 25 problem, realistically, can not be solved with this as part of the route. A new river crossing near, but outside, the downtown Monti area seems inevitable. Any solution for this problem will obviously come with immense cost. I suspect most of the people traveling the current route just want to get through it, as I do. Add another bridge for the tens of thousands of commuters who aren't going to stop in Monticello anyway. Those who intend to stop in town will still have the option and their commute will also be faster and safer. Many of the other issues identified in the current study report could be resolved or become less critical. In addition, the vitality of downtown Monti should be preserved.	Comment suggests support of primary needs, Vehicular Safety and Mobility. No changes made to the Purpose & Need document. Comment noted.	10, 15
TS	Why doesn't the study include the Hwy 25/4 th street intersection? During the construction that light was operational and it made that intersection much safer. Why is that light turned off now? If you're truly wanting to keep hwy 25 safer and actually listen to residents, you would keep that light operational permanent.	Comment suggests support of primary need, Vehicular Safety. No changes made to the Purpose & Need document. Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	10
JK	As a Buffalo Tsp resident who uses Hwy I'm quite impressed by weight Co. use of round abouts on this stretch. Truck traffic is low in my opinion but non platoon make it slightly difficult to enter the hwy at some points. I would love to see dedicated left and right turn lanes at those points. One example is HWY 25 and 50th St NW. I've looked at projects on the books from wright county and they look great. That county has a great head on their shoulders	Comment suggests support of primary need, Vehicular Safety. No changes made to the Purpose & Need document. Comment noted.	10

DV	I travel from Waite Park to Big Lake two times daily. There is not an effective way to bypass local area roads between Clearwater and Monticello to allow this commute to effective. Travel needs to be either through Clearwater onto county road 8 to highway 10 or to Clear Lake to Highway 10. What would be the quickest route would be 94 to Hwy 25 but the lights and traffic is unbearable. It would be great if there was an overpass to avoid business and local traffic somewhere between Clearwater and Monticello. It would be time effective, cost effective, and in my opinion, safer.	Comment suggests support of primary needs, Vehicular Safety and Mobility. No changes made to the Purpose & Need document. Comment noted.	10,15
N	There absolutely has to be a bridge between Monticello and Clearwater that leads all the trucks to Becker and beyond. It needs to be done now. Monticello is not Built for all the traffic.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
DH	Create a dedicated cross-over from 94 to hwy 10 that doesn't clog up the center strip(hwy25) of Monticello. As a citizen of Monticello, I stand with a large number of citizens that are tired of sitting in a massive, congested, slow, long line of traffic from cr37 to CR14. Then the slow going congested trip from cr 14 down 25 into big lake. Also make the strip from monticello to Buffalo 2 lane each direction to easy traffic flow. So there is no more need to stop traffic flow for turning or semi's entering traffic. There is so much more traffic than these roads were designed to initially handle. When hwy 25 is a parking lot anytime anywhere after 3:30 in the afternoon M-f and horrible weekends during the summer. It can be compared to sitting in traffic in Chicago. Ease the traffic by allowing 94 and hwy10 traffic a direct route to each other without delay. The residents of Monticello would greatly appreciate it! Myself Included.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
LH	The intersection at The Meadows Mobile Home Park needs something other than an extended turn lane. Preferably a roundabout.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	

NO	I live in Big Lake and work in Monticello; the Highway 25 bridge is the only feasible method of river crossing on a bicycle. I also commute by car, and to improve traffic flow, the River Street traffic signal should be eliminated. Additional signals, such as the one proposed on 4th street, should not be permitted.	Comment suggests support of primary need, Vehicular Mobility, and secondary need, Walkability and Bikeability. No changes made to the Purpose & Need document. Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	15, 33
M	We need more bridges to bypass 25. Having 19 go straight across to 30/14 and one north of the nuclear plant would be so helpful. Putting that apartment on the corner of 25 and Broadway is a nightmare. It's already impossible to park at the dance studio and the apartment hasn't opened. The kids can't park on the south side of Broadway because people go 50+ miles an hour the second they turn off 25. It is incredibly dangerous to walk across Broadway down Walnut.	Comment suggests support of secondary need, Pedestrial and Bicyclist Safety. No changes made to the Purpose & Need document. Comment noted.	34
CW	There needs to be another bridge linking Becker to Monticello. The traffic and congestion is terrible.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
TK	Should NOT have a stoplight at the intersection of highway 25 and River St. very dangerous when traffic is stuck in the intersection of highway 25 and Broadway St. waiting for it to turn green. Also, should be able to take a right on red turning from Broadway St. onto highway 25 going towards Big Lake. Lastly, we cannot access the left turn lane on highway 25 coming from the river bridge, to turn left onto Broadway. Those two lanes are typically empty but the two straight ahead lanes are backed up to the bridge so those lanes are rarely accessed.	Comment suggests support of primary needs, Vehicular Safety and Mobility. No changes made to the Purpose & Need document. Comment noted.	10,15

AD	Needed is another bridge between Monticello and Hasty exits to help relieve traffic flow through Monticello hwy. 25 and Cty 11/Hwy 10. I travel from Clear Lake/Becker to Monticello daily for work and the traffic flow on Hwy 25 is getting ridiculous. I avoid Monticello if I can because of traffic.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
GR	I would like to see 25 between Monticello and Big lake widened to a 4 lane and by pass at Big Lake to just west of town connecting to Hwy 10 with a flyover bridge over the tracks. Just my thoughts.	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
EP	Connect Becker to Hasty, there's already a bridge (co RD 8) onto 94 there. Or connect hwy 10 from Becker to 94 by taking 165 ave SE (build a bridge over the river) To 120th NE (there's already a bridge there too) We need to get less ppl using 25 just to get on or off 94. I moved here 2 years ago and I've met at least 5 people that have been in accidents on 25 in the past 2 years (one being a cop that was re ended Even!)	Comment suggests support of primary need, Vehicular Safety. No changes made to the Purpose & Need document. Comment noted.	10
T	You need a bypass around Monticello to the Becker/big lake side This should be an interchange to avoid stop lights that only delay traffic flow	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
CS	Need another bridge across the river!!!!!!	Comment noted. Watch for further opportunities to review alternatives as they're developed during Phase 2 of the PEL Study.	
B	There really needs to be another option to cross the river. Those of us that travel the Hwy 25 corridor to get to 94 daily for work are often bottlenecked at the bridge in Monticello.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15

NK	The congestion on the bridge on 25 leads to delays and backups. Adding additional bridges on either side may help with redirecting some of the traffic congestion. Such as ones going towards Becker and Elk River.	Comment suggests support of primary need, Vehicular Mobility. No changes made to the Purpose & Need document. Comment noted.	15
CG	I appreciate the technical information in the document as it tells the story and need. It points out along the route the various intersections and movement patterns showing how maxed out in capacity this corridor is currently and in the future. If the growth continues in this area for industrial and commercial, the sub-regional traffic will only just increase. As housing unit continue to grow in the area as well, it just puts more vehicles and pedestrians together.	Comments support the Purpose & Need document as drafted. No changes made to the document. Comment noted.	

TH 25 Area PEL Study - Purpose and Need Statement Comment Tracker (Public Comment Period, 03/12/2024 - 04/12/2024)

Name	Comment	Response
DNR	Dear Chad Hausmann, Thank you for the opportunity to provide early input on the Highway 25 Area PEL Study. The DNR would like to note that the stretch of the Mississippi River located within the study area is a state designated Wild and Scenic River (WSR). As the study moves forward in identifying and evaluating alternatives, please refer to Minn. Rules 6105, and specifically the Mississippi River Management Plan (Minn. Rule 6105.0800-0960), in order to understand what activities are allowed within a WSR. A DNR Public Waters Work (PWW) Permit would be required for any new or expanded crossing of the Mississippi River. Please be aware that new crossings within a WSR are discouraged and would be difficult to obtain. Expansion or enhancement of existing crossings is preferred. For more information on PWW permitting needs, please refer to Minn. Rules 6115. Please let me know if you have any questions.	See further discussion on this topic in the FHWA comment immediately below.
FHWA	After considering the MnDNR comment, I am recommend that tweaks be made with both the Level 1 and Level 2 matrices with respect to the Mississippi State Wild and Scenic River (WSR). The ability to get a State WSR permit can be as challenging as a federal WSR approval….and it can kill an alternative quickly…and thus what constitutes the reasonable range of alternatives that would move in to a later NEPA review proper. I applaud Sherburne and Wright Counties for willingness to continue to engage the MnDNR on this matter as outlined in the response to comment as provided. I propose the evaluation matrix be tweaked along the following lines per bullets below. This would be a mix of raw data (e.g., acres) and memorializing aspects of the input from the MnDNR…in part to declare viability, SEE impacts, and support the conclusion of what ultimately constitutes a reasonable range of alts. The approach to this could be either (1) both Level 1 and Level 2, *OR* (2) Level only. <u>Level 1</u> Modify part of Table 8 (Acrobat p49 of purpose/need document) Currently says: Qualitative review of potential for unmitigable SEE impacts and/or potential extreme costs (i.e., would require program funds for several years) Could say (potential tweaks in red text): Qualitative review of potential for unmitigable SEE impacts (e.g., clearly not permittable under State Wild and Scenic River process) and/or potential extreme costs (i.e., would require program funds for several years) <u>Level 2</u> Add a designed row in SEE impacts for ‘State Wild and Scenic River (Mississippi River) The designed row could be broken down into: -Acres impacted -Potential for significant impacts (low/med/high) -We’d have to declare the thresholds for each of the three buckets…perh -Viability for obtaining a permit (no, has potential) -Something would only get a ‘no’ if we learned anything post Level 1 that something is deemed to not be permittable by the MnDNR by state WSR process. -‘has potential’ would be anything but the hard ‘no’ -Consistency with Mississippi River Management Plan -Qualitative assessment.	Modification to Level 2 only have been made as described

EPA	Dear Mr. Forst: The Environmental Protection Agency (EPA) has reviewed Trunk Highway 25 Area Planning and Environmental Linkages (PEL) 168 Study Purpose and Need Statement, dated March 5, 2024. EPA's comments are provided in accordance with our responsibilities as a Cooperating Agency in the National Environmental Policy Act (NEPA) process (40 CFR Part 1501.8), our authorities under NEPA, the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. EPA's comments are intended to inform Federal Highway Administration's (FHWA) development of both the PEL and subsequent NEPA documentation. FHWA, in partnership with Wright and Sherburne Counties, Minnesota, is preparing a PEL study for the Highway 25 corridor. The study area is between I-94 and US Highway 10 that crosses the Mississippi River and encompasses state Trunk Highway 251. Highway 25 is a vital link for interregional traffic needs through Central Minnesota and serves as a local connection across the Mississippi River for Wright County and Sherburne County. The nearest river crossing is Highway 101 between Rogers/Otsego and Elk River, approximately 12 miles southeast of Highway 25. The nearest crossing to the northwest is Highway 24, between Clearwater and Clear Lake, approximately 14 miles away. These limited crossing opportunities contribute to congestion and unreliable travel times. The Highway 25 PEL Purpose and Need Statement identified two primary and two secondary project needs. Primary needs include increasing vehicular safety (to address crash rates, many of which are higher than statewide critical rates) and mobility (to address existing traffic congestion, poor travel time reliability, and continuing growth with few alternative routes). Secondary needs include walkability and bikeability, as existing conditions expose pedestrians to a substantial level of traffic facilities available, resulting in serious injuries and fatalities to pedestrians and bicyclists. The PEL study is designed to identify improvements to the transportation network to relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing opportunities for walking and bicycling in the Monticello-Big Lake Area. FHWA is planning to adopt the PEL results into future NEPA processes undertaken for the study area. The proposed Highway 25 PEL study is intended to: (1) understand the variety of ways people use the transportation network; (2) create a long-term vision for improving transportation in the study area; and (3) develop recommendations for further analysis as part of the NEPA process, and create transparency, building community trust, and ensure collaboration. The Highway 25 PEL Purpose and Need Statement also described evaluation criteria and established a framework for screening alternatives. Level 1 (Initial Alternatives Screening) includes the qualitative and/or quantitative evaluation of high-level concept alternatives as well as whether the alternative is considered	No changes requested, no changes made. The project team will continue to utilize the various resources highlighted, where appropriate, through the development of the PEL study.

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

Highway 25 Area Planning and Environmental Linkages (PEL) Study

Engagement Summary: Phase 2

December 5, 2024

Prepared by: Bolton & Menk, Inc.

Table of Contents

Wright and Sherburne Counties have initiated a Planning and Environmental Linkages (PEL) study to take the next steps toward developing a long-term vision for transportation system improvements to the area around Highway 25 between I-94 and Highway 10. This PEL study will allow project partners to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The success of this PEL study will depend on the active involvement of project stakeholders and the public. This will be accomplished through the engagement process described in this plan to help Wright and Sherburne counties better understand the variety of ways people use the Highway 25 and area transportation network, and what potential improvements will be of most benefit in the future.

1.0 Purpose and Goals

The **purpose** of public involvement in a PEL study is to establish and maintain ongoing communication with the people and businesses affected by the quality of transportation infrastructure in the study area. Additionally, a PEL study is designed to gather input furthering the development of viable alternatives and eliminating unreasonable alternatives. Such engagement helps identify problems and issues that require mitigation, facilitate collective problem-solving, take advantage of the unique and creative insights of all impacted, and lead to greater ownership of eventual solutions.

The **goals** for stakeholder and public involvement are:

- Create community awareness of the PEL study and its purpose including how it builds on but differs from previous studies in that it won't result in a single recommended solution.
- Engage a wide cross-section of the public and stakeholders through activities and communication channels that yield meaningful input.
- Provide Wright and Sherburne counties and the study team with timely insights that inform the development of viable alternatives and design plans and generate feedback.
- Share recommendations for public and stakeholder consideration.

Public and stakeholder engagement will be done throughout the three phases of the project:

- Phase 1: Existing Conditions – June – December 2023
- Phase 2: Concepts and Evaluation – January – October 2024
- Phase 3: Study Documentation – November – Early 2025

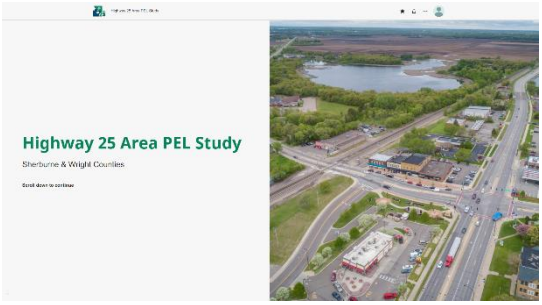
This report summarizes the engagement strategies used to collect community feedback on alternatives and alternative evaluation. Phase 2 started with interviews with underrepresented industries in Phase 1. Phase 2 engagement then followed with informing the public about alternatives and evaluation, seeking their feedback through online and in-person engagement. The main question we asked throughout Phase 2 engagement was "Which alternatives could you support and why?"

2.0 Communication and Engagement Strategies

The engagement process started with education via a variety of communications strategies:

- Branding: We continued building recognition of the project and study area established in Phase 1 through consistent use of branding. The brand was used in communications, community and stakeholder engagement processes and reflects the collaborative, integrated, and community-based nature of the process.

- Website: The website includes general project information, Phase 1 engagement summary, interactive map tour, and public meeting details. The website was updated at key points such as posting project documentation and meeting materials after engagement events and public meetings.



- Social Media: Social media was used to get the word out about public comment periods, engagement opportunities, and public meetings. Project partner agencies were encouraged to repost or share with their communities.

- Video: A short informational video was updated and posted with general information about the project, timeline, and how people could get involved.

- Articles and E-Newsletters: An article was shared with the counties' communication staff to share with local papers and include in county newsletters to keep the community informed of the project. This article particularly focused on information about the second Phase of the project and how to get involved. The counties and project partners were also encouraged to use the articles in their newsletters.

- Print materials: The project fact sheet created during Phase 1 continued to be used in Phase 2 to provide general project information to residents. For public meetings, a comment card and alternatives worksheet were available for people to hand write comments. For the pop-ups, booths were set up at local events to interact with the general public to share information about the project and ask for their feedback on alternatives. Comment cards were available for people to hand write comments and conversations were documented. Custom stickers were created for kids at the pop-ups that promoted the project brand, and a QR code was printed on the back of the sticker for parents, directing them to the project website for more information.

A second component of the engagement strategy was coordinating and communicating regularly with project partners and stakeholders:

- Stakeholder Interviews: We interviewed commercial truck drivers and industrial business stakeholders underrepresented in Phase 1 public input. Stakeholders included TJ Potter Trucking, Northern Metal Recycling, Vonco II, and Xcel Energy. The purpose of these interviews was to collect industry stakeholder feedback on issues and opportunities.

- Agency Coordination: We also met several times with local, state, and federal agencies. These meetings were held individually with each agency, including the Minnesota Department of Natural Resources (DNR), Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA). The purpose of these meetings was to communicate regularly and seek coordination throughout the purpose and need, alternatives, and evaluation development.

- Project Management Team (PMT): The PMT is made up of the two counties' project managers and Bolton & Menk's project leaders. The purpose of the PMT is to review project schedule and

activities, discuss issues and solutions and coordinate tasks. PMT meetings continued monthly throughout Phase 2.

- Technical Advisory Committee (TAC): The TAC is made up of the lead counties' project managers, planning, and engineering staff from the two lead counties and the cities of Monticello, Big Lake and Becker, and the townships of Monticello, Big Lake, Becker, and Silver Creek, MnDOT District 3, Office of Environmental Stewardship (OES), and FHWA. From January to October, TAC held six meetings (January, April, May, July, August, and September). These meetings provided local insight throughout the alternative development and evaluation stages as well as Phase 2 engagement planning.

- Policy Advisory Committee (PAC): The PAC is made up of locally elected or senior-level staff from the two leading counties, the cities of Monticello, Big Lake and Becker, Monticello Township, Big Lake Township, Becker Township, Silver Creek Township, and active members of the CMRP. The PAC held three meetings from January to October (February, July, and September).

The following describes the strategies that were used to engage the public:

- Web-based Map Tour: A web-based map tour of the proposed alternatives was set up and gave people the opportunity to explore the details of each alternative. This was coupled with an online survey asking for feedback on the alternatives and which alternatives could be supported.

- Survey: An online survey was set up to gather public input on what alternatives could be supported, along with an opportunity for general comments. The survey was promoted through social media, community newsletters, and QR codes on posters or print materials. This comment survey was an online version of the alternatives worksheet available at in-person events. We received 55 surveys in Phase 2.

- Community Pop-Ups: To engage the public at community events, three pop ups were held: October 16 Becker High School Football Game, October 26 Big Lake Groom My Friend Trunk-or-Treat, and October 27 Monticello We Scare Hunger Fall Carnival. The goal of the pop ups was to go to where people were already gathered so we could talk to people and seek public input on proposed alternatives. We gave away 300 stickers to kids and talked to over 120 people at pop-ups in October.

- Public Open House Meetings: In-depth information about alternative design and evaluation was provided at public open house meetings, held both in-person and online. The purpose of these events was to gather input on what alternatives could be supported. On November 28, a virtual open house was held via Teams Webinar and an in-person open house was held at Becker City Hall prior to a planning commission meeting. On November 29, an in-person open house was held at the Monticello Community Center. A total of 76 people were engaged at these meetings.

3.0 Who We Heard From

Engagement during Phase 2 was focused on being in the community to seek feedback on alternatives. Because of this type of engagement, demographics of who we heard from were not self-reported.

Due to the nature of the events, many of the community members engaged at pop-ups were parents or grandparents of children. At the Becker football game, we also spoke with young drivers who have been experiencing the transportation system in the study area as drivers for the first time.

4.0 What We Heard

Throughout Phase 2, public comments were collected, logged, and documented. The following is a summary of what we heard through open house worksheets and the online survey:

Alternative	Acceptable	Unsure/Neutral	Unacceptable	Unanswered
A1	8%	19%	67%	6%
B1	5%	12%	80%	3%
B2	6%	6%	80%	3%
B3	5%	9%	81%	5%
C1	24%	12%	58%	6%
C2	13%	15%	63%	9%
D1	24%	22%	44%	9%
D2	56%	12%	20%	13%
D3	57%	12%	13%	19%
D4	55%	17%	10%	17%

The above table does not include pop-up conversations. At pop-ups, most favored alternatives D3 and D4. Some favored D2 and a few people mentioned favor for C1. No one talked about B alternatives (unacceptable).

Of all comments received, the following were most frequent:

- Concern for residential impacts (47 percent)
- Importance of alternatives avoiding Monticello or towns altogether (40 percent)
- Desire for alternatives to accommodate traffic traveling to Becker or “Up North” (18 percent)
- Desire for a new river crossing (16 percent)
- Opposition to expansion of CR 11 (16 percent)
- Desire for alternative to accommodate freight traffic and support business (14 percent)

5.0 How the Information Will Be Used

The project team will use the public and stakeholder input to develop the final recommendations of alternatives to carry forward, not recommend, and eliminate.

This summary reports will be published on the project website and shared with the community along with how the project team and sponsors will use that information.

Appendix A: Phase 2 Engagement Summary

Highway 25 Area PEL Study - Phase 2

ENGAGEMENT SUMMARY

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

ENGAGEMENT OVERVIEW:

86 *Survey Responses (online and in-person)*

3 *Open Houses (2 In-Person, 1 Virtual)*

3 *Community Pop Ups*

WHAT WE'VE HEARD:

Throughout Phase 2, public comments were collected, logged, and documented. Engagement occurred between October - November 2024. The following is a summary of what we heard through in-person and online surveys:

Alternative	Acceptable	Unsure/Neutral	Unacceptable	Unanswered
A1	8%	19%	67%	6%
B1	5%	12%	80%	3%
B2	6%	6%	80%	3%
B3	5%	9%	81%	5%
C1	24%	12%	58%	6%
C2	13%	15%	63%	9%
D1	24%	22%	44%	9%
D2	56%	12%	20%	13%
D3	57%	12%	13%	19%
D4	55%	17%	10%	17%

The above table does not include pop-up conversations. At pop-ups, most favored alternatives D3 and D4. Some favored D2 and a few people mentioned favor for C1.

COMMON THEMES FROM OTHER COMMENTS:

47% Concern for residential impacts

40% Importance for alternative to avoid cities

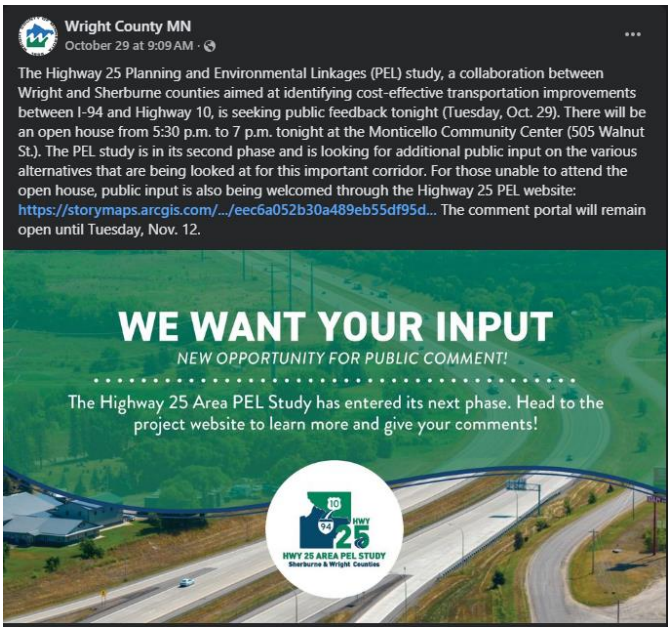
18% Desire for alternative to accommodate traffic traveling to Becker or "Up North"

16% Desire for a new river crossing

16% Opposition to expansion of CR 11

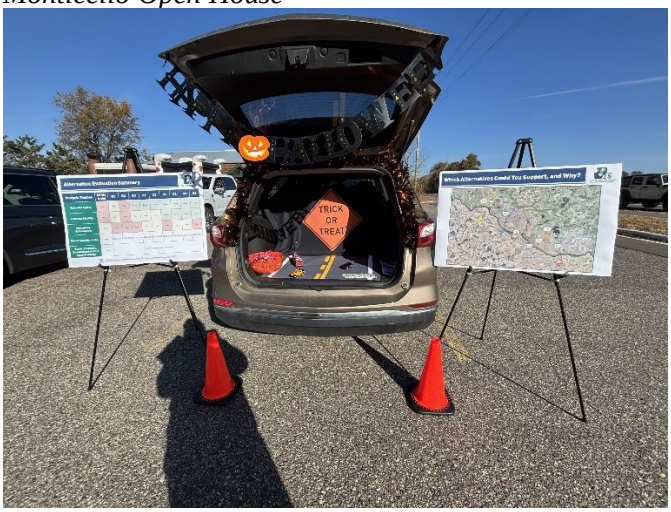
14% Desire for alternative to accommodate freight traffic and support business

Appendix B: Sample Engagement Strategies



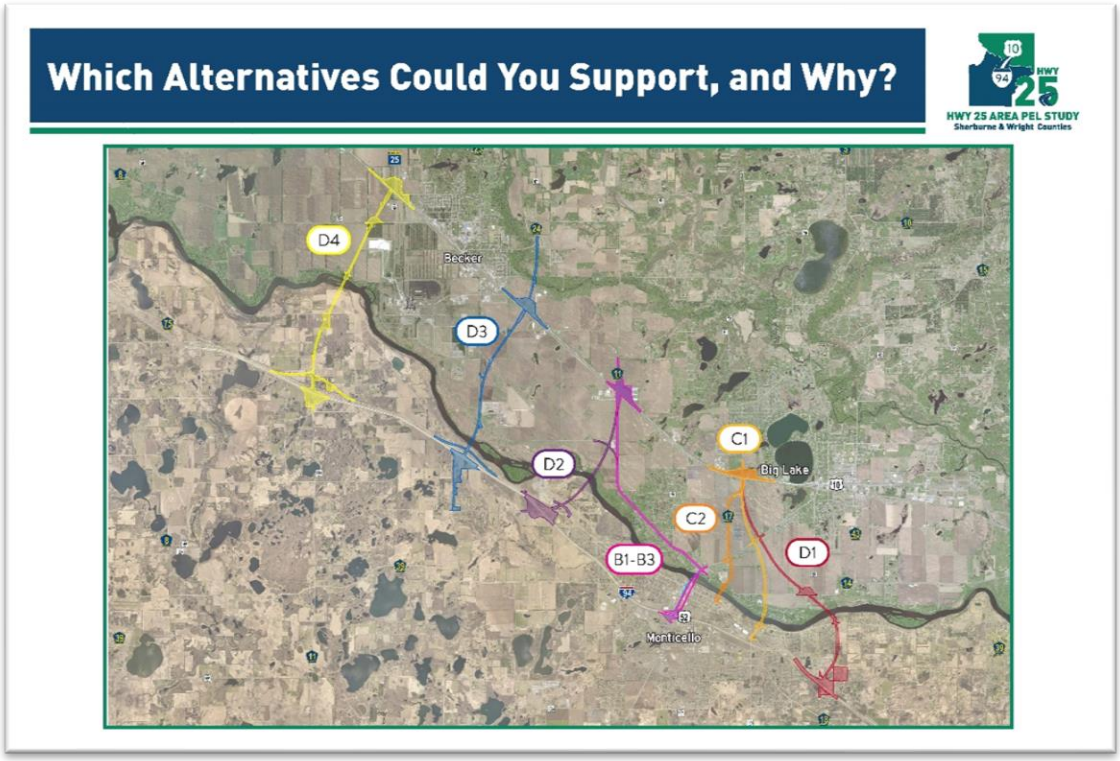
Wright County Social Media Post

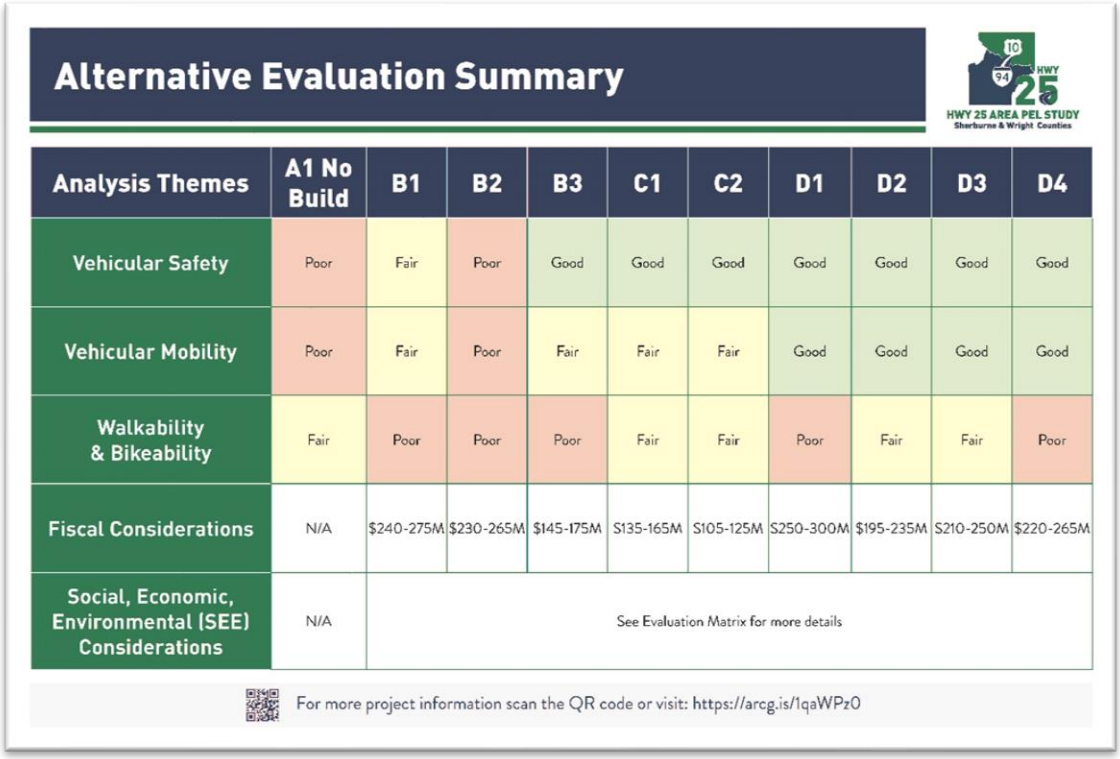
Monticello Open House



Big Lake Trunk-or-Treat Pop-up

Appendix C: Sample Pop-up and Open House Materials





Analysis Themes	A1 No Build	B1	B2	B3	C1	C2	D1	D2	D3	D4
Vehicular Safety	Poor	Fair	Poor	Good	Good	Good	Good	Good	Good	Good
Vehicular Mobility	Poor	Fair	Poor	Fair	Fair	Fair	Good	Good	Good	Good
Walkability & Bikeability	Fair	Poor	Poor	Poor	Fair	Fair	Poor	Fair	Fair	Poor
Fiscal Considerations	N/A	$240-275M	$230-265M	$145-175M	$135-165M	$105-125M	$250-300M	$195-235M	$210-250M	$220-265M
Social, Economic, Environmental (SEE) Considerations	N/A	See Evaluation Matrix for more details								

For more project information scan the QR code or visit: https://arcg.is/1qaWPz0

B3 Limits: One-Way Pair

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

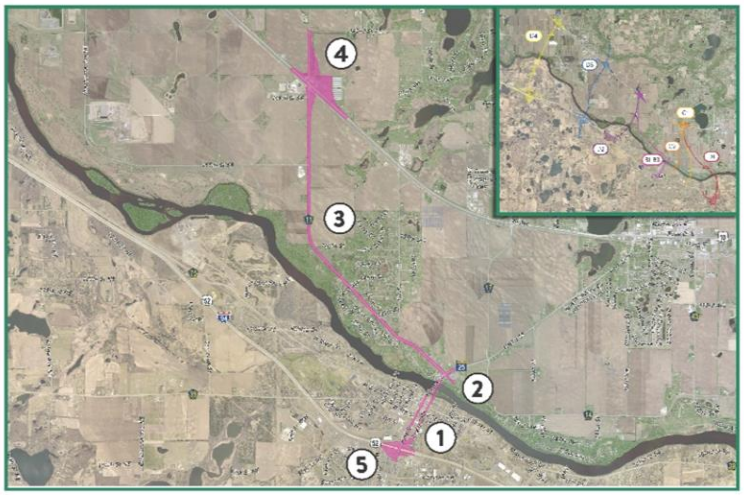
Evaluation Results*

Analysis Theme	A1 No Build	B3
Vehicular Safety	Poor	Good
Vehicular Mobility	Poor	Fair
Walkability & Bikeability	Fair	Poor

Cost: $145-175 Million (2024 dollars)
*See Evaluation Matrix for more details

Includes:

1. Convert Cedar Street to northbound-only and existing Hwy 25 as southbound-only operation.
2. New northbound bridge span would connect Cedar Street to Hwy 25 at an improved signal with CR 11/14.
3. Widen CR 11 between Hwy 25 and US Hwy 10.
4. Intersection improvements or new interchange at US Hwy 10 and CR 11.
5. Reconstruction of current Hwy 25/I-94 interchange to connect to both roads.



For more project information scan the QR code or visit: https://arcg.is/1qaWPz0

Which alternatives could you support?

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

As you explore the various proposed alternative boards throughout the room, we encourage you to take a moment to consider each option carefully. Please use the table below to identify which alternatives you could support. Your feedback is invaluable as it will play a crucial role in shaping the future of the Highway 25 area.

Thank you for your participation!

Alternative	Acceptable	Neutral/Unsure	Unacceptable
A1 Limits: No Build			
B1 Limits: Widen Hwy 25 to 6-lanes			
B2 Limits: Access Control on Hwy 25			
B3 Limits: One-Way Pair			
C1 Limits: Fenning Avenue (CR 8)			
C2 Limits: Washington Street Extension			
D1 Limits: Eastern Monticello			
D2 Limits: 120th Street			
D3 Limits: Eastern Becker			
D4 Limits: Western Becker			

TH 25 Area PEL Study - Level 2 Evaluation Comment Tracker (Public Comment Period, 12/24/2024 - 1/23/2025)

Public Comment	Response
Phone call with Sarah -- Requested extention through January 31st for comments due to staff availability	Extension granted to January 31, 2024
I and my husband have virtually attended your meetings. I feel that opportunity for Public input was advertised well. I feel the PEL study was thoughtful. Constructive input. In my opinion two items could be added to the study and if these two items were added; they would appease the public better. 1.Have the DNR weigh in on whether the DNR will allow D2 or D3 for a river crossing. If we can't cross the river in either of these two routes, we are not going to have viable options in D2 or D3. 2.Add a residential impact study. Which route would impact private land ownership (residents less). What route would impact traffic flow for residents the least. Showing those numbers and route details of property owners on both D2 and D3 would be meaningful. Not that the public will ever be in consensus however showing that metric would address more concerns. I believe we need an additional river crossing to handle our traffic needs now and into the future.Thank you for your thoughtful work.	The Counties will continue to engage the community and communicate opportunities for public comment. Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
So the first question is addressing B3 and why B3 is being moved forward. It has the highest unacceptability rate referring to the public input received. And so questioning why that public opinion? And doesn't have a higher weight on B3 being carried forward and just some general frustration that local residents will lose property and property value to accommodate non local drivers.	The process for identifying and evaluating potential alignments that led to the recommendation of alternatives to move forward is documented in detail in the Alternatives Analysis Report.
Well, first of all, Angie, thank you for your thorough analysis. This was very informative. You know, I think a couple things that I would recommend. First of all, I think the public input that you had prior to today was very. I don't know how well was advertised, because I certainly wasn't able to attend any of those because I wasn't aware of those.So that is as a property owner off camera at 11. That's fairly frustrating, but nevertheless that we are where we are. You can't come backwards in time. B3 is 100% unacceptable and so as a property owner I need to understand better what we can do. Is this something that can be taken to our state legislature or does this be taken to DC? Because truly it doesn't. It's not only the fact that it impacts our property and impacts land and all of that, but it doesn't address the underlying keys that you're trying to drive for or that heard you articulate a few times during this call. One is mobility and the mobility for the people that are living in the developments off County road 11 is highly negatively impacted. Due to many things, not the least of which is the increased freight traffic that is coming through primarily going to northern metal, but wherever it's going that freight traffic along with increased you know so you make it 4 lanes and now we have even. More traffic going through it makes it dangerous for our families to be driving on these roads. It really does, and I think for us to actually be able to find an alternative that is going to move the freight traffic to somewhere else, one of the DS and I totally get that they don't want to make AU turn. So that's why D4 doesn't work. So D2D3 outstanding that is really good. You're you're having the least amount of impact on communities. You're having the highest degree of Impact to help mobility and you're doing it in a way that is respecting not only the communities that are already here, that are thriving, but you're also addressing the needs for those that are not part of our Community, that are using our roadways. So I think the one take away that I would like to hear from you is what can we as property owners do? What can we as property owners do besides this 30 minute, 45 minute call that we're on and filling out the online survey? Do we need to bind together and and pull a class action lawsuit? Do we need to hire on legal representation? What is it that we need to do to clearly articulate that B3 moves off this list and to the eliminate list?	The Counties will continue to engage the community and communicate opportunities for public comment. Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
I I appreciate that Angie and I know others are going to want to speak, so I'll let them speak, but I'll. I'll just say this. I heard a fairly, I mean, I heard an answer, but it's fairly vague and the DNR is gonna get back to you in a couple weeks. We have 10 days to provide comment, 10 days and so past that 10 days, that's very concerning. Very concerning.	The Counties will continue to engage the community and communicate opportunities for public comment through a future NEPA process.
Last comment, how will we be informed on what you're hearing back from the DNR and from these other agencies that referred to that? We can understand whether or not B3, for example, is has been eliminated or has been put on the go forward carried forward process.	Public and agency comments will be doucmented in the PEL Study Final Report. The Counties will continue to engage the community and communicate opportunities for public comment through a future NEPA process via a variety of communication channels such as the website, social media, public notices, articles in local publications.
Yeah. Thank you, Angie. And everyone involved to present this to us. And I like, Kurt, want to express that. We I guess I wasn't 100% aware of this due through the public awareness this fall. So, like him, I would express that more advertising or awareness to the local stakeholders that are impacted by this I think would have been greatly appreciated. Know that we're certainly going to be engaged now knowing where we're at. The one question I have, and this is gonna be in regards to D2 in that study or when that was space was looked at, was it made aware that that completely cuts through a University of Minnesota research station?	The Counties have reached out to the University of Minnesota and will work with them to identify and analyze potential impacts to the Sand Plain Research Farm through a future NEPA process.

Public Comment	Response
That's what my that's where my awareness comes from. So just for an awareness point, D2 completely cuts through multimillion dollar University of Minnesota research station that's that is the primary irrigation. Land use study. Excuse me. Research station. That. That's what the they do. All the potato research, the Corn, soybeans, multi over. Over 100 and some acres and 21 different trials. Or, excuse me. Pis, get do their work there, along with all the grad students and as well as experiential learning outreach opportunities there. So though I understand the impacts about the B3 with residential know that there is extremely high impacts to that D2 alternative as well that I have a feeling. We're not being aware of in this study. That would be detrimental to that work that's being done. So I just wanted to bring that awareness forward.	The Counties have reached out to the University of Minnesota and will UofM work with them to identify and analyze potential impacts to the Sand Plain Research Farm through a future NEPA process.
Also, live along County Road 11. thank you for very pointedly detailing a lot of the concerns that that residents in this area have. One question I have with regard to the outreach to DNR. Will DNR get the comments from the rest of the community feedback when they get presented with these options because? You know, oftentimes when they view things like this, they're viewing it from their lens, their perspective. And while I appreciate it and and very much need them to to do their jobs appropriately, sometimes, you know, everybody has to make compromises. And yes, you know, so do we as Residents but. You know, there's there's a point here where we have to weigh. What part of bad for the bad for the docs versus bad for the people? Do we do we take on? And so I'd like to hope that they're gonna get the comments from the residents, because if they're not thinking about things from a resident perspective or a local person trying to get around. They're not gonna be as concerned about it.	Public and agency comments will be doucmented in the PEL Study Final Report.
Thanks for having this meeting. I just wanted to mention that I think the public notification process was very inadequate. I live along one of the routes and we have some senior citizen neighbors who are not online. They're not going to public events. They knew nothing about the fact that a route was going to go across their farms until some neighbors let them know about it yesterday or the day before. So as far as I'm concerned, this process needs to go back to square one. Because there has been no public input process. All of the input that you listed on your chart, I'm guessing that's based off of a few dozen individuals. However, many went to your events and actually took the time to stop going to the football game to go look at some boards. That's almost like it has been set up. So as the public will not know about this and I feel like you need to start all over and send a paper mailing to the mailbox of every individual homeowner and property owner within 1/2 mile of every route. Because right now, there's people out there who are going to have a Rd. Code built across their land and they don't even know about it. That's all I have to say.	Public and stakeholder engagement will be documented in the PEL report including methods used to gather input, summary of the public comment, and how that information was used in the study process. The Counties will continue to engage the community and communicate opportunities for public comment through a future NEPA process via a variety of communication channels such as the website, social media, public notices, articles in local publications as well as inperson and online engagement.
I guess I I have one more. I have one more comment as I'm looking at the map and I'm listening to the commentary. You know, if the DNR starts getting a tremendous amount of momentum. And and kind of forces the hand on on AB3 alternative. The alternative that I don't see on here is doing your dual lane idea and then connecting it to something like what we call airport Rd. which I believe is kind of road 17, which is not going through residential areas. And I'm wondering why. The study focused on residential areas rather than focusing on areas without residential impact. And if it could be considered I love the the comment a few moments ago. From the individual that said, we really should go back to square one because it has been. These meetings are happening or even to realize that they were happening.	The alignments moving forward will be analyzed in more detail through a future NEPA process. The public and stakeholders will have opportunities to provide input and feedback. If a new alignment is identified in that process, it could be added to the analysis.
[We live on] a cul-de-sac off CR 11. We have lived there for 36 years, so have seen a drastic change of the traffic on CR11. The only way in to or out from our cul-de-sac is to wait for a time to enter CR11. The following are our comments of the Highway 25 Area PEL Study "Carry Forward" options. Option B3: The public opinion of "unacceptable" of B3 option is 81%. We agree. The B3 option is unacceptable. CR11 traffic is almost constant. A significant amount of the of the traffic are 18 wheelers, obviously traveling between the interstate and US10. B3 includes widening CR 11between MN 25 and US 10. The process of widening C R11 will: - Restrict our mobility - Decrease our safety - Require moving the new Xcel power line again - Long term, the property values of our properties will decrease, as it did the last time CR11 was widened. Our recommendation is to Eliminate B3 Option D2: The public opinion of "acceptable" of D2 option is 56%. We agree. The D2 option is a good option because it removes the issues at CR11 by taking the traffic out of Monticello and into open land. One issue that is questionable is that the road will run close to the Montissippi Park, the Xcel nuclear power plant, the gun range and the U of M Research Station. Our recommendation is that D2 is viable, but needs to address the question of close areas above. Option D3: The public opinion of "acceptable" of D3 option is 57%. We agree. The D3 option is the best option because it removes the issues at CR11 by taking the traffic out of Monticello and into open land. Our recommendation is to move forward with D3	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.

Public Comment	Response
A Bypass built to allow traffic to go East or West on Hwy 10 by using the CSAH 17 (aka, Airports Rd by Catepillar). This is non-residential and would be a great alternative to widening Cty Rd 11 with residential on both sides of the road. I am not in favor of having Cty Rd 11 or Cty Rd 50 as main thoroughfares for large vehicles or "Up North traffic", or going to EMR in Becker. Going west of Monticello is another great option.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
I think the best remaining option to improve traffic on Hwy 25 over the Mississippi River would be B3, the One Way Pair. The other options to the west would not be an improvement for traffic heading to or from the Big Lake area. The best scenario for Big Lake traffic would be to build a bridge from County 19 in Otsego to connect to County 14 in Big Lake Township just south of the Hwy 10 interchange.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
I have closely reviewed the documents and alternatives studied. I travel on Cty Road 11 to 25 to/from my home in Becker Township to Monticello multiple times daily. Any option that does not reduce the traffic in Monticello or on Highway 25 and Cty Road 11 will not address the traffic and safety issues long term. The increase in freight traffic on Highway 25 and Cty Road 11 has decreased safety for those that drive that route and those that live in neighborhoods off of Cty Rd 11 - widening Cty Road 11 will further decrease the safety, as roads widen speeds will increase. The best alternatives all divert the freight traffic from downtown Monticello and Cty Road 11. The alternatives proposed that include a new river crossing west of Monticello (ie D2 and D3) will most effectively resolve, as it would divert the most freight traffic from these very congested areas - and allow residents that live North and West of Monticello to avoid the congestion of Hwy 25 completely / and reduce the friction currently experienced by residents that live, work, and go to school in Monticello.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
As a home owner off County Road 11, B3 needs to be eliminated from the options. Adding more lanes to this residential area is dangerous to family's in the area. These freight drivers coming through make the road dangerous already. Adding more lanes will just increase there speeds and cause more accidents. As a parent of young kids that will be driving in future years this terrifies me. Another option off of 25 is going to be the best option as the traffic through Monticello is already bumper to bumper during peak hours. Freight drivers need another option they are destroying our through town roads.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
For option B3: -how will residents that live on County Road 11 safely merge onto county road 11 from their residence if the State widens the lanes? -how many lanes will the State widen County road 11 if Option B3 is chosen? - by enacting eminent domain, how much compensation will the State provide by taking property from the residents? -will the State increase property taxes, while also take a portion of my land?	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
We agree with the recommendation to move forward with Options D2 or D3. Either option would effectively achieve the objective of relieving vehicular and freight traffic from the core of Monticello greatly reducing the negative impact this traffic has on the Hwy 25/Co Rd 11 corridor. It also does not merely shift the problem to a new area such as option C1 would likely do or adversely impact large neighborhoods where residents currently enjoy walkability and bikeability, which are also named as objectives to improve the Hwy 25 corridor. Additionally, Options D2 and D3 affect a far less percentage of population than the other options presented.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
As a resident off Hwy 11, the D3 option is the only acceptable option. This impacts the local residents the least and re-directs freight/non local traffic.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.

Public Comment	Response
First I would like to say that the communication regarding this study and the process surrounding it has been very poor to say the least. As we heard in the open house on the 13th most people seem to have found about this entire project secondhand through someone else and were never directly given information regarding it even though the plans proposed directly would affect many of us. By rights this process should be restarted so that feedback from the residents of the communities can be considered and not just a select few from poorly advertised pop-up events. It almost seems as though input was not wanted from those who would be effected by it the most. All of the alternatives have issues with them, as do all major road projects, however, alternative D2 absolutely cannot move forward. That alternative cuts directly though a University of Minnesota research and outreach center that has been housed in Becker since the early 1970's. What you see as open farmland is actually much more than that. It is a vital part of the research network that supports Minnesota's farmers, particularly those who farm in the central sands of the state. It is the main irrigation research center in the state counting both public and private institutions. There are millions and millions of dollars of research and development that have gone into this site and the research there. Disrupting the layout of the site would destroy the farm and the years and years of research that has been done there and continues today, causing untold amounts of damage to Minnesota's agricultural economy and the farmers of our state. If a new river crossing is truly required then alternative D3 is the one that actually makes the most sense if the idea is to get the freight traffic out of Monticello. Most of that freight is going to the West side of Becker and D3 would take it directly there. It is considerably shorter than D2, about a quarter of the length, and presumably would be cheaper to build. Staying with the current river crossing makes even more sense than D3 though as it causes the least disruption to basically everyone even the people who live along County Rd 11. I also have to assume that staying at the current crossing would be the cheapest option, certainly much cheaper than building a whole new road and bridge over the river like D2 which is over 2 miles long. It was also brought up in the open house on the 13th that no alternatives are looking at using County Rd 17. Why? That road is a straight shot to Hwy 10 and no one lives on the road. People will use this corridor if they are incentivized to go that way by making it the through way off the bridge, eliminating the stoplights, the left turn from Hwy 25 to County Rd 17 and adding an interchange at Hwy 10. The road is already wide and has huge amounts of right-of-way. It could be 4 lanes without having huge impacts on the land to either side of the road. This would return County Rd 11 to the road it should be, a normal County Rd with normal amounts of traffic. County Rd 17 seems like a win win.	Traffic, safety and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process. The Counties have reached out to the University of Minnesota and will work with them to identify and analyze potential impacts to the Sand Plain Research Farm through a future NEPA process.
1. I feel that opportunity for Public input was advertised well. I feel the PEL study was thoughtful. 2. Constructive input. In my opinion two items could be added to the study and if these two items were added; they would appease the public better. a. Have the DNR weigh in on whether the DNR will allow D2 or D3 for a river crossing. If we can't cross the river in either of these two routes, we are not going to have viable options in D2 or D3. b. Add a residential impact study. Which route would impact private land ownership (residents less). What route would impact traffic flow for residents the least. Showing those numbers and route details of property owners on both D2 and D3 would be meaningful. Not that the public will ever be in consensus however showing that metric would address more concerns. I believe we need an additional river crossing to handle our traffic needs now and into the future.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
Widening County Road 11 is not the answer, it will only make the area busier and cause a bigger bottleneck in downtown Monticello. The answer is a bypass. I live on County Road 11, my home is already close enough to the road. Adding lanes would make it nosier, leading to a drop in property value. I would also lose some of my backyard. Who is going to pay for my sprinkler system to be moved? Who is going to pay for a large sound-proofing fence to be installed? Who is paying for my lost property value to the project? There is a lot of residential homes in this area. It would be much better and easier to cut through an empty field on either side of Monticello. The goal of the project is to flow traffic from 94 to 10 smoothly. Drivers would still need to exit 94, go thru town, and a county road to get to 10. This is not a safe solution for my family or neighbors.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
I am opposed to any expansion of to enhancement to cty road 11. We have large developments on both sides and it's very dangerous. We have had many accidents and one fatal. We need the solution for hwy 25 to not include cty road 11. And even try to reduce traffic on 11 by adding roundabouts at the development entrances. Please	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
Identifying the issue: Serious traffic backup begins at Hwy 25/I-94 and continues to the opposite side of the Mississippi Bridge where two lanes turn west on Cty Rd 11, one lane turns east onto Cty Rd 14, while Hwy 25 continues north and remains congested, but less so until Cty Rd 17/200th St (airport rd). Option 1: I'm not an engineer but it seems a similar fix would be what MNDOT did in Rogers. IE: changing the exit ramp off of I-94 to ones that go over existing structures on N Hwy 25. One ramp designated for Becker Cty Rd 11 and Cty Rd 17/airport road. Another lane for Big Lake and another for Monticello's main street. Have a bridge over the Mississippi River bridge. This would keep the traffic flowing into Big Lake while those turning off of Hwy 25 would have the new lanes over the top or vice versa. I do not see where adding a new exit off of I-94 would help under this scenerio. Option 2: The most obvious solution seems to be to add another bridge between Clearwater and Monticello and adding intersections off of that bridge. This would remove some traffic pressure off of Hwy. 25 but could be just as or more expensive in the short term but in the long run is likely the best option. Option 3: Make Cty Rd 11 a 4 lane the entire distance between Monticello and Becker. Add an overpass to the intersection of Cty Rd 11 and Hwy 10. Do the same as well as Cty Rd 17/airport road and Hwy 10 similar to what MNDOT did in Elk River on Hwy 169 (this would help prevent the deadly car accidents at this intersection). Change the turn lane for Cty Rd 17/airport road into a full length lane from the Mississippi River bridge to Cty 17/airport rd.	Traffic and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.

Public Comment	Response
Traffic lights along Highway 25 need to be coordinated for traffic flow. The River Street light should be eliminated. The bridge was just resurfaced; widening it should have occurred while it was being repaired. The Block 52 area changes have been detrimental to non-motorized traffic. Curb protrudes into the bike lane on CR 75, and newly painted parking spots are in the traffic lane (west-bound River Street).	Traffic, safety, and non-moterized vehicle impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
Need to add another river crossing between Elk River and Monticello/Big Lake. This would help alleviate congestion at both other crossings. Ideally extending CR Hwy 19 North across the river.	Purpose and need will be documented in the PEL Study report.
Route D4 unfairly impacts residential land owners and assumes it will go right through someone's house. There are other routes which will accomplish the goal that do not impact homeowners. D2 for instance, would affect many fewer property owners. Why is D4 even being considered when it never appeared on the earlier phases, and nobody was requesting it? There seems to be a problem with this process where a route can suddenly be added at a later phase without sufficient public input. Perhaps Bolton Menk should review the process which they are required to uphold with regards to public input. Route D4 will impact our family because of noise and increased traffic in our quiet rural area. I am concerned about our children having to bike and explore nature next to a freeway bridge. We moved here to get away from development and traffic. Some neighbors keep horses and animals which would be disturbed by the traffic. Many homeowners take pride in their property and have made significant improvements which represent an investment of money and energy which would be marred by the presence of a noisy bridge. Finally, property values and future resale will be impacted. Who wants to buy a horse property next to a freeway artery? Please consider route D2 which would impact fewer homeowners.	Traffic, safety and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a NEPA process.
Crossing 25 for pedestrians is tenuous proposition. If the Monticello commerce focus is shifting to walnut, there needs to be a dedicated safe crossing. A pedestrian bridge over 25 is long overdue. The lack of “walkability” for the city as a whole, especially to business districts, will throttle growth plans for Monticello.	Pedestrian access will be considered as alternatives are designed and impacts will be analyzed in more detail in a future NEPA process.
Thanks for all the work that goes into planning for better traffic flow and safety across the river between Sherburne and Wright counties - Wow - 343 pages! When I was at the Monticello Community Center meeting last fall, I indicated that D2 seemed the best route to go. But being that this process can take possibly 10 years or more, what can be done until then? Is it possible to get the signals more in sync to keep traffic on Hwy 25 flowing better (as 3rd and 4th St in downtown Minneapolis). Several times a week I am on Hwy 25 stopping and going which really backs up the traffic flow. One light turns green only for the next one to turn red. It is really an issue with the westbound I-94 ramp to Hwy 25 and then the light by Perkins. Also, a few times a week the signal at River St. will change and stop Hwy 25 traffic when there is no one there on River St. to trip the signal. It was great when it was out of service during the bridge work (I realize except for those that want to use that intersection). I come on Sherburne C.R. 14 turning left (south) onto Hwy 25 to Monticello. Quite often the arrow is green for 3-4 cars and it is already turning yellow-red. This seems to cause the line up on 14 to chance a red light to not have to keep waiting. It doesn't help that those on Hwy 25 are running red lights which gives C.R.14 even less time to turn. Food for thought - thanks for listening	Traffic impacts and flow will be considered as alternatives are designed and impacts will be analyzed in more detail in a future NEPA process.
Please remove the B3 option. Monticello doesn't need more traffic through downtown. Traffic needs to bypass Monticello entirely. We live in this area and I can tell you that my children will be much safer with less cars downtown rather than more. The industrial traffic is nuts . . .weekend traffic is nuts . . . If traffic bypassed Monticello all together, leaving local traffic only, it would be amazing for the downtown and the livability of the area.	Traffic, safety, economic, and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.
I would love to see another option to cross the river in between Monticello and Elk River or between Monticello and Becker. Traffic gets so heavy crossing the bridge in Monticello in the summer months with people going from Highway 10 to 94 or vice versa.	Purpose and need will be documented in the PEL Study report.
Strongly opposed to 4.2 B1, 4.3 B2 and 4.4 B3 proposals which does not reduce traffic congestion/strains thru Monticello. As a resident who lives off Cty Rd 11, it is now dangerous to turn onto Cty Rd 11 off 173rd Street. Nearly every time it takes more than 5 minutes of waiting for traffic to minimize to safely make the turn. Also there is no left turn lane when traveling south on Cty 11 to make a left turn onto 173 St - this is extremely dangerous and many times I've feared for my life of being hit from a rear approaching vehicle that does not slow down. In the past 2 years the number of scrap metal trucks are increased significantly on Cty 11. If any of the above proposed options would only contribute greatly to incremental traffic on Cty Rd 11. For most travelers, they are searching for a quick solution to travel between I94 to Hwy 10. These solutions do not offer a streamline travel solution. Options 4.7 - 4.10 are more viable solutions.	Traffic, safety and property impacts of the alternatives moving forward will be identified and analyzed in more detail in a future NEPA process.

Public Comment	Response
Operational Comments • Vonco would prefer Route D2 over route D3 because most trucks coming/going from are our facility are using I-94 to access the Twin Cities metropolitan area. Route D2 would allow for the safest and most efficient access for these trucks. • Operations: Route D3 would severely limit Vonco's ongoing waste disposal and recycling operations. More stakeholder conversations are requested throughout the NEPA process to assess this impact. • Truck Traffic: The PEL process studies and ranks routes based on high-level traffic data. Vonco has concerns about the safety and accessibility of the high volume of heavy trucks accessing the facility, which occurs at all times of day. Will there be an opportunity during the NEPA process for more in-depth information sharing and conversations regarding this potential safety and accessibility issue? • In the Level 2 matrix, it appears that vehicular safety only provides a ranking for crashes? Were other considerations studied including nonstandard geometrics, grades, conflict points, weaving areas, ramp proximities, etc? Environmental Comments • As the PEL study mentions, the Mississippi River through this area is a state-designated Wild and Scenic River. It is our understanding that much of the land was funded through the Land and Water Conservation Fund (LWCF) and subject to Section 6(f) requirements. Specifically, areas subject to these requirements have limitations on their use: "SEC. 6(f)(3) No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses." We do not see mention of this in the PEL study. Further conversations with the MnDNR will likely be required to understand any impacts this may have on a potential bridge crossing through this area. We are concerned that route D3 is most impactful from an acreage perspective (48 acre) within this area than other routes. • The PEL mentions MBS Sites of Biodiversity Significance in its analysis of the route alternatives. However, there is no mention of DNR Native Plant Communities (NPC), which may be a more significant concern. Route D3 would disturb these native communities and could potentially result in a take permit. More coordination with the MnDNR should be conducted to understand the impacts of a bridge crossing through this area (please refer to the map provided in emailed comments). • While the PEL documents Federally Protected Species, more follow-up with the USFWS will be needed to determine actual impact. Land Use Comments • The area through which route D3 is planned is designated as the "Industrial Reserve" future land use in the City of Becker 2040 Comprehensive Plan. This designation includes "areas currently agricultural in use, but provide expansion opportunities for industrial and heavy industrial uses." Route D3 would result in land-taking and parcel splitting that would limit these future expansion opportunities. • Potential impacts such as property impacts, economic impacts, wetland impacts, protected land impacts and contaminated property impacts should be comparatively scaled from actual impacts, not pre-determined. PEL Process Comments Overall, we have concerns about the PEL process: • Many of the rankings for alternative routes are pre-decisional ratings at this stage. True viability and mitigation is not yet known. • Many of the impacts are derived from desktop data. Full impacts will need to be studied and evaluated further in the NEPA process. • Permit viability is considered and used for ranking alternatives. At this stage, it may be too early to use this criteria and result in pre-decisional eliminations. • We did not see a discussion or consideration presented for a Range of Alternatives – including classic strategies such as TDM or TSM, etc. Is this something that was conducted as part of the PEL process? • Indirect and cumulative impacts not considered at this stage. • Does the study consider truck/freight traffic and special needs with these users? • Does the study consider construction methods/staging/phasing challenges and impacts? • Does the study consider tribal resources?	Duplicate of Aric's comments in the Agency comments page.
Why not take a look at HWY 10 and HWY 25, do something about this area like single light or over pass bridge. Than have HWY 25 not just stop at HWY 10 but continue to southbound to I94. Already there is a road going past the power plant, expand that to make it into a highway 4 lanes. Solution done. Most of the traffic will be diverted to this crossing making it better for Monticello crossing with less congestion.	This idea is similar to Alternative D4, which would extend south from the intersection of Hwy 25 and US Hwy 10, albeit with a slightly different alignment. Even with the alignment described in this comment, an alternative west of Becker is not recommended for future study because of its lower ability to reduce congestion and serve freight generators, as well as higher cost and impacts to farmland than other alternatives.
Why not use 17 versus destroying the neighborhoods off County road 11. The traffic is crazy enough and it just getting worse especially with freight traffic. This is going to be a very dangerous route especially for young drivers. No to County Road 11 Expansion when there a clearly better routes and options.	CR 11 is the most direct path between the Hwy 25 bridge and US Hwy 10 to the northwest. Even with improvements to CR 17, most traffic would likely continue to use CR 11 to take advantage of the shorter route. As such, improvements to CR 11 are expected to be the most beneficial investments in this area for any of the B alternatives.

Public Comment	Response
I live just north of the river off Cty Rd 11 and commute every morning and evening over the river. Ultimately I feel there is the need for another river crossing to the west of the existing one. Trying to improve through the city of Monticello will only add more congestion for traffic traveling east and west through town and will slowly get worse and worse as more and more people live in the area and north. The weekend people that go north during the summer add to the constant congestion. Some Sundays it's backed up to Cty Rd 50 going towards Monticello on Cty 11. If you could build a bridge that would align with Hwy 25 going towards Foley this would service alot of people and would be the best alignment other than the south side of the river there are houses. The alignment going across by the Monticello Power Plant would be the next best spot with the least impact coming out by Vonco. This would alleviate a ton of truck traffic also off of Cty 11. I feel that there are a lot of people that commute from areas such as Foley and Pierz daily, the easier you could make a bridge access near Becker the better to streamline their commute. What is the lifespan of the Monticello bridge? What will you do when this needs repairs again without another bridge? Living with Cty Rd 11 the noise and traffic has doubled or tripled I'm guessing in the last 20 years that I've been onnthis side of the river. Impress the public and build a bridge, this would be the right thing to do. Thanks	Purpose and need will be documented in the PEL Study report.

TH 25 Area PEL Study - Level 2 Evaluation Comment Tracker (Public Comment Period, 12/24/2024 - 1/23/2025)

Stakeholder/Agency Comment	Responses
If the bridge over the Mississippi River is a part of this then falls under my jurisdiction. If a replacement bridge is being considered, we would not have to issue a USCG Section 9 Bridge Permit as above the head of navigation. I would have to approve plans showing that the bridge would be able to pass debris in high water. Thanks.	The need or not for a USCG Section 9 Bridge Permit will be tracked in permitting and approvals section of the NEPA documentation
The Service appreciates the opportunity to review the Alternatives Analysis Report for the Highway 25 Area Planning and Environmental Linkages Study. We will reach out to the contacts listed in the letter if we have any questions or comments.	The Counties will continue to engage the Fish and Wildlife Service as the NEPA process proceeds.
My January schedule is filled with travel (always a good month to be traveling in the Upper Midwest). I would like to request an extension to provide comments until Friday, January 31st. If I complete my review earlier, I will you send you comments as soon as I can. Thank you for your consideration and Happy Holidays!	Extension to January 31, 2024 was given to the EPA to provide comments.
I just wanted to follow up on this email from last month. The location of this project is a navigable waterway under Coast Guard jurisdiction as set forth in 33 CFR 2.36 (a). We have determined that this reach of the waterway is not actually navigated other than by logs, log rafts, rowboats, canoes, and small motorboats. Therefore, as Mr. Washburn stated in his email on December 23rd, it will not require a Coast Guard permit. We will still need to approve the plans to make sure that the lowest portion of the superstructure of the bridge across the waterway should clear high water pursuant to 33 CFR 115.70 and would issue a Coast Guard Advanced Approval Letter instead of a permit. Going forward, please keep us updated as to the progress of the project and once there are plans for the design, please send those to us for review and issuance of the Advanced Approval letter. If you have any other questions, please let me know. Thank you!	The Counties will contine to engage the US Coast Guard as the NEPA process proceeds. The need for the US Coast guard to review and approve plans related to the superstructure will be tracked in permitting and approvals section of the NEPA documentation
Thanks for following up. Michelle, Shawn, Scott and I reviewed the alternatives update and believe that the information we previously shared was reflected. Are you looking for any additional comments? Otherwise, we should be good on our end.	Comments notes. The Counties will continue to engage Xcel as the NEPA process proceeds.

Stakeholder/Agency Comment	Responses
Thank you again for extending the comment period to allow for us to review the PEL. Vonco has prepared the comments below that I also submitted via the public comment website. The public comment website did not allow me to paste the map shown below, so it would be better to refer to this email than what I submitted on the website. We are grateful to be included in this process and look forward to continued communication as you make progress. Operational Comments •Vonco would prefer Route D2 over route D3 because most trucks coming/going from are our facility are using I-94 to access the Twin Cities metropolitan area. Route D2 would allow for the safest and most efficient access for these trucks. •Operations: Route D3 would severely limit Vonco's ongoing waste disposal and recycling operations. More stakeholder conversations are requested throughout the NEPA process to assess this impact. •Truck Traffic: The PEL process studies and ranks routes based on high-level traffic data. Vonco has concerns about the safety and accessibility of the high volume of heavy trucks accessing the facility, which occurs at all times of day. Will there be an opportunity during the NEPA process for more in-depth information sharing and conversations regarding this potential safety and accessibility issue? •In the Level 2 matrix, it appears that vehicular safety only provides a ranking for crashes? Were other considerations studied including nonstandard geometrics, grades, conflict points, weaving areas, ramp proximities, etc? Environmental Comments •As the PEL study mentions, the Mississippi River through this area is a state-designated Wild and Scenic River. It is our understanding that much of the land was funded through the Land and Water Conservation Fund (LWCF) and subject to Section 6(f) requirements. Specifically, areas subject to these requirements have limitations on their use: "SEC. 6(f)(3) No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses." We do not see mention of this in the PEL study. Further conversations with the MnDNR will likely be required to understand any impacts this may have on a potential bridge crossing through this area. We are concerned that route D3 is most impactful from an acreage perspective (48 acre) within this area than other routes. •The PEL mentions MBS Sites of Biodiversity Significance in its analysis of the route alternatives. However, there is no mention of DNR Native Plant Communities (NPC), which may be a more significant concern. Route D3 would disturb these native communities and could potentially result in a take permit. More coordination with the MnDNR should be conducted to understand the impacts of a bridge crossing through this area. •While the PEL documents Federally Protected Species, more follow-up with the USFWS will be needed to determine actual impact.	Operational comments: Access, safety and traffic impacts of the alternatives moving forward will be analyzed in more detail as part of the NEPA process. Environmental comments: - The counties are aware that the Mississippi River through this area is a state-designated Wild and Scenic River and has been communicating with the Minnesota Department of Natural Resources. More detailed analysis of the altnernatives moving forward will be conducted through the NEPA process to identify impacts as well as avoidance or mitigation measures. - Sites of Biodiversity Significance, including DNR Native Plant Communities (NPC) will be identified and analyzed for potential impacts as the NEPA process proceeds. - The Counties will continue to engage the Fish and Wildlife Service as the NEPA process proceeds, including to identify Federally Protected Species and analyze potential impacts. Land Use: Impacts on land use, economic development, property acquisition, and wetlands of the alternatives moving forward will be identified and analyzed through the NEPA process. PEL Comments: Noted; these topics will be addressed in more detail through the NEPA process.
Land Use Comments •The area through which route D3 is planned is designated as the "Industrial Reserve" future land use in the City of Becker 2040 Comprehensive Plan. This designation includes "areas currently agricultural in use, but provide expansion opportunities for industrial and heavy industrial uses." Route D3 would result in land-taking and parcel splitting that would limit these future expansion opportunities. •Potential impacts such as property impacts, economic impacts, wetland impacts, protected land impacts and contaminated property impacts should be comparatively scaled from actual impacts, not pre-determined. PEL Process Comments - Overall, we have concerns about the PEL process: •Many of the rankings for alternative routes are pre-decisional ratings at this stage. True viability and mitigation is not yet known. •Many of the impacts are derived from desktop data. Full impacts will need to be studied and evaluated further in the NEPA process. •Permit viability is considered and used for ranking alternatives. At this stage, it may be too early to use this criteria and result in pre-decisional eliminations. •We did not see a discussion or consideration presented for a Range of Alternatives – including classic strategies such as TDM or TSM, etc. Is this something that was conducted as part of the PEL process? •Indirect and cumulative impacts not considered at this stage. •Does the study consider truck/freight traffic and special needs with these users? •Does the study consider construction methods/staging/phasing challenges and impacts? •Does the study consider tribal resources?	

Stakeholder/Agency Comment	Responses
The Environmental Protection Agency (EPA) has reviewed Trunk Highway 25 Area Planning and Environmental Linkages (PEL) 168 Study Alternatives Analysis Report (Report), dated December 5, 2024. EPA's comments are provided in accordance with our responsibilities as a Cooperating Agency in the National Environmental Policy Act (NEPA) process (40 CFR Part 1501.8), our authorities under NEPA, the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. EPA's comments are intended to inform Federal Highway Administration's (FHWA) development of both the PEL and subsequent NEPA documentation. FHWA, in partnership with Wright and Sherburne Counties, Minnesota, is preparing a PEL study for the Highway 25 corridor. The study area is between I-94 and US Highway 10 that crosses the Mississippi River and encompasses state Trunk Highway 251. Highway 25 is a vital link for interregional traffic needs through Central Minnesota and serves as a local connection across the Mississippi River for Wright County and Sherburne County. The nearest river crossing is Highway 101 between Rogers/Otsego and Elk River, approximately 12 miles southeast of Highway 25. The nearest crossing to the northwest is Highway 24, between Clearwater and Clear Lake, approximately 14 miles away. These limited crossing opportunities contribute to congestion and unreliable travel times. The Highway 25 PEL Purpose and Need Statement identified two primary and two secondary project needs. Primary needs include increasing vehicular safety (to address crash rates, many of which are higher than statewide critical rates) and mobility (to address existing traffic congestion, poor travel time reliability, and continuing growth with few alternative routes). Secondary needs include walkability and bikeability, as existing conditions expose pedestrians to a substantial level of traffic facilities available, resulting in serious injuries and fatalities to pedestrians and bicyclists. 1 The study area includes the cities of Monticello, Big Lake, and Becker and townships of Monticello, Big Lake, Becker, and Silver Creek. The PEL study is designed to identify improvements to the transportation network to relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing opportunities for walking and bicycling in the Monticello-Big Lake Area. FHWA is planning to adopt the PEL results into future NEPA processes undertaken for the study area. The proposed Highway 25 PEL study is intended to: (1) understand the variety of ways people use the transportation network; (2) create a long-term vision for improving transportation in the study area; and (3) develop recommendations for further analysis as part of the NEPA process, and create transparency, building community trust, and ensure collaboration. (Comments continued in next cell)	The Counties will contine to engage the Environmental Protection Agency (EPA) as NEPA process proceeds. EPA review under Section 309 of the Clean Air Act will be tracked in the permitting and approval section of the NEPA documentation.

Stakeholder/Agency Comment	Responses
The Highway 25 PEL Purpose and Need Statement also described evaluation criteria and established a framework for screening alternatives. Level 1 screening criteria and methodology assessed various alternatives to determine whether individual concept alternatives have the potential to address the purpose and need and eliminate any alternatives that have fatal flaws.2 Level 2 screening compared alternatives against the Purpose and Need and additional qualitative and quantitative performance criteria to objectively characterize performance in the contexts of social, economic, and environmental impacts. Screening tables listing evaluation criteria, performance measures, methodology, and an evaluation scale were included in the Report. Alternatives were described as follows: • Carried Forward: the alternative will be evaluated in a future NEPA study; • Not Recommended: the alternative is removed from further consideration; 3 or • Eliminated: the alternative does not address the Purpose and Need. Nine alternatives plus a no-build alternative were considered during Level 1 analysis and carried forward to Level 2 evaluation: • Category A: No-Build o Alternative A1: No-Build • Category B: Improvements to Existing Roadway Network o Alternative B1: Widen Hwy 25 to Six Lanes o Alternative B2: Access Control on Hwy 25 o Alternative B3: Convert Hwy 25 to One-Way Pair • Category C: New Roadways Utilizing Existing Interchanges on I-94 o Alternative C1: Fenning Avenue (CR 18) Extension o Alternative C2: Washington Street Extension • Category D: New Roadways with New Interchanges on I-94 o Alternative D1: Eastern Monticello o Alternative D2: 120th Street (Orchard Road) o Alternative D3: Eastern Becker o Alternative D4: Western Becker 2 An alternative is considered to have a “fatal flaw” if the alternative is determined to be unpractical or unimplementable due to extreme costs and/unknown adverse social, economic, or environmental impacts which are unmitigable or would not be permitted. 3 No elements unique to the alternative were carried forward because similar improvements in other alternatives have demonstrated superior performance. Level 1 concept alternatives and sketch graphics were further developed to define design components of each alternative and create a footprint for evaluation purposes. Input on the Level 2 evaluation criteria and design elements of each alternative was provided by Wright and Sherburne Counties, the Technical Advisory Committee, as well as local and federal agencies. (Comments continued in next cell)	
Three alternatives plus the no-build alternative were recommended to be carried forward into future NEPA analysis: • Category A: No-Build o Alternative A1: No-Build • Category B: Improvements to Existing Roadway Network o Alternative B3: Convert Hwy 25 to One-Way Pair • Category D: New Roadways with New Interchanges on I-94 o Alternative D2: 120th Street (Orchard Road) o Alternative D3: Eastern Becker The next step in the PEL Study process is to develop a final PEL Study Report which will provide more detail on the remaining alternatives as well as a framework for evaluating the alternatives within the NEPA process. After reviewing the Highway 25 PEL Report, EPA has no comments to offer the alternatives carried forward for future NEPA analysis. We reserve our independent review authority under Section 309 of the Clean Air Act, and EPA will review the public NEPA analysis when it becomes available.	
This letter serves to provide comments from the University of Minnesota regarding the proposed improvements referenced in the Hwy 25 PEL study, specifically alignment alternative D2. The University understands that plans generated in the study are concept-level at the present time, and additional design is needed to clarify potential impacts. The University supports the project’s goals to relieve vehicular congestion and to improve safety and mobility for vehicles, cyclists, and pedestrians. The University recognizes the importance of working together with project sponsors as the design advances. As in many instances throughout Minnesota where public works projects impact University land and operations, the University expects to participate as a stakeholder as the Hwy 25 PEL project moves forward. The Sand Plain Research Farm (SPRF) is one of 10 unique Research and Outreach Centers throughout Minnesota within the University of Minnesota’s College of Food, Agricultural and Natural Resource Sciences (CFANS). SPRF is the University’s primary site for agricultural irrigation research by faculty and graduate students on the challenges that crop producers face throughout the region. The results benefit the public and agronomists by guiding measures to protect surface water, groundwater and soil resources, and by identifying best practices for crop rotation in sandy soils. SPRF’s land-based research enhances statewide agricultural production, human health, renewable energy, and the natural environment. The University does not support design alternative D2 due to its detrimental impacts on SPRF, and requests that D2 be removed from consideration or modified to avoid impacts to SPRF. The proposed right-of-way would directly impact approximately 14 acres of SPRF (see diagram below). However, the proposed alignment would render infeasible more than 80 acres of critical research fields – 30% of SPRF’s total research area – because it would divide the fields, make mechanical irrigation infeasible, and prevent crop rotation which is vital to SPRF’s research mission. The impacted fields include not only critical research fields where long-term continuity – over decades – is essential to protect the integrity of faculty research, but also areas of partnership and contract research with third parties.	The Counties will contine to engage the University of Minnesota to identify and analyze potential impacts to the Sand Plain Research Farm through the NEPA process.

HWY 25 AREA PEL STUDY
Sherburne & Wright Counties

Highway 25 Area Planning and Environmental Linkages (PEL) Study

Engagement Summary: Phase 3

February 5, 2025

Prepared by: Bolton & Menk, Inc.

Table of Contents

Wright and Sherburne Counties have initiated a Planning and Environmental Linkages (PEL) study to take the next steps toward developing a long-term vision for transportation system improvements to the area around Highway 25 between I-94 and Highway 10. This PEL study will allow project partners to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The success of this PEL study will depend on the active involvement of project stakeholders and the public. This will be accomplished through the engagement process described in this plan to help Wright and Sherburne counties better understand the variety of ways people use Highway 25 and area transportation network, and what potential improvements will be of most benefit in the future.

1.0 Purpose and Goals

The **purpose** of public involvement in a PEL study is to establish and maintain ongoing communication with the people and businesses affected by the quality of transportation infrastructure in the study area. Additionally, a PEL study is designed to gather input furthering the development of viable alternatives and eliminating unreasonable alternatives. Such engagement helps identify problems and issues that require mitigation, facilitate collective problem-solving, take advantage of the unique and creative insights of all impacted, and lead to greater ownership of eventual solutions.

The **goals** for stakeholder and public involvement are:

- Create community awareness of the PEL study and its purpose including how it builds on but differs from previous studies in that it won't result in a single recommended solution.
- Engage a wide cross-section of the public and stakeholders through activities and communication channels that yield meaningful input.
- Provide Wright and Sherburne counties and the study team with timely insights that inform the development of viable alternatives and design plans and generate feedback.
- Share recommendations for public and stakeholder consideration.

Public and stakeholder engagement will be done throughout the three phases of the project:

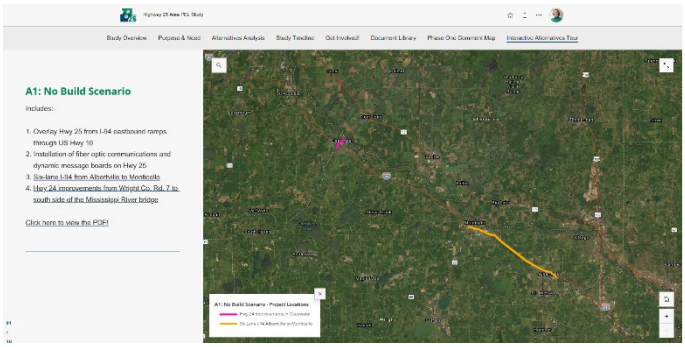
- Phase 1: Existing Conditions – June – December 2023
- Phase 2: Concepts and Evaluation – January – October 2024
- Phase 3: Study Documentation – November 2024– February 2025

This report summarizes the engagement strategies used to collect community feedback on the recommended alternatives to move forward for future consideration. Phase 3 started with summarizing public comments from Phase 2 and then presenting the recommended alternatives based on community and stakeholder input.

2.0 Communication and Engagement Strategies

A variety of strategies were used to communicate the draft recommendations:

- Website: The website includes general project information, Phase 1 engagement summary, interactive map tour, and public meeting details. The website was updated at key points such as posting project documentation and meeting materials after engagement events and public meetings.



- Social Media: Social media was used to get the word out about public comment periods, engagement opportunities, and public meetings. Project partner agencies were encouraged to repost or share with their communities.

- Articles and E-Newsletters: An article was shared with the counties' communication staff to post on the county's website, share with local papers and include in county newsletters to keep the community informed of the project. This article lets people know how they could read a copy of the alternatives analysis report and submit comments.

- Print materials: The project fact sheet created during Phase 1 continued to be used in Phases 2 and 3 to provide general project information to residents. For public meetings, a comment card and alternatives worksheet were available for people to hand write comments. For the pop-ups, booths were set up at local events to interact with the public to share information about the project and ask for their feedback on alternatives. Comment cards were available for people to hand write comments and conversations were documented. Custom stickers were created for kids at the pop-ups that promoted the project brand, and a QR code was printed on the back of the sticker for parents, directing them to the project website for more information.

The public had several opportunities to provide comments on the Highway 25 Area PEL Alternatives Analysis Report:

- Participate in a virtual public open house on January 13, 2025
- Submit comments during the formal public comment period between December 24 - January 23 by submitting comments via an online form, email or mailed letter.
- Attend the Monticello Rotary on January 27, 2025

Stakeholders were notified of the availability of the Highway 25 Area PEL Alternatives Analysis Report and could comment by submitting written comments or discussing at one of the advisory committee meetings such as the December 2024 Policy Advisory Committee meeting.

3.0 Who We Heard From

In Phase 3, we heard from area residents, businesses and

- 34 people attended and 4 people asked questions or made comments at the January 13, 2025 virtual open house

- 20 people heard a project update at the January 13, 2025, Monticello Rotary Club meeting and asked a few questions
- 5 submitted agency comments in writing
- 25 submitted comments via online comment form

Most of the people that submitted comments were property owners or residents of the area, especially residents along CR 11.

4.0 What We Heard

Agency comments generally noted whether permits or approvals would be needed or identified conditions that would need future review during the design phase.

The residents that live along CR 11 raised concerns about increase in traffic, safety concerns, access, utility impacts, property acquisition, and noise impacts, especially due to freight or truck traffic. Their preference is for one of the other alternatives that bypass Monticello and CR 11.

Other comments included:

- Residential impact study should be considered in the next phase
- Engagement opportunities were good, and study was thoughtful
- Need for another river crossing or improvements to address congestion on TH 25 in Monticello
- Concern about level of influence DNR will have in decision making process
- Timing the traffic signals along TH 25 now to make traffic flow more smoothly

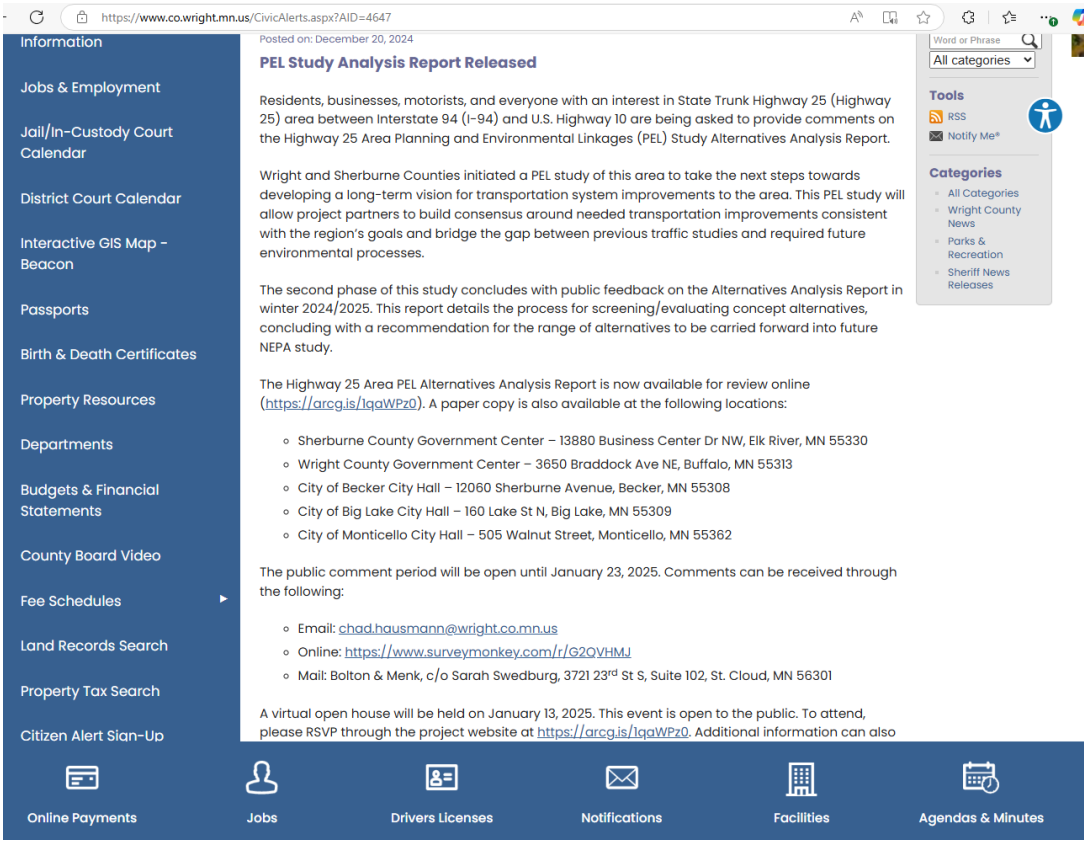
5.0 How Information Will Be Used

The public input shared during Phase 3 engagement will be documented in the Highway 25 Area PEL Alternatives Analysis Report and carried forward to the next phase of the project.

This summary reports will be published on the project website and shared with the community along with how the project team and sponsors will use that information.

Appendix A: Sample Communications

Wright County Social Media Post



Wright County News Posting

Appendix B: Letters of Support and Recognition

April 1, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH 25 Area Planning and Environmental Linkages (PEL) Study

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in coordination with MnDOT and FHWA.

The purpose of the Highway 25 Area PEL study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following city representatives have been involved in and participated, at various levels, in the TH 25 Area PEL study:

Role	Contact Person	Title	Email
TAC* Member	Jacob Sanders	Community Development Director	jsanders@ci.becker.mn.us
PAC* Member	Greg Lerud	City Administrator	glerud@ci.becker.mn.us
PAC* Member	Mark Kolbinger	Mayor	mkolbinger@ci.becker.mn.us
PAC* Member	Tracy Bertram	Former Mayor	
PAC* Member	Rick Hendrickson	City Council/ Planning Commissioner	rhendrickson@ci.becker.mn.us

*TAC (Technical Advisory Committee)
*PAC (Policy Advisory Committee)

After participating in the development of alternatives and two screening and evaluation levels through TAC and PAC meetings and robust community engagement, we found the PEL process to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. City staff, and the City of Becker City Council, support the recommendation of the three build alternatives and one no-build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to continuing working closely with Wright and Sherburne Counties, MnDOT, and our neighboring communities served by TH 25 and surrounding road network on furthering the vision for this area.

Sincerely,

Mark Kolbinger
Mayor, City of Becker

June 24, 2025 ENG25-028

Mr. Chad Hausmann
Wright County Highway Department
3600 Braddock Ave. NE
Buffalo, MN 55313

Re: City of Big Lake support for funding MN 25 Improvements via Corridors of Commerce Project Readiness Advancement Program from I-94 to US 10

Dear Mr. Hausmann;

It is our pleasure to provide a letter of support of Wright County's request for Corridors of Commerce Project Readiness Advancement funding for future improvements to the Minnesota State Highway 25 corridor between I-94 and US 10. The City views the improvements as vital to our region and poses statewide benefits to safety, mobility, and economic development. **The City of Big Lake is a growing community and recognize that corridors which improve commerce, mobility and safety are a priority.** The Big Lake City of Big Lake Council approved this letter at our June 24th Council meeting.

The Highway 25 bridge in Monticello is one of only three Mississippi River crossings between Wright and Sherburne counties. As the communities along the Highway 25 corridor have continued to grow, transportation safety and mobility have become increasingly significant challenges for the residents, businesses, and commercial traffic that rely on the existing infrastructure. A new river crossing will improve travel time reliability, reduce congestion on the existing Highway 25, and enhance safety and circulation. Better conditions for commercial traffic and improved access to area businesses will help spur economic development, attract new employers, and keep families and workers safe.

We are pleased to say that through active collaboration with local, state, and federal partners, a Planning and Environmental Linkages (PEL) study of the Highway 25 corridor has received concurrence from the Federal Highway Administration. The PEL study helped us identify specific needs, facilitated ongoing engagement with stakeholders, and provided guidance for next steps, which include a Tier 1 Environmental Impact Statement (EIS). While our community and others throughout the region are committed to supporting this large and complex undertaking, it's clear that we will need additional resources to move this project forward.

The City has worked closely for many years with other entities impacted by this project through the Central Mississippi River Partnership (CMRP). CMRP is a nonprofit, nonpartisan membership organization comprised of local governments, businesses, community organizations, and others with the mission of advancing regional infrastructure and economic development. Through the CMRP, we will continue to engage with our fellow communities and colleagues at each stage of the project.

The City of Big Lake strongly supports the request submitted by Wright County for funding through the Corridors of Commerce Project Readiness Advancement Activities Program. These resources are necessary to bring this essential project closer to reality.

If you have any questions, please feel free to contact us.

Regards,

Paul Knier
Mayor

Layne Otteson P. E.
City Engineer

160 Lake Street North • Big Lake, MN 55309 • Phone (763) 263-2107 • Fax (763) 263-0133

CITY OF Monticello

PHONE: 763-295-2711 FAX: 763-295-4404

505 Walnut Street | Suite 1 | Monticello, MN 55362

May 12, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH 25 Area Planning and Environmental Linkages (PEL) Study

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) Study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in coordination with MnDOT and FHWA.

The purpose of the Highway 25 Area PEL Study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following city staff have been involved in and participated through each phase/level of the TH 25 Area PEL Study:

Role	Contact Person	Title	Email
TAC Member	Matthew Leonard	Public Works Director	matt.leonard@monticellomn.gov
PAC and TAC Member	Rachel Leonard	City Administrator	rachel.leonard@monticellomn.gov
PAC Member	Lloyd Hilgart	Mayor	Lloyd.hilgart@monticellomn.gov
Staff Support	Ryan Melhouse	Project Engineer	ryan.melhouse@monticellomn.gov
Staff Support	Angela Schumann	Community Development Director	Angela.schumann@monticellomn.gov

After participating in the development of alternatives, screening and evaluation , and robust community engagement, Monticello found the PEL Study to be a collaborative process for identifying and analyzing potential alternatives and reaching consensus on which alternatives to dismiss and which to carry forward.

We support the recommendation of the three build alternatives and one no-build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to working closely with Wright and Sherburne Counties, our local partners, MnDOT, and our neighboring communities served by TH 25 and surrounding road network on furthering the vision for this area.

Sincerely,

Rachel Leonard
City Administrator

April 15, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH 25 Area Planning and Environmental Linkages (PEL) Study

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in coordination with MnDOT and FHWA.

The purpose of the Highway 25 Area PEL study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following Sherburne County policy makers and staff have been involved in and participated through each phase/level of the TH 25 Area PEL study:

Role	Contact Person	Title	Email
TAC Member	Andrew Witter	Public Works Director	andrew.witter@co.sherburne.mn.us
TAC member	Marc Schneider	Assistant Zoning Administrator	marc.schneider@co.sherburne.mn.us
TAC Member	Mitch Glines	Senior Planner	mitchell.glines@co.sherburne.mn.us
PAC Member	Raeanne Danielowski	County Board	raeanne.danielowski@co.sherburne.mn.us
PAC Member	Dan Weber	Asst. County Administrator	dan.weber@co.sherburne.mn.us

After participating in the development of alternatives and two screening and evaluation levels through TAC meetings and robust community engagement, we found the PEL process to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. We support the recommendation of the three build alternatives and one no-build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to working closely with Wright County, our local partners, MnDOT, and the communities served by TH 25 and surrounding road network on furthering the vision for this area.

Sincerely,

Gary Gray
Sherburne County Board Chair

Administration Department

Greg Kryzer
County Administrator

3650 Braddock Ave NE
Suite 3200
Buffalo, MN 55313

Ph: (763) 682-7377
Fax: (763) 682-6178

Greg.Kryzer@co.wright.mn.us

www.co.wright.mn.us

February 14, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH 25 Area Planning and Environmental Linkages (PEL) Study

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in coordination with MnDOT and FHWA.

The purpose of the Highway 25 Area PEL study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following Wright County policy makers and staff have been involved in and participated through each phase/level of the TH 25 Area PEL study:

Role	Contact Person	Title	Email
TAC Member	Chad Hausman	Highway Engineer	chad.hausmann@co.wright.mn.us
PAC Member	Darek Vetsch	County Board Chair	darek.vetsch@co.wright.mn.us
PAC Member	Clay Wilfahrt	Asst. Co. Administrator	clay.wilfahrt@co.wright.mn.us
Staff Support	Sara Buermann	Traffic Engineer	sara.buermann@co.wright.mn.us

After participating in the development of alternatives and two screening and evaluation levels through TAC meetings and robust community engagement, we found the PEL process to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. We support the recommendation of the three build alternatives and one no-build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to working closely with Sherburne County, our local partners, MnDOT, and the communities served by TH 25 and surrounding road network on furthering the vision for this area.

Sincerely,

Greg Kryzer

County Administrator

March 17, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH 25 Area Planning and Environmental Linkages (PEL) Study

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in coordination with MnDOT and FHWA.

The purpose of the Highway 25 Area PEL study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following township representatives have been involved in and participated through each phase/level of the TH 25 Area PEL study:

Role	Contact Person	Title	Email
TAC Member	Lucinda Messman	Town Clerk	Lucinda@beckertownship.org
PAC Member	Brian Kolbinger	Township Supervisor, Chair	Brian@beckertownship.org
PAC Member	Brad Wilkening	Planning Commission Chair	Brad@beckertownship.org

After participating in the development of alternatives and two screening and evaluation levels through TAC meetings and robust community engagement, we found the PEL process to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. We support the recommendation of the three build alternatives and one no-build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to working closely with Wright and Sherburne Counties, MnDOT, and our neighboring communities served by TH 25 and surrounding road network on furthering the vision for this area.

Sincerely,

Brian Kolbinger
Township Supervisor, Chair

21960 County Road 5 NW ~ PO Box 75
Big Lake, MN 55309

Phone: 763-263-8111
Fax: 763-263-3660
Email: Info@BigLakeTownship.com
www.BigLakeTownship.com

March 26, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH25 Area Planning and Environmental Linkages (PEL) Study

Local governing agencies of Big Lake Township, Becker Township, Monticello Township, Silver Creek Township, City of Big Lake, City of Becker, City of Monticello, Sherburne and Wright Counties in coordination with MNDoT and FHWA, initiated a Planning and Environmental Linkages (PEL) study in late 2023. The study was done in preparation of taking the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10.

The purpose of the Highway 25 Area PEL study was to identify transportation improvements to the existing network which would relieve corridor congestion through Monticello, improve vehicular mobility and safety across the regional roadway network. And at the same time create safe pathways for pedestrian and bicycle travels, in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following township representatives have been involved in and participated through each phase/level of the TH 25 Area PEL study:

Role	Contact Person	Title	Email
TAC & PAC Member	Dean Brenteson	Board Supervisor	dgbrenteson@icloud.com
PAC Member	Larry Alfords	Board Supervisor	alfordsla@gmail.com

After participating in the development of alternatives and two screening and evaluation levels through TAC meetings and robust community engagement, we found the PEL process to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. We support the recommendation of the three build alternatives and one no-

build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to working closely with Wright and Sherburne Counties, MnDOT, and our neighboring communities served by TH 25 and surrounding road network, on furthering the vision for this area.

Sincerely,

Bruce Aubol
Chair, Big Lake Town Board

Silver Creek
TOWNSHIP
Wright County, Minnesota

3827 134th ST NW
Monticello MN 55362
Office 763 878-2600
Maintenance 763 878-0141
Email silvercreektwp@tds.net

March 24, 2025

Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Letter of Support – TH 25 Area Planning and Environmental Linkages (PEL) Study

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in coordination with MnDOT and FHWA.

The purpose of the Highway 25 Area PEL study was to identify improvements to the transportation network that relieve corridor congestion through Monticello, improve vehicular mobility across the regional roadway network, and increase vehicular safety while also increasing safe, comfortable opportunities for walking and bicycling in the area. The PEL study was used to build consensus around needed transportation improvements consistent with the region's goals and bridge the gap between previous traffic studies and required future environmental processes.

The following township representatives have been involved in and participated through each phase/level of the TH 25 Area PEL study:

Contact Person	Title	Email
Alana Paumen	Town Clerk	alanapaumen@silvercreektwp.com
Mike Helman	Board Supervisor, Chair	mikehelman@silvercreektwp.com
Chris Kline	Planning and Zoning	chriskline@silvercreektwp.com

After participating in the development of alternatives and two screening and evaluation levels through TAC meetings and robust community engagement, we found the PEL process to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. We support the recommendation of the three build alternatives and one no-build alternative to move forward for further NEPA evaluation and we are committed to providing continued support and participation.

We look forward to working closely with Wright and Sherburne Counties, MnDOT, and our neighboring communities served by TH 25 and surrounding road network on furthering the vision for this area.

Sincerely,

Mike Helman
Township Supervisor, Chair

District 3
7694 Industrial Park Road
Baxter, MN 56425
218/828-5700 or 1-800-657-3971

April 15, 2025

Mr. Chad Hausmann
Highway Engineer
Wright County
3600 Braddock Avenue NE
Buffalo, MN 55313

RE: Recognizing MnDOT District 3 participation in TH 25 Area Planning and Environmental Linkages (PEL) Study

Dear Mr. Hausmann,

Wright and Sherburne Counties initiated a Planning and Environmental Linkages (PEL) study in late 2023 to take the next steps toward developing a long-term vision for transportation improvements in the Highway 25 area between I-94 and Highway 10. The counties have partnered with the cities of Monticello, Becker, and Big Lake, and the townships of Big Lake, Becker, Monticello, and Silver Creek. The study was also conducted in consultation with MnDOT and FHWA.

MnDOT recognizes that the purpose of the Highway 25 Area PEL study was to identify an alternative alignment to the existing TH 25 corridor with the goal of providing relief to a congested TH 25 corridor through Monticello while improving mobility and safety across the regional roadway network and increasing opportunities for safe and convenient walking and bicycling in the area. The PEL study was used to build consensus around preferred alternative transportation corridor alignments to allow the region to continue the required state and federal NEPA environmental planning processes.

After participating in the development of alternatives and two screening and evaluation levels through TAC meetings and community engagement, MnDOT recognizes the PEL study to be a collaborative process to identify and analyze potential alternatives and come to consensus on which alternatives to dismiss and which to carry forward. The PEL study report identifies three build alternatives and one no-build alternative being recommended for further final NEPA evaluation.

MnDOT District 3 staff have identified several issue areas that were previously submitted to the PEL team in the alternatives analysis that are of concern should the region determine that additional environmental corridor planning will continue.

- For alternative B3, the one-way pair using Cedar Street for northbound travel parallelling Highway 25 would be problematic since it creates the need for another bridge across the river along-side the existing Highway 25 river bridge and will largely utilize a residential collector street lined with driveways. We would anticipate that residents living along Cedar Street would have significant issue with the additional traffic this conversion would create using the residential street. This alternative would not provide congestion/mobility relief to the already congested Interstate 94 interchange and bridge area. We would not support this alternative as providing long term regional travel benefit.

- For alternative D2, District 3 staff have conferred with Sherburne County the need for improving the intersection of US Highway 10 and Sherburne County Road 11 due to concerns with the rail crossing and traffic signal that contribute to substantive congestion and safety issues. Also note that MnDOT does not currently have a programmed project or plan for an interchange on Interstate 94 at 120th Street/Orchard Road. District staff are also concerned that the Sherburne County Road 11 interchange preliminary engineering design project may possibly prejudice an on-going NEPA alternative corridor planning process.
- For alternative D3, MnDOT does not currently have a programmed project or plan for an interchange on Interstate 94 at Aetna Avenue or for a new grade-separated interchange at US Highway 10.

MnDOT District 3 will continue to participate and collaborate with Wright and Sherburne Counties and other participating agencies should the region determine that further NEPA environmental corridor planning continue.

Sincerely,

Jim Hallgren Digitally signed by Jim Hallgren
Date: 2025.04.15 13:49:01 -05'00'

Jim Hallgren
Assistant District Engineer, MnDOT District 3

Appendix C: Concurrence Documents

Angie Bersaw

Subject: FW: TH 25 Area PEL Area Study - Request for Concurrence #1 (Work Plan) - REVISED
Attachments: TH 25 Area PEL Study_Work Plan_REV_11282023.pdf

From: Forst, Phil (FHWA) <Phil.Forst@dot.gov>
Sent: Friday, December 8, 2023 2:09 PM
To: Angie Bersaw <Angie.Bersaw@bolton-menk.com>
Cc: Andrew Witter <Andrew.Witter@co.sherburne.mn.us>; Chad D. Hausmann <Chad.Hausmann@co.wright.mn.us>; Virgil Hawkins <Virgil.Hawkins@co.wright.mn.us>; Mike Bittner <Mike.Bittner@bolton-menk.com>; Bob Rogers <Bob.Rogers@bolton-menk.com>; Robin Caufman <robin.caufman@bolton-menk.com>
Subject: RE: TH 25 Area PEL Area Study - Request for Concurrence #1 (Work Plan) - REVISED

Angie:

Thank for the updates to the work plan. Based upon review of the updated plan (attached) and the comment resolution log, I concur with the content of the November 28, 2023, work plan for this PEL study.

This constitutes conclusion of concurrence point one. Feel free to contact me of you have any questions.

Philip Forst
Environmental Specialist
Federal Highway Administration
Minnesota Division
180 East Fifth Street, Suite 930
St. Paul, MN 55101-4802
Phone: (651) 291-6110
Fax: (651) 291-6000

Angie Bersaw

From: Forst, Phil (FHWA) <Phil.Forst@dot.gov>
Sent: Tuesday, April 30, 2024 4:58 PM
To: Angie Bersaw
Cc: Bob Rogers; Andrew Babb; Andrew Witter; Chad D. Hausmann; Eric Johnson
Subject: RE: TH 25 Area PEL Study: A-Level Concurrence Request for ECR and P&N

Categories: Filed by Newforma

Angie:

Thank you for providing the updated documents.

I have reviewed the April 30, 2024, version of materials. I find them consistent with our discussions and meeting expectations to support moving to the next phase of the study. Please consider this email to constitute FHWA's A-Level concurrence for the package consisting of existing conditions report, purpose/need and evaluation criteria/methodologies for the TH 25 Area PEL Study.

Please contact me if you have any questions.

Philip Forst
Environmental Specialist
Federal Highway Administration
Minnesota Division
180 East Fifth Street, Suite 930
St. Paul, MN 55101-4802
Phone: (651) 291-6110
Fax: (651) 291-6000

From: Angie Bersaw <Angie.Bersaw@bolton-menk.com>
Sent: Tuesday, April 30, 2024 3:50 PM
To: Forst, Phil (FHWA) <Phil.Forst@dot.gov>
Cc: Bob Rogers <Bob.Rogers@bolton-menk.com>; Andrew Babb <andrew.babb@bolton-menk.com>; Andrew Witter <Andrew.Witter@co.sherburne.mn.us>; Chad D. Hausmann <Chad.Hausmann@co.wright.mn.us>; Eric Johnson <Eric.Johnson@bolton-menk.com>
Subject: TH 25 Area PEL Study: A-Level Concurrence Request for ECR and P&N

Phil-

Please accept this email as request for A-Level Concurrence on the TH 25 Area PEL Study Existing Conditions, Purpose and Need/Evaluation Criteria. We updated the Level 2 evaluation matrix per our discussion and correspondence on including criteria with respect to the Mississippi State Wild and Scenic River.

Angie Bersaw

Subject: FW: Hwy 25 Area PEL Study Alternatives Analysis Report - Request for A-level Concurrence for Public Distribution

From: Varney, Anna (FHWA) <anna.varney@dot.gov>
Sent: Wednesday, December 11, 2024 3:27 PM
To: Angie Bersaw <Angie.Bersaw@bolton-menk.com>; Forst, Phil (FHWA) <Phil.Forst@dot.gov>
Cc: Chad D. Hausmann <Chad.Hausmann@co.wright.mn.us>; Andrew Witter <Andrew.Witter@co.sherburne.mn.us>; Andrew Babb <andrew.babb@bolton-menk.com>; Sarah Swedburg <sarah.swedburg@bolton-menk.com>; Lucas Bulger <lucas.bulger@bolton-menk.com>
Subject: RE: Hwy 25 Area PEL Study Alternatives Analysis Report - Request for A-level Concurrence for Public Distribution

Good afternoon Angie,
Thank you for providing updated documents for the Alternatives Analysis. I have reviewed the materials and have one comment for consideration that was provided as the second part to a previous comment. I did not see the comment or response in the review matrix. This change is not necessary, but you may want to consider noting on the Level 2 evaluation matrix the recommendation of carried forward, not recommended or eliminated as noted in Table 15 of the report.

The 12/5/2024 version of the documents adequately address FHWA and TAC member comments and support moving forward with the public comment period. This email is FHWA's A-Level concurrence for the Alternatives Analysis Report for the TH 25 Area PEL Study.

Please let me know if you have any questions.

Anna

Anna M. Varney, P.E. (she/her/hers)
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651.291.6117 | anna.varney@dot.gov

Angie Bersaw

From: Varney, Anna (FHWA) <anna.varney@dot.gov>
Sent: Wednesday, June 11, 2025 3:12 PM
To: Angie Bersaw
Cc: Forst, Phil (FHWA); Lohr, William (FHWA)
Subject: Hwy 25 PEL Study Report - FHWA A-level Concurrence for Public Distribution

Good afternoon Angie,
I have reviewed the updated report and materials you provided. The 6/11/2025 version of the Hwy 25 PEL Study Report has adequately addressed FHWA comments and we support moving forward with the public comment period. This email is FHWA's A-Level Concurrence for the Hwy 25 PEL Study Report.

Please let me know if you have any questions.

Thank you,
Anna

Anna M. Varney, P.E.
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From: Angie Bersaw <Angie.Bersaw@bolton-menk.com>
Sent: Wednesday, June 11, 2025 1:55 PM
To: Varney, Anna (FHWA) <anna.varney@dot.gov>
Cc: Forst, Phil (FHWA) <Phil.Forst@dot.gov>
Subject: RE: Hwy 25 PEL Report_Revised - fhwa markups.docx

Thank you, Anna!

Phil may have looped you in but here is a response from Tom Cruikshank at MnDOT regarding the question Phil had asked him – for your reference as your review the documents.

Angie