



Request for Action

TO: Economic Development Authority
FROM: Deanna Kuennen, Community & Econ Dev Director
MEETING DATE: May 20, 2021
SUBJECT: I-35 Interchange Planning - Update

Background

A new interchange at I-35 and County Road 9 (CSAH 9) has been discussed for many years. Last year, based on conversations between the City and Rice County regarding some of the studies and planning efforts necessary to move the interchange forward, the EDA agreed to provide \$10,000. Since then, the City and County have continued discussion on developing a project scope to evaluate options for the construction of an interchange.

Most recently, the County has solicited a proposal from a consulting engineer (Bolton and Menk) to conduct some preliminary scoping and engineering studies, which could go as far as identifying a possible interchange layout and associated map of the land that would be required to accommodate the project (see attached). This proposal focuses on the very beginning phases of what would ultimately be required to get full approval from MNDOT and FHWA to construct an actual interchange. The City and County are in the process of preparing a joint powers agreement to lay out the terms of the proposed work whereas the County would be the lead agency on the project and the City would be a partner. In return for being a partner in the planning process the County has asked for a cost participation from the City and the parties have negotiated a County/City cost split of 65/35 which amounts to the City being responsible for about \$33,000 of the total costs.

At this time, now that there is an official project scope and cost-split identified, Staff is seeking confirmation that the EDA still supports contributing \$10,000 of EDA funds towards the interchange study (the remaining city-share will come from the City's street improvement). It should be also noted that there is currently legislation in the MN Senate's omnibus transportation bill requesting an allocation of \$500,000 towards a full interchange planning study. That legislation if approved would likely require a local (city/county) match and preliminary discussions are that the current City/County project could be used as part of that match and the current proposed scope should be viewed as complimentary to the full interchange study and not necessarily in lieu of or unnecessary if the legislation is approved.

Mark Duchene, City Engineer and Dennis Luebbe, County Engineer have been invited to attend the EDA meeting to talk about the project scope and omnibus transportation bill.

Requested Action

Staff is requesting the EDA confirm via motion their continued financial support/contribution to the I-35/CSAH 9 interchange planning efforts in the amount of \$10,000. The EDA has specifically included *Support/actively participate in the I-35 interchange and frontage road initiatives* in the approved 2021 EDA Work Plan. Funding would come from EDA Expert & Professional Services budget (43090) – of which \$25,000 was included in the 2021 budget for “Engineer (or other) consultants – land initiative.”

Attachments

I-35/CSAH 9 Interchange Proposal (3 documents)

Future Rice County I-35 / CSAH9 Interchange Study

INTRODUCTION

Rice County has requested that Bolton & Menk, Inc. develop a proposal for scoping tasks to address a possible future interchange at CSAH 9 and Interstate 35.

CONTEXT

An interchange at this location was identified as a high priority location in Rice County's I-35 Corridor Access Planning Study (2006). This study identified a future I-35 interchange at CSAH 9 with connections from CSAH 9 to TH 21 west of I-35, and from CSAH 9 to TH 3 east of I-35. Industrial development in Faribault along I-35 continues to progress north and is expected to reach CSAH 9 soon. Rice County seeks to potentially identify an interchange footprint at CSAH 9 to preserve the right-of-way for this future infrastructural investment.

TASKS

Task A: Interchange Scoping Framework

Bolton & Menk will facilitate meetings with Rice County and the City of Faribault to develop a process for evaluating a future I-35/CSAH 9 Interchange. This discussion will develop a framework for consideration of this interchange from scoping, through the Official Map process. Tasks for the scoping framework will include:

- Key scoping tasks and schedule;
- Goals and objectives;
- Study area boundaries;
- Study partner roles;
- Decision-making process; and
- Public and agency participation plan.

Bolton & Menk will work with the County and City to assemble relevant background information necessary to identify community, transportation, social, economic, and environmental constraints within the study area. We will illustrate different interchange type templates to identify potential properties affected by interchange planning. Bolton & Menk will document this background information in a Technical Memorandum. This memorandum will include a review of previous planning documents and existing study area conditions. Information will be used to develop a purpose and need statement.

This Task includes two (2) meetings with Rice County and the City of Faribault.

TASK A DELIVERABLES:

- ➔ Interchange Scoping Framework Technical Memorandum;
- ➔ Project Background Technical Memorandum; and
- ➔ Two (2) meetings with Rice County/City of Faribault, meeting agenda, and minutes from meetings.

Anticipated Timeframe: *2 months*

Proposal Cost: \$7,728

Task B: Interchange Impacts, Purpose & Need, Initial Concepts

This task will focus on understanding impacts of the future interchange and will be completed in coordination with a prospective Alternative Urban Area Review (AUAR). The AUAR, anticipated to be triggered by a proposed private development adjacent the interchange study area, is a planning tool that provides understanding to the cumulative impacts of proposed development. To align efforts and ensure consistency in both planning and impact assessment, Bolton & Menk will coordinate with the AUAR process and timing to align AUAR findings and expectations with the Interchange Study. Towards this end, Bolton & Menk will work with the AUAR team to develop up to three (3) land use development scenarios to be reviewed in the AUAR process, including a no-build scenario, and an AUAR-required City of Faribault 2040 Comprehensive plan-based development scenario. Bolton & Menk will also coordinate with the AUAR team to establish geographic areas for traffic and environmental analysis study.

AUAR findings that will be utilized by Bolton & Menk for the Interchange Study are anticipated to include:

- Land use scenarios and maps
- Traffic analysis
- Environmental impacts and maps
- Sensitive resources impacts and maps
- Infrastructure and public services impacts

Based on final AUAR findings, Bolton & Menk will develop an interchange project Purpose and Need statement, initial screening criteria, and three (3) initial interchange concepts that respond to project goals, objectives, and purpose and need. The screening criteria will be based on MnDOT/FHWA interstate access requirements, county and city goals, technical feasibility, environment compatibility, economic viability, and AUAR findings. The screening criteria and initial concepts will be documented in the technical memorandum alongside the project Purpose and Need statement. Each of the three initial concepts will be created using the Infracore Design Software.

This Task will include four (4) meetings with Rice County and the City of Faribault, and coordination with the AUAR development team.

TASK B DELIVERABLES:

- ➔ Future Land Use Scenarios / AUAR Coordination
- ➔ Technical Memorandum encompassing Project Purpose and Need, Screening Criteria, and three (3) Initial Concepts; and
- ➔ Four (4) meetings with Rice County/City of Faribault, meeting agendas, minutes from meeting.

Anticipated Timeframe: *6-9 months (pending AUAR timeline)*

Proposal Cost: \$17,764

Task C: Concept Development & Evaluation

The purpose of this phase of the scoping process is to further develop the remaining interchange concepts and evaluate them in terms of how well they meet the stated purpose and need, minimize impacts to social, economic, and environmental resources. The interchange alternatives will be further developed into planning level layouts demonstrating a general footprint, traffic operations, and capacity. These planning level layouts will display roadway and intersection geometry, access conditions, property impacts, and bridge length. Planning-level cost estimates will be developed for each alternative. An evaluation matrix will be utilized for evaluation of the alternatives to determine which best meets the purpose and need of the project and minimizes impacts. The evaluation will engage MnDOT and FHWA for preliminary input on compliance with FHWA's Interchange Access Request (IAR) and will explore any MnDOT interests relating to the State Highway Jurisdiction Transfer Program (Turnback Program). One to three alternatives will be selected as locally preferred alternatives that meet the project goals and objectives, purpose and need, are technically, environmentally, economically, and publicly acceptable, and are consistent with FHWA's IAR requirements. A technical memorandum will be developed to document the concept development and evaluation including all traffic analysis completed for this process. A Right-of-Way footprint will be identified for the locally preferred alternative(s) and used to establish an Official Map.

This phase will begin implementation of the public and agency participation plan developed during Phase I. Two public open house meetings and two meetings with MnDOT, FHWA, Rice County and the City of Faribault are anticipated during this phase. Our staff will also be available as needed to assist Rice County and the City of Faribault in providing updates and gaining County Board/City Council support of the locally preferred alternative(s).

DELIVERABLES:

- ➔ Concept Development & Evaluation Technical Memo
- ➔ Planning Level Layout and Cost Estimates of Locally-Preferred Alternatives
- ➔ Two (2) meetings with Rice County/City of Faribault and minutes from meetings
- ➔ Two (2) public open house meetings
- ➔ Assistance and support to Rice County and City of Faribault regarding Board of Commissioners and City Council communications.

Anticipated Timeframe: *6-8 Months*

Proposal Cost: *\$46,492*

Task D: Official Mapping Process

Minnesota Statute 394.361 details the process for developing an Official Map. An Official Map is intended to formally identify land needed for future public uses so that public and private property owners may adjust their building and development plans accordingly, and to avoid or decrease the challenges posed by future land use adjustments needed to secure the land required for a public use.

Bolton & Menk will prepare an Official Map of the properties needed to accommodate the locally preferred alternative(s) as identified in other options detailed in this proposal. The Official Map will be presented to the County surveyor for review and approval, and Bolton & Menk staff will be available as needed for local jurisdictional hearings to adopt the Official Map.

DELIVERABLES:

- ➔ Official Map
- ➔ Meeting Support for Public Hearings
- ➔ One (1) meeting with Rice County/City of Faribault, MnDOT and FHWA officials and minutes from meeting.

Anticipated Timeframe: 2-4 Months

Proposal Cost: \$22,216 +\$300.00 (mylars) = \$22,516

TOTAL ANTICIPATED TIMEFRAME (TASKS A / B / C / D): 18-24 MONTHS (pending AUAR timeline)

TOTAL PROJECT COSTS: \$94,500

CSAH 9 / I-35 Interchange Study (Tasks A, B, C, D)

Rice County, Minnesota
Proposed Scope of Services



Real People. Real Solutions.

TASK	Project Management		Planning			Engineering				Survey			TOTAL
	Principal-in-Charge	Planning Lead	Transportation Planner	GIS Specialist	Communications Specialist	Lead Design Engineer	Lead Hydraulics Engineer	Design Engineer	Clerical	Licensed Surveyor	Survey Tech	Field Crew Chief	

Task A - Interchange Scoping Framework														
A.1 Kickoff Meeting	2	4	2		2									10
A.2 Interchange Scoping Framework Tech Memo	2	4	8		4									18
A.3 Project Background Technical Memo	2	8	4		4									18
A.4 Second Scoping meeting (adopt framework)	2	4	2											8
Task A Subtotal	8	20	16	0	10	0	0	0	0	0	0	0	0	54

ADDITIONAL FUTURE TASKS

Task B - Interchange Impacts, Purpose & Need, Initial Concepts														
B.1 Meetings (4)	4	12	8		2									26
B.2 AUAR Coordination	2	6	6	2		2		4						22
B.3 Land Use Development Scenarios	2	6	4	4		2		4						22
B.4 Project Purpose and Need, Screening Criteria	2	4	8	2		2		8						26
B.5 Initial Concepts (3) Technical Memorandum	2	8	2			2		16						30
Task B Subtotal	12	36	28	8	2	8	0	32	0	0	0	0	0	126

Task C - Concept Development and Evaluation														
C.1 Concept Development and Evaluation Tech Memo	4	8	24					24	4					64
C.2 Planning Level Layout and Cost Estimates of Locally-Preferred Alternative(s)	12					64	12	96						184
C.3 Meetings (2)	2	8	8											18
C.4 Open House meetings (2)	4	8	8		16				12					48
C.5 Meeting support at council/commissioner meetings (up to 4)	6	4	4		4									18
Task C Subtotal	28	28	44	0	20	64	12	120	16	0	0	0	0	332

Task D - Official Mapping Process														
D.1 Initial Project Setup (calculations and MnDOT permit)	2					4				2	4			12
D.2 Horizontal control (Location 5 section corners, set control)										2	2	20		24
D.3 Field Locations (monument search)										4		30		34
D.4 Research O&Es for 6 Properties, MnDOT info, County (others)										6	2			8
D.5 ROW determination and doc review (plats, maps, O&Es)						4				8				12
D.6 Draft Official Map	4									8	24			36
D.7 Meeting with MnDOT & FHWA (1)	4	4												8
D.8 Public Hearing (1)	2	4							2					8
Task D Subtotal	12	8	0	0	0	8	0	0	2	30	32	50	0	142



CSAH 9 / I-35 Interchange Study (Tasks A, B, C, D)
Rice County, Minnesota
Estimated Hours and Fee

TASK	Project Management		Planning			Engineering			Survey				TOTAL	Cost
	Principal-in-Charge	Planning Lead	Transportation Planner	GIS Specialist	Communications Specialist	Lead Design Engineer	Lead Hydraulics Engineer	Design Engineer	Clerical	Licensed Surveyor	Survey Tech	Field Crew Chief		
Task A - Interchange Scoping Framework	8	20	16	0	10	0	0	0	0	0	0	0	54	\$7,728
Task B - Interchange Impacts, Purpose & Need, Initial Concepts	12	36	28	8	2	8	0	32	0	0	0	0	126	\$17,764
Task C - Concept Development and Evaluation	28	28	44	0	20	64	12	120	16	0	0	0	332	\$46,492
Task D - Official Mapping Process	12	8	0	0	0	8	0	0	2	30	32	50	142	\$22,216

TOTAL HOURS	60	92	88	8	32	80	12	152	18	30	32	50	654	
AVERAGE HOURLY RATE	\$225	\$128	\$148	\$120	\$100	\$164	\$140	\$120	\$95	\$164	\$135	\$155		
SUBTOTAL	\$13,500	\$11,776	\$13,024	\$960	\$3,200	\$13,120	\$1,680	\$18,240	\$1,710	\$4,920	\$4,320	\$7,750		

Bolton & Menk Subtotal: \$94,200

MyIars for survey (1 page - 2 sets) \$300

TOTAL FEE	\$94,500
------------------	-----------------