

# Monticello Chamber Luncheon



Transportation Update

March 17, 2026



# Transportation Project Updates

I-94 to Highway 10 River Crossing

Sherburne County Projects

Wright County Projects

City Projects – Monticello, Big Lake, Becker

MnDOT Projects

CMRP Non-Profit Update



# I-94 to Hwy 10 River Crossing Study Update

- What's Been Completed
- What Are We Doing Now
- What's Next

Angie Bersaw, Bolton & Menk

# What's Been Completed

## Hwy 25 Corridor Coalition

Advance awareness of transportation issues, including need for river crossing

Mid-2000's

## Central Mississippi River Partnership



Vision for land use, economic growth, and interconnections

2020

## Hwy 25 Area PEL Study (Wright/Sherburne Counties)

Long-term regional improvements

2025

Recommended 3 Alternatives for Tier 1 EIS



# Project History

2019

## Hwy 25 Transportation Study

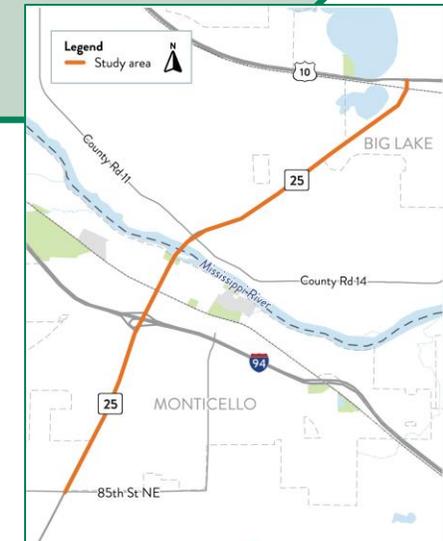


Studied traffic and safety

2025

## Hwy 25 Study – Monticello to Big Lake (MnDOT)

Near-term Hwy 25 improvements



## What's Been Completed

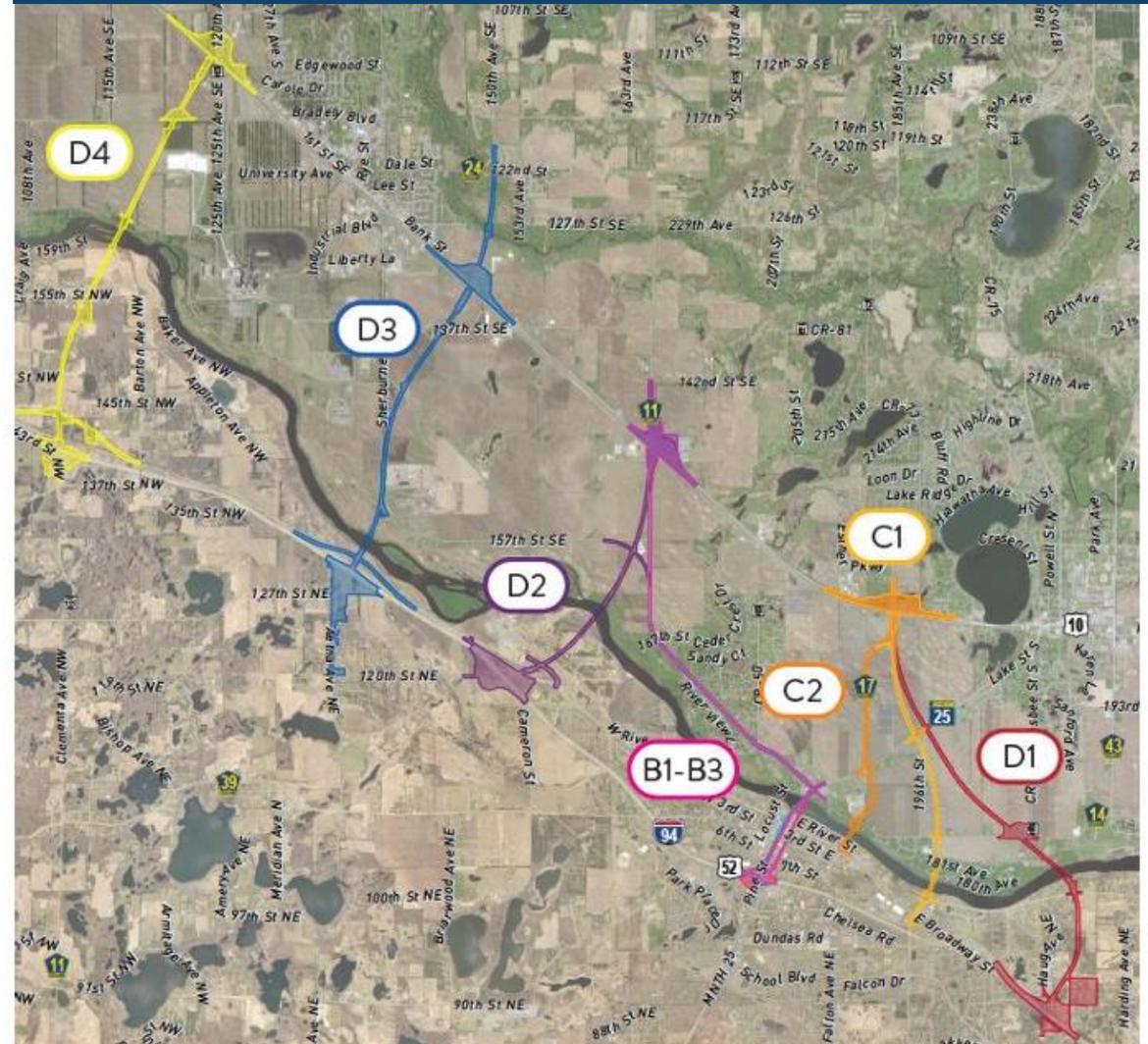
# Hwy 25 Area Planning and Environmental Linkages (PEL) Study



- Advanced the planning and started the federal environmental process (NEPA\*)
- Defined the transportation needs
- Evaluated range of alternatives
  - Do Nothing
  - Improve Existing Roadway Network
  - Add New Roadways & Bridges
- Eliminated several alternatives

\*National Environmental Policy Act (NEPA)

## All PEL Study Alternatives Considered



- All provide adequate traffic capacity
- Alt B3 (One-Way Pair) – carried forward at request of DNR; limits impacts to river
- Alt D2 & D2 – attractive to freight
- Concerns to address in EIS
  - Environmental agency coordination
  - River area impacts
  - Property impacts
  - Alt B3 – minimal support; community impacts

## PEL Study Recommendations



# What Are We Doing Now

## 2026 - 2029



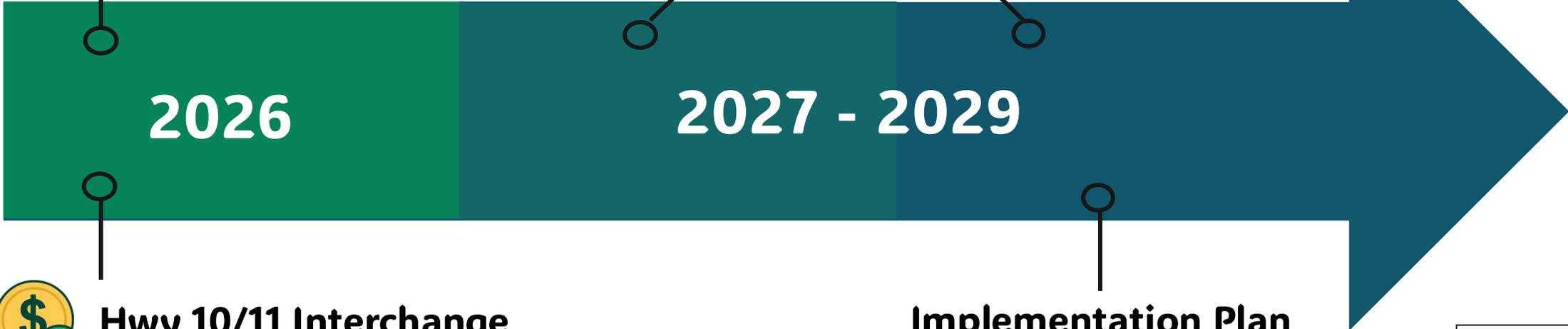
### EIS Pre-Scoping

- State Wild & Scenic River
- Traffic/Safety Sensitivity Analysis
- Purpose and Need Updates
- Stakeholder Coordination



### Tier 1 EIS

- Preferred Corridor Alternative
- Prelim Design



2026

2027 - 2029



### Hwy 10/11 Interchange

- Prelim Design
- Environmental

### Implementation Plan

- Project Prioritization & Sequencing
- Funding Plan

Apply for Funding →

**Legend**

- Funded
- Partially Funded
- Unfunded

## What Are We Doing Now

# What is an Environmental Impact Statement?

- Federal money will be needed for the river crossing
  - Due to level of investment (\$290-\$350M planning cost estimate)
  - Requires federal environmental processes



- An EIS is tool that:



Advances the planning and environmental clearance for these investments



Identifies a Preferred Alternative in phases (or Tiers)

### PEL Study

- Completed 2025

3 Corridor Alternatives

### Tier I EIS

- 2026 Pre-Scoping
- 2027-2029 Tier I EIS
- Implementation Plan

Preferred Corridor Alternative

### Tier 2 EIS

- Requires construction \$\$
- Timing TBD

Preferred Alternative for Construction

### After the EIS

- Final Design
- R/W Acquisition
- Permitting

**Construction**

# 2027 – 2031 Area Transportation Projects



## Legend

- I-94 Gap Project (MnDOT)  
*Albertville to Monticello - Now through Summer 2027*
- I-94 Overpass Rerouting (MnDOT)  
*To be completed in 2027*
- TH 25 Resurfacing Project (MnDOT)  
*To be completed in 2031*
- TH 25 ITS Improvements (MnDOT)  
*Monticello to Big Lake - To be completed in 2027*
- TH 25 Trail (Sherburne County)  
*CR 11 to Big Lake - To be completed in 2027*
- Bridge Park Underpass Trail Improvements (Monticello)  
*To be completed in 2027*

Not pictured:

TH 25 Buffalo to Monticello Project (MnDOT) 2026



# What's Next 2030 and Beyond



## Tier 2 EIS (2-yr process)

- Requires construction funding
- Preferred Alternative for Construction

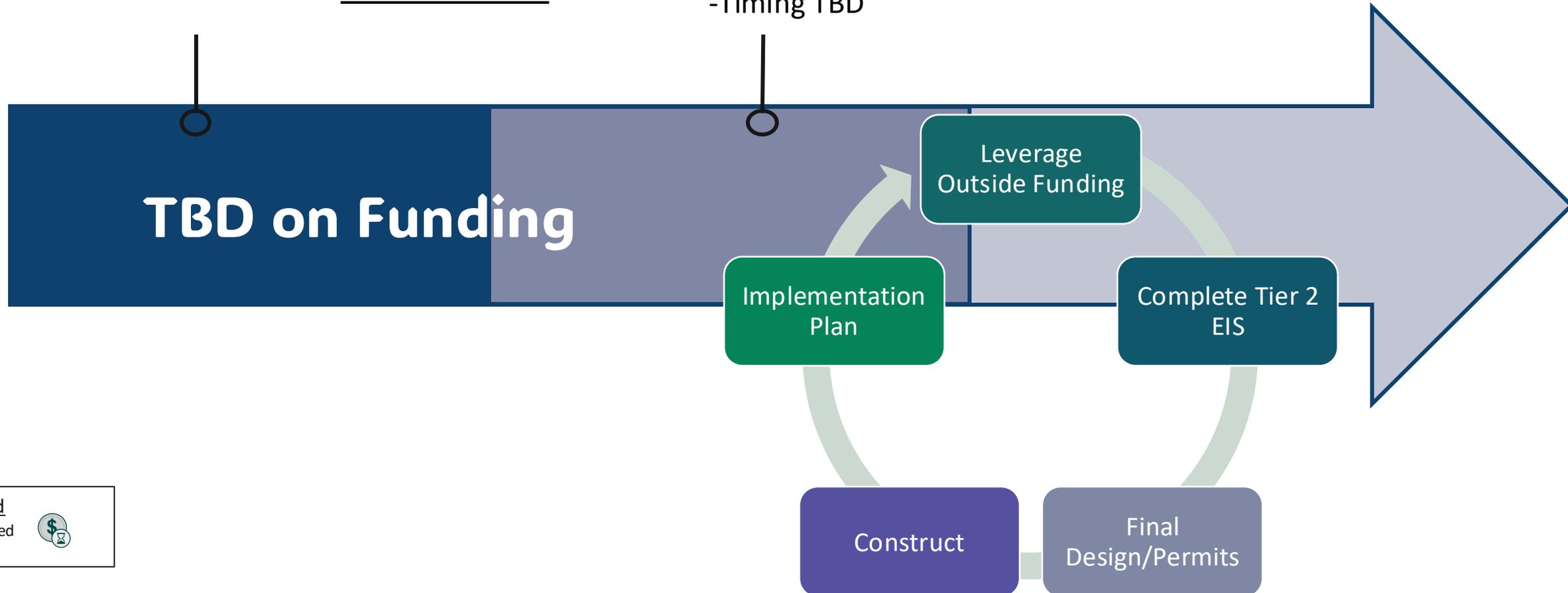


## Final Design & Permitting

- 3-5+ year process
- Timing TBD



## Construct Projects



### Legend

Unfunded



# SHERBURNE C O U N T Y

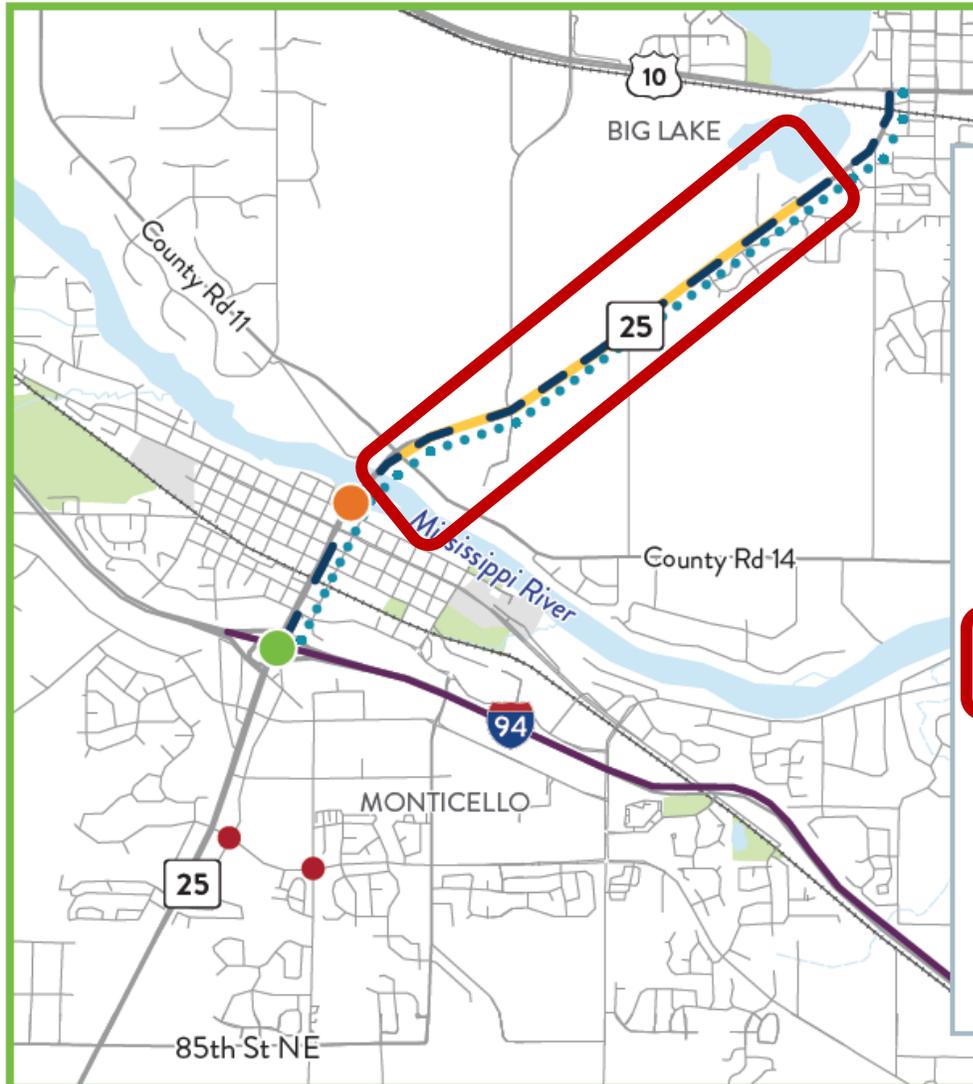


## Sherburne County Projects

- TH 25 Trail – Big Lake to Monti
- Hwy 10/CSAH 11 Project

Andrew Witter, Public Works  
Director/County Engineer

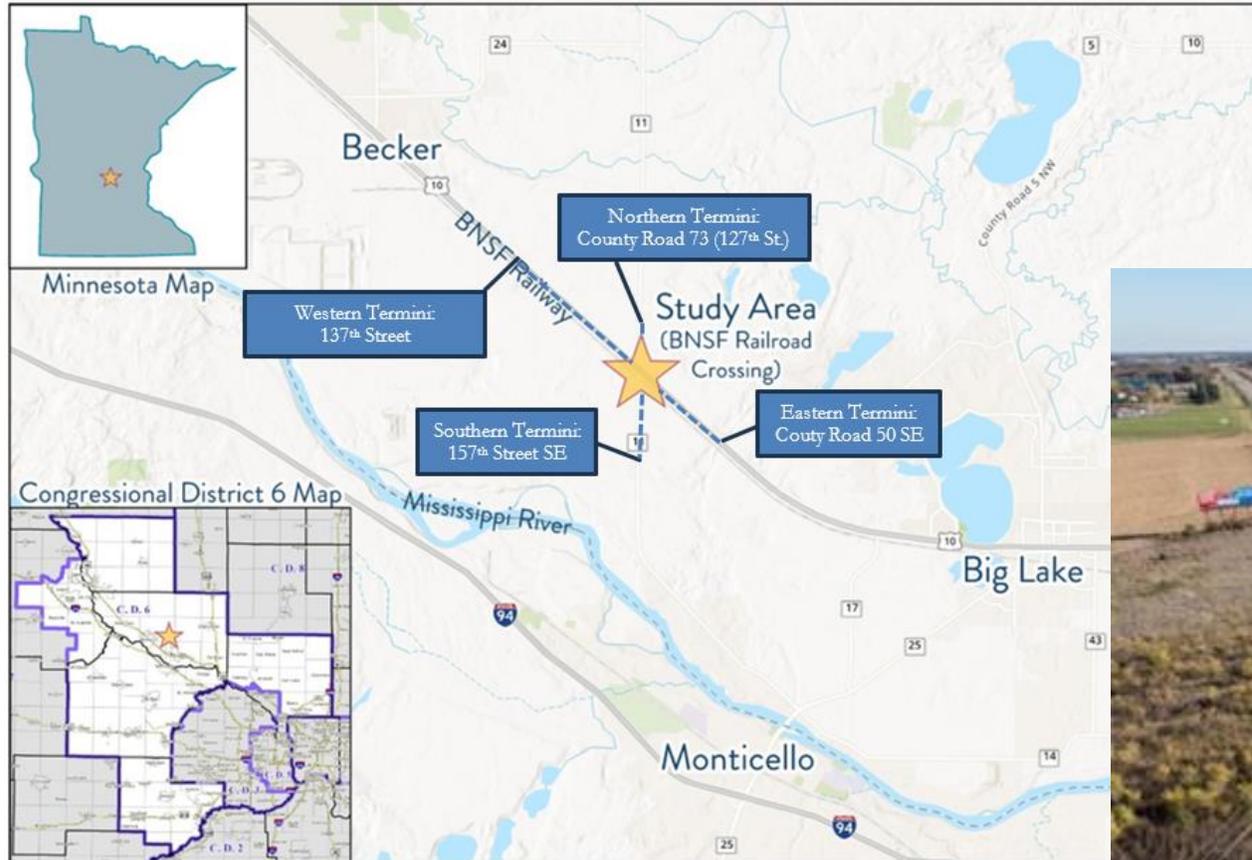
# TH 25 Trail – Big Lake to Monticello



## Legend

-  I-94 Gap Project (MnDOT)  
*Albertville to Monticello - Now through Summer 2027*
-  I-94 Overpass Redecking (MnDOT)  
*To be completed in 2027*
-  TH 25 Resurfacing Project (MnDOT)  
*To be completed in 2031*
-  TH 25 ITS Improvements (MnDOT)  
*Monticello to Big Lake - To be completed in 2027*
-  TH 25 Trail (Sherburne County)  
*CR 11 to Big Lake - To be completed in 2027*
-  School Boulevard Roundabout (Monticello)  
*Now through September 2025*
-  Bridge Park Underpass Trail Improvements (Monticello)  
*To be completed in 2027*
-  TH 25 PEL Study (Sherburne & Wright County)  
*Completed in July 2025*

# Hwy 10/CSAH 11 Interchange Project





# Highway 10 & County Highway 11 Railroad Crossing Improvement Project

Sherburne County is seeking state bond funds for the final design and property acquisition of the grade separation of County Highway 11, the BNSF Railway, and Highway 10. The County was recently awarded a \$1.38 M Railroad Crossing Elimination Program planning grant to complete planning and preliminary design. The project will enhance safety, mobility, economic vitality in the region.



## PROJECT SPONSORS



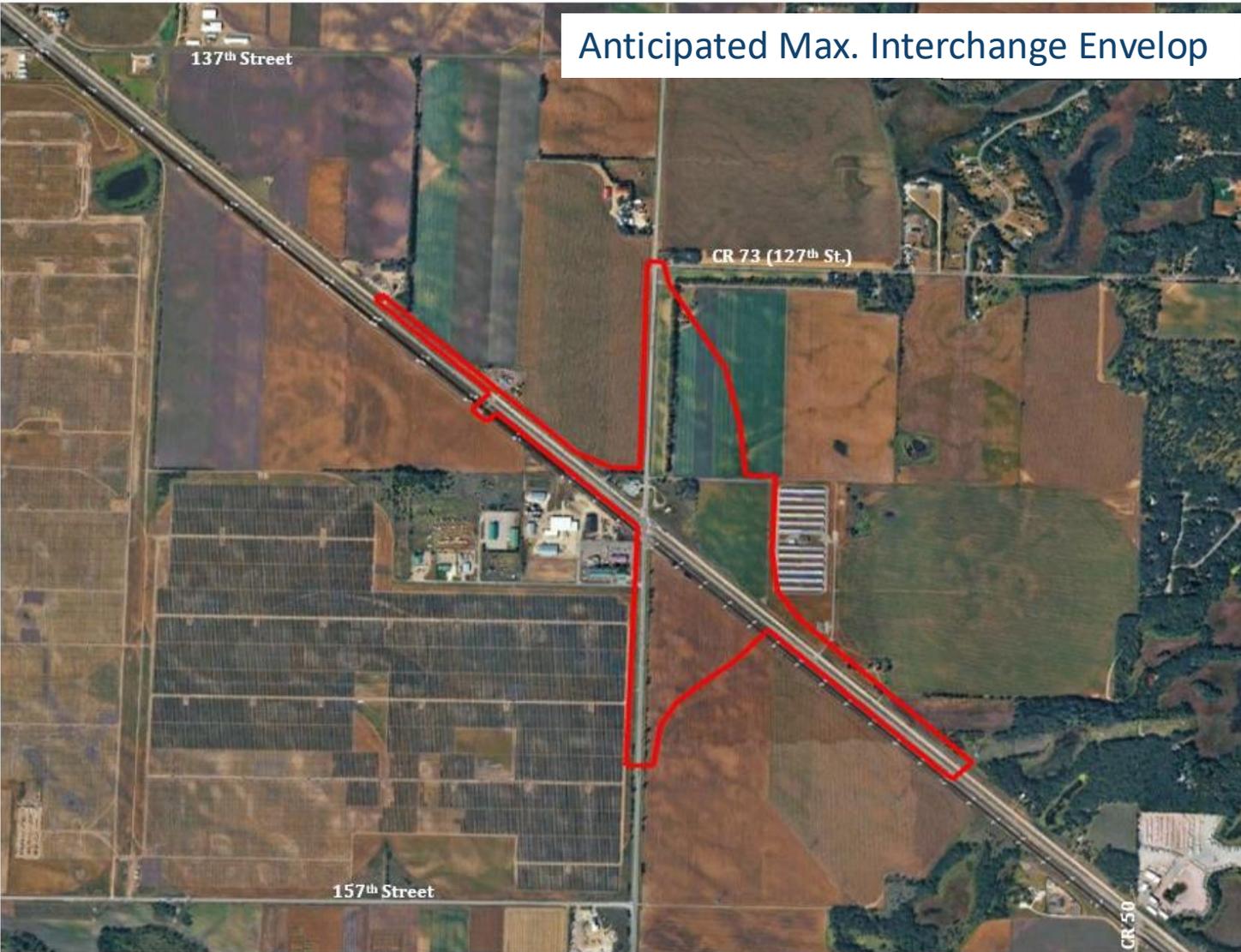
- Other Sponsors:
- Becker Township
  - Becker Public Schools
  - Sherburne County Sheriff's Office
  - Becker Police Department
  - Liberty Paper
  - TI Potter Trucking

## PROJECT BENEFITS



# Hwy 10/CSAH 11 Interchange Project

Anticipated Max. Interchange Envelop



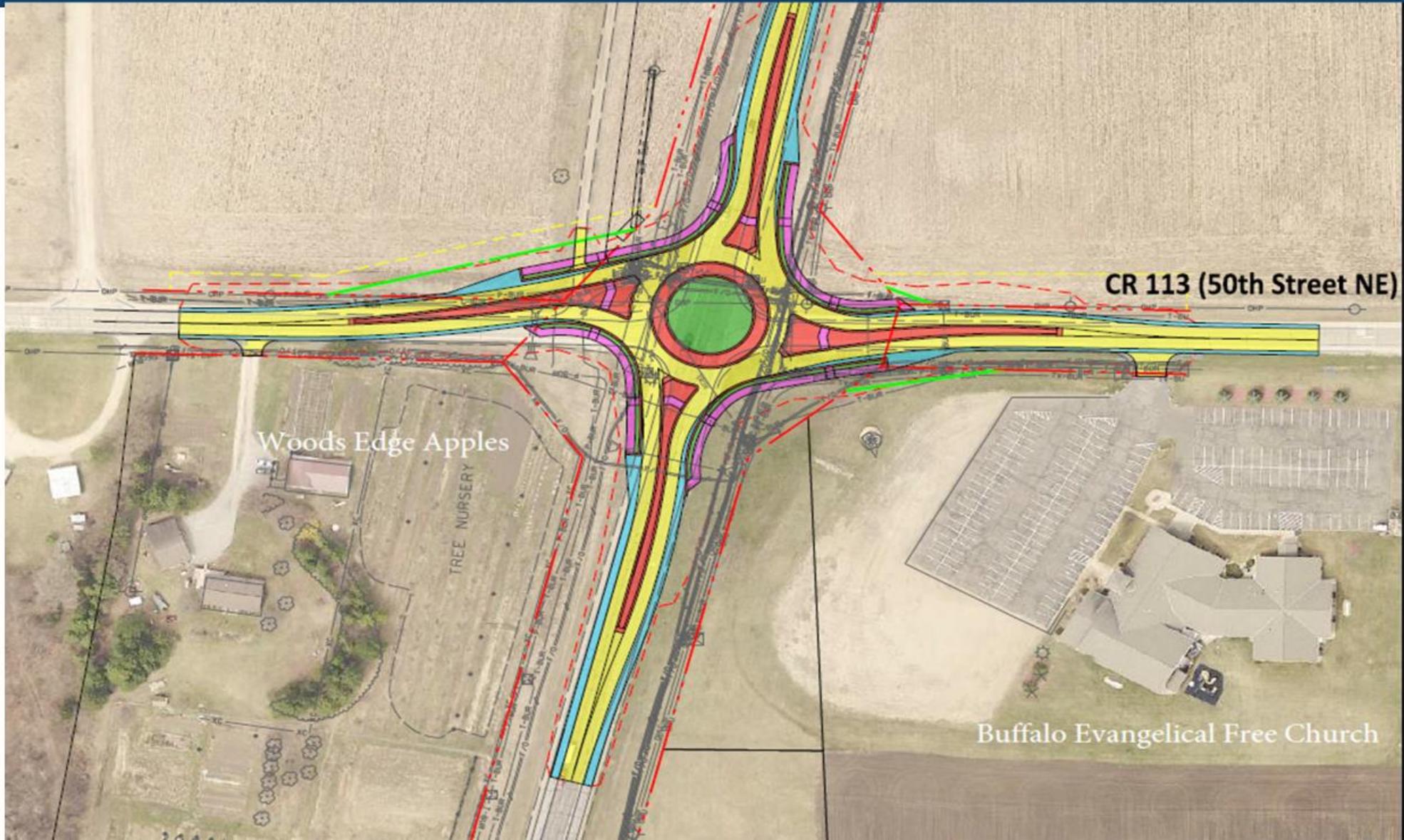
- Fed. Rail Authority (FRA)
- Independent Utility
- \$1.4M Federal Funds ('26)
  - Preliminary Design
  - Environmental Docs
- *Final Design ('27-'28)*
- *Property Acquisition ('28)*
- *Construction ('29-'30)*
  
- *Assumes funding secured*



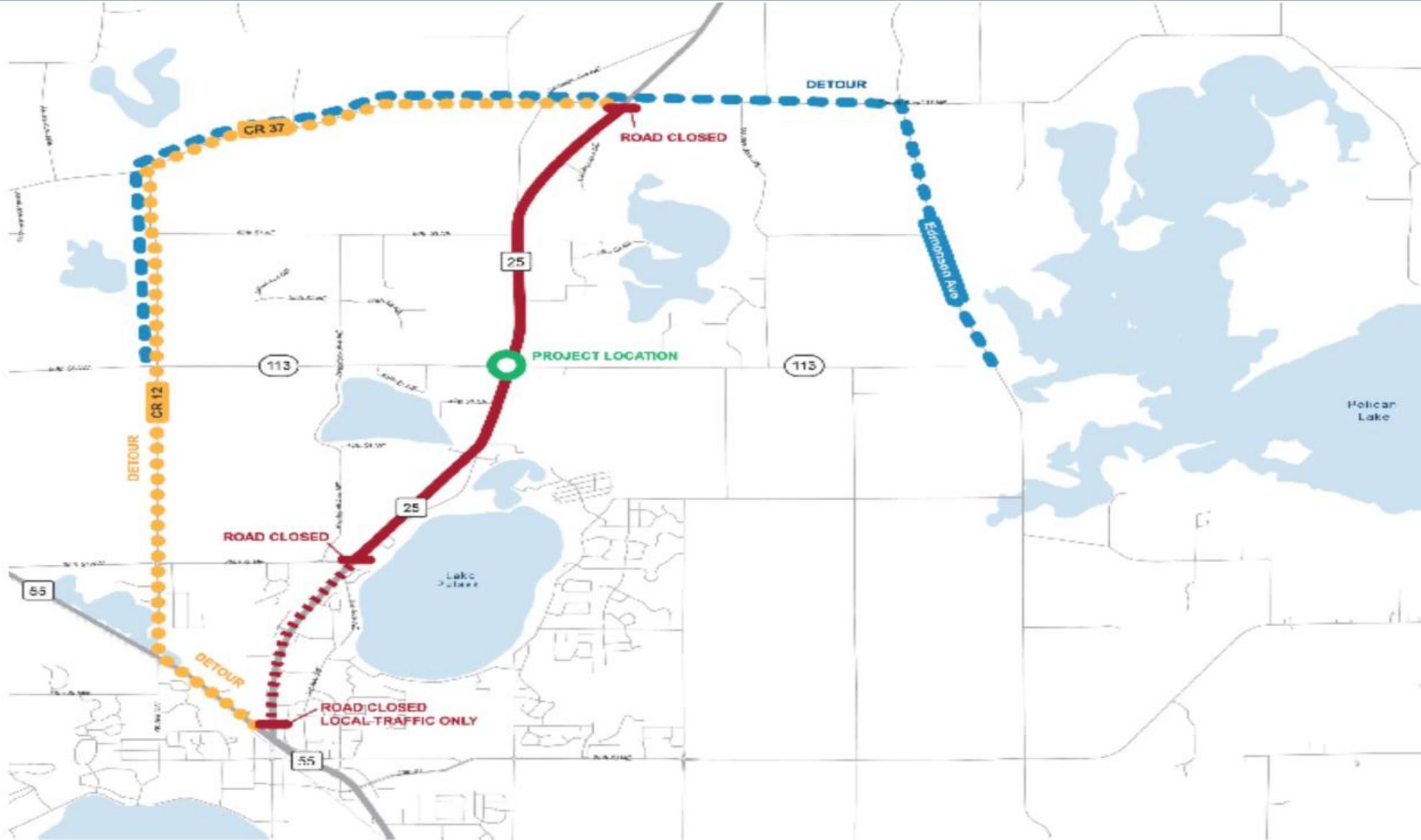
# Wright County Projects

Chad Hausmann, County Highway  
Engineer

# TH 25 and CR 113



# Hwy 25 – CR 113 Detour

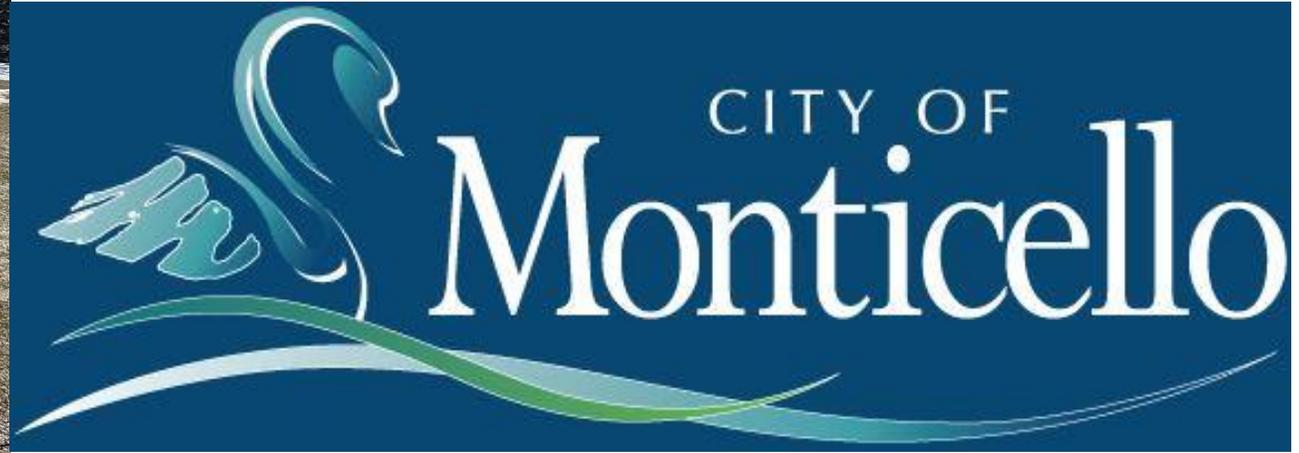




## MnDOT Projects

- Hwy 25 Buffalo to Monticello Project
- I-94 Bridge Project
- I-94 Gap Project
- Hwy 25 Monticello to Big Lake Study

Tom Cruikshank, MnDOT District 3



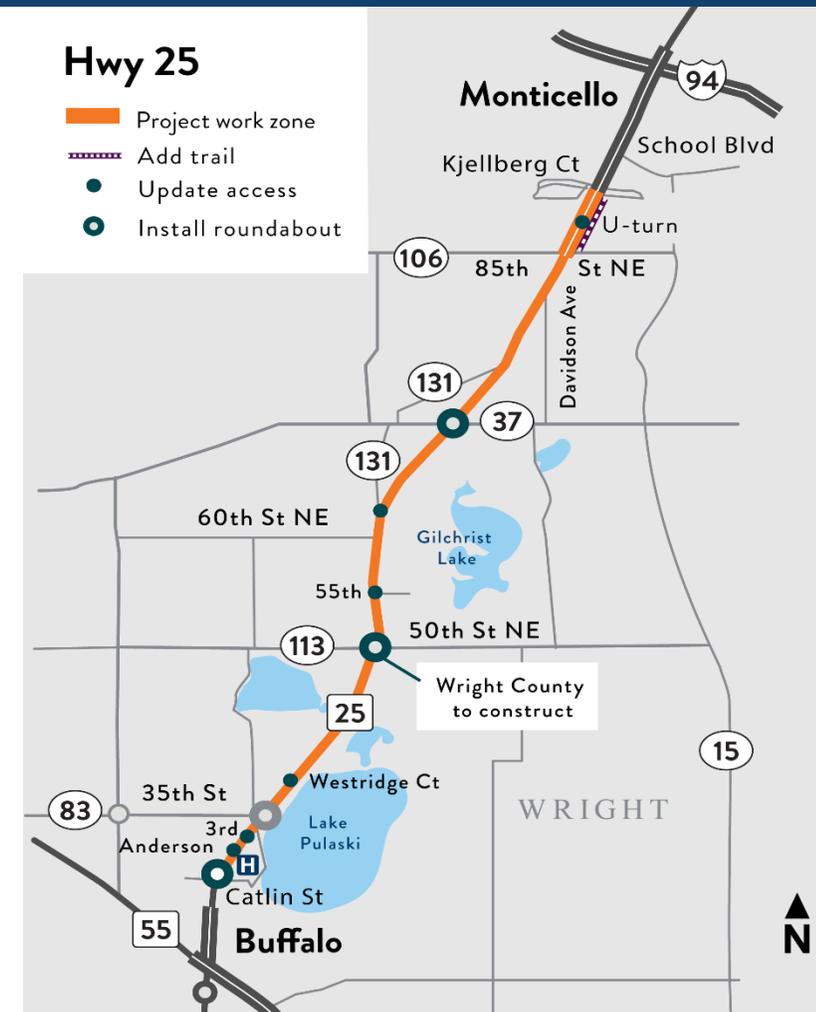
## Highway 25 Buffalo to Monticello

Terri Odegaard | Project Manager  
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320-247-3778

# HWY 25 – Buffalo to Monticello

## Summary of Work

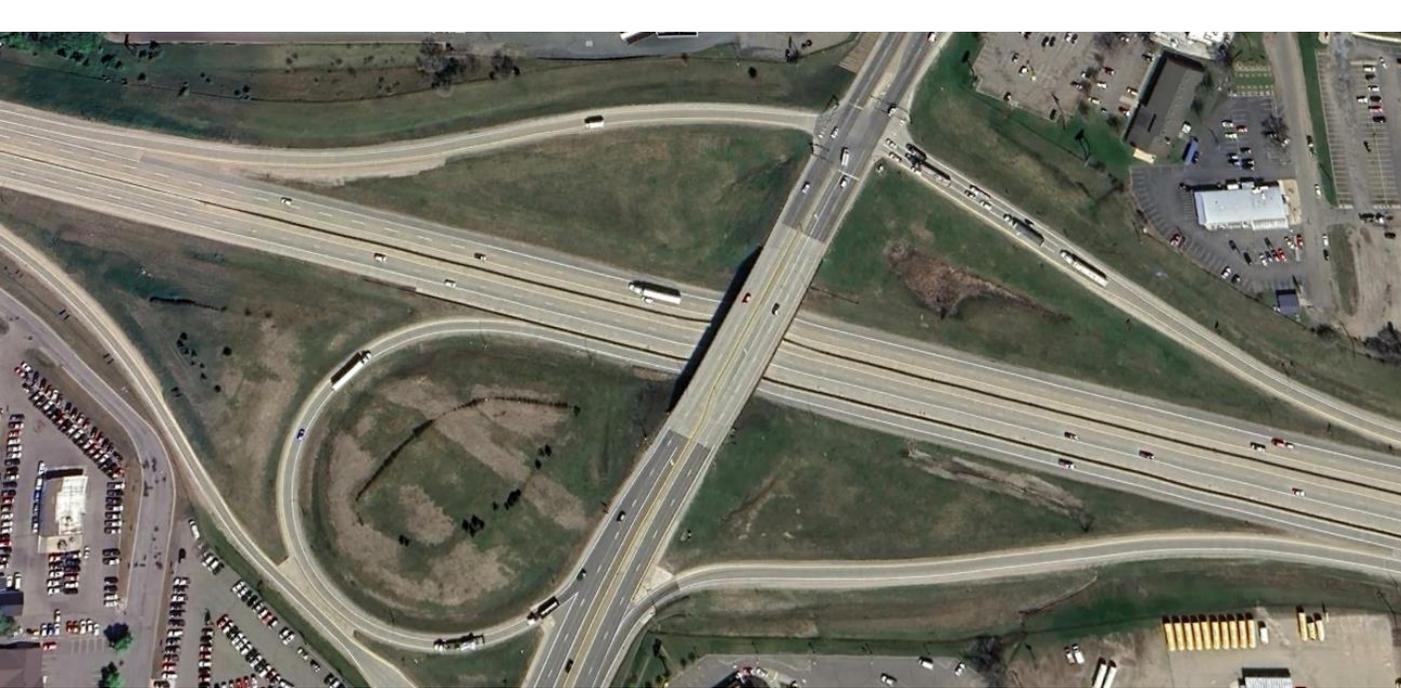
- Construct single lane roundabouts:
  - Catlin Street (Buffalo)
  - Wright County (WC) 37 – replaces existing traffic signal (Monticello Township)
- Improve access:
  - Anderson and 3<sup>rd</sup> Avenues – modifying to  $\frac{3}{4}$  access (Buffalo)
  - Westridge Court – southbound left turn lane (Buffalo)
  - 55<sup>th</sup> Street – convert bypass lane to southbound left turn lane (Buffalo Township)
  - South junction of WC 131 (Cameron Avenue) - convert bypass lane to northbound left turn lane
- Construct trail on east side of Highway 25:
  - WC 106 (85<sup>th</sup> Avenue) to Kjellberg Court (Monticello)
- Replace drainage pipes (various locations)



# HWY 25 – Buffalo to Monticello

## Project Schedule

- Final design of project – Fall 2024 to 2025
- Construction Let – January 2026
- Project Awarded – Valley Paving, Shakopee, MN
- Tree Clearing – Prior to April 15<sup>th</sup>
- Tentative Construction start – May 2026 (weather permitting)



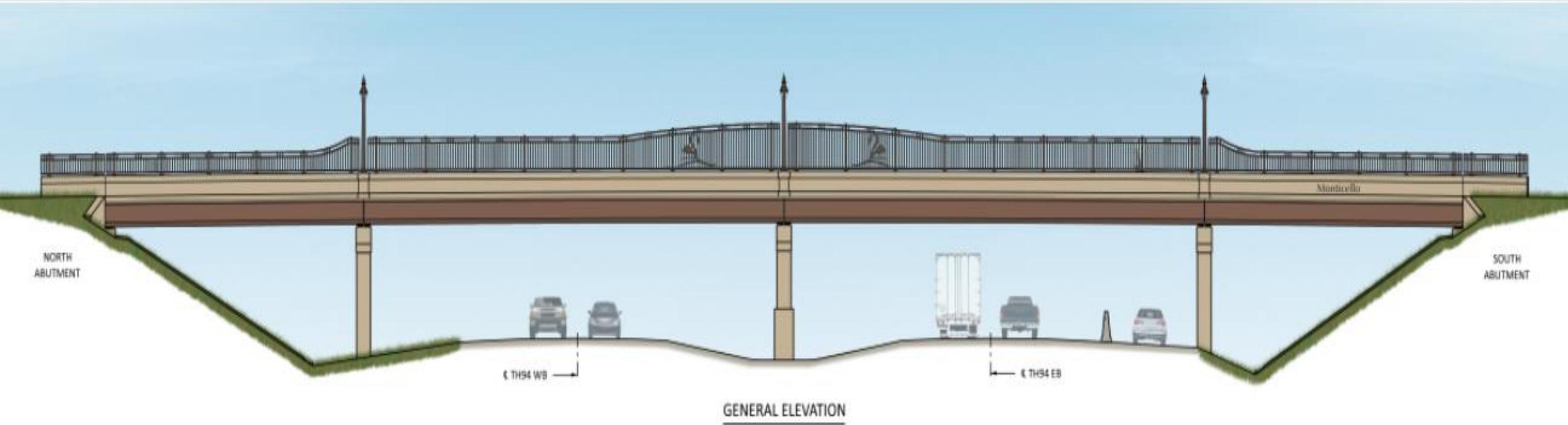
# Highway 25 Bridge Redeck Over I-94

Josh Daniel | Project Manager  
joshua.daniel@state.mn.us  
320-241-6122

# Project Overview

- Replace bridge deck, approach panels, sidewalks, and barriers.
  - As well as some substructure repairs.
- Widen sidewalks on the bridge from 6 feet to 8 feet.
- Shift the northbound left turn lane taper to the south, so that it is south of the bridge and approach panel.
- Aesthetic Features:
  - Aesthetic lighting (Matching Fallon Ave Bridge)
  - Metal rail with Swan Emblem (Matching Fallon Ave Bridge)
  - Cast-in-place “Monticello” sign on West facing concrete barrier.

# Bridge Aesthetics



# Traffic Management Plan

- TH 25 bridge over I-94 will be closed throughout construction.
  - This will allow for construction to be completed in roughly 4-5 months vs roughly 7 months to construct half at a time.
- Detour northbound TH 25 traffic to Chelsea Rd to Fenning Ave to Broadway St.
- Detour southbound TH 25 traffic to 7<sup>th</sup> St to Fallon Ave to Chelsea Rd.
- I-94 will be closed under the bridge for deck demolition and deck pours. This will occur overnight.
  - I-94 traffic will be detoured to the interchange ramps during these night closures.
- A shuttle will be available to transport pedestrians to the other side of the bridge.
  - Shuttle pick up/drop off locations TBD by the construction contractor.

- MnDOT layout approval – October 2024
- 30% plans – July 2025
- 60% plans – September 2025
- 90% plans – December 2025
- 100% plans – February 2026
- Letting – May 20, 2026
- Construction of project – Starting May 2027

# I-94 Gap Project



# I-94 Gap Project Schedule

## 2024/2025

Construct additional lane (widen) east bound I94

- Move traffic to east bound I94 (two lanes each direction, head-to-head)
- Construct west bound I94

## 2026

- Move traffic to west bound I94 (two lanes each direction, head-to-head)
- Construct eastbound I94
- Intermittent ramp closures at Fenning Ave interchange, traffic use CR 75

# Hwy 25 Monticello to Big Lake Visioning Study

## MnDOT District 3

Tom Cruikshank | Project Manager

Thomas.cruikshank@state.mn.us

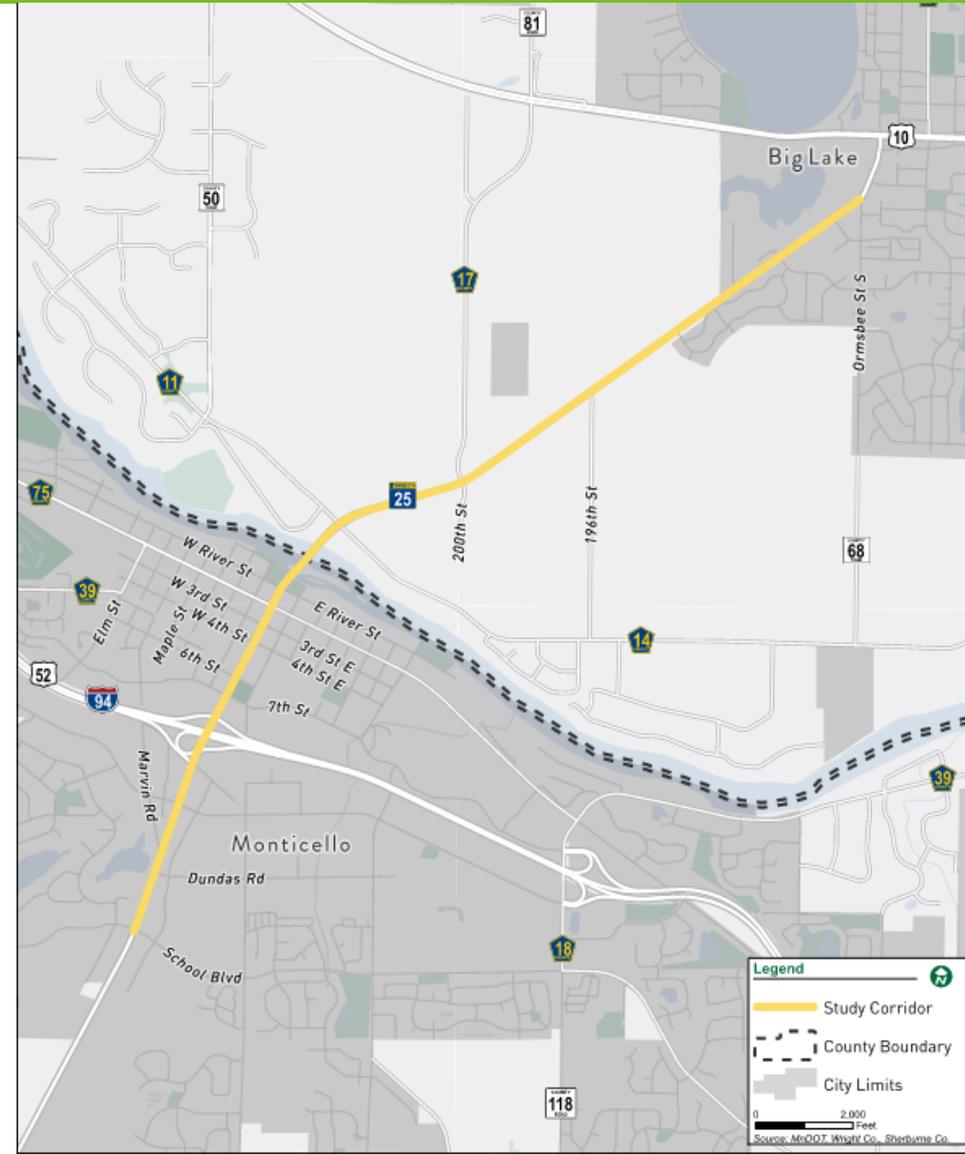
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# Study Overview

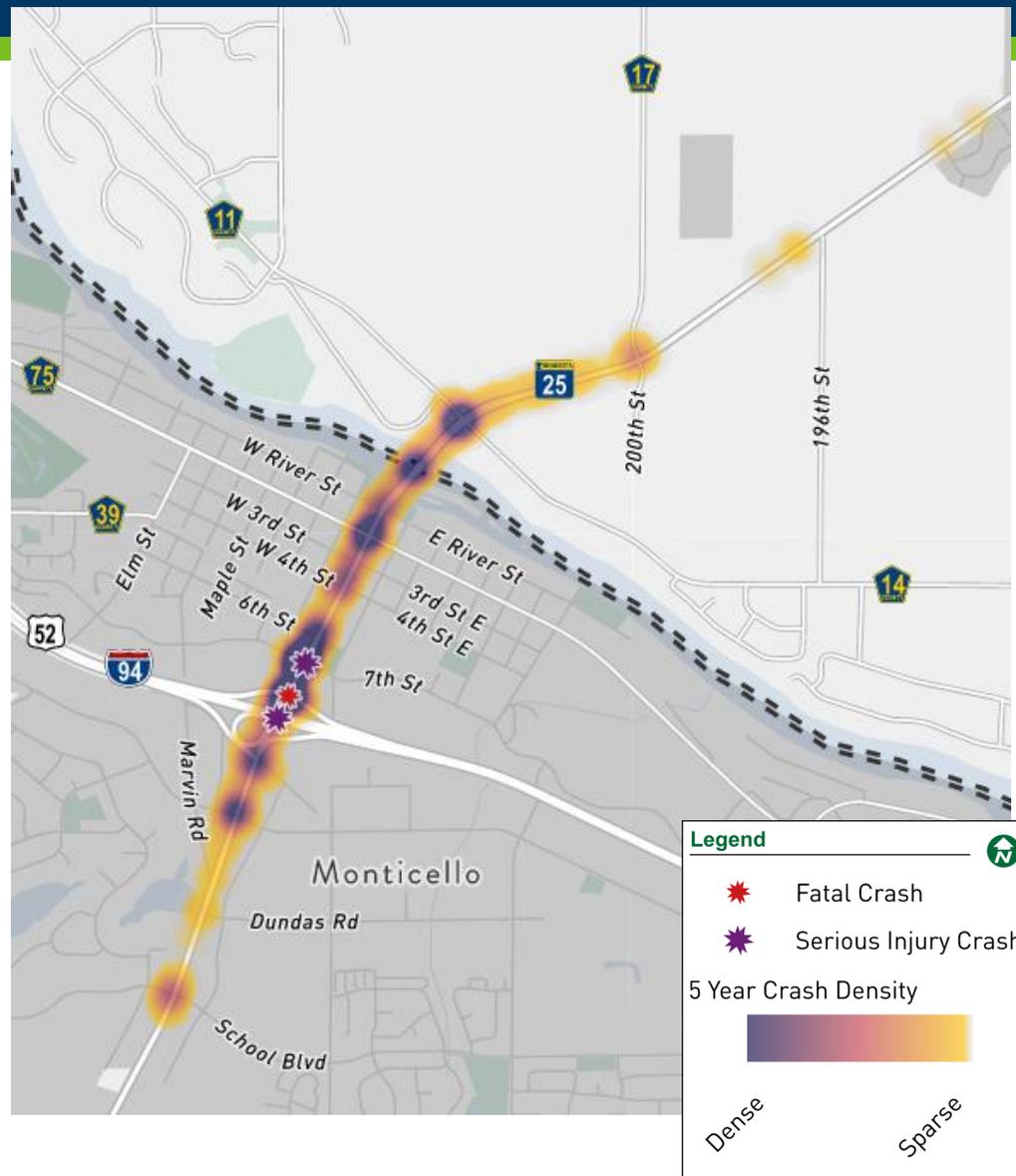
MnDOT, in partnership with the cities of Monticello and Big Lake, Sherburne County, and Wright County, is conducting a study to understand the corridor's needs, identify near-term potential improvements and develop an ultimate vision for the future.

- Study Limits
  - Hwy 25 from CR 106/85<sup>th</sup> St to US 10
- Study Schedule:
  - Sept. 2024 - Dec. 2025



# Downtown Monticello Hwy 25 Facts

- Daily traffic volumes: 27,000-40,000 vpd
- Daily freight volumes: 850-1,325 vpd
- 70 crashes/year
  - 2 fatal/serious injury crashes in 10 years
  - 7 pedestrian/bike crashes in 10 years
- Average speeds: 26 mph
- Average peak hour delays: 2-4 minutes
- ~100 pedestrian crossings per day



 Many intersections are operating with elevated crash rates.

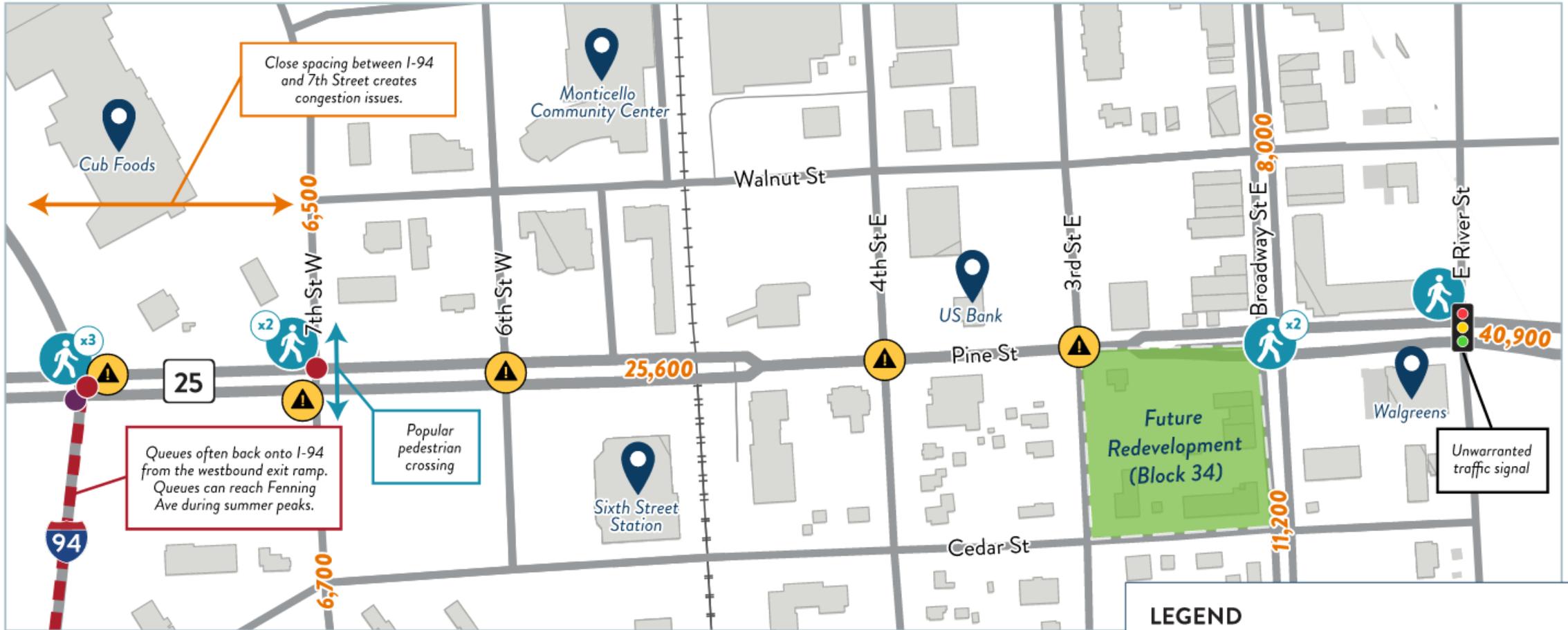
 Nine pedestrian or bicyclist-related crashes in the last ten years.

 30+ seconds of delay experienced during typical peak periods.

 One fatal and two serious injury crashes in the last ten years.

 Nearly 60 crashes per year between I-94 and River St.

 Local traffic from stop-controlled intersections is not able to turn left onto or cross the highway for much of the day.



 Over 25,000 vehicles per day travel the corridor. The four-lane roadway has reached its capacity.

 Approximately 2,000 heavy trucks travel the corridor each day. The river crossing is an important connection between the I-94 and Hwy 10 freight corridors.

**LEGEND**

-  Ped/Bike Crash
-  Fatal Crash
-  Crash Issues
-  Severe Injury Crash
-  Daily Traffic Volume

# Downtown Issues

# Downtown Alternatives Analysis

- ⊘ 6-lane TH 25 – too impactful
  - ⊘ 3-lane TH 25 – not enough capacity
  - ⊘ One-way pair – outside of visioning scope, not supported by MnDOT
1. Access restrictions & signal operations
  2. Roundabouts
  3. I-94 Interchange ramp reconfigurations
  4. 7<sup>th</sup> Street enhancements
  5. 4<sup>th</sup> Street traffic control
  6. Broadway and River Street alignment and signals

# Downtown Alternatives Analysis

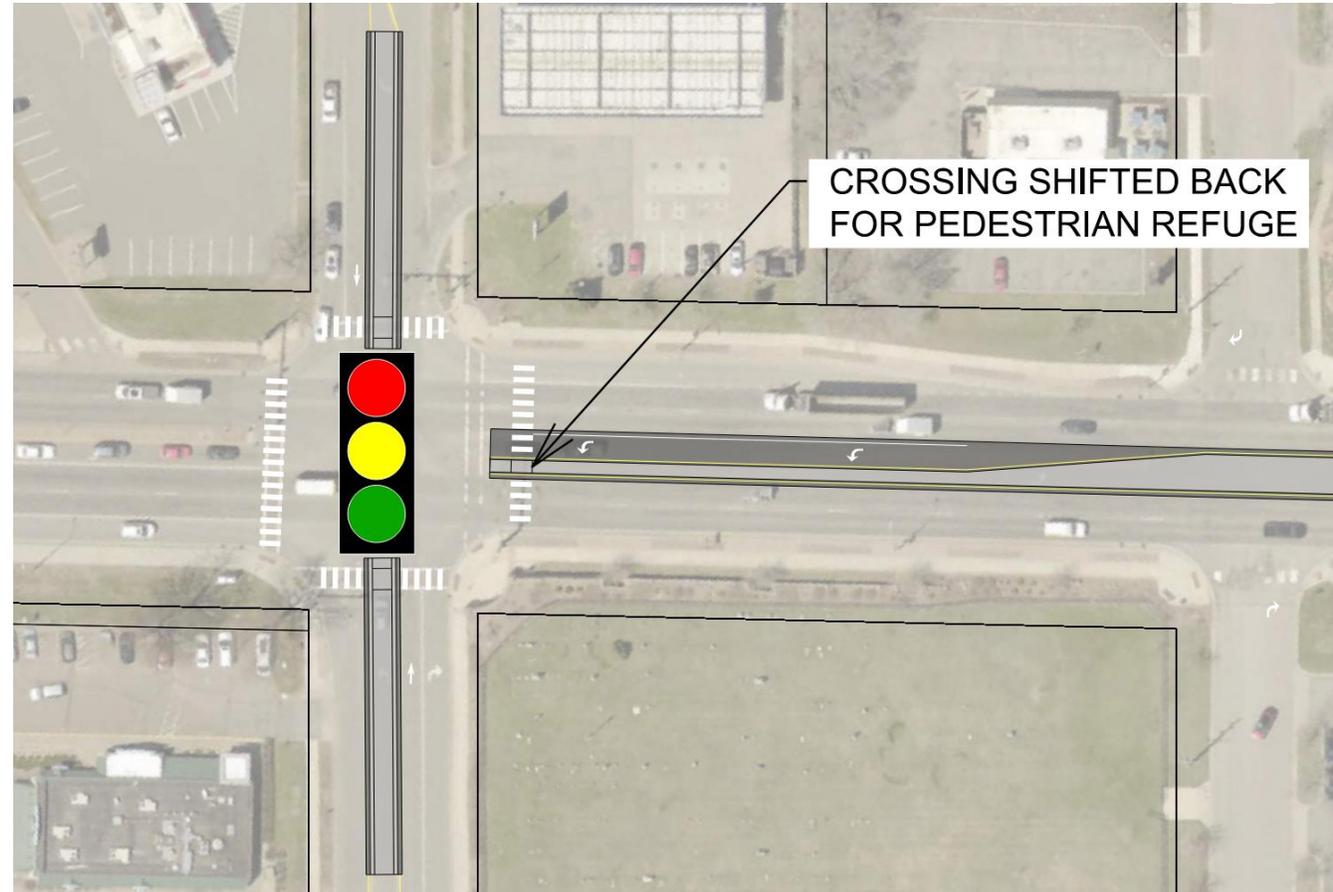
What about a signal or roundabout at 4<sup>th</sup> Street?

- ~2,100 vehicles reroute from 7<sup>th</sup> St to 4<sup>th</sup> St via Cedar St and Walnut St
- Signal Warrants not satisfied at 4<sup>th</sup> St
- Minimal decreases in delay at 7<sup>th</sup> & Broadway
- Increased signal density may increase TH 25 crashes by over 2x (mostly rear ends)
- 50% decrease in local street delays

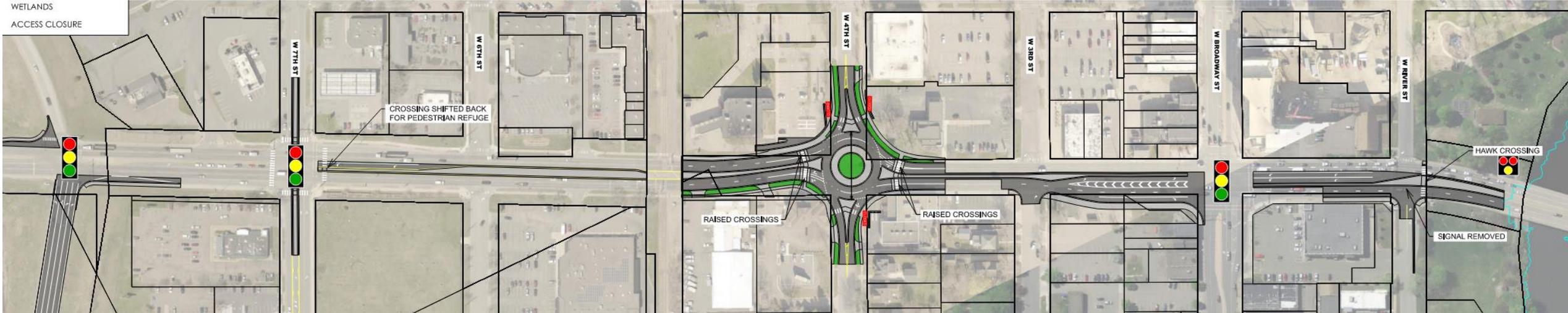
# Downtown – 7<sup>th</sup> Street Turn Restrictions Alternative

## 7<sup>th</sup> Street left turns restricted

- 4<sup>th</sup> Street satisfies signal warrants
- NB delays reduced ~33% during PM peak at 7<sup>th</sup> St, queues reduced
- Local delays unchanged
- ~2,000 vpd rerouted on Cedar and Walnut to 4<sup>th</sup>
  - Each 2,000-3,000 vpd today



# Recommended Concept – 4th Street Roundabout Alt.



 **63%**  
Reduction in **vehicle** conflict points

 **37%**  
Reduction in **pedestrian** conflict points

 **~11**  
angle/left turn crashes per year prevented

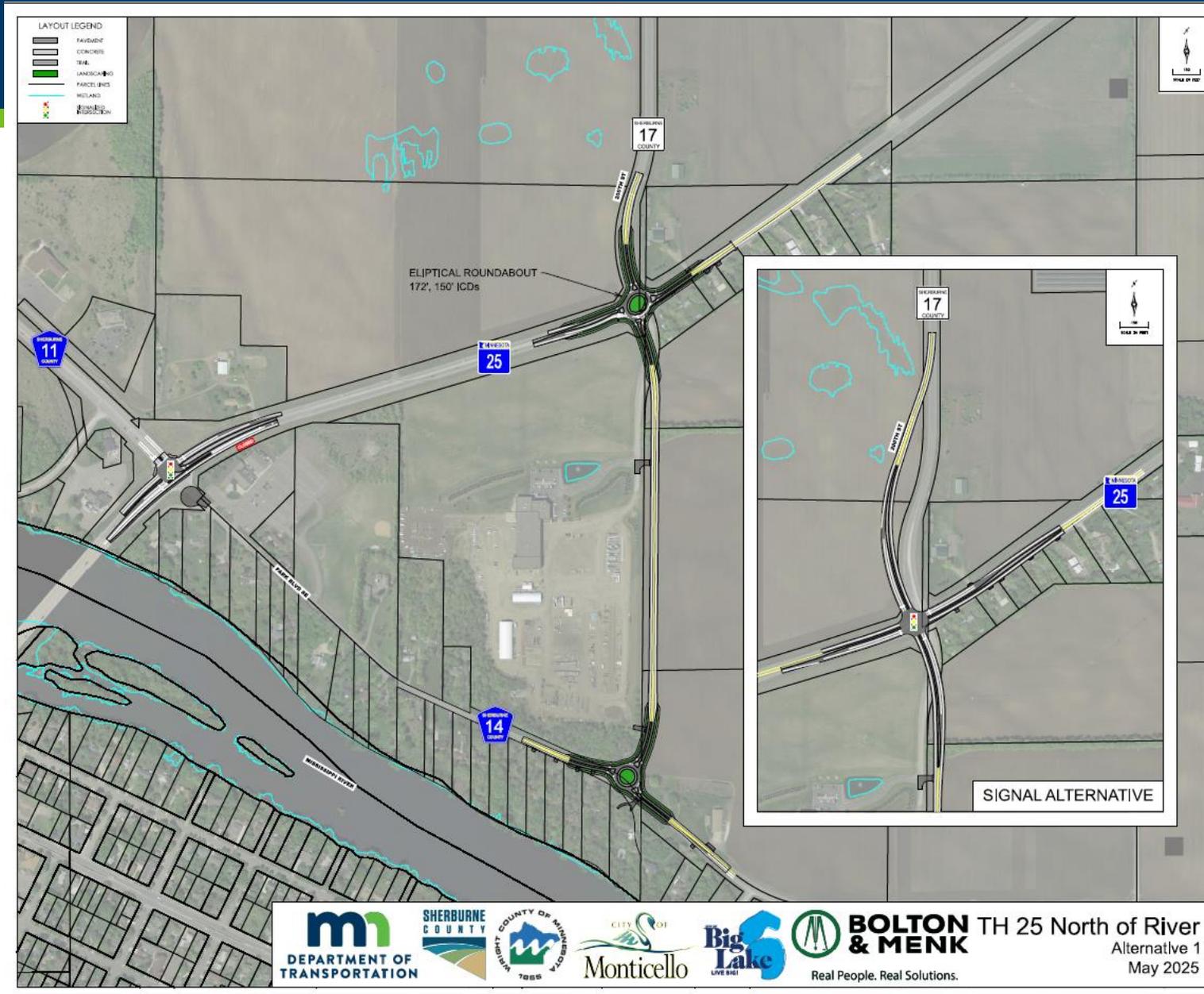
 **21%**  
Reduction in corridor travel time (~40 seconds) during peak hours

 **3x**  
More queuing capacity on I-94 Exit Ramp

**\$12.5M**  
Estimated cost (2031 \$'s)

# North of River

- Improve signal operations at CR 11
- Restricting CR 14 leg
- Adding roundabout at CR 17/200<sup>th</sup> St.
- New roadway alignment between Hwy 25 & CR 14



# Project Development Next Steps

- All analysis considers existing traffic volumes
  - Traffic growth along most of areas of TH 25 not realistic without fixing major bottlenecks (I-94, Downtown segment, CR 11/14)
- 2031 Pavement project has limited scope/budget
  - \$13M in CHIP – Mill & Overlay, ADA Improvements, Signals, Ped Crossing
  - Project enters STIP in 2027
- Assume improvements are independent of an alternate river crossing project

# Project Development Next Steps

- Project Timeline:
  - Study: Completed in 2025
  - Project Scoping: 2027
  - Preliminary & Final Design: 2028-2030
  - Construction: 2031 (*Tentative*)

## Questions/Comments?

[talk.dot.state.mn.us/hwy-25-from-monticello-to-big-lake](https://talk.dot.state.mn.us/hwy-25-from-monticello-to-big-lake)



## CMRP Nonprofit Update

Darek Vetsch, Wright County  
Commissioner

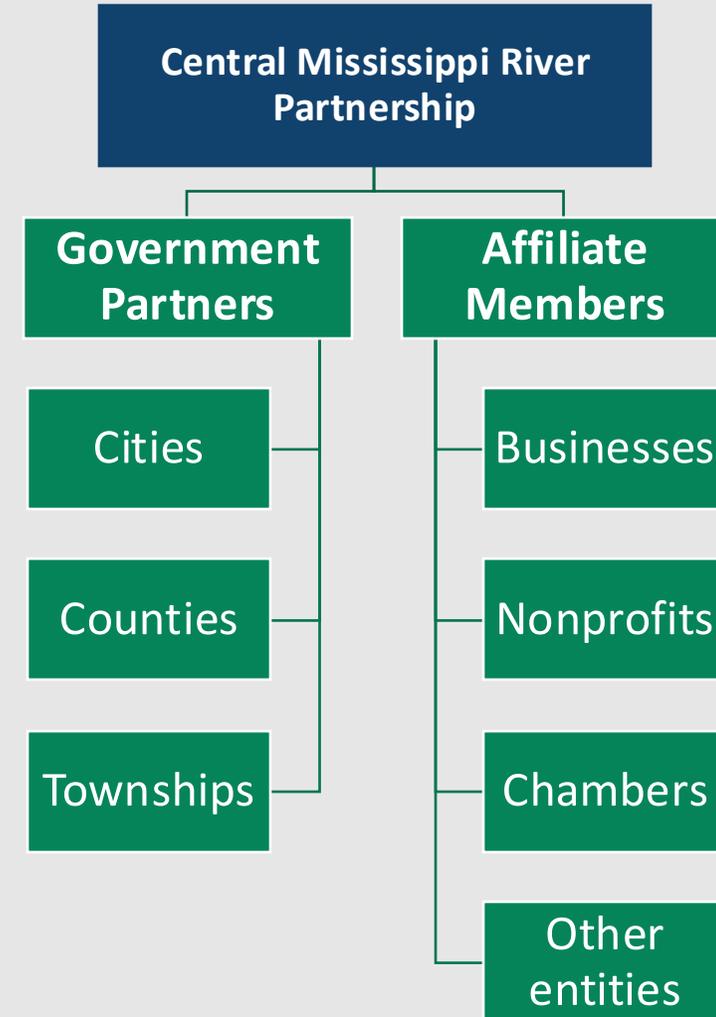
2026 CMRP Board Chair

Raeanne Danielowski, Sherburne County  
Commissioner

2026 CMRP Vice Chair

# Central Mississippi River Partnership

- 501(c)(4) nonprofit organization
- Supported by membership
- Coordinates project planning efforts
- Represents project and members at state and federal level



# Why a nonprofit membership organization?

- Pooling regional resources for more capacity
  - Funding
  - Subject matter expertise
- Demonstrates broad support for the project
- Amplifies impact through collective advocacy
- Increases community engagement and awareness
- Aligns stakeholders

Demonstrated history of success for other projects



# What's next for CMRP?

## Partnership:

- Events and other engagement efforts
- Awareness of partnership and project
- Build towards affiliate membership program

## Project:

- Next phase of planning/engineering
- Work with MnDOT, FWHA
- Advocacy for state and federal funding

# Connect with CMRP



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