

CHAPTER 11

Network Development Priorities

TABLE OF CONTENTS

Overview / Summary	1
Introduction	2
Table 11-1: Regionally Significant Projects / Candidate Project List	4
Table 11-2: Locally Significant Projects / Candidate Project List	12
Advancing Network Development Priorities - Project Development / Environmental Review	15

Overview / Summary

Chapter 11 describes the major transportation development priorities in the ROCOG Planning Area recommended for implementation over the next 20-25 years if adequate funding can be secured. Included are highway and transit preservation and improvement projects as well as potential transportation alternatives projects which may be advanced to the MNDOT District 6 Area Transportation Partnership for federal funding consideration in the future through the TIP/STIP project solicitation process. Illustrative projects, for which federal funding is not anticipated to be available within the horizon of the plan from existing programs, are identified for informational purposes, since such projects may benefit from corridor preservation or other preliminary project development activities during the horizon of this plan.

The chapter closes with a discussion of the Early Project Development Process that ROCOG and its local partners have developed to advance the Planning and preservation of right of way for future major projects. This process in part responds to federal guidance encouraging state DOT's and MPO's to streamline project-level environmental review by considering elements of the traditional federal environmental review process earlier as part of transportation planning studies. Early "fatal flaw" analysis helps reduce the possibility that subsequent detailed analyses will uncover unexpectedly serious environmental impacts and helps reduce the risks that are inherent in an uncertain planning process, ensuring that time and resources are not expended unnecessarily.

Introduction

Major transportation development priorities for which funding has been committed through a capital improvement programming process or which are recommended for development over the next 20-25 years if adequate funding can be secured are identified in this chapter. The projects listed in Tables 11-1 and 11-2 represent potential system preservation or improvement activities which may be advanced to the MNDOT District 6 Area Transportation Partnership for federal funding consideration through the TIP/STIP project solicitation process. The tables identify highway, transit and non-motorized enhancement projects which have been prioritized.

Table 11-1 lists **Regionally Significant Projects** and Table 11-2 lists **Locally Significant Projects**. Regionally Significant Projects are projects involving a facility that serve a regional transportation need. Such facilities generally meet one or more of the following criteria:

- Highway facilities that provide access to the region from areas outside the region.
- Highway facilities that provide access to major activity centers in the region or major planned developments such as transportation terminals such as airports or regional malls.
- Other arterial facilities that are projected to have a 20 year projected traffic volume of at least 40,000 vehicles per day.
- Construction of a new bridge or on a regional arterial-level highway.
- An arterial street project that will add at least one new continuous lane extending from one intersecting principal or minor arterial to another intersecting principal or minor arterial or from the on-ramp at one interchange to beyond the off-ramp of the next interchange.
- Enhancements linked to regional travel facilities such as regional trails.
- A transit project that has the potential to change the vehicle demand on an existing arterial roadway by 200 vehicles per hour or 2,000 vehicles per weekday.

Highway facilities generally will be classified as a principal arterial or minor arterial on the Federal Functional Classification system or as Interstate, Interregional or Strategic Arterial facilities on the ROCOG functional designation system

Locally Significant Projects are facilities primarily on the Major Arterial system, although they may also involve projects on Secondary Arterials or Primary Collectors that are designated on the Federal Functional Class System. It is anticipated that Locally Significant Projects may be considered for funding at the ATP level as part of the set-aside targeted for cities and counties that has been established by ATP-6. In addition to such highway facilities, projects involving trails that will interconnect subareas within the region through the extension of existing facilities or filling in gaps that exist in the current trail network may be considered Locally Significant Projects, as well as major transit capital investments targeted towards improving the operation of the system or improving the fleet.

Tables 11-1 and 11-2 further break down projects into one of the following three groups:

- Committed Projects (2015-2018): Projects already committed in the STIP or first three years of a jurisdictional capital improvement program.

- Investment Priorities: Projects identified within a jurisdictional capital improvement program, Highway Investment Program or other short or mid-term programming process which are eligible to compete for federal formula funds through the District 6 Area Transportation Partnership, the statewide federal formula “Central Fund” or High Priority Project funding from Congress.
- Illustrative Priorities: Future projects identified as a priority which have not been included in any programming document but which are anticipated to be needed within the horizon of the plan and which would be eligible to compete for federal funding if adequate matching funds were identified or for High Priority Project funding from Congress.

This list reflects projects which satisfy the District 6 Area Transportation Partnership’s strategic funding categories of Preservation (projects which preserve existing condition of pavement), Reconstruction (projects which do not add capacity but which rehabilitates a pavement or improves safety) and Expansion (a project which adds capacity).

The information provided in Tables 11-1 and 11-2 includes:

- Phased: Identifies whether the project involves a single project phase (NO in table) or is part of a multi-phase project (YES in table)
- Facility: Identifies the highway or trail corridor or type of transit investment targeted for investment
- Project Type: Describes the general category of improvement proposed
- Description: Provides a short description of project termini and/or project work
- Classification: Identifies the federal functional classification. References include
 - PA: Principal Arterial
 - MA: Minor Arterial
 - MC: Major Collector
 - MnC: Minor Collector
- Background / Justification: Provides a brief description of the purpose or need for the project
- ADT: Provides existing and projected 2040 daily traffic volume on the facility
- Cost: Provides a planning level estimate of project cost

Summary of Costs for Priority Projects listed in Table 11-1 and 11-2

	Regionally Significant Projects			Locally Significant Projects			Total
	Highway	Transit	Transportation Alternatives	Highway	Transit	Transportation Alternatives	
<i>Committed</i>	\$132,325,000	\$10,435,000	\$6,600,000	\$34,460,000	\$17,840,000	\$175,000	\$201,835,000
<i>Priority</i>	\$77,845,000	\$23,685,000	\$13,235,500	\$31,610,000	\$12,284,400	\$1,120,000	\$159,779,900
<i>Illustrative</i>	\$131,350,000	\$156,500,000	\$21,500,000				\$309,350,000
Total	\$341,520,000	\$190,620,000	\$41,335,500	\$66,070,000	\$30,124,400	\$1,295,000	

ROCOG 2040 Transportation Plan

Table 11-1: Regionally Significant Projects / Candidate Project List

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
COMMITTED PROJECTS (Short Term 0-5 Yrs) Highways						TOTAL	\$132,325,000
Improvement Projects							\$81,125,000
Yes	Phase 1 South 63 Corridor	Interchange Reconstruction	Reconstruct Interchange at CSAH 16 and TH 63 south of Rochester at Rochester International Airport	Principal Art (63) Minor Art (16)	Project will address safety and geometric deficiencies at interchange which serves as primary access to Rochester International Airport.	E -32,400(63) 5,100 (16) F-37,800 (63) 9,250 (16)	\$12,000,000
No	55 th St NE & CSAH 33	Construct Urban Principal Arterial (55th) and reconstruct CSAH 33	Construct 55 th St North Expressway from CR 133 to CSAH 33; upgrade of CSAH 33 from 2 lane to 4 lane Expressway from 41 st St NE to 0.5 mi north of CR 124. Establish permanent access points along CSAH 33	PA (55th St and CSAH 33) / Proposed MA (55th St & CSAH 33)	55 th St extension will provide an additional crossing of Zumbro River in north Rochester which will provide for better system connectivity and balance traffic flows by moderating future demand on 37 th St river crossing. This corridor along with CSAH 33 improvements will provide adequate capacity for future urban growth area development anticipated	E -11,000(33) F-18,200 (33) 15.250 (55th)	\$40,000,000
No	TH 14 & MN 42	Safety	Construct roundabout at intersection of TH 14 and MN 42 in Eyota	Minor Arterials (MN 42 & TH 14)	Construction of roundabout proposed to address traffic conflict resulting in safety and traffic delay problems created by current high-speed, two-way stop intersection	E -4450(14) 4250 (42) F- 8200 (14) 5900 (42)	\$3,000,000
No	CSAH 1	Reconstruction	Reconstruction from County Line to MN 30 / joint project with Fillmore County	Minor Arterial	Reconstruction of important commuter/rural freight route that will improve surface, raise load rating to 10 ton route (currently 5 ton) and add wider shoulder providing safety and maintenance benefits	E -1900 F- 2660	\$500,000
No	2nd St SW	Reconstruction	NEW: Reconstruct 2nd St SW from 11th Ave SW to 16th Ave SW	Minor Arterial	Project will replace deteriorating pavement and provide improvements in stormwater management and landscaping consistent with recently reconstructed adjacent segments	E -21,200 F-32,000	\$2,500,000
Yes	(Future) CSAH 5	Construct Regional Arterial	Construct extension of CSAH 5 on new alignment from TH 52/CSAH 12 interchange to CSAH 5/CSAH 3 intersection south of Pine Island	* Needs to be added to FC System / Proposed Minor Arterial	Construction of CSAH 5 extension will complete E-W arterial corridor network in north Olmsted County, providing improved connectivity to TH 52 for Pine Island and areas south/west of city by constructing river crossing and connecting to CSAH 12 east of TH 52	E -100 (125th St) F: 5,000-10,000	\$9,375,000
Yes	Phase 2 / TH 52-55th NRTS	Frontage Rd Realignment	Realign East Frontage Rd / Bandel Road intersection with 55th St	55th St (Current PA / Proposed MA); Bandel / Frontage Rd (Maj Coll)	2nd phase of long term strategy to improve traffic operations on West Circle Dr / 55th St in the area of 55th St interchange by improving spacing between intersections and reducing intersection delay and queuing	E -11,100 (55) 8500 (Fr Rd) F-29,000 (55) 16,000 (Fr Rd)	\$5,750,000
Yes 2015 & 2017	Broadway Ave	Pavement Preservation & Multi-Modal Enhancement	Restore pavement & provide transit, operations and non-motorized enhancements on Broadway Ave from 7 th St NW to 37th St North and from 9 th St SE to 28th St South using MNDOT Turnback funds	Current Principal Art; Proposed Minor Arterial	Primary N-S route through the City of Rochester for intra-urban traffic providing important commuter link and local truck route; subject of turnback from MNDOT to City of Rochester in 2012; project to extend life of pavement	E: 16-27,000 F: 28-35,000	\$8,000,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
Preservation Projects							\$42,925,000
No	I-90	Reconstruction	Reconstruct I-90 from CSAH 19 east of Marion to 2.3 mi east of MN 74 southeast of St Charles	Principal Arterial	Replace pavement that is reaching end of service and design life on major E-W Interregional Corridor in SE Minnesota that is important passenger travel and freight/shipping link for the region	E -13,300 F-27,000	\$13,460,000
No	TH 63	Preservation	NEW: Mill & Overlay NB and SB lanes from Root River in Stewartville to 28th St in Rochester (two projects)	Principal Arterial	Project to address pavement deterioration and distress on major interregional corridor	E -21,900 F: 31-70,000	\$5,915,000
No	CSAH 9	Preservation	Reconstruction / Resurfacing from East Circle Dr to CR 119 in Chester (5.0mi)	Rural Major Collector	Pavement Reconstruction (CSAH 22 to CSAH 11) and Mill and Overlay (CSAH 11 to CR 119) to restore pavement condition on important regional commuter and rural freight route	E -3,750 F-5750	\$5,000,000
No	11th Ave NE	Pavement Preservation	Restore pavement on 11th Ave NE from 4th St SE to 7th St NE	Urban Minor Arterial	Project to address pavement deterioration and distress on a primary urban arterial on east side of Rochester	E: 6000-10,200F: 8800-11,100	\$2,000,000
No	CSAH 25	Pavement Preservation	Concrete Overlay from CSAH 3 to West Circle Drive (6 mi)	Rural Major Collector	Pavement preservation project on important regional commuter and rural freight route	E: 1300-3400 F:4400-9500	\$4,100,000
No	7th St NW	Pavement Preservation	Reconstruction of 7th St NW from 13th Ave to Industrial Drive	Minor Arterial	Major urban arterial provides E-W connectivity across the city and is principal access in northwest Industrial area of the city.	E: 5500-10,600 F: 11,000-25,000	\$1,250,000
No	MN 42	Pavement Preservation	NEW: Mill & Overlay from TH 14 to MN 247	Minor Arterial	Pavement preservation project on important regional commuter and rural freight route	E -3400 F:4200-5500	\$5,600,000
No	TH 14	Pavement Preservation	NEW: Mill & Overlay from CSAH 19 to MN 74 (14.2mi)	Minor Arterial	Pavement preservation project on important regional commuter and rural freight route	E: 4350-6100 F:6800-9600	\$5,600,000
Bridge							\$7,675,000
No	CSAH 9	Bridge Replacement	Replace Bridges 92640 and 92150 between CSAH 22 and MN 42	Major Collector (Rural)	Project in conjunction with proposed road reconstruction (see pavement preservation listing) will improve load rating	E -3,750 F: 5750	\$675,000
No	CSAH 22	Bridge Reconstruction	Replace bridge over Zumbro River on CSAH 22 (37th St NW) in Rochester	Principal Arterial	Project to address deck deterioration and functional design issues with current structure including substandard of shoulders and lack of sidewalk	E -24,800 F-38,000	\$2,750,000
No	TH 52	Preservation	NEW: Replace Bridge Decks on NB and SB TH 52 over TH 63	Principal Arterial	Project to address deck deterioration and pavement condition	E -39,200 (52) F-47,000	\$4,250,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
Operations							\$600,000
No	CSAH 22	Railroad Safety	NEW: Install crossing gates on East Circle Drive at Canadian Pacific rail crossing	Principal Arterial / Proposed Minor Arterial	Project will improve rail crossing safety at high volume crossing on east side of Rochester	E -11,700 F-26,000	\$600,000
COMMITTED PROJECTS (Short Term 0-5 Yrs) Transit						TOTAL	\$10,435,000
No	Park & Ride	Construct Parking	Construct new parking ramp for park and ride facility in Northwest Rochester along TH 52 at 75 th St NW		This facility will provide increased park and ride capacity along TH 52 North corridor and will permit the shift of some park and ride traffic away from congested 55 th St interchange area		\$5,000,000
Annual	Fixed Route Transit	Bus Acquisition	Purchase up to 4 buses annually for replacement and system expansion for Rochester Public Transit		Capital Replacement program to address expansion needs and replace vehicles that have reached end of service life while maintaining a reasonable average fleet age		\$5,200,000
Periodic	Dial-A Ride Transit	Bus Acquisition	Purchase 1 bus every three years for replacement or expansion for the Dial a Ride System in Rochester		Capital Replacement program to address expansion needs and replace vehicles that have reached end of service life		\$235,000
COMMITTED PROJECTS (Short Term 0-5 Yrs) Transportation Alternatives						TOTAL	\$6,600,000
No	South Broadway	New Trail Construction	Construct trail system parallel to Broadway Ave in Rochester from 9 th St SE to 20 th St SE	Major City Bikeway	Project will improve connectivity from southeast neighborhoods and business areas along the South Broadway corridor whose current access to downtown is inadequate due to hazardous highway crossings, lack of facilities along TH 63, and sites such as fairgrounds and Seneca work sites which create barriers to direct, convenient travel to downtown Rochester	NA	\$1,100,000
No	Various Locations	New Trail Construction	Construct trail segments to close gaps or extent facilities on the Major City Bikeway Network	Major City Bikeways	Locations include 55th St NW, 18th Ave NW, CSAH 22 and the University Center area. Trail Segments will fill in missing links on routes designated as Major City Bikeway routes in the Rochester Area Bikeway Plan	NA	\$1,100,000
No	TH 14 East	New Path Construction	Construction off-road path along TH 14 East to connect Bear Creek Trail with East Circle Drive trail at University Center	Major City Bikeways	Will improve bike network connectivity by linking Bear Creek Trail and East Circle Drive trail at the University Center, improving access for southeast and northeast neighborhoods and University Center area to trail and path network		\$400,000
No	West Circle Dr	New Bridge Construction	Construction pedestrian/bike bridge over CSAH 22 near 3rd St NW in Country Club Manor	Local Area Bikeway x-ing Principal Art	Will address safety concerns for providing a safe bicycle and pedestrian crossing of West Circle Dr to link Country Club Manor area with Cascade Lake and the River Trails system		\$4,000,000
INVESTMENT PRIORITY (Mid-term 5-15 Years) Highways							\$77,845,000
Improvement Projects							\$37,800,000
Yes	Phase 3 TH 52 / NRTS	Interchange Reconstruction	Reconstruct Interchange at 55 th St NW and TH 52 as a Diverging Diamond (DDI) or Single Point Urban (SPUI) Interchange	Principal Art (52) Principal Art (55th)	Major interchange reconstruction to improve capacity of facility to accommodate growth in traffic volumes anticipate due to continued development in North Rochester area.	E -49,500 (52) 30,000 (22) F-67,000 (52) 40,000 (22)	\$22,700,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
Yes	Phase 2 TH 14/CR 104	Expressway Construction	Construct 1 st segment of CR 104 expressway between 19 th St to 55 th St NW on west side of Rochester	Minor Arterial	Project will upgrade two lane rural collectors into four lane urban expressway to accommodate travel demand and improve safety in west side growth area.	E -2650 F: 20-32,000	\$6,100,000
No	CR 101 / 45th St SE	Reconstruction	Reconstruct CR 101 from CSAH 1 to St Bridget's Road as paved arterial roadway	Major Collector	Project will involve upgrading CR 101 from gravel road to paved surface facility while improving connectivity of growing Willow Creek Area to southeast side of Rochester	E -640 F-9,000	\$2,200,000
No	Broadway Ave	Pavement Preservation & Multi-Modal Enhancement	Restore pavement & provide transit, operations and non-motorized enhancements on Broadway Ave 9 th St S to 7 th St N as part of Destination Medical Center initiative	Current Principal Art; Proposed Minor Arterial	Rochester Downtown Master Plan and Destination Medical Center Plan identify need for pedestrian and transit enhancements on Broadway Ave through Central Business District in order to improve place-making potential of corridor; pavement work to provide for long term preservation.	E: 24-27,000 F: 28-34,000	\$4,000,000
Yes	Phase 4 South 63 Corridor	New Construction	Construct East Frontage Road from Woodbine Ct to 80th St SE along TH 63 South	Principal Arterial	Construction of frontage roads will provide local access to CSAH 16 interchange and replace current at-grade access to TH 63 for properties east of 63 between 60th St South and 85th St SE	E - 100 F-1,000	\$2,800,000
Preservation Projects							\$21,615,000
No	TH 14	Pavement Preservation	Mill and Overlay on TH 14 from Marion Rd to Chester	Minor Arterial	Pavement preservation project on important regional commuter and regional freight route	E: 7700-16400 F: 9600-16,000	\$2,940,000
No	TH 52	Pavement Preservation	From CSAH 19 near Marion to CR 136 near Chatfield	Principal Arterial	Project will address deteriorating pavement conditions on medium priority interregional corridor that serves as a key regional connection for southeast Minnesota communities to Rochester and Interstate 90.	E -6100 F: 9700-11,400	\$5,000,000
No	CSAH 4	Pavement Preservation	Reconstruction from CSAH 5 to CSAH 3 north of Byron	Minor Arterial	Pavement preservation project on important regional commuter and regional freight route	E: 2550 F: 4300-4500	\$5,175,000
No	41st St NW	Pavement Preservation & Complete Street	Restore Pavement from 31st Ave to West Frontage Rd TH 52	MA / Proposed MC	Project to address pavement deterioration and distress on a major urban arterial in northwest Rochester providing access to major employment and retail area	E - 17,500 F-30,000	\$1,000,000
No	TH 52	Pavement Preservation	Overlay on NB and SB TH 52 from Marion to TH 63	Principal Arterial – Other Urban Freeway	Pavement preservation project on important regional commuter and regional freight route	E: 18,000-40,000 F:	\$6,500,000
No	11th Ave W	Pavement Preservation	Restore pavement from 2nd St SW to Civic Center Drive	Minor Arterial	Project to address pavement deterioration and distress on a major N-S urban arterial near St Mary's Hospital. Will include consideration of Complete Street features	E -7500 F:8600-10500	\$1,000,000
Bridge							\$14,880,000
Yes	Phase 2 South 63 Corridor	Bridge Replacement and Interchange Upgrade	Replace NB and SB bridge over I-90 on TH 63 north of Stewartville and construct interim safety improvements as part of project	Principal Art (63) Principal Art (90)	Interim improvements to address safety issues at existing interchange, which has inadequate turn lane capacity, merge and weave area and poor merge geometrics on two of the on-ramps.	E -16,600(63) 12,200 (90) F-22,000 (63) 24,000 (90)	\$5,430,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
No	CSAH 3	Bridge Reconstruction	Replace bridge over Middle Fork Zumbro River 0.5m north of CSAH 5	Major Collector (Rural)	Bridge constructed in 1950's reaching end of service life with poor design load rating and declining sufficiency rating	E -2250 F-5,100	\$2,000,000
No	I-90 / TH 52	Bridge Rehabilitation	Bridge Rehabilitation at I-90 and TH 52 interchange SE of Rochester	Principal Arterial	Two projects with one involving replacement of bridge deck on EB I-90 and one involving replacement of bridge on WB I-90	E -13,800(90) 17,400 (52) F-19,200 (90) 22,800 (52)	\$7,450,000
Operations & Safety							\$3,550,000
No	Broadway Ave	Traffic Management	Replace Signal System on TH 63 South from TH 14 to TH 52	Principal Arterial	Updated traffic signal system in TH 63 corridor will facilitate implementation of signal timing and coordination management strategies in a high volume principal arterial corridor	E - 27,000 F: 27-38,000	\$500,000
Yes	Phase 1 TH 14/CR 104	Interim Safety Project	Interim Safety Improvements at Intersection of TH 14 and CR 104 West of Rochester	Principal Art (14) Minor Art (104)	Improvement to address safety concerns at current at-grade intersection of high volume, high speed traffic on TH 14 and regional traffic on CR 104. May involve need to improve alternate routes as well to permit rerouting of area truck traffic	E -20,700 (14) 2650 (104) F-31,000 (14) 17,000 (104)	\$1,000,000
Yes	Phase 3 TH 63 South Corridor	Interim Safety Project	Interim access management and safety improvements along TH 63 South from 48 th St to CSAH 16	Principal Arterial	Project will improve safety at at-grade median crossovers and right-in, right – out access locations along high volume, high speed TH 63 expressway in advance of ultimate improvements involving construction of local frontage/backage road system.	E - 21,900 F-38,000	\$700,000
Yes	Phase 4 TH 63 South Corridor	Reconstruction and Safety Enhancement	Upgrade East Frontage from Woodbine Court to 60 th St South and extend to Quarve Road	Principal Arterial	Part of phased improvement project to improve safety and capacity along TH 63 south by supporting conversion of TH 63 to a freeway facility through a phased improvement plan	E - 500 F-1,000	\$600,000
No	South Beltway	Corridor Preservation Study	Complete Corridor preservation Study for Cross-Willow Creek Expressway from CSAH 34 in Southwest Rochester to Interchange at CSAH 11 and TH 52 in Marion Township	Principal Arterial	Corridor preservation study which will identify improvements to east-west routes into Willow Creek business development area to reduce travel demand on TH 63 corridor and improve future operations at TH 52 / TH 63 interchange.		\$750,000
INVESTMENT PRIORITY (Mid-term 5-15 Years) Transit						TOTAL	\$23,685,000
No	Park & Ride	Construct Parking	Construct new parking for park and ride facility in west Rochester near intersection of TH 14 and CR 104		Construction of facility intended to divert some traffic bound for downtown Rochester to alternative modes such as express bus or vanpool in order to relieve congestion in CBD		\$1,000,000
Annual	Fixed Route Transit	Bus Acquisition	Purchase up to 4 buses annually for replacement and system expansion for Rochester Public Transit		Capital Replacement program to address expansion needs and replace vehicles that have reached end of service life while maintaining a reasonable average fleet age		\$5,200,000
Periodic	Dial-A Ride Transit	Bus Acquisition	Purchase 1 bus every three years for replacement or expansion for the Dial a Ride System in Rochester		Capital Replacement program to address expansion needs and replace vehicles that have reached end of service life		\$235,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
Yes	Phase1 Urban Rail	Project Development	Conduct FTA Compliant Planning Study for Rochester Downtown Circulator System		Feasibility Study is first step in project development process for urban streetcar system suggested in 2010 Rochester Downtown Mobility Plan to provide high capacity transit alternative on 2 nd St SW corridor with service to other key destination		\$1,250,000
NO	Phase 1 Transit Terrace (DMC)	Bus Parking	Development of centralized parking layover facility as part of Destination Medical Center for regional commuter bus		Construction of facility for all day parking of regional commuter buses from southeast Minnesota region that bring workers into Downtown Rochester. Buses now layover at on-street parking spaces; project would provide off-street parking location; would involve land acquisition in addition to development		\$1,000,000
No	Urban Fringe Park & Ride	Construct Commuter Parking	Construct 1st phase Urban Fringe Commuter park and ride facility at site to be selected		Development of 2 nd multi-modal commuter Park & Ride facility integrated with future mixed use development to reduce downtown travel / parking demand by providing Park Once experience for workers and others with day-long activity in downtown core.		\$7,500,000 (parking /hub facility only)
Yes	Downtown Transit Commuter parking	Downtown Mobility Hub commuter parking	Development of initial downtown Mobility Hub providing commuter parking and services as part of Destination Medical Center integrated with future downtown circulator/shuttle service		As part of Destination Medical Center Transportation Plan and Rochester Downtown Master Plan goal to reduce single occupant vehicle travel into downtown core of Rochester was established. To achieve this goal increased use of Park Once philosophy involving parking at sites outside of downtown core will be required with planned transit circulator services		\$15,000,000
INVESTMENT PRIORITY (Mid-term 5-15 Years) Transportation Alternatives						TOTAL	\$13,235,500
No	Chester Woods Linkage	New Trail Construction	Construction trail from University Center near CSAH 22/TH 14 intersection to west end of Chester woods Trail at CSAH 11	Regional Bikeway	Facility will connect Chester Woods Regional Trail with the City of Rochester trails network, linking Rochester with Chester Woods Park, Eyota and Dover with connection to Great River Ridge trail		\$935,500
No	Cascade Creek Trail	New Trail Construction	NEW Construct trail along Cascade Creek from 16th Ave NW to TH 52	Regional Bikeway	Will provide the last segment of off-road trail along Cascade Creek that will provide a connection between the Douglas Trail and downtown Rochester area		\$1,500,000
Yes	Phase 1 Willow Creek Trail	New Trail Construction	Construct Phase I of Willow Creek trail from Willow Creek Middle School to 40 th St SE Area (Maine Street or Gamehaven Boy Scout Camp)	Regional Bikeway	This project will provide a missing link in the Rochester area trail network that will connect properties south of TH 52 in Willow Creek area to the rest of the Rochester river trails network. This trail would also provide future connection point on Rochester end for a regional trail between Rochester and Stewartville		\$400,000
Yes	Phase 2 Willow Creek Trail	New Trail Construction	Construct Phase II of Willow Creek trail from Maine Street or Gamehaven Camp to Willow Creek Reservoir	Regional Bikeway	2 nd phase of a project to develop a trail network connection from the Rochester river trails network to the Willow Creek area south of TH 52 South in Rochester.		\$400,000
Yes	City Loop Trail	Urban multi-modal trail construction	Phase I / II of Destination Medical Center City Loop Trail Development	Regional Bikeway	Initial project development for City Loop Trail and construction of selected Phase I / II of for facility which is an integrated element of Destination Medical Center concept intended to link five major development nodes		\$10,000,000
ILLUSTRATIVE PROJECTS (Long Term) Highways						TOTAL	\$131,350,000
No	TH 52	Pavement Preservation	Mill and Overlay on NB and SB TH 52 from TH 63 to 85 th St NW	Principal Arterial – Other Urban Freeway	Pavement preservation project on important regional commuter and regional freight route	E: -40,000-70,000 F: 55,000 -105,000	\$13,600,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
No	MN 30	Pavement Preservatoin	Mill and Overlay on MN 30 from Stewartville to chatfield	Minor ARterial	Pavement preservation project on important regional commuter and regional freight route	E: 1100-2500 F: 1300-3000	\$7,700,000
Yes	Phase 5 TH 63 South Corridor	Interchange Upgrade	Complete improvements at TH 63 / I-90 Interchange north of Stewartville	Principal Art (63) Principal Art (90)	Complete reconstruction of interchange to address safety deficiencies and enhance operation of interchange	E -16,600(63) 12,200 (90) F-22,000 (63) 24,000 (90)	\$20,000,000
Yes	Phase 3 CR 104 Corridor	New Interchange	Construction of new interchange at CR 104 and realignment of CR 104 between CSAH 34 and 19 th St NW	Principal Art (14) Minor Art (104)	New interchange will replace at-grade intersection on high-speed, high volume expressway between Byron and Rochester, resulting in improved safety and traffic operations.	E -20,700 (14) 2650 (104) F-31,000 (14) 17,000 (104)	\$35,400,000
Yes	TH 14 West @ Byron	New Interchange	Construction of new interchange in Byron area at location to be determined	Principal Arterial	Anticipated interchange construction will address safety concerns resulting from operation of at-grade signalized intersections along high speed, high volume TH 14 regional expressway and should improve overall travel conditions by permitting consolidation of additional local community access traffic through an interchange rather than series of at-grade intersections	E -19,300 (14)1250-2750 (Local)F-28,000 (14)2600-6400 (Local)	\$30,000,000
No	TH 14 E	Access Management	Access Management improvements along TH 14 East from 40 th Ave SE to CSAH 11	Minor Arterial	Project will provide access management improvements including frontage roads to permit closure of access and consolidation of local access at 40 th Ave intersection.	E - 9800 F: 16-24,000	\$250,000
No	TH 52	Interchange Reconstruction	Reconstruct Interchange at I-90 and TH 52	Principal Art (52) Principal Art (90)	Project will replace a folded diamond interchange design which experiences high levels of crashes with a safer interchange design intended to facilitate interchange of traffic between TH 52 and Intestate 90	E -13,800(90) 17,400 (52) F-19,200 (90) 22,800 (52)	\$14,400,000
Yes	Phase 5 CR 104 Corridor	Expressway construction	Construct 3rd Segment of CR 104 Expressway between 55 th St and 65 th St NW	Minor Arterial	Project will continue phased upgrade of two lane rural collector into four lane urban expressway to accommodate travel demand and improve safety in west side growth area.	E -1500 F: 5500-16000	\$2,500,000
Yes	Phase 6 CR 104 Corridor	Expressway construction	Construct 4th segment of CR 104 Expressway on CSAH 14 between West Frontage Road and 50 th Ave NW	Minor Arterial	Project will continue phased upgrade of two lane rural collector into four lane urban expressway to accommodate travel demand and improve safety in west side growth area.	E - 1950 F: 10-15,000	\$2,500,000
Yes	Phase 7 CR 104 Corridor	Expressway construction	Construct final segment of CR 104 Expressway from 65 th St to 75 th St on CR 104 and from 50 th Ave to 60 th Ave on CSAH 14	Minor Arterial	Project will complete phased upgrade of two lane rural collector into four lane urban expressway to accommodate travel demand and improve safety in west side growth area.	E -810 F-6,800	\$5,000,000
ILLUSTRATIVE PROJECTS (Long Term) Transit						TOTAL	\$156,500,000
Yes	Phase2 Urban Circulator	Project Development	Complete Final Design and Engineering study for Rochester Downtown Urban Circulator		2 nd phase of an FTA New Starts / Small Starts project development process to develop an urban streetcar system in downtown Rochester.		\$1,500,000

Phased	Facility	Project Type	Description	Functional Class	Background / Justification	Current / 2040 ADT	Cost
No	Urban Fringe Park & Ride	Construct Commuter Parking	Construct 2 nd phase Urban Fringe Commuter park and ride facility at site to be selected		Development of 2 nd multi-modal commuter Park & Ride facility integrated with future mixed use development to reduce downtown travel / parking demand by providing Park Once experience for workers and others with day-long activity in downtown core.		\$7,500,000 (parking /hub facility only)
Yes	Phase 3 Urban Circulator	Project Development	Construct 1 st phase of Rochester Downtown Urban Circulator		Construction of the 1 st phase of a planned streetcar system along 2 nd St corridor between downtown Rochester and TH 52 including development of 1 to 3 urban transit stations (St Mary's , Downtown, Government center), wayfinding, ITS rider services, maintenance yard, possible 2 nd Ave SE corridor south of Gov Center.		\$95,000,000
Yes	Downtown Transit Commuter parking	Downtown Mobility Hub commuter parking	Development of 2 nd and 3 rd downtown Mobility Hubs providing commuter parking and services as part of Destination Medical Center integrated with future downtown circulator/shuttle service		As part of Destination Medical Center Transportation Plan and Rochester Downtown Master Plan goal to reduce single occupant vehicle travel into downtown core of Rochester was established. To achieve this goal increased use of Park Once / Shared Parking philosophy involving parking at sites outside of downtown core will be required with planned transit circulator services		\$60,000,000
ILLUSTRATIVE PROJECTS (Long Term) Transportation Alternatives						TOTAL	\$21,500,000
No	Douglas Trail	Trail Bridge Construction	Construct Trail Bridge across CR 104 Expressway on the Douglas Trail		Project would develop grade separated crossing of CR 104 Expressway, timed to coincide with phased upgrading of CR 104 from two lane rural collector to four lane urban expressway		\$1,500,000
No	North Broadway Bridge	Bridge Modification	Modify North Broadway Bridge to provide dedicated space for bike lane or track to connect trails on north and south side		Current bridge lacks adequate space for mix of non-motorized users that use facility to connect between trails on south and north side as well as N-S travelers along Broadway. Project would attempt to reclaim space used for raised median for non-motorized users.		\$5,000,000
Yes	City Loop Trail	Urban multi-modal trail construction	Phase III of Destination Medical Center City Loop Trail Development	Regional Bikeway	Initial project development for City Loop Trail and construction of selected Phase I / II of for facility which is an integrated element of Destination Medical Center concept intended to link five major development nodes		\$15,000,000

ROCOG 2040 Transportation Plan

Table 11-2: Locally Significant Projects / Candidate Project List

NOTE: LOCALLY SIGNIFICANT ILLUSTRATIVE PROJECTS ARE NOT IDENTIFIED AT THIS TIME.

Phased	Facility	Project Type	Description	Classification	Background / Justification	ADT	Cost
COMMITTED PROJECTS (Short Term 0-5 Yrs) Highways						TOTAL	\$34,460,000
Improvement Projects							\$27,210,000
No	CSA H 4	Reconstruction / Improvement	Reconstruct and widen to four lanes from 31 st Ave NW to 60 th Ave NW	Urban Major Arterial	Project will improve deteriorating road surface and upgrade road rating to 10 Ton on major northwest commuter route and will provide added capacity to address growth in northwest sector of Rochester	E - 4000-700 F 16,000-28,000	\$10,300,000
No	55 th St NW	Safety	Widen lanes and shoulder on 55th St NW from CSAH 22 to 50 th Ave NW and construct 41st Ave from 55th St to Members Parkway	MA / Proposed MC	Project will improve safety and capacity through upgrading of substandard cross section on a high volume urban arterial and will improve traffic operations on West Circle Drive by improving signal spacing and distributing traffic across multiple intersections	E -10,200 F-26,000	\$7,510,000
No	CR 112	Reconstruction and widen	Reconstruct from 37th St NW to 55 th St NW as four lane urban arterial	Minor Arterial	Project will improve two lane suburban collector to a three or four lane urban arterial to handle projected growth in traffic volumes and provide improved non-motorized travel facilities	E -10,300 F-20,000	\$3,800,000
Yes	3rd Ave NE	Reconstruction / Improvement	Reconstruction and Widen 3rd Ave NE from 37th St to future 55th St NE	Major Collector	Project will improve road surface and upgrade road rating to 10 Ton on a facility serving multiple industrial and service users generating high level of truck traffic	E -3250 F:3000-6600	\$2,600,000
No	CSAH 2	Reconstruction	Reconstruct Viola Rd from 14th St NE to CSAH 22	Urban Major Collector	Project to improve pavement condition and ride surface and address functional deficiencies such as substandard shoulder width in preparation for turnback of facility from Olmsted County to Rochester	E -6700 F: 8600-12,000	\$3,000,000
Preservation Projects							\$6,500,000
No	CSAH 2	Pavement Preservation	Pavement replacement and safety improvements from 36th Ave NE to CSAH 11	Major Collector	Will improve pavement surface and condition on major commuter and regional freight route	E -4050 F-2700-4400	\$2,500,000
No	14th St NE	Pavement Preservation	Restore pavement on 14th St NE from Broadway Ave to 11th Ave NE	MA / Proposed MC	Will improve pavement surface and condition on major arterial route in northwest Rochester	E -8300 F-9300	\$1,000,000
No	41st St NW	Pavement Preservation & Complete Street	Restore Pavement and mark to operate as Road Diet from CSAH 22 to 31st Ave NW	MA / Proposed MC	Will improve pavement surface and condition on major arterial route in northwest Rochester and will implement enhancements for non-motorized users	E -9800 F-23,000	\$1,000,000
No	20th St SE	Concrete pavement restoration	Restore concrete pavement from 3rd Ave SE to CSAH 1	MA / Proposed MC	Project to extend life of concrete pavement and maintain ride surface	E -6900 F: 9100-11700	\$2,000,000
Bridge							\$750,000
No	CR 101	Bridge Replacement	Replace Bridge on CR 101 between CSAH 1 and St Bridget's Rd SE	Major Collector (Urban)	Part of project to upgrade CR 101 to a paved surface roadway that will improve travel connections between Willow Creek area and southeast Rochester	E -640 F-9100	\$750,000

Phased	Facility	Project Type	Description	Classification	Background / Justification	ADT	Cost
COMMITTED PROJECTS (Short Term 0-5 Yrs) Transit						TOTAL	\$17,840,000
No	Transit Hub	Design and Build	Complete design and construct St Mary's Transit Hub		Project will provide improved transit station stop facilities at busy St Mary's location with additional capacity for transit patrons and modern amenities.		\$500,000
Annual	Fixed route	Vehicle Purchase	Purchase of 12 vehicles for Rochester Fixed route Transit Service expansion		Project involves routine acquisition of vehicles for fixed route transit service to replace vehicles at end of service life and provide for expansion of service		\$5,840,000
Annual	Fixed route	Vehicle Purchase	Purchase of 20 vehicles for Rochester Fixed route Transit Service bus replacement program		Project involves routine acquisition of vehicles for fixed route transit service to replace vehicles at end of service life and provide for expansion of service		\$9,600,000
Periodic	Dial A Ride	Vehicle Purchase	Purchase of 2 vehicles for Rochester Dial A Ride Transit Service		Project involves routine acquisition of vehicles for dial-a-ride transit service to replace vehicles at end of service life and provide for expansion of service		\$400,000
No	Transit Equipment	ITS	Purchase and Installation of enhanced technology for fare collection & rider information		Project involves purchase electronic smart card technology and AVL/GPS equipment to enhance rider convenience and improve revenue & data collection		\$1,500,000
COMMITTED PROJECTS (Short Term 0-5 Yrs) Transportation Alternatives						TOTAL	\$175,000
No	New Trail	Path Construction	SRTS Project for Stewartville Bonner Elementary and Middle School		Project will fill in gaps in sidewalk system to provide improved safety and access for neighborhoods near Bonner and Middle School		\$175,000
INVESTMENT PRIORITY (Mid-term 5-15 Years) Highways						TOTAL	\$31,610,000
Improvement Projects							\$ 23,500,000
No	11 th Ave SW	Realignment	Realign 11 th Ave SW from 60 th Ave to CSAH 16 to facilitate reconstruction of TH 63 / CSAH 16 interchange	Urban Collector	Project is needed to complement the reconstruction of CSAH 16 / TH 63 interchange near the Rochester International Airport to provide for better management of intersection spacing within the management area of the interchange.	E -1000F-1800)	\$4,300,000
No	65 th St NW	Reconstruction	Reconstruction from TH 52/ West Frontage Rd to 50 th Ave NW as four lane urban arterial	Minor Arterial	Project will upgrade two lane rural collector facility to four lane urban arterial to accommodate projected traffic growth and improve safety in the corridor	E -1750 F-25,000	\$2,500,000
No	CSAH 3	Reconstruction	Reconstruct CSAH 3 from CSAH 14 to CSAH 12	Rural Major Collector	Project to address deteriorating pavement condition on important commuter and rural freight route in northwest Rochester.	E -730 F- 1000	\$4,600,000
No	CSAH 4	Reconstruction	Reconstruct CSAH 4 from CSAH 3 to CSAH 5	Rural Major Collector	Project to address deteriorating pavement condition on important commuter and rural freight route between Rochester and area north of Byron and west to Mantorville	E -1950 F-4500	\$4,800,000
No	CSAH 8	Reconstruction	Reconstruct CSAH 8 from 48th St to 50th St in SW Rochester to improve safety and sight distance	Rural Major Collector	Project will address design deficiencies in current alignment that navigates through back to back S-curves on a major rural arterial important to commuter travel and rural freight	E -1650 F-3600	\$1,800,000
No	CSAH 16	Reconstruction	Reconstruct CSAH 16 from CSAH 1 to TH 63	Rural Major Collector	Project will address deteriorating pavement conditions and ride quality on rural arterial that connects Village of Simpson and rural areas southeast of Rochester to TH 63	E -1000 F-1600-2200	\$5,500,000
Preservation Projects							\$3,700,000
No	CSAH 10	Pavement Preservation	Complete pavement restoration on CSAH 10 from Chatfield to Interstate 90	Rural Major Collector	Improve pavement surface conditions on a major N-S rural arterial route in eastern Olmsted County	E -530 F-1185	\$1,700,000
No	14th St NW	Pavement Preservation	Recent pavement from Broadway Avenue to 11th Ave NW	MA / Proposed MC	Project will address poor pavement condition on urban minor arterial corridor connecting TH 63 to TH 52 at 19 th St Interchange	E -7300 F-10,700	\$2,000,000

Phased	Facility	Project Type	Description	Classification	Background / Justification	ADT	Cost
Bridge							\$4,410,000
No	CSAH 4	Bridge Replacement	Bridge Replacement on CSAH 4 east of CSAH 5 north of Byron	Rural Major Collector	Bridge replacement is part of planned improvements that include pavement preservation project (above) north of Byron	E -1950 F-4500	\$500,000
No	CSAH 10	Bridge Replacement	Replace bridge south CSAH 2 in northeast Olmsted County	Rural Major Collector	Bridge replacement project will address deteriorating structure	E -1000 F-1500	\$710,000
NO	CSAH 25	Bridge Replacement	Replace bridge over Zumbro River east of TH 52 on 16 th St SW in Rochester	Urban Minor Arterial	Bridge replacement project will address deteriorating structure	E: 16,000 F: 25,000	\$3,200,000
INVESTMENT PRIORITY (Mid-term 5-15 Years) Transit						TOTAL	\$12,284,400
y	Fixed route	Vehicle Purchase	Purchase of 40 vehicles (Average of 4 per year) for vehicle replacement and system expansion / Rochester Fixed route		Project involves routine acquisition of vehicles for fixed route transit service to replace vehicles at end of service life and provide for expansion of service		\$6,167,400
y	Dial A Ride	Vehicle Purchases	Purchase of 7 vehicles (Average of 3 every 4 years) for vehicle replacement and service expansion / Rochester Dial A Ride		Project involves routine acquisition of vehicles for dial-a-ride transit service to replace vehicles at end of service life and provide for expansion of service		\$1,051,000
No	Dial A Ride	Vehicle Purchases	Purchase of 2 vehicles for Stewartville Heartland Express (Average of 1 vehicle every 5 years)		Project involves routine acquisition of vehicle for small urban dial a ride service to replace vehicles at end of service or expand service		\$66,000
Yes	Fixed route	Transit Street Development	Development of primary bus transit streets in Destination Medical Center area to support realignment of local bus routes to provide higher frequency service into and within DMC area		Destination Medical Center Plan and Downtown Master Plan envision changes to current hub and spoke design of fixed route bus system in order to increase frequency of service on major transit corridors approaching and within the downtown Rochester area; this project would be Phase I of potential improvements to corridors such as 4 th St South, 3 rd and 4 th Ave West, 2 nd St NW		\$5,000,000
INVESTMENT PRIORITY (Mid-term 5-15 Years) Transportation Alternatives						TOTAL	\$1,120,000
No	18th Ave SW Area	New Trails	Develop neighborhood trail connectors to link residential area to Zumbro River Trail		Develop trail connections that in conjunction with neighborhood street system will provide designated bike routes to Mayowood Road as alternative to 18th Ave SW		\$420,000
No	8th Ave SE Trail Link	New Trails	8th Ave connector (South Side Bear Creek) from 8th Ave to 4th St Bridge		Construct trail on south side of Bear Creek between north end of 8th Ave SE and 4th St bridge in order to provide neighborhood link to River Trails Network		\$100,000
Yes	City Bike Share	Bike Share Equipment	1st phase of City Bike Share focusing on downtown core; includes initial stations, bicycles, maintenance space, revenue equip		As part of recommended Destination Medical Center improvements a Bicycle Share system for use by residents and visitors is planned with initial deployment in downtown area assuming City Loop project is developed		\$600,000

Advancing Network Development Priorities - Project Development / Environmental Review

Federal guidance on the metropolitan transportation planning process has encouraged state DOT's and MPO's to streamline project level environmental review, with a major point of emphasis being to assess elements typically considered in the traditional environmental review process earlier in the transportation planning process. Issues such as defining the purpose and need of a project, identification of planning level alternatives, preliminary screening of alternatives, and preliminary identification of environmental impacts and possible mitigation needs have been identified as areas appropriate for consideration in planning studies along with early public involvement when developing regionally and locally significant projects. The benefit of early attention to this work is that environmental impact screening during the planning stage can identify potentially serious impacts that could end up stopping a project, or could provide an opportunity to revise the project concept to avoid or mitigate undesirable impacts. Early "fatal flaw" analysis of this type helps reduce the possibility that subsequent, more detailed analyses will uncover unexpectedly serious environmental impacts and helps reduce the risks that are inherent in an uncertain planning process, ensuring that time and resources are not expended unnecessarily.

The ROCOG 2035 Long Range Transportation Plan adopted in 2005 recommended that an Early Project Development Process (EPDP) process be established to facilitate early consideration of the purpose and need for a project, potential alternatives, and screening for potential environmental issues. The goal of the EPDP process was to support corridor preservation or protection efforts such as the adoption of Official Right of Way maps for projects that may be subject to Federal or State Environmental Review and oversight in the future. In 2006 the Olmsted County Board of Commissioners funded a Highway Corridor Preservation Program (HCPP) for the purpose of initiating EPDP studies on major critical corridors where project funding in the near term was uncertain but risk of right of way encroachment from development was high. Three studies, the CR 104/ 60th Ave NW Corridor Preservation Project, TH 63 South Corridor Preservation Project and Airport Subarea Study, and the 125th St NW Corridor Preservation Project, have been completed to date through this initiative. One additional study, the Willow Creek South Beltway in Rochester, has been targeted as a priority corridor for study following completion of the Rochester Comprehensive Plan update, anticipated in 2015.

A number of other study areas are identified in Chapter 6 and are prioritized in Chapter 16 in Table 16-1 as potential EPDP candidate studies. Resources will need to be identified to complete these studies either through the HCPP program or joint funding provided by ROCOG and its jurisdictional partners.

The Early Project Development Process

When the Early Project Development Process was conceived as part of the 2005 Long Range Plan, it represented a conceptual process which would need to be defined through discussions with local, state and federal transportation and environmental partners. As first conceived, the EPDP project was envisioned to include the following steps:

1. Definition of the Purpose and Need (P&N) of the project
2. Identification of Preliminary Design Scope and Concept
3. Preparation of a Preliminary Project Report including information on P&N, Preliminary Design Scope, anticipated Environmental Class of Action and other permits that would be needed, and Environmental Scanning Data.
4. Early Coordination with Environmental Review Agencies and the Public
5. Identification of Alternatives for further study

After further explorations with FHWA and MNDOT regarding the ability to adopt official right of way maps based on a preferred concept which could support early or advance right of way acquisition, it was determined that the process would probably need to be substantially more rigorous than simply a planning level study, and there would need to be a recognized environmental document (EA, EIS or Category Exclusion) approved in order to support any right of way activity. Based on this, the process that has evolved for EPDP studies involves three steps, as follows:

PHASE I: Corridor Planning

Pre-NEPA Planning Evaluation

1. Develop project intent
 - Problem identification
 - Confirm project goals and objectives
 - Develop a Purpose and Need framework
2. Incorporate stakeholder involvement
 - Include Resource Agencies
 - Include Public Participation
3. Develop evaluation criteria
 - Transportation requirements
 - Broad environmental indicators
4. Conduct analysis of alternative concepts
 - Identify initial alternatives
 - Refine
 - Evaluate
 - Select a preferred concept plan
5. Prepare a corridor planning study report for endorsement by jurisdictions and ROCOG

PHASE II: Environmental Document Preparation:

Prepare and Adopt State Environmental Assessment Document

1. Refine Purpose and Need framework into a Purpose and Need Statement
2. Define alternatives for Environmental document (include no-build)
3. Evaluate impacts through a detailed environmental investigation
4. Conduct and incorporate stakeholder involvement
 - Include Resource Agencies and other identified stakeholders
 - Include Public Participation component
5. Prepare state environmental documents (draft and final versions)
6. Public and agency review of environmental documents
7. Prepare decision documents(draft and final versions)
 - Negative declaration and findings of fact

Phase III: Corridor Protection

Implementation of Corridor Preservation Strategies

1. Prepare Official Right of Way Maps and, if needed, a Joint Powers Agreement (JPA) defining how the Official Map process will be administered
2. Conduct Public Hearing(s) on adoption of the Official Map and JPA
3. Adoption of Official Map documents by local land use authorities (county/city/township)

ROCOG and its partners have been satisfied with the results of this EPDP process and desire to continue its use in the future. ROCOG feels the early planning/project development process has value for both public agencies as well as local stakeholders and intends to continue the program in the future.

To supplement the EPDP program, ROCOG also endorses the following strategies:

- *Processes such as Context Sensitive Design and Value Engineering should be utilized on major projects to enhance sensitivity of the project to community attributes and balance economic, social, aesthetic and environmental concerns and objectives.*
- *ROCOG will continue to work on maintaining and expanding its GIS database of environmental resources for use in future land use and transportation planning studies. Short term priorities should be acquiring and converting datasets of the MPCA related to contaminated sites for use in planning efforts, as well as working with MNDOT on possible acquisition of MNMODEL data related to the potential locations where a high probability of archaeological resources exists.*