

PROJECT OVERVIEW

for

**Trunk Highway 212
State Project: S.P. 1013-77**

**From Norwood Young America to the west end of the Cologne bypass,
Cities of Norwood Young America and Cologne in
Carver County, Minnesota**

**Sections 14-18, Township 115N, Range 25 W
Section 13 and 14, Township 115N, Range 26W**

**Prepared for
Minnesota Department of Transportation**

**Prepared by
Kimley-Horn and Associates, Inc.**

**In association with
SRF Consulting Group, Inc.**

September 2010

ACKNOWLEDGEMENTS

The Minnesota Department of Transportation (Mn/DOT) would like to notably thank the following agencies, local communities, and consulting firms for participating in project planning meetings, providing consultation, and/or for assisting in the development of this project:

Federal Highway Administration
Metropolitan Council
Minnesota Department of Natural Resources
Minnesota Pollution Control Agency
State Historic Preservation Office
Carver County
City of Carver
City of Cologne
City of Norwood Young America
Benton Township
Dahlgren Township
Kimley-Horn and Associates, Inc.
SRF Consulting Group, Inc.
Rani Engineering, Inc.
EVS, Inc.

In addition, Mn/DOT would like to acknowledge the participation of the following individual members of the overall Trunk Highway 212 Preliminary Engineering Project Management Team, Technical Advisory Committee, and Public Advisory Committee:

Project Management Team (PMT)

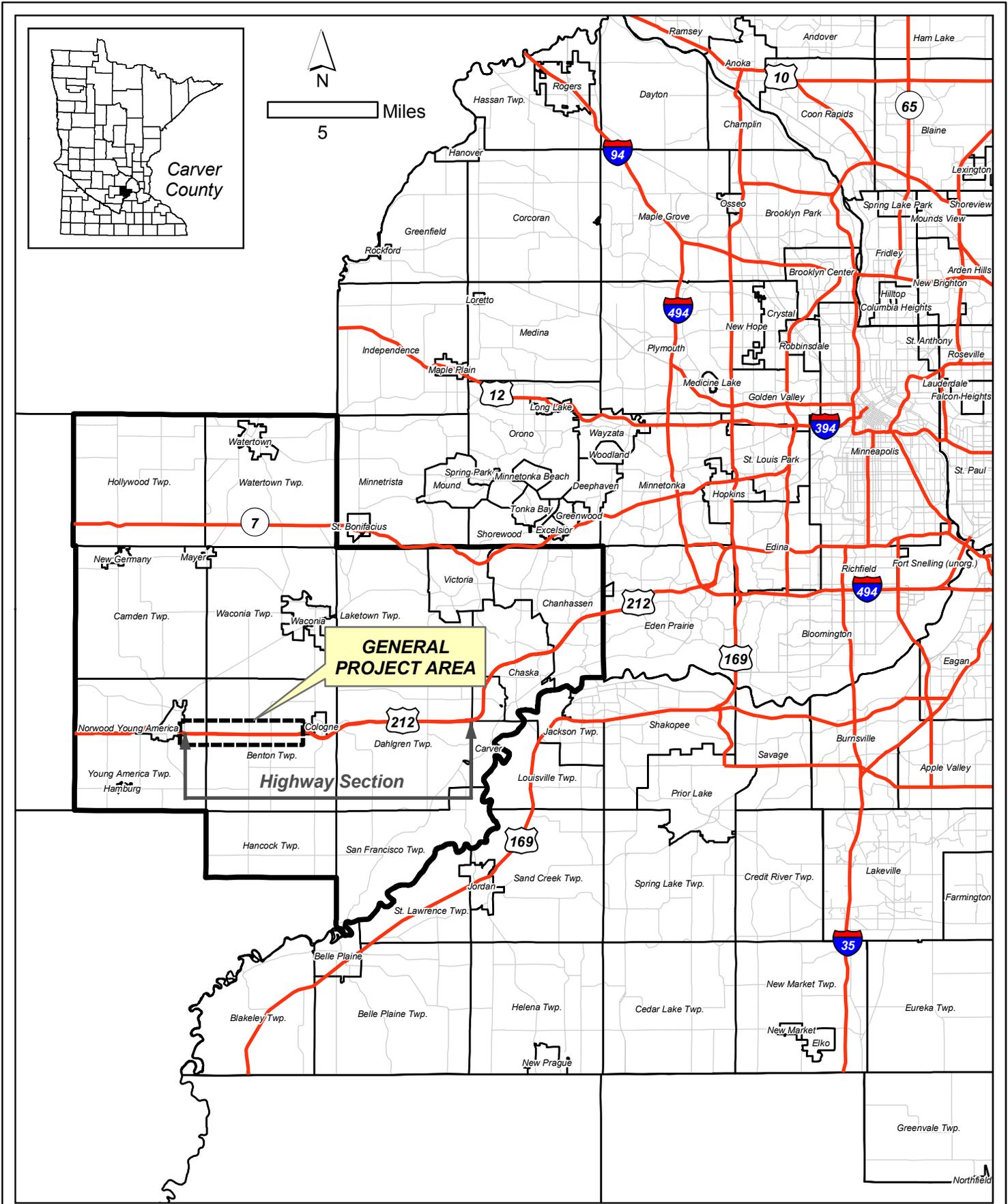
Phil Forst, Federal Highway Administration Area Engineer
Lynn Clarkowski, Mn/DOT South Area Manager
Nicole Peterson, Mn/DOT Project Manager
Victoria (Tori) Nill, Mn/DOT Project Manager (previous)
Richard Martig, Mn/DOT Project Manager (previous)
Richard (Rick) Dalton, Mn/DOT Metro Division/Liaison
Jennie Ross, Mn/DOT Environmental Assessment Unit
Sheila Kauppi, Mn/DOT Traffic
Jacqueline Sluss, Mn/DOT Cultural Resources Unit
Derek Beauduy, Mn/DOT Water Resources
Amir Azarshin, Mn/DOT Materials
Debra Brisk, Kimley-Horn and Associates, Inc.
Beth Kunkel, Kimley-Horn and Associates, Inc.
Dan Coyle, Kimley-Horn and Associates, Inc.
Jessica Laabs, Kimley-Horn and Associates, Inc.
Jeanne Witzig, Kimley-Horn and Associates, Inc.
Gary Ehret, Kimley-Horn and Associates, Inc.
Don Demers, SRF Consulting, Inc.
Nancy Frick, SRF Consulting, Inc.
Michelle Gerrity, SRF Consulting, Inc.
Walter Eshenaur, SRF Consulting, Inc.

Technical Advisory Committee (TAC)

Phil Forst, Federal Highway Administration
Ann Braden, Metropolitan Council
Lyndon Robjent, County Engineer, Carver County
Bill Weckman, Engineer, Carver County
Paul Moline, Planner, Carver County
Chelsea Alger, Community Development Director, City of Norwood Young America
Tom Simmons, Administrator, City of Norwood Young America
Kreg Schmidt, Engineer, City of Norwood Young America and City of Cologne
John Douville, Administrator, City of Cologne
Cindy Nash, Planner, City of Carver
Dan Boyum, Engineer, City of Carver
Bill Monk, Engineer, City of Chaska
Lothar Wolter, Jr., Clerk, Young America Township
Hilary Drees, Benton Township
Gene Miller, Dahlgren Township

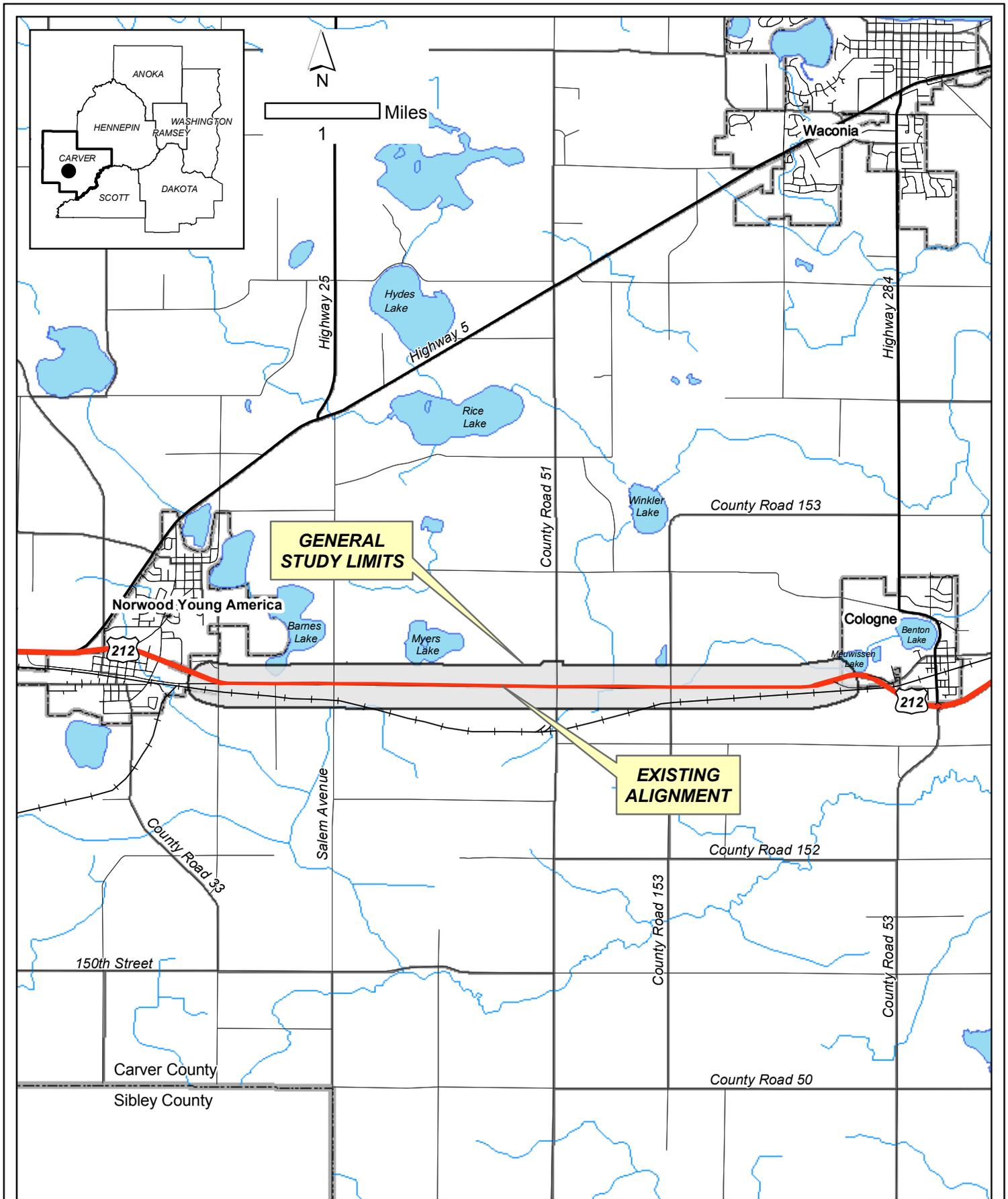
Public Advisory Committee (PAC)

Craig Peterson, Metropolitan Council District 4
Margaret Donahoe, Southwest Corridor Transportation Coalition
Lyndon Robjent, County Engineer, Carver County
James Ische, Commissioner, Carver County
Randy Maluchnik, Commissioner, Carver County
Tom Simmons, Administrator, City of Norwood Young America
John Fahey, Mayor, City of Norwood Young America
John Douville, Administrator, City of Cologne
Bernie Shambour, Mayor, City of Cologne
Jim Elmquist, Administrator, City of Carver
Jim Weygand, Mayor, City of Carver
Matthew Podhradsky, Administrator, City of Chaska
Gary F. Van Eyll, Mayor, City of Chaska
Gary Widmer, Benton Township
Gene Miller, Dahlgren Township
Brad Schrupp, Young America Township



**FIGURE 1
AREA MAP**



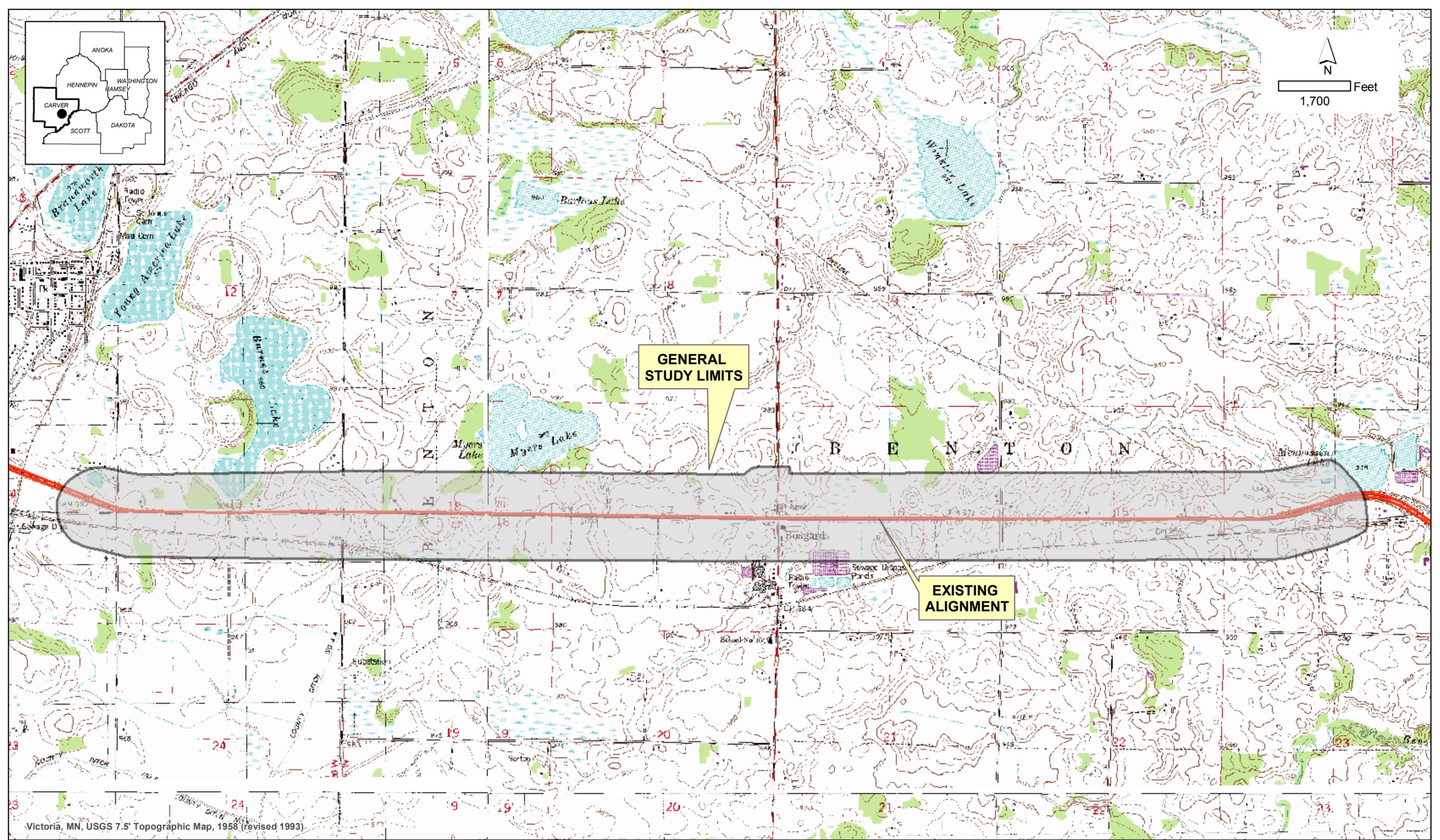
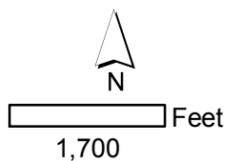
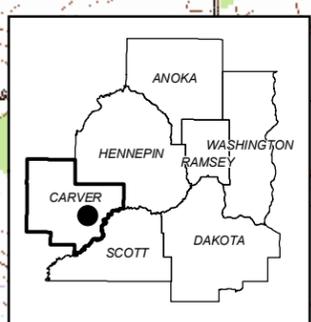


**FIGURE 2
PROJECT MAP**



111 212 PRELIMINARY DESIGN
Form CR 31 in Norwood Young America to US41 11 in Cross





Victoria, MN, USGS 7.5' Topographic Map, 1958 (revised 1993)



FIGURE 3
USGS 7.5' TOPOGRAPHIC MAP



TABLE OF CONTENTS

1.0	INTRODUCTION TO THE PROJECT	1
1.1	PROJECT BACKGROUND	1
1.2	PROJECT STATUS	1
2.0	BACKGROUND DATA (EXISTING CONDITIONS)	2
2.1	ROADWAY DATA	2
2.2	TRAFFIC DATA.....	3
2.3	DRAINAGE DATA	4
2.4	UTILITY DATA	4
3.0	PROJECT SCOPE (PROPOSED CONDITIONS)	4
3.1	ROADWAY IMPROVEMENTS.....	5
3.2	STENDER – BACHMANN ALTERNATIVES	5
3.3	FUTURE RIGHT-OF-WAY NEEDS.....	8
4.0	DEVELOPMENT CONSIDERATIONS	8
4.1	ROADWAY.....	8
4.2	TRAFFIC OPERATIONS	9
4.3	DRAINAGE.....	9
4.4	OTHER DEVELOPMENT CONSIDERATIONS	10
5.0	ESTIMATED COSTS.....	11
6.0	PROJECT IMPLEMENTATION.....	11
7.0	AGENCY AND PUBLIC STAKEHOLDER ENGAGEMENT.....	12
7.1	PUBLIC INVOLVEMENT TECHNIQUES.....	12
7.2	AGENCY COORDINATION AND REVIEW	13
7.3	PROJECT MEETING OVERVIEW – SUMMARY	13

APPENDICES

APPENDIX A – IDENTIFIED ORGANIC MATERIAL AREAS

APPENDIX B – UTILITY INFORMATION

APPENDIX C – STENDER / BACHMANN ALTERNATIVE ANALYSIS

APPENDIX D – CENTERLINE SPACING MEMORANDUM

APPENDIX E – YEAR 2010 DESIGN STANDARDS AND TYPICAL ROADWAY SECTIONS

APPENDIX F – CONCEPT COST ESTIMATE – GEOMETRIC LAYOUT A

APPENDIX G – PUBLIC OPEN HOUSE SUMMARIES

APPENDIX H – SUMMARY OF PROJECT MEETINGS

1.0 INTRODUCTION TO THE PROJECT

1.1 PROJECT BACKGROUND

This section presents the critical information and background data (existing conditions) used in the development of this project.

The project setting lies between the cities of Norwood Young America and Cologne in the southwest Twin City Metropolitan Area (see **Figures 1 through 3**).

West of County Road (CR) 34 (also known as Tacoma Avenue and previously as CR 134), TH 212 is a four-lane expressway to Highway 22 (located approximately 2.7 miles west of Glencoe). CR 34 is located on the eastern edge of the City of Norwood Young America. East of CR 34, TH 212 is a two-lane rural roadway to CR 36 West (CR 36W), a distance of approximately six miles.

East of CR 36W, the Cologne Bypass is a four-lane divided roadway, bypassing on the south side of downtown Cologne. The Cologne Bypass is roughly 3.3 miles long. The Minnesota Department of Transportation (Mn/DOT) constructed the Bypass in the early 1970s. The west end of the Bypass is approximately one mile west of downtown Cologne and is the eastern termini for this project.

A separate interchange study was conducted for the potential future interchange at the Market Avenue intersection with TH 212, which is located approximately two miles east of downtown Cologne (EDMS # 87782). An intersection project (S.P. 1013-87) constructed left turn lanes on TH 212 in Summer, 2010 for the intersection at CR 51 locally known as the entrance into Bongards Creamery road.

The section of TH 212 between the east side of the Norwood Young America and the west side of Cologne is a two-lane rural highway. Agricultural fields, farmsteads, and low density residential housing primarily border the highway corridor. There are some scattered small businesses, a church, Carver County Public Works facility, and Bongards Creamery south of TH 212 near CR 51. The Twin Cities & Western railroad parallels the south side of TH 212, ranging from 200 to 2,000 feet from TH 212.

The intent of the project was to evaluate alternatives to create a divided roadway for this segment of TH 212. Inter-related to this was the preparation of an Environmental Assessment (EA) (EDMS # 744900), developed per the National Environmental Policy Act (NEPA) process to fulfill requirements of both 42 USC 4332 and M.S. 116D and the development of an Environmental Assessment Worksheet (EAW). Mn/DOT was the proposer and Responsible Governmental Unit (RGU) for this project.

1.2 PROJECT STATUS

Based on current (2010) funding available for major capital improvement projects within the 7-county metro area of the Twin Cities and the low probability of receiving the required funding to construct a divided roadway, the project design was not completed. This included stopping short

of completing the environmental review document, receiving signature on the staff approved layout and not having the local agencies adopt the official mapping for the project.

Therefore, this document summarizes the technical review completed thru June 2010, including the description of two geometric layouts that were developed.

- **Geometric Layout A** – this draft layout dated May 2009, provides a consistent typical section within the project limits.
- **Geometric Layout B** – pre-draft layout, dated June, 2010 provides modified typical sections within the western limits of the project to accommodate the balance between a historic feature and land acquisition.

2.0 BACKGROUND DATA (EXISTING CONDITIONS)

2.1 ROADWAY DATA

The existing roadway is a two-lane undivided roadway with four-foot wide gravel shoulders. The pavement consists of concrete with a bituminous overlay; the condition of the pavement is generally deteriorated. The existing right-of-way width is approximately 100 feet. The posted speed limit is 55 miles per hour (mph). Intersecting roadways are stop controlled on the side streets with no traffic signals or interchanges on this section of TH 212. There are currently 48 access points, including 20 residential (42%), 2 commercial (4%), and 26 agricultural (54%) properties.

As-built construction drawings for this section of TH 212 show a significant amount of organic material present in the area. Minimal geotechnical information was available during the development of the concepts. The project team does not know the extent of the organic material present within existing TH 212 right of way and outside the right of way.. The County soil survey was used to identify areas with the potential for organic soils. (refer to **Section 5.0 and Appendix A illustrating the identified areas for ‘organic material’**).

Design Consistency

With the completion of TH 212 from I-494 to CSAH 11 in 2008, the presence of four-lane sections through Cologne and Norwood Young America, and a completed study for dividing TH 212 between CSAH 11 and the Cologne Bypass, this segment of TH 212 between Cologne and Norwood Young America offer an inconsistent roadway section.

Driver expectation and perception of the transportation facility play a role in the overall safe and efficient movement of people and goods along any roadway. Three primary ways of addressing driver expectations are to:

- Avoid unusual or non-standard designs and consistently apply design elements throughout a highway segment;
- Maintain that consistency from one segment to another; and
- Remain consistent with Mn/DOT Access Management Guidelines

The construction of new TH 212 from I-494 to CSAH 11 was completed as a fully access-controlled freeway section with 80-foot centerline spacing and grade separated interchanges at a spacing of at least one mile. The Cologne and Norwood Young America Bypasses meet Mn/DOT's Access Management Guidelines of one-mile primary intersection spacing and half-mile secondary access (right in/right out) spacing; this segment of TH 212 has 84-foot centerline spacing based on 200 right-of-way distance. Both these highway sections have a posted speed limit of 65 mph. By comparison, the existing two-lane section has multiple driveways and access points connected to the roadway, causing potentially unexpected obstacles and varying speeds for drivers coming from either of the four-lane sections. This design inconsistency can compromise safety and the efficiency on a roadway.

Existing pavement conditions vary on the TH 212 corridor, which is predominately a 20' wide concrete pad with widened bituminous areas with an overall bituminous overlay. Pavement rehabilitation will need to be evaluated based on staging and sequencing of future projects to assist with overall life-cycle pavement needs.

2.2 TRAFFIC DATA

It is anticipated that areas adjacent to and both east and west of this segment of TH 212 there will be an increase in population and development. Travel forecasts were developed that take into account future land use development as well as regional highway improvements. Detailed methodology and findings are presented in the [*Travel Demand Forecast Memorandum for TH 212, SP 1013-77, 1013-78, and 1013-79*](#), dated July 25, 2007 (EDMS #738216).

Existing (2007) daily traffic volumes between Cologne and Norwood Young America are between 9,000 and 10,000 vehicles per day (vpd). Traffic Volumes in year 2030 are forecasted to increase between 13,000 and 21,000 vpd, or two to three times the existing traffic volumes.

To assess congestion, a traffic operations analysis was completed for AM and PM peak hours for key intersections along the corridor. Detailed methodology and findings are presented in the [*Traffic Operations Analysis Memorandum for TH 212, SP 1013-77, 1013-78, and 1013-79*](#), dated September 28, 2007 (EDMS #738213).

The calculated crash rates were compared to the critical crash rates for each intersection and roadway to identify hazardous locations. Three intersections had crash rates above the critical crash rate; CR 51, Salem Avenue and CR 134. Rear-end, right-angle and sideswipe were the most common.

For existing operations (prior to opening of the new TH 212/CSAH 11 interchange in 2008), all intersections operate at an acceptable level of service during the AM and PM peak hours. Under any of the 2030 scenarios, including the No-Build scenario, the intersections would operate poorly (LOS E or worse). All intersections were analyzed as side-street stop control. In the future build conditions intersections were assumed to have right and left turn lanes at all key intersections.

2.3 DRAINAGE DATA

The [Water Resources Final Design Report for TH 212, SP 1013-77, SP 1013-78, and SP 1013-79](#), dated November 2009 (EDMS #751283), provides a detailed evaluation of the existing drainage conditions and issues that need to be addressed for construction. The following provides a summary of the drainage conditions.

The project area is primarily agricultural and rural residential in the existing condition. Farming practices in the area are generally row crops, with some areas of pasture. There are several clusters of forested and wetland areas within the project area, including in the vicinity of Barnes Lake and the west end of the Cologne bypass.

There is only limited treatment of stormwater runoff along existing TH 212. For the most part, stormwater runoff flows directly into the surrounding ditches where it is conveyed to adjacent watercourses, including drainage ditches, and wetlands. The vegetated ditches may provide limited surface water quality treatment via sediment removal and filtration of stormwater. Permitted stormwater best management practices (BMPs) as identified in the county ordinance in the project area are located at Barnes, Myers, and Meuwissen Lakes.

Given the agricultural land use, soils, rolling topography, and the known presence of surface inlets, it is likely that there are also subsurface agricultural drain tile systems present; however, the locations for these systems are unknown. Where existing drain tile is present within the project limits, it would need to be protected or reconfigured to maintain the existing drainage capacity.

2.4 UTILITY DATA

Based on a review of existing utilities in 2009, there are existing telephone and fiber optic cables, underground and overhead power lines, and gas lines located within the project area. The current utility companies include Mn/DOT, Xcel Energy, Minnesota Valley Electric Cooperative, and CenterPoint Energy. Utility company contact information and a tabulation of existing utilities (by utility owner) are included in **Appendix B**.

During future project development, additional review of utilities would need to occur to validate the locations of these and possibly other existing utilities. This would include contacting Gopher One for a current report on existing utilities.

3.0 PROJECT SCOPE (PROPOSED CONDITIONS)

The purpose of this project is to:

- Provide improved safety and mobility for people and goods along the existing TH 212 corridor;
- Provide cost effective transportation recommendations;
- Provide transportation solutions that minimize environmental impacts; and
- Provided for effective right-of-way preservation along the existing TH 212 corridor.

These goals were used to provide a method of measuring the overall effectiveness of the proposed project, including the modification of the geometrics to accommodate the need to balance these identified project purposes and needs.

The following describes the proposed improvements, layouts, and right-of-way needs that would be needed to meet the project’s purpose and need.

3.1 ROADWAY IMPROVEMENTS

Improvements would include a four-lane divided expressway (from the Cologne Bypass to Norwood Young America Bypass), constructed on new alignment and existing alignment for a distance of 5.6 miles. Associated turning lane improvements to north-south roadway intersections would be incorporated, and there would also be new access roads and several access closures or changes in accordance with current Mn/DOT Access Management Guidelines. Centerline spacing would be 84 feet for Geometric layout A and variable for Geometric Layout B. A centerline spacing memorandum discussing centerline spacing and design standards may be found in **Appendix D**. Year 2010 design standards and typical roadway sections can be found in **Appendix E**.

Centerline Spacing	
Geometric Layout A 84’ entire length	Geometric Layout B Variable in western limits of project (1 mile) 84’ (4.6 miles)

3.2 STENDER – BACHMANN ALTERNATIVES

There has been considerable discussion regarding the potential impacts to the historic Stender Farmstead, a property determined to be eligible for listing on the National Register of Historic Places by Mn/DOT Cultural Resources Unit (CRU) and the State Historic Preservation Office (SHPO) (SHPO letter dated October 28, 2008). This focus on alternatives to avoid or minimize potential historic impacts to this property is required by Section 4(f) of the Department of Transportation Act of 1966, as implemented by the Federal Highway Administration (FHWA). The following provides a brief overview of the steps taken to date to identify and avoid, or minimize the potential impacts to this property during the preliminary design phase of this project.

A number of meetings were held between the Mn/DOT design team, Mn/DOT CRU and SHPO to specifically discuss this property (March 19, April 9, and June 24 of 2009). These discussions focused on what would constitute an impact to the farmstead, potential alternatives that could avoid or minimize such impacts and what potential mitigation measures could be considered. As a result, a series of alternatives was developed with varied alignments and cross-sections.

A number of quantitative factors were considered in evaluating the alternatives (labeled as Flaps A thru F in the **Appendix C** Exhibits) that have been developed. The factors evaluated for each

alternative are also summarized in the **Appendix C** table. The primary quantifiable factors that were identified included new right-of-way area, structures, wetlands and estimated costs.

Other factors were considered as part of the qualitative evaluation of alternatives, which could not be assigned values at this stage of the project but raise potential concerns or risk associated to the project. These factors include the long-term maintenance and operations of TH 212, driver expectations, and staging / sequencing of the development within and along the corridor.

- **Rural Context:** Today, this is a rural environment with the primary industry being agriculture related. Therefore, at least for the short-term, how agricultural operations use the TH 212 corridor need to be considered. Integrating curb and guardrail onto TH 212, may prevent large, slow-moving farm equipment from safely using this segment of the roadway. Equipment such as combines, planters, cultivators and sprayers typically exceed a standard 12-foot lane width and today will use the shoulder in order to not occupy more than one traffic lane. Introducing guardrail limits the usable shoulder, forcing equipment to occupy more than one traffic lane, creating unsafe conditions for passing vehicles.

Additionally, general engineering practice indicates that a shy distance is needed once curb and guardrail features are placed within a roadway template. Shying away from these features will influence usage of the other lanes, thus impacting the traveling public and reducing mobility on the corridor.

- **Roadway Features:** By reducing the amount of right-of-way acquired thru use of steeper slopes, the roadway requires the placement of guardrail and curb. Any feature added to a roadway provides another opportunity for itself to be a hazard to the traveling public. Primary needs for a roadway are to minimize or eliminate the placement of these types of features.
- **Typical Roadway Section:** Based on the current project's purpose and need, the intent of the project is to eliminate the short segments of 2-lane roadway within a predominantly 4-lane facility. Having a consistent roadway template provides to the users a comfort based on feature expectancy.
- **Staging / Sequencing:** Anticipating the project will be constructed in phases, as funding allows, it is important to design each segment with consideration to logical construction limits, minimizing future transition removals and meeting the needs of the communities and the traveling public.

The following describes the evolution of alternatives after the historic farmstead was identified and options were analyzed for possible avoidance, or minimizing potential historic impacts, while balancing to the overall needs of the corridor.

Sequence of Alternatives

Baseline – This alignment starts with a basic 284 foot, 4-lane divided roadway section that meets the project purpose and need, and notwithstanding the historic farmstead, provides minimal impacts to other resources as compared to shifting to the north side of the existing TH 212. Initially, this was the alternative that provided the straightest alignment, the lowest anticipated costs for right-of-way, and had the fewest property relocations. However, this alignment also had the greatest impact to the historic farmstead based on acres of land taken. Therefore, this alignment was used as a baseline for comparison to other alternatives (Flaps A-F below) for reducing impacts to the farmstead and to other resources.

Flap A – Avoid. This alignment was set to avoid the farmstead by re-aligning 8,600 feet of roadway north to eliminate the taking of property from the Stender farmstead. This alignment avoids the historic property but creates substantial impacts to the Bachmann property just north of TH 212 via right-of-way acquisition, building reconstruction and two home relocations.

Flap B – Minimize. This alignment was an attempt to share the overall impacts north and south of TH 212 to see if there would be a reduction in overall impacts to both the Stender and Bachmann properties, while maintaining a standard 284 foot right-of-way. The result was a substantial reduction in impact to the Stender farmstead compared to the baseline, with a small reduction in impacts to the Bachmann property compared to Flap A, with an overall increase to the projects costs.

Flap C – Avoid and Minimize. Similar to Flap A, this alignment avoided most of the impact to the historic property, and reduced the right-of-way needed on the north side of TH 212 by reducing the median width and introducing curb and gutter to eliminate the need for outer drainage ditches resulting in a total right-of-way width of 164 feet. This is a reduction of 120 feet of right-of-way width. This alignment nearly eliminates the historic impact, however it still requires the relocation of two residential homes on the Bachmann property.

Flap D – Minimize. Similar to Flap B, this alignment was evaluated to determine how a 164-foot right-of-way width would reduce the impact to the historic property if the residential relocations were avoided. By introducing the 164 foot right-of-way, the impact to the historic property was reduced by over half (9.3 acres to 3.9 acres) and the construction and right-of-way costs were reduced to an amount comparable to the baseline.

Flap E – Further Minimize. Because the geometrics of Flaps A- D are not desirable due to the reversing curves, the alignment was refined while holding to the same principles as Flap D. This alignment results in impacts to both properties on the north and south side of the road, but minimizes the impact to both properties. This alignment results in similar impact to the historic property as Flap D, but results in cost savings, compared to the baseline. Therefore this is the concept that Mn/DOT believes to be the possible preferred alternative, ultimately balancing the potential effect to the historic property with the project.

Flap F – Minimum Cross-section. For additional comparison, a cross-section was identified that represented the narrowest right-of-way possible (134 feet) for a 4-lane divided roadway.

This cross-section requires a concrete median barrier (due to travel speed, light glare, Run Off safety requirements) as well as curb/gutter with guardrail placed on the outside shoulders. This concept would result in the least amount of right-of-way required from both sides; however, it does introduce significant geometric changes from the baseline and integrates numerous physical features within the roadway thus raising concerns for maintenance, mobility, and safety. This concept is not practical in today's rural agriculture setting.

3.3 FUTURE RIGHT-OF-WAY NEEDS

Due to limited funding available for the Twin Cities Metropolitan region, major capital improvements such as the funding needed to construct this project, has influenced the early planning and design development of this project to be placed on hold. Thus the development to date did not complete the process of establishing the right of way limits needed for both geometric layouts. A draft analysis was done to compile initial right of way needs for Geometric layout A.

Future development of the project will require refinement of the design to establish the right of way for preserving the area for future developments, including the development of an official map.

4.0 DEVELOPMENT CONSIDERATIONS

This section presents the critical elements and / or factors that have influenced the development of the project thru June, 2010.

The following outlines the primary considerations and the assumptions used during this planning and preliminary design stage of project development.

4.1 ROADWAY

Practical Design

In 2009, Mn/DOT kicked off an internal review of "practical design." This practical design approach considers balancing the project based on the immediate needs in lieu of designing for an ultimate need. As this project continues to be developed further practical design considerations will need to be reviewed and evaluated, including the evaluation of the current land ownership, and the integration of balancing the project's competing needs with the optimization of a return on investment.

Centerline Spacing

A centerline spacing distance of 84 feet was used for the development of Geometric Layout A. This allows for flexible / practical design opportunities in the future. Direction for this centerline spacing was provided by Mn/DOT, documented in a memorandum from Victoria Nill dated April 24, 2007 (**Appendix D**).

Stender Farm / Bachmann Properties

The alternative evaluation process described in Section 3.2 resulted in Flap E being the alignment that was favored by Mn/DOT and the SHPO (**Appendix C**). At the time that this project moves forward, the ownership and eligibility of this property should be reevaluated as it could change the final alignment chosen through this segment of the roadway.

TH 212 and CR 51

Based on the need to improve the safety at the intersection of TH 212 and CR 51, Mn/DOT successfully received state funding to improve the intersection. These intersection improvements constructed in 2010 include widening the TH 212 to accommodate left turning movements and the upgrade of existing intersection lighting. The improvements at this intersection reflect the needs of the corridor and compliment the layouts generated for this project.

Historic Properties

In addition to the Stender Farm, one other eligible historic structure (including the Spiecker Property) was identified within the area defined for each Geometric Layout. Impacts to this property were determined to not be adverse due to the size and location of the impact.

Other Roadway-Related Considerations

Westbound (outside) and eastbound (inside) acceleration lanes, median openings for emergency and law enforcement vehicles, and field access entrances and median crossings and removal opportunities will be evaluated in the next stages of project development. These evaluations will be based on Mn/DOT policies, engineering standards and criteria, and current and future needs.

4.2 TRAFFIC OPERATIONS

According to the forecasted traffic volumes, the need to go from a two-lane to a four-lane roadway would be realized by 2015. The eight hour traffic signal warrant would likely be met by 2020-2030. Meeting the signal warrants will be dependent on the cross-street volumes, as the mainline volume is expected to be large enough by 2015. Because TH 212 is an Interregional Corridor, the installation of signals would not be ideal. Traffic forecasts will likely need to be updated as the project proceeds to final design.

4.3 DRAINAGE

The overall goal of the preliminary water resources design is to provide treatment for runoff generated within the project right-of-way, while allowing runoff generated offsite to pass through the right-of-way as in the existing condition. Preliminary design within Geometric Layout A identified a few locations where off-site water and treatment needed for this project were anticipated, every effort has been made to separate them per Mn/DOT's request. No refined drainage analysis was completed for Geometric Layout A beyond what is noted in the Drainage report. Geometric Layout B had no engineering completed for the western limits of the project, which was altered to accommodate the Stender / Bachmann area.

The draft conceptualized right-of-way around ponds were based on a standard of 10 feet outside of the project construction limits with a geometric shape to support future right-of-way mapping. The intent of the layouts is to show limits for right-of-way preservation while knowing that pond sizes could change and/or alter depending on when the project occurs, and what the drainage needs are based on the type of project. Thus, the pond concepts allow for future refinements.

Refer to [*Water Resources Final Design Report for TH 212, SP 1013-77, SP 1013-78, and SP 1013-79*](#), dated November 2009 (EDMS #751283) for more details.

4.4 OTHER DEVELOPMENT CONSIDERATIONS

Annexation

Carver County indicates within their The City of Norwood Young America has plans to annex a portion of Young America Township. This should be further considered during final design, as it relates to southwest shore of Barnes Lake.

Considerations for Pedestrians and Bicyclists

The majority of the project site is located in a sparsely populated agricultural setting. There are no existing sidewalks, pedestrian crossings, or multi-use recreational trails within the project site. Additionally, there are no existing recreational trails along TH 212. Bicyclists are permitted to use the roadway shoulder as a transportation facility in the expressway portion of TH 212.

Communities in the corridor have indicated areas of planned trails along and crossing TH 212. With future right-of-way for the roadway established, communities would be able to incorporate plans for the proposed improvements into their planning for future trails. If necessary, Mn/DOT would work with corridor communities to allow for adequate, safe trail connections and crossings of TH 212.

Winter Maintenance

Mn/DOT has identified an ongoing concern regarding winter maintenance and potential for snow drifts. Further analysis will need to occur in final design to evaluate potential drifting and possible placement of mitigation to minimize drifting.

5.0 ESTIMATED COSTS

The estimated cost for Geometric Layout A is approximately \$57.5 million (2008 dollars). See **Appendix F** for the Geometric Layout A Concept Cost Estimate.

Because the year of construction is not yet known, the estimate does not include inflation. In addition, the 20 percent contingency has not been developed through Mn/DOT's risk assessment process and may need to be reevaluated in the future.

The cost estimate is based on a full-depth asphalt pavement section (12-16 inches). No material recommendations were developed for the pavement design.

Due to the absence of any soil borings or historical soil data in the project area, the organic material excavation quantity has been calculated only in relation to the known wetland areas. As a result, the organic material excavation and granular subgrade quantities as they relate to soil correction have a reasonable level of uncertainty attached to them.

A value engineering exercise was performed for the project; the findings are included in the [*Value Engineering Study Report for TH 212 from CSAH 34 in Norwood Young America to CSAH 11 in Carver, SP 1013-77, -78 and -79*](#), dated August 2009 (EDMS #837222). The most significant recommendation was to get a better understanding about the potential costs of soil correction, as mentioned above. Mn/DOT anticipates performing additional geotechnical evaluations to refine the estimated soil correction cost.

A benefit-cost analysis was conducted for Geometric Layout A and is contained in the [*Draft Benefit-Cost Analysis Memorandum*](#), dated June 30, 2010 (EDMS #738388). As of the date of the memorandum, the benefit-cost ratio for this project is 0.8.

6.0 PROJECT IMPLEMENTATION

This document represents a long-term vision and considerations for further development of TH 212. As a High Priority Interregional Corridor, Mn/DOT and local stakeholders recognize the importance of filling in the two-lane highway segments between the Twin Cities and TH 22, west of Glencoe. However, Mn/DOT's Metro District realizes that purchasing right-of-way and constructing this project will require staged construction, as funds from federal, state, and local sources become available.

Any future improvements to the Western Segment will need to be incorporated into the existing Draft EA. The EA would then be reviewed and circulated for public comment and agency approval in accordance with the National Environmental Policy Act (NEPA) process to fulfill requirements of both 42 USC 4332 and M.S. 116D, as well Minnesota Rules 4410.1300 at the state level.

7.0 AGENCY AND PUBLIC STAKEHOLDER ENGAGEMENT

7.1 PUBLIC INVOLVEMENT TECHNIQUES

A public involvement plan (PIP) was developed and implemented early in the project development process to outline the basic framework and tools for engaging the public on this potential interchange project. The cornerstone of the PIP is the three project committees: Project Management Team (PMT); Technical Advisory Committee (TAC); and Public Advisory Committee (PAC). Information on each of these committees is summarized in **Table 7-1**.

Table 7-1. Summary of Project Committees

Committee	Purpose	Membership	Meeting Frequency
Project Management Team	<ul style="list-style-type: none"> · Facilitate project decision-making 	<ul style="list-style-type: none"> · Mn/DOT · FHWA · Consultant team 	<ul style="list-style-type: none"> · Monthly through life of project
Technical Advisory Committee	<ul style="list-style-type: none"> · Provide input and guidance to PMT · Review project technical elements · Liaisons to local jurisdictions 	<ul style="list-style-type: none"> · Representatives from local cities and townships 	<ul style="list-style-type: none"> · Every other month through life of project
Public Advisory Committee	<ul style="list-style-type: none"> · Provide input and guidance to PMT · Communication link to constituents · Discuss implementation strategies/priorities 	<ul style="list-style-type: none"> · Elected officials from local cities and townships · Southwest Corridor Transportation Coalition · Metropolitan Council 	<ul style="list-style-type: none"> · Approximately every six months through life of project

To engage the general public in the project, a series of open houses were held to collect public input and inform residents of decisions that have been made. All public open houses were held at Cologne Community Center in the City of Cologne. Open houses were held at the following dates and times:

- Open House #1 – July 10, 2007 – 5:00 PM-8:00 PM – 119 attendees signed in
- Open House #2 – October 23, 2007 – 4:30 PM-7:00 PM – 73 attendees signed in
- Open House #3 – May 19, 2009 – 4:30 PM-7:00 PM – 92 attendees signed in

Summaries of the open house meetings can be found in **Appendix G**.

A mailing list was developed for the project that included all residents and businesses near the corridor, as well as state, federal, and local agencies and groups. This mailing list was used throughout the public involvement process to inform the public of upcoming events and recent developments. Mailings included reminder postcards to residents immediately adjacent to the corridor and project newsletters mailed approximately two weeks before each open house. Press releases to local newspapers and updates to city newsletters were also used to inform the public

of project events. The project website was also updated on a regular basis to keep information and graphics current.

7.2 AGENCY COORDINATION AND REVIEW

The following matrix (**Table 7-2**) summarizes agency and local jurisdiction involvement in the planning and execution of this document.

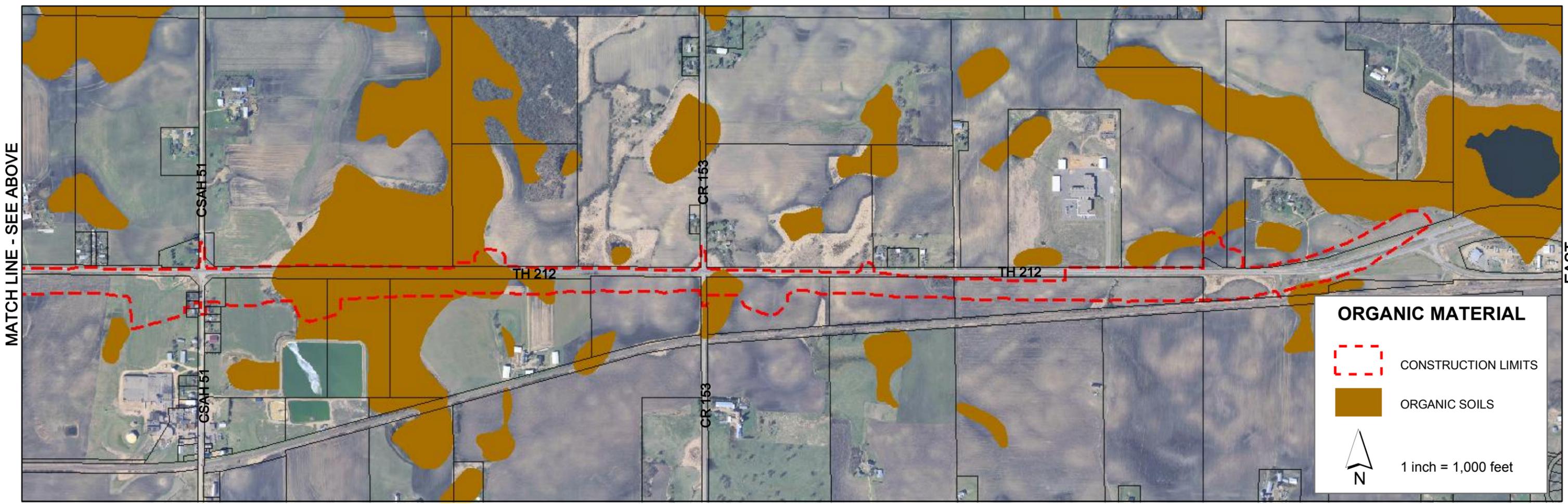
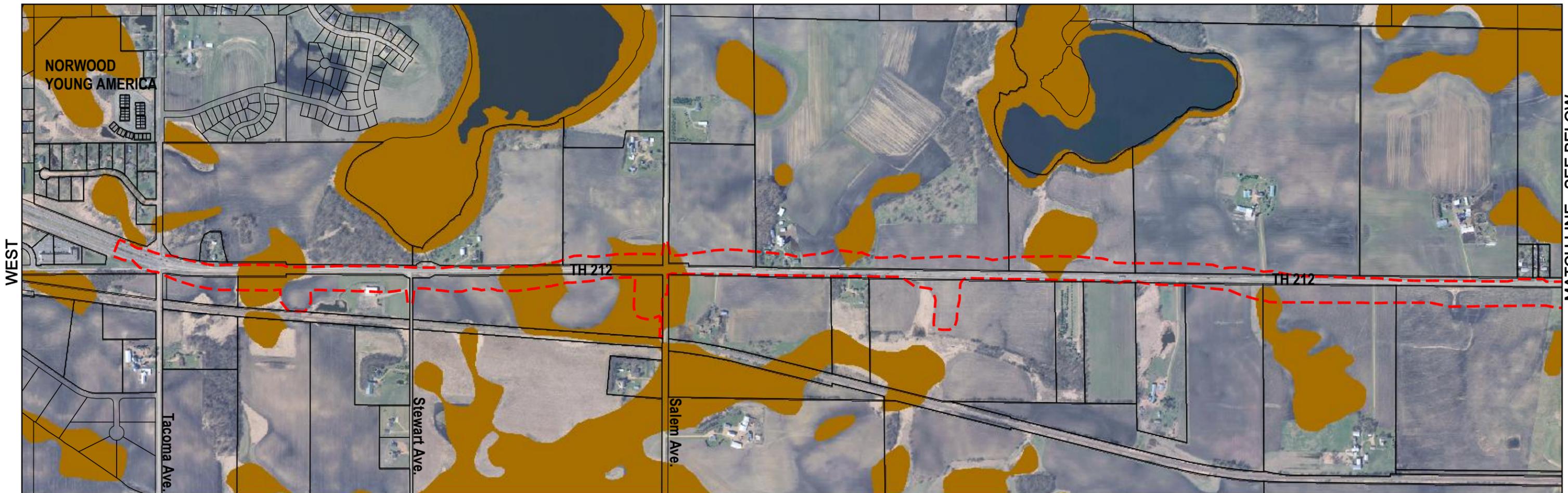
Table 7-2. Agency and Local Jurisdiction Involvement Matrix

Agency/Local Jurisdiction	Involvement
Federal Highway Administration	Guidance on requirements, document review
Minnesota Department of Transportation	Project leadership, funding, document review
· Geometrics	Layout concept review
· Right-of-Way	Potential acquisitions
· Environmental	Document review and guidance
· Hazardous Materials	Phase I hazardous materials report review
· Traffic	Analysis and forecast document review
· Water Resources	Wetland inventory and water resources/drainage report review
· Materials	Soil and construction review
· Cultural Resources	Historic architectural and archaeological field review and documentation, coordination with SHPO
Minnesota Department of Natural Resources	Consultation on state-listed species and water resources
Minnesota Pollution Control Agency	Consultation on hazardous materials and sites
State Historic Preservation Office	Historic architectural and archaeological document review and determination of effects
Metropolitan Council	Participation in TAC and PAC
Carver County	Local planning, participation in TAC and PAC
City of Norwood Young America	Local planning, participation in TAC and PAC
City of Cologne	Local planning, participation in TAC and PAC
Benton Township	Participation in TAC and PAC
Young America Township	Participation in TAC and PAC

7.3 PROJECT MEETING OVERVIEW – SUMMARY

Numerous Meetings were held to develop the project to this current stage of development. **Appendix H** provides a summary of these meetings.

APPENDIX A
IDENTIFIED ORGANIC MATERIAL AREAS



APPENDIX B
UTILITY INFORMATION

MEMORANDUM

CLIENT: Minnesota Department of Transportation
PROJECT: TH 212, SP 1013-79 (Part B), Carver County, MN
SUBJECT: Utility Summary
DATE: 14 September 2009

The following is a brief summary of utility information gathered by EVS as a part of the Advanced Design Submittal for the project.

A. Electric Power

1. Service Provider: MVEC
2. Point of Contact: Daryl Hoffman
Engineering Supervisor
125 Minnesota Valley Electric Dr.
Jordan, MN 55352
Telephone Number: 952-492-8243
Email Address: darylh@mvec.net
3. Service Provider: Xcel Energy
4. Point of Contact: Bob Koehler
Senior Agent
414 Nicollet Mall, Suite 800
Minneapolis, MN 55401-1993
Telephone Number: 612-330-6766
Email Address: bob.koehler@xcelenergy.com

B. Natural Gas

1. Service Provider: CenterPoint Energy
2. Point of Contact: Andrew Balgobin
Administration Engineer
PO Box 1165
700 West Linden Ave
Minneapolis, MN 55440-1165
Telephone Number: 612-321-5426
Email Address: Andrew.Balgobin@CenterPointEnergy.com

C. Mn DOT

1. Service Provider: Department of Transportation
2. Point of Contact: Dave Lindorff
One Call Operation's
6000 Minnehaha Avenue
St. Paul, MN 55111

D. Communications, Telephone and Fiber Optics

1. Service Provider: Unknown
2. Point of Contact:

End of Memo

UTILITIES TABULATION - Communications					
ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	484+47 R 1 - 489+77 R 1	201L - 198L	T-BUR	UNKNOWN	(1)
EB212	489+77 R 1	198L	TEL PED	UNKNOWN	(1)
EB212	489+77 R 1 - 497+02 R 1	198L - 193L	T-BUR	UNKNOWN	(1)
EB212	497+02 R 1	193L	TEL PED	UNKNOWN	(1)
EB212	497+02 R 1 - 502+62 R 1	193L - 190L	T-BUR	UNKNOWN	(1)
EB212	502+61 R 1	192L	TEL POLE	UNKNOWN	(1)
EB212	502+61 R 1 - 504+64 R 1	192L - 50R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	502+62 R 1	190L	TEL PED	UNKNOWN	(1)
EB212	504+64 R 1	50R	TEL POLE	UNKNOWN	(1)
EB212	504+64 R 1 - 506+94 R 1	50R - 69R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	506+94 R 1	69R	TEL POLE	UNKNOWN	(1)
EB212	506+94 R 1 - 509+04 R 1	69R - 98R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	509+04 R 1	98R	TEL POLE	UNKNOWN	(1)
EB212	509+04 R 1 - 510+89 R 1	98R - 139R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	510+89 R 1	139R	TEL POLE	UNKNOWN	(1)
EB212	510+89 R 1 - 512+55 R 1	139R - 187R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	512+55 R 1	187R	TEL POLE	UNKNOWN	(1)
EB212	512+55 R 1 - 514+15 R 1	187R - 248R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	514+15 R 1	248R	TEL POLE	UNKNOWN	(1)
EB212	514+15 R 1 - 515+52 R 1	248R - 298R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	515+52 R 1	298R	TEL POLE	UNKNOWN	(1)
EB212	515+52 R 1 - 517+32 R 1	298R - 356R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	517+32 R 1	356R	TEL POLE	UNKNOWN	(1)
EB212	517+32 R 1 - 519+35 R 1	356R - 420R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	519+35 R 1	420R	TEL POLE	UNKNOWN	(1)
EB212	519+35 R 1 - 521+82 R 1	420R - 486R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	521+82 R 1	486R	TEL POLE	UNKNOWN	(1)
EB212	521+82 R 1 - 523+33 R 1	486R - 512R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	523+33 R 1	512R	TEL POLE	UNKNOWN	(1)
EB212	523+33 R 1 - 524+71 R 1	512R - 536R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	524+71 R 1	536R	TEL POLE	UNKNOWN	(1)
EB212	524+71 R 1 - 526+00 R 1	536R - 557R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	526+00 R 1	557R	TEL POLE	UNKNOWN	(1)
EB212	526+00 R 1 - 527+78 R 1	557R - 580R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	527+78 R 1	580R	TEL POLE	UNKNOWN	(1)
EB212	527+78 R 1 - 528+93 R 1	580R - 592R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	528+93 R 1	592R	TEL POLE	UNKNOWN	(1)
EB212	528+93 R 1 - 533+54 R 1	592R - 619R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	533+54 R 1	619R	TEL POLE	UNKNOWN	(1)
EB212	533+54 R 1 - 535+64 R 1	619R - 623R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	535+64 R 1	623R	TEL POLE	UNKNOWN	(1)
EB212	535+64 R 1 - 537+58 R 1	623R - 622R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	537+58 R 1	622R	TEL POLE	UNKNOWN	(1)
EB212	537+58 R 1 - 539+56 R 1	622R - 617R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	539+56 R 1	617R	TEL POLE	UNKNOWN	(1)
EB212	539+56 R 1 - 541+29 R 1	617R - 614R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	540+74 R 1	207R	TEL PED	UNKNOWN	(1)
EB212	540+74 R 1 - 541+23 R 1	207R - 217R	T-BUR	UNKNOWN	(1)
EB212	541+23 R 1	217R	TEL PED	UNKNOWN	(1)
EB212	541+23 R 1 - 541+28 R 1	217R - 614R	T-BUR	UNKNOWN	(1)
EB212	541+28 R 1	614R	TEL PED	UNKNOWN	(1)
EB212	541+29 R 1	614R	TEL POLE	UNKNOWN	(1)
EB212	543+47 R 1	610R	TEL POLE	UNKNOWN	(1)
EB212	543+47 R 1 - 545+34 R 1	610R - 595R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	545+30 R 1	524R	TEL POLE	UNKNOWN	(1)
EB212	545+30 R 1 - 545+34 R 1	524R - 595R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	545+34 R 1 - 545+58 R 1	595R - 706R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	545+34 R 1 - 547+90 R 1	595R - 602R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	545+58 R 1	706R	TEL POLE	UNKNOWN	(1)
EB212	547+90 R 1	602R	TEL POLE	UNKNOWN	(1)
EB212	547+90 R 1 - 550+28 R 1	602R - 597R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	550+28 R 1	597R	TEL POLE	UNKNOWN	(1)
EB212	550+28 R 1 - 551+71 R 1	597R - 591R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	551+71 R 1	591R	TEL POLE	UNKNOWN	(1)
EB212	551+71 R 1 - 553+52 R 1	591R - 565R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	553+52 R 1	565R	TEL POLE	UNKNOWN	(1)
EB212	553+52 R 1 - 553+54 R 1	565R - 577R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	553+52 R 1 - 554+83 R 1	565R - 552R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	553+54 R 1	577R	TEL POLE	UNKNOWN	(1)

UTILITIES TABULATION - Communications

ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	554+83 R 1	552R	TEL POLE	UNKNOWN	(1)
EB212	554+83 R 1 - 556+80 R 1	552R - 540R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	556+80 R 1	540R	TEL POLE	UNKNOWN	(1)
EB212	556+80 R 1 - 559+03 R 1	540R - 506R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	559+03 R 1	506R	TEL POLE	UNKNOWN	(1)
EB212	559+03 R 1 - 561+24 R 1	506R - 470R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	561+24 R 1	470R	TEL POLE	UNKNOWN	(1)
EB212	561+24 R 1 - 563+47 R 1	470R - 437R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	563+47 R 1	437R	TEL POLE	UNKNOWN	(1)
EB212	563+47 R 1 - 565+57 R 1	437R - 404R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	565+57 R 1	404R	TEL POLE	UNKNOWN	(1)
EB212	565+57 R 1 - 566+84 R 1	404R - 383R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	566+84 R 1	383R	TEL POLE	UNKNOWN	(1)
EB212	566+84 R 1 - 569+23 R 1	383R - 345R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	569+23 R 1	345R	TEL POLE	UNKNOWN	(1)
EB212	569+23 R 1 - 571+07 R 1	345R - 303R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	571+07 R 1	303R	TEL POLE	UNKNOWN	(1)
EB212	571+07 R 1 - 573+21 R 1	303R - 281R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	573+21 R 1	281R	TEL POLE	UNKNOWN	(1)
EB212	573+21 R 1 - 575+38 R 1	281R - 248R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	575+38 R 1	248R	TEL POLE	UNKNOWN	(1)
EB212	575+38 R 1 - 577+58 R 1	248R - 212R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	577+58 R 1	212R	TEL POLE	UNKNOWN	(1)
EB212	577+58 R 1 - 580+37 R 1	212R - 167R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	580+37 R 1	167R	TEL POLE	UNKNOWN	(1)
EB212	580+37 R 1 - 582+19 R 1	167R - 137R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	582+19 R 1	137R	TEL POLE	UNKNOWN	(1)
EB212	582+19 R 1 - 584+46 R 1	137R - 102R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	584+46 R 1	102R	TEL POLE	UNKNOWN	(1)
EB212	584+46 R 1 - 586+55 R 1	102R - 70R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	586+55 R 1	70R	TEL POLE	UNKNOWN	(1)
EB212	586+55 R 1 - 588+39 R 1	70R - 40R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	588+39 R 1	40R	TEL POLE	UNKNOWN	(1)
EB212	588+39 R 1 - 590+65 R 1	40R - 6R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	590+65 R 1	6R	TEL POLE	UNKNOWN	(1)
EB212	590+65 R 1 - 592+83 R 1	6R - 28L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	592+83 R 1	28L	TEL POLE	UNKNOWN	(1)
EB212	592+83 R 1 - 594+88 R 1	28L - 61L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	594+88 R 1	61L	TEL POLE	UNKNOWN	(1)
EB212	594+88 R 1 - 596+99 R 1	61L - 88L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	596+99 R 1	88L	TEL POLE	UNKNOWN	(1)
EB212	596+99 R 1 - 599+37 R 1	88L - 123L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	599+37 R 1	123L	TEL POLE	UNKNOWN	(1)
EB212	599+37 R 1 - 601+73 R 1	123L - 151L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	601+73 R 1	151L	TEL POLE	UNKNOWN	(1)
EB212	601+73 R 1 - 603+93 R 1	151L - 171L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	603+93 R 1	171L	TEL POLE	UNKNOWN	(1)
EB212	603+93 R 1 - 606+26 R 1	171L - 184L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	606+26 R 1	184L	TEL POLE	UNKNOWN	(1)
EB212	606+26 R 1 - 606+99 R 1	184L - 273L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	606+26 R 1 - 607+36 R 1	184L - 187L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	606+99 R 1	273L	TEL POLE	UNKNOWN	(1)
EB212	607+36 R 1	187L	TEL POLE	UNKNOWN	(1)
EB212	629+23 R 1	179L	TEL POLE	UNKNOWN	(1)
EB212	629+23 R 1 - 630+97 R 1	179L - 180L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	630+97 R 1	180L	TEL POLE	UNKNOWN	(1)
EB212	630+97 R 1 - 633+59 R 1	180L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	633+59 R 1	180L	TEL POLE	UNKNOWN	(1)
EB212	633+59 R 1 - 636+10 R 1	180L - 176L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	636+10 R 1	176L	TEL POLE	UNKNOWN	(1)
EB212	636+10 R 1 - 638+35 R 1	176L - 168L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	638+35 R 1	168L	TEL POLE	UNKNOWN	(1)
EB212	638+35 R 1 - 640+37 R 1	168L - 155L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	640+37 R 1	155L	TEL POLE	UNKNOWN	(1)
EB212	640+37 R 1 - 642+41 R 1	155L - 142L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	641+83 R 1 - 642+41 R 1	240L - 142L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	642+41 R 1	142L	TEL POLE	UNKNOWN	(1)
EB212	642+41 R 1 - 644+57 R 1	142L - 120L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	644+57 R 1	120L	TEL POLE	UNKNOWN	(1)

UTILITIES TABULATION - Communications					
ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	644+57 R 1 - 646+23 R 1	120L - 104L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	646+23 R 1	104L	TEL POLE	UNKNOWN	(1)
EB212	646+23 R 1 - 647+96 R 1	104L - 87L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	647+96 R 1	87L	TEL POLE	UNKNOWN	(1)
EB212	647+96 R 1 - 648+79 R 1	87L - 82L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	648+79 R 1	82L	TEL POLE	UNKNOWN	(1)
EB212	648+79 R 1 - 650+78 R 1	82L - 62L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	648+98 R 1	466L	TEL PED	UNKNOWN	(1)
EB212	650+78 R 1	62L	TEL POLE	UNKNOWN	(1)
EB212	650+78 R 1 - 653+02 R 1	62L - 40L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	653+02 R 1	40L	TEL POLE	UNKNOWN	(1)
EB212	653+02 R 1 - 655+28 R 1	40L - 17L	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	655+28 R 1	17L	TEL POLE	UNKNOWN	(1)
EB212	655+28 R 1 - 657+70 R 1	17L - 8R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	657+70 R 1	8R	TEL POLE	UNKNOWN	(1)
EB212	657+70 R 1 - 659+72 R 1	8R - 27R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	659+72 R 1	27R	TEL POLE	UNKNOWN	(1)
EB212	659+72 R 1 - 661+76 R 1	27R - 49R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	661+76 R 1	49R	TEL POLE	UNKNOWN	(1)
EB212	661+76 R 1 - 663+88 R 1	49R - 68R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	663+88 R 1	68R	TEL POLE	UNKNOWN	(1)
EB212	663+88 R 1 - 666+15 R 1	68R - 84R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	666+15 R 1	84R	TEL POLE	UNKNOWN	(1)
EB212	666+15 R 1 - 668+61 R 1	84R - 95R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	668+61 R 1	95R	TEL POLE	UNKNOWN	(1)
EB212	668+61 R 1 - 669+95 R 1	95R - 87R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	669+95 R 1	91R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	669+95 R 1	87R - 91R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	669+95 R 1	87R	TEL POLE	UNKNOWN	(1)
EB212	669+95 R 1 - 671+43 R 1	87R - 89R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	671+43 R 1	89R	TEL POLE	UNKNOWN	(1)
EB212	671+43 R 1 - 673+66 R 1	89R - 99R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	673+66 R 1	99R	TEL POLE	UNKNOWN	(1)
EB212	673+66 R 1 - 674+90 R 1	99R - 104R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	674+90 R 1	104R	TEL POLE	UNKNOWN	(1)
EB212	674+90 R 1 - 676+35 R 1	104R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	676+35 R 1	104R	TEL POLE	UNKNOWN	(1)
EB212	676+35 R 1 - 678+05 R 1	104R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	678+05 R 1	104R	TEL POLE	UNKNOWN	(1)
EB212	678+05 R 1 - 680+12 R 1	104R - 105R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	680+12 R 1	105R	TEL POLE	UNKNOWN	(1)
EB212	680+12 R 1 - 682+53 R 1	105R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	682+53 R 1	105R	TEL POLE	UNKNOWN	(1)
EB212	682+53 R 1 - 684+44 R 1	105R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	684+34 R 1	5L	TEL POLE	UNKNOWN	(1)
EB212	684+34 R 1 - 684+44 R 1	5L - 105R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	684+44 R 1	105R	TEL POLE	UNKNOWN	(1)
EB212	684+44 R 1 - 686+92 R 1	105R - 104R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	686+92 R 1	104R	TEL POLE	UNKNOWN	(1)
EB212	686+92 R 1 - 689+21 R 1	104R - 103R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	689+21 R 1	103R	TEL POLE	UNKNOWN	(1)
EB212	689+21 R 1 - 691+57 R 1	103R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	691+57 R 1	103R	TEL POLE	UNKNOWN	(1)
EB212	691+57 R 1 - 694+18 R 1	103R - 101R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	694+18 R 1	101R	TEL POLE	UNKNOWN	(1)
EB212	694+18 R 1 - 696+23 R 1	101R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	696+23 R 1	101R	TEL POLE	UNKNOWN	(1)
EB212	696+23 R 1 - 698+32 R 1	101R - 104R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	698+32 R 1	104R	TEL POLE	UNKNOWN	(1)
EB212	698+32 R 1 - 700+56 R 1	104R - 109R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	700+56 R 1	109R	TEL POLE	UNKNOWN	(1)
EB212	700+56 R 1 - 702+82 R 1	109R - 115R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	701+11 R 1	35R	TEL PED	UNKNOWN	(1)
EB212	702+82 R 1	115R	TEL POLE	UNKNOWN	(1)
EB212	702+82 R 1 - 704+80 R 1	115R - 110R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	704+80 R 1	110R	TEL POLE	UNKNOWN	(1)
EB212	704+80 R 1 - 706+86 R 1	110R - 107R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	706+86 R 1	107R	TEL POLE	UNKNOWN	(1)
EB212	706+86 R 1 - 708+96 R 1	107R - 104R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)

UTILITIES TABULATION - Communications					
ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	708+96 R 1	104R	TEL POLE	UNKNOWN	(1)
EB212	708+96 R 1 - 711+44 R 1	104R - 103R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	711+44 R 1	103R	TEL POLE	UNKNOWN	(1)
EB212	711+44 R 1 - 713+68 R 1	103R - 106R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	713+68 R 1	106R	TEL POLE	UNKNOWN	(1)
EB212	713+68 R 1 - 714+96 R 1	106R - 108R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	714+96 R 1	108R	TEL POLE	UNKNOWN	(1)
EB212	714+96 R 1 - 717+73 R 1	108R - 116R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	717+73 R 1	116R	TEL POLE	UNKNOWN	(1)
EB212	717+73 R 1 - 719+81 R 1	116R - 123R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	719+81 R 1	123R	TEL POLE	UNKNOWN	(1)
EB212	719+81 R 1 - 721+66 R 1	123R - 130R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	721+66 R 1	130R	TEL POLE	UNKNOWN	(1)
EB212	721+66 R 1 - 722+16 R 1	130R - 30R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	721+66 R 1 - 723+77 R 1	130R - 137R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	723+77 R 1	137R	TEL POLE	UNKNOWN	(1)
EB212	723+77 R 1 - 725+82 R 1	137R - 146R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	725+82 R 1	146R	TEL POLE	UNKNOWN	(1)
EB212	725+82 R 1 - 728+04 R 1	146R - 153R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	728+04 R 1	153R	TEL POLE	UNKNOWN	(1)
EB212	728+04 R 1 - 729+79 R 1	153R - 159R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	729+79 R 1	159R	TEL POLE	UNKNOWN	(1)
EB212	729+79 R 1 - 731+49 R 1	159R - 164R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	731+49 R 1	164R	TEL POLE	UNKNOWN	(1)
EB212	731+49 R 1 - 733+56 R 1	164R - 170R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	733+56 R 1	170R	TEL POLE	UNKNOWN	(1)
EB212	733+56 R 1 - 735+31 R 1	170R - 175R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	735+31 R 1	175R	TEL POLE	UNKNOWN	(1)
EB212	735+31 R 1 - 737+67 R 1	175R - 184R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	737+67 R 1	184R	TEL POLE	UNKNOWN	(1)
EB212	737+67 R 1 - 739+80 R 1	184R - 192R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	739+80 R 1	192R	TEL POLE	UNKNOWN	(1)
EB212	739+80 R 1 - 741+87 R 1	192R - 198R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	741+87 R 1	198R	TEL POLE	UNKNOWN	(1)
EB212	741+87 R 1 - 743+98 R 1	198R - 203R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	743+98 R 1	203R	TEL POLE	UNKNOWN	(1)
EB212	743+98 R 1 - 745+98 R 1	203R - 209R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	745+98 R 1	209R	TEL POLE	UNKNOWN	(1)
EB212	745+98 R 1 - 748+00 R 1	209R - 218R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	748+00 R 1	218R	TEL POLE	UNKNOWN	(1)
EB212	748+00 R 1 - 749+81 R 1	218R - 211R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	749+81 R 1	211R	TEL POLE	UNKNOWN	(1)
EB212	749+81 R 1 - 750+95 R 1	211R - 218R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	750+95 R 1	218R	TEL POLE	UNKNOWN	(1)
EB212	750+95 R 1 - 753+13 R 1	218R - 231R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	753+13 R 1	231R	TEL POLE	UNKNOWN	(1)
EB212	753+13 R 1 - 754+65 R 1	231R - 240R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	754+65 R 1	240R	TEL POLE	UNKNOWN	(1)
EB212	754+65 R 1 - 755+85 R 1	240R - 246R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	755+40 R 1 - 755+88 R 1	649R - 152R	FIBER OPTIC BURIED	UNKNOWN	(1)
EB212	755+85 R 1	246R	TEL POLE	UNKNOWN	(1)
EB212	755+85 R 1 - 756+98 R 1	246R - 253R	OVERHEAD TELEPHONE LINE	UNKNOWN	(1)
EB212	755+88 R 1 - 756+00 R 1	152R - 168L	FIBER OPTIC BURIED	UNKNOWN	(1)

(1) Based on S1013_fip.dgn from KHA

UTILITIES TABULATION - Traffic Management					
ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	736+11 R 1	115L	L POLE	MN DOT	(2)
EB212	736+11 R 1 - 736+12 R 1	115L - 127L	U ST LIGHT	MN DOT	(2)
EB212	736+12 R 1 - 740+75 R 1	127L - 139L	U ST LIGHT	MN DOT	(2)
EB212	738+59 R 1	121L	L POLE	MN DOT	(2)
EB212	738+59 R 1 - 738+60 R 1	121L - 133L	U ST LIGHT	MN DOT	(2)
EB212	738+60 R 1 - 738+80 R 1	133L - 116L	U ST LIGHT	MN DOT	(2)
EB212	738+75 R 1 - 738+80 R 1	44R - 116L	U ST LIGHT	MN DOT	(2)
EB212	738+75 R 1 - 738+90 R 1	44R - 73R	U ST LIGHT	MN DOT	(2)
EB212	738+90 R 1 - 738+93 R 1	73R - 54R	U ST LIGHT	MN DOT	(2)
EB212	738+90 R 1 - 741+42 R 1	73R - 89R	U ST LIGHT	MN DOT	(2)
EB212	738+93 R 1	54R	L POLE	MN DOT	(2)
EB212	740+75 R 1 - 740+97 R 1	139L - 155L	U ST LIGHT	MN DOT	(2)
EB212	740+96 R 1	132L	L POLE	MN DOT	(2)
EB212	740+96 R 1 - 740+97 R 1	132L - 155L	U ST LIGHT	MN DOT	(2)
EB212	740+97 R 1 - 742+62 R 1	155L - 152L	U ST LIGHT	MN DOT	(2)
EB212	741+42 R 1 - 741+43 R 1	89R - 71R	U ST LIGHT	MN DOT	(2)
EB212	741+42 R 1 - 742+90 R 1	89R - 70R	U ST LIGHT	MN DOT	(2)
EB212	741+43 R 1	71R	L POLE	MN DOT	(2)
EB212	742+62 R 1 - 752+40 R 1	152L - 272L	U ST LIGHT	MN DOT	(2)
EB212	742+90 R 1 - 743+02 R 1	70R - 39R	U ST LIGHT	MN DOT	(2)
EB212	743+02 R 1 - 743+86 R 1	39R - 41R	U ST LIGHT	MN DOT	(2)
EB212	743+85 R 1	49R	L POLE	MN DOT	(2)
EB212	743+85 R 1 - 743+86 R 1	49R - 41R	U ST LIGHT	MN DOT	(2)
EB212	743+86 R 1	32R	L POLE	MN DOT	(2)
EB212	743+86 R 1	41R - 32R	U ST LIGHT	MN DOT	(2)
EB212	752+40 R 1 - 754+38 R 1	272L - 274L	U ST LIGHT	MN DOT	(2)
EB212	753+42 R 1	167R	P HH	MN DOT	(2)
EB212	753+42 R 1 - 754+53 R 1	167R - 179R	SIG WIRE	MN DOT	(2)
EB212	754+35 R 1	274L - 229L	U ST LIGHT	MN DOT	(2)
EB212	754+35 R 1 - 755+06 R 1	229L - 166L	U ST LIGHT	MN DOT	(2)
EB212	754+53 R 1	179R	P HH	MN DOT	(2)
EB212	754+53 R 1 - 754+68 R 1	179R - 203R	SIG WIRE	MN DOT	(2)
EB212	754+53 R 1 - 754+57 R 1	179R - 145R	SIG WIRE	MN DOT	(2)
EB212	754+57 R 1	145R	P HH	MN DOT	(2)
EB212	754+57 R 1 - 754+79 R 1	145R - 101R	SIG WIRE	MN DOT	(2)
EB212	754+68 R 1	203R	TRAFFIC SIG LIGHT	MN DOT	(2)
EB212	754+79 R 1	101R	P HH	MN DOT	(2)
EB212	754+79 R 1 - 755+11 R 1	101R - 183L	SIG WIRE	MN DOT	(2)
EB212	754+91 R 1	285L	TRAFFIC SIG LIGHT	MN DOT	(2)
EB212	754+91 R 1 - 755+20 R 1	285L - 309L	SIG WIRE	MN DOT	(2)
EB212	755+01 R 1	194L	TRAFFIC SIG LIGHT	MN DOT	(2)
EB212	755+01 R 1 - 755+11 R 1	194L - 183L	SIG WIRE	MN DOT	(2)
EB212	755+04 R 1	189L	P HH	MN DOT	(2)
EB212	755+04 R 1 - 756+03 R 1	189L - 178L	SIG WIRE	MN DOT	(2)
EB212	755+06 R 1 - 756+23 R 1	166L - 170L	U ST LIGHT	MN DOT	(2)
EB212	755+20 R 1	309L	P HH	MN DOT	(2)
EB212	755+20 R 1 - 755+27 R 1	309L - 379L	SIG WIRE	MN DOT	(2)
EB212	755+20 R 1 - 756+15 R 1	309L - 299L	SIG WIRE	MN DOT	(2)
EB212	755+27 R 1 - 755+54 R 1	379L - 507L	SIG WIRE	MN DOT	(2)
EB212	755+42 R 1	477R	P HH	MN DOT	(2)
EB212	755+42 R 1 - 755+58 R 1	477R - 370R	SIG WIRE	MN DOT	(2)
EB212	755+54 R 1	507L	P HH	MN DOT	(2)
EB212	755+54 R 1 - 755+69 R 1	507L - 642L	SIG WIRE	MN DOT	(2)
EB212	755+58 R 1	370R	P HH	MN DOT	(2)
EB212	755+58 R 1 - 755+89 R 1	370R - 154R	SIG WIRE	MN DOT	(2)
EB212	755+69 R 1 - 755+81 R 1	642L - 706L	SIG WIRE	MN DOT	(2)
EB212	755+73 R 1	196R	TRAFFIC SIG LIGHT	MN DOT	(2)
EB212	755+73 R 1 - 755+87 R 1	196R - 188R	SIG WIRE	MN DOT	(2)
EB212	755+75 R 1	265R	P HH	MN DOT	(2)
EB212	755+75 R 1 - 755+76 R 1	122R - 110R	SIG WIRE	MN DOT	(2)
EB212	755+75 R 1 - 755+89 R 1	122R - 154R	SIG WIRE	MN DOT	(2)
EB212	755+76 R 1	110R	P HH	MN DOT	(2)
EB212	755+76 R 1 - 755+86 R 1	110R - 135R	SIG WIRE	MN DOT	(2)
EB212	755+76 R 1 - 756+03 R 1	110R - 178L	SIG WIRE	MN DOT	(2)
EB212	755+81 R 1 - 755+84 R 1	706L - 735L	SIG WIRE	MN DOT	(2)
EB212	755+84 R 1	735L	P HH	MN DOT	(2)
EB212	755+86 R 1	135R	TRAFFIC SIG LIGHT	MN DOT	(2)
EB212	755+87 R 1	188R	P HH	MN DOT	(2)
EB212	755+89 R 1	154R	P HH	MN DOT	(2)

UTILITIES TABULATION - Traffic Management					
ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	756+03 R 1	178L	P HH	MN DOT	(2)
EB212	756+03 R 1 - 756+04 R 1	178L - 192L	SIG WIRE	MN DOT	(2)
EB212	756+03 R 1 - 756+12 R 1	178L - 189L	SIG WIRE	MN DOT	(2)
EB212	756+04 R 1 - 756+20 R 1	192L - 205L	SIG WIRE	MN DOT	(2)
EB212	756+12 R 1	189L	P HH	MN DOT	(2)
EB212	756+12 R 1 - 756+28 R 1	189L - 291L	SIG WIRE	MN DOT	(2)
EB212	756+12 R 1 - 756+34 R 1	189L - 204L	SIG WIRE	MN DOT	(2)
EB212	756+15 R 1	299L	P HH	MN DOT	(2)
EB212	756+15 R 1 - 756+39 R 1	299L - 252L	SIG WIRE	MN DOT	(2)
EB212	756+20 R 1 - 756+34 R 1	205L - 204L	SIG WIRE	MN DOT	(2)
EB212	756+23 R 1 - 756+28 R 1	170L - 274L	U ST LIGHT	MN DOT	(2)
EB212	756+23 R 1 - 756+98 R 1	170L - 167L	U ST LIGHT	MN DOT	(2)
EB212	756+23 R 1	170L	P VAULT	MN DOT	(2)
EB212	756+28 R 1	274L	TRAFFIC SIG LIGHT	MN DOT	(2)
EB212	756+28 R 1 - 756+39 R 1	274L - 252L	SIG WIRE	MN DOT	(2)
EB212	756+34 R 1	204L	P HH	MN DOT	(2)
EB212	756+34 R 1 - 756+39 R 1	204L - 252L	SIG WIRE	MN DOT	(2)
EB212	756+34 R 1 - 756+98 R 1	204L - 197L	SIG WIRE	MN DOT	(2)
EB212	756+39 R 1	252L	P HH	MN DOT	(2)

(2) Based on as-built drawings from utility companies.

UTILITIES TABULATION - Power

ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	484+47 R 1 - 485+07 R 1	186L - 184L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	485+07 R 1 - 487+99 R 1	184L - 187L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	485+07 R 1	184L	P POLE	MVEC	(1)
EB212	487+99 R 1 - 490+99 R 1	187L - 189L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	487+99 R 1	187L	P POLE	MVEC	(1)
EB212	490+99 R 1 - 493+87 R 1	189L - 193L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	490+99 R 1	189L	P POLE	MVEC	(1)
EB212	493+87 R 1 - 496+97 R 1	193L - 196L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	493+87 R 1	193L	P POLE	MVEC	(1)
EB212	496+97 R 1 - 499+99 R 1	196L - 198L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	496+97 R 1	196L	P POLE	MVEC	(1)
EB212	499+99 R 1 - 503+19 R 1	198L - 206L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	499+99 R 1	198L	P POLE	MVEC	(1)
EB212	503+19 R 1 - 504+92 R 1	206L - 92L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	503+19 R 1	206L	P POLE	MVEC	(1)
EB212	504+92 R 1 - 508+77 R 1	92L - 8L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	504+92 R 1 - 506+19 R 1	92L - 208L	OVERHEAD ELECTRIC LINE	XCEL ENERGY	(1)
EB212	504+92 R 1	92L	P POLE	MVEC	(1)
EB212	506+19 R 1	208L	P POLE	XCEL ENERGY	(1)
EB212	508+77 R 1 - 511+84 R 1	8L - 67R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	508+77 R 1	8L	P POLE	MVEC	(1)
EB212	511+84 R 1 - 514+57 R 1	67R - 131R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	511+84 R 1	67R	P POLE	MVEC	(1)
EB212	514+57 R 1 - 517+27 R 1	131R - 219R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	514+57 R 1	131R	P POLE	MVEC	(1)
EB212	517+27 R 1 - 519+90 R 1	219R - 303R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	517+27 R 1	219R	P POLE	MVEC	(1)
EB212	519+90 R 1 - 522+72 R 1	303R - 392R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	519+90 R 1	303R	P POLE	MVEC	(1)
EB212	522+72 R 1 - 525+86 R 1	392R - 444R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	522+72 R 1	392R	P POLE	MVEC	(1)
EB212	525+86 R 1 - 529+25 R 1	444R - 486R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	525+86 R 1	444R	P POLE	MVEC	(1)
EB212	529+25 R 1 - 533+18 R 1	486R - 511R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	529+25 R 1	486R	P POLE	MVEC	(1)
EB212	533+18 R 1 - 537+18 R 1	511R - 512R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	533+18 R 1 - 535+12 R 1	511R - 688R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	533+18 R 1	511R	P POLE	MVEC	(1)
EB212	535+12 R 1	688R	P POLE	MVEC	(1)
EB212	537+18 R 1 - 540+60 R 1	512R - 508R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	537+18 R 1	512R	P POLE	MVEC	(1)
EB212	540+60 R 1 - 540+78 R 1	508R - 613R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	540+60 R 1 - 540+73 R 1	508R - 197R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	540+60 R 1	508R	P POLE	MVEC	(1)
EB212	540+73 R 1	197R	P POLE	MVEC	(1)
EB212	540+78 R 1	887R - 613R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	540+78 R 1 - 543+09 R 1	613R - 604R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	540+78 R 1	613R	P POLE	MVEC	(1)
EB212	540+78 R 1	887R	P POLE	MVEC	(1)
EB212	543+09 R 1 - 545+34 R 1	604R - 595R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	543+09 R 1	604R	P POLE	MVEC	(1)
EB212	544+24 R 1 - 545+34 R 1	519R - 595R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	544+24 R 1	519R	P POLE	MVEC	(1)
EB212	545+34 R 1 - 546+92 R 1	595R - 503R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	545+34 R 1	595R	P POLE	MVEC	(1)
EB212	546+92 R 1 - 549+64 R 1	503R - 498R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	546+92 R 1	503R	P POLE	MVEC	(1)
EB212	549+64 R 1 - 552+90 R 1	498R - 480R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	549+64 R 1	498R	P POLE	MVEC	(1)
EB212	552+90 R 1 - 556+17 R 1	480R - 446R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	552+90 R 1	480R	P POLE	MVEC	(1)
EB212	556+17 R 1 - 556+29 R 1	446R - 670R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	556+17 R 1 - 558+92 R 1	446R - 402R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	556+17 R 1	446R	P POLE	MVEC	(1)
EB212	556+29 R 1	670R	P POLE	MVEC	(1)
EB212	558+92 R 1 - 561+58 R 1	402R - 360R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	558+92 R 1	402R	P POLE	MVEC	(1)
EB212	561+58 R 1 - 564+27 R 1	360R - 318R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	561+58 R 1	360R	P POLE	MVEC	(1)

UTILITIES TABULATION - Power

ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	564+27 R 1 - 567+00 R 1	318R - 275R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	564+27 R 1	318R	P POLE	MVEC	(1)
EB212	567+00 R 1 - 569+69 R 1	275R - 233R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	567+00 R 1	275R	P POLE	MVEC	(1)
EB212	569+69 R 1 - 572+39 R 1	233R - 188R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	569+69 R 1	233R	P POLE	MVEC	(1)
EB212	572+34 R 1 - 572+39 R 1	382R - 188R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	572+34 R 1	382R	P POLE	MVEC	(1)
EB212	572+39 R 1 - 574+86 R 1	188R - 149R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	572+39 R 1	188R	P POLE	MVEC	(1)
EB212	574+86 R 1 - 577+84 R 1	149R - 101R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	574+86 R 1	149R	P POLE	MVEC	(1)
EB212	577+84 R 1 - 580+78 R 1	101R - 55R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	577+84 R 1	101R	P POLE	MVEC	(1)
EB212	577+88 R 1 - 580+78 R 1	331L - 55R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	577+88 R 1	331L	P POLE	MVEC	(1)
EB212	580+78 R 1 - 583+20 R 1	55R - 19R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	580+78 R 1	55R	P POLE	MVEC	(1)
EB212	583+20 R 1 - 585+49 R 1	19R - 18L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	583+20 R 1	19R	P POLE	MVEC	(1)
EB212	585+49 R 1 - 587+89 R 1	18L - 54L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	585+49 R 1	18L	P POLE	MVEC	(1)
EB212	587+89 R 1 - 588+06 R 1	54L - 79R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	587+89 R 1 - 590+20 R 1	54L - 88L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	587+89 R 1	54L	P POLE	MVEC	(1)
EB212	588+06 R 1 - 588+26 R 1	79R - 228R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	588+06 R 1	79R	P POLE	MVEC	(1)
EB212	588+26 R 1	228R	P POLE	MVEC	(1)
EB212	590+20 R 1 - 592+49 R 1	88L - 121L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	590+20 R 1	88L	P POLE	MVEC	(1)
EB212	592+49 R 1 - 594+84 R 1	121L - 155L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	592+49 R 1	121L	P POLE	MVEC	(1)
EB212	594+41 R 1 - 594+84 R 1	475L - 155L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	594+41 R 1	475L	P POLE	MVEC	(1)
EB212	594+53 R 1 - 594+84 R 1	57R - 155L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	594+53 R 1	57R	P POLE	MVEC	(1)
EB212	594+84 R 1 - 597+58 R 1	155L - 190L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	594+84 R 1	155L	P POLE	MVEC	(1)
EB212	597+58 R 1 - 600+34 R 1	190L - 226L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	597+58 R 1	190L	P POLE	MVEC	(1)
EB212	600+34 R 1 - 603+14 R 1	226L - 253L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	600+34 R 1	226L	P POLE	MVEC	(1)
EB212	603+14 R 1 - 605+96 R 1	253L - 270L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	603+14 R 1	253L	P POLE	MVEC	(1)
EB212	605+90 R 1 - 605+96 R 1	353L - 270L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	605+90 R 1	353L	P POLE	MVEC	(1)
EB212	605+96 R 1 - 608+72 R 1	270L - 276L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	605+96 R 1	270L	P POLE	MVEC	(1)
EB212	608+10 R 1 - 608+72 R 1	185L - 276L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	608+10 R 1	185L	P POLE	MVEC	(1)
EB212	608+72 R 1 - 611+60 R 1	276L - 277L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	608+72 R 1	276L	P POLE	MVEC	(1)
EB212	611+60 R 1 - 614+46 R 1	277L - 280L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	611+60 R 1	277L	P POLE	MVEC	(1)
EB212	614+46 R 1 - 617+31 R 1	280L - 283L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	614+46 R 1	280L	P POLE	MVEC	(1)
EB212	617+31 R 1 - 620+17 R 1	283L - 286L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	617+31 R 1	283L	P POLE	MVEC	(1)
EB212	620+17 R 1 - 623+03 R 1	286L - 289L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	620+17 R 1	286L	P POLE	MVEC	(1)
EB212	623+03 R 1 - 625+46 R 1	289L - 291L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	623+03 R 1	289L	P POLE	MVEC	(1)
EB212	625+46 R 1 - 627+88 R 1	291L - 292L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	625+46 R 1	291L	P POLE	MVEC	(1)
EB212	627+88 R 1 - 628+17 R 1	292L - 153L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	627+88 R 1 - 630+05 R 1	292L - 289L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	627+88 R 1	292L	P POLE	MVEC	(1)
EB212	628+17 R 1	153L	P POLE	MVEC	(1)
EB212	630+05 R 1 - 632+56 R 1	289L - 286L	OVERHEAD ELECTRIC LINE	MVEC	(1)

UTILITIES TABULATION - Power

ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	630+05 R 1	289L	P POLE	MVEC	(1)
EB212	632+56 R 1 - 635+76 R 1	286L - 278L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	632+56 R 1	286L	P POLE	MVEC	(1)
EB212	635+76 R 1 - 638+94 R 1	278L - 262L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	635+76 R 1	278L	P POLE	MVEC	(1)
EB212	638+94 R 1 - 641+83 R 1	262L - 240L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	638+94 R 1	262L	P POLE	MVEC	(1)
EB212	641+10 R 1 - 641+83 R 1	392L - 240L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	641+10 R 1	392L	P POLE	MVEC	(1)
EB212	641+83 R 1 - 644+19 R 1	240L - 220L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	641+83 R 1	240L	P POLE	MVEC	(1)
EB212	644+19 R 1 - 646+45 R 1	220L - 203L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	644+19 R 1	220L	P POLE	MVEC	(1)
EB212	646+45 R 1 - 648+77 R 1	203L - 186L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	646+45 R 1	203L	P POLE	MVEC	(1)
EB212	648+47 R 1 - 648+77 R 1	10R - 186L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	648+47 R 1	10R	P POLE	MVEC	(1)
EB212	648+77 R 1 - 648+97 R 1	186L - 432L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	648+77 R 1 - 651+79 R 1	186L - 152L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	648+77 R 1	186L	P POLE	MVEC	(1)
EB212	648+97 R 1	432L	P POLE	MVEC	(1)
EB212	651+79 R 1 - 655+10 R 1	152L - 118L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	651+79 R 1	152L	P POLE	MVEC	(1)
EB212	655+10 R 1 - 658+24 R 1	118L - 87L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	655+10 R 1	118L	P POLE	MVEC	(1)
EB212	658+24 R 1 - 661+58 R 1	87L - 54L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	658+24 R 1	87L	P POLE	MVEC	(1)
EB212	661+09 R 1 - 661+58 R 1	266R - 54L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	661+09 R 1	266R	P POLE	MVEC	(1)
EB212	661+58 R 1 - 664+25 R 1	54L - 29L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	661+58 R 1	54L	P POLE	MVEC	(1)
EB212	664+25 R 1 - 666+93 R 1	29L - 11L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	664+25 R 1	29L	P POLE	MVEC	(1)
EB212	666+93 R 1 - 669+64 R 1	11L - 1R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	666+93 R 1	11L	P POLE	MVEC	(1)
EB212	669+64 R 1 - 669+64 R 1	334L - 1R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	669+64 R 1	334L	P POLE	MVEC	(1)
EB212	669+64 R 1 - 669+72 R 1	1R - 243R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	669+64 R 1 - 672+31 R 1	1R - 7R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	669+64 R 1	1R	P POLE	MVEC	(1)
EB212	669+72 R 1	243R	P POLE	MVEC	(1)
EB212	672+31 R 1 - 674+95 R 1	7R - 6R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	672+31 R 1	7R	P POLE	MVEC	(1)
EB212	674+95 R 1 - 684+05 R 1	6R - 5R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	674+95 R 1 - 675+08 R 1	6R - 123R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	674+95 R 1	6R	P POLE	MVEC	(1)
EB212	675+08 R 1	123R	P POLE	MVEC	(1)
EB212	678+02 R 1	6R	P POLE	MVEC	(1)
EB212	679+70 R 1	7R	P POLE	MVEC	(1)
EB212	683+99 R 1	358L	P POLE	MVEC	(1)
EB212	684+05 R 1 - 686+62 R 1	5R - 4R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	684+05 R 1	5R	P POLE	MVEC	(1)
EB212	686+62 R 1 - 689+66 R 1	4R - 3R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	686+62 R 1	4R	P POLE	MVEC	(1)
EB212	689+66 R 1 - 692+57 R 1	3R - 2R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	689+66 R 1	3R	P POLE	MVEC	(1)
EB212	692+57 R 1 - 692+95 R 1	2R - 176R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	692+57 R 1 - 695+94 R 1	2R - 4R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	692+57 R 1	2R	P POLE	MVEC	(1)
EB212	692+95 R 1	176R	P POLE	MVEC	(1)
EB212	695+94 R 1 - 699+03 R 1	4R - 5R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	695+94 R 1	4R	P POLE	MVEC	(1)
EB212	699+03 R 1 - 701+27 R 1	5R - 8R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	699+03 R 1	5R	P POLE	MVEC	(1)
EB212	701+27 R 1 - 701+29 R 1	8R - 376L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	701+27 R 1 - 705+29 R 1	8R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	701+27 R 1	8R	P POLE	MVEC	(1)
EB212	701+29 R 1	376L	P POLE	MVEC	(1)
EB212	705+29 R 1 - 708+48 R 1	8R - 1R	OVERHEAD ELECTRIC LINE	MVEC	(1)

UTILITIES TABULATION - Power

ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	705+29 R 1	8R	P POLE	MVEC	(1)
EB212	708+48 R 1 - 711+57 R 1	1R - 0	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	708+48 R 1	1R	P POLE	MVEC	(1)
EB212	711+57 R 1 - 714+66 R 1	0 - 7R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	711+57 R 1	0	P POLE	MVEC	(1)
EB212	714+53 R 1 - 714+66 R 1	197R - 7R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	714+53 R 1	197R	P POLE	MVEC	(1)
EB212	714+66 R 1 - 717+54 R 1	7R - 15R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	714+66 R 1	7R	P POLE	MVEC	(1)
EB212	717+54 R 1 - 720+40 R 1	15R - 24R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	717+54 R 1	15R	P POLE	MVEC	(1)
EB212	720+40 R 1 - 722+16 R 1	24R - 30R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	720+40 R 1	24R	P POLE	MVEC	(1)
EB212	722+16 R 1 - 722+73 R 1	30R - 270L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	722+16 R 1 - 723+24 R 1	30R - 36R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	722+16 R 1	30R	P POLE	MVEC	(1)
EB212	722+73 R 1	270L	P POLE	MVEC	(1)
EB212	723+24 R 1 - 726+64 R 1	36R - 46R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	723+24 R 1	36R	P POLE	MVEC	(1)
EB212	726+51 R 1 - 726+64 R 1	154R - 46R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	726+51 R 1	154R	P POLE	MVEC	(1)
EB212	726+64 R 1 - 729+15 R 1	46R - 55R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	726+64 R 1	46R	P POLE	MVEC	(1)
EB212	729+15 R 1 - 731+91 R 1	55R - 65R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	729+15 R 1	55R	P POLE	MVEC	(1)
EB212	731+91 R 1 - 734+70 R 1	65R - 73R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	731+91 R 1	65R	P POLE	MVEC	(1)
EB212	734+70 R 1 - 734+71 R 1	73R - 245L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	734+70 R 1 - 738+33 R 1	73R - 86R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	734+70 R 1	73R	P POLE	MVEC	(1)
EB212	734+71 R 1	245L	P POLE	MVEC	(1)
EB212	738+33 R 1 - 741+94 R 1	86R - 99R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	738+33 R 1	86R	P POLE	MVEC	(1)
EB212	741+78 R 1 - 741+94 R 1	297R - 99R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	741+78 R 1	297R	P POLE	MVEC	(1)
EB212	741+94 R 1 - 745+35 R 1	99R - 110R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	741+94 R 1	99R	P POLE	MVEC	(1)
EB212	745+35 R 1 - 749+36 R 1	110R - 124R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	745+35 R 1	110R	P POLE	MVEC	(1)
EB212	749+36 R 1 - 749+66 R 1	124R - 263R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	749+36 R 1 - 752+89 R 1	124R - 142R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	749+36 R 1	124R	P POLE	MVEC	(1)
EB212	749+66 R 1	263R	P POLE	MVEC	(1)
EB212	752+89 R 1 - 755+90 R 1	142R - 154R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	752+89 R 1	142R	P POLE	MVEC	(1)
EB212	755+74 R 1 - 755+90 R 1	97R - 154R	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	755+74 R 1 - 755+99 R 1	97R - 154L	OVERHEAD ELECTRIC LINE	MVEC	(1)
EB212	755+74 R 1	97R	P POLE	MVEC	(1)
EB212	755+90 R 1	154R	P POLE	MVEC	(1)
EB212	755+99 R 1	154L	P POLE	MVEC	(1)

(1) Based on S1013_fip.dgn from KHA

Project Name: TH 212
SP 1013-79 (Part "B")

UTILITIES TABULATION - Gas					
ALIGNMENT	STATION TO STATION	OFFSET (FT)	DESCRIPTION	OWNER	REMARKS
EB212	756+57 R 1 - 756+94 R 1	1080R - 674R	GAS	CENTERPOINT ENERGY	(2)
EB212	756+94 R 1 - 756+98 R 1	674R - 651R	GAS	CENTERPOINT ENERGY	(2)

(2) Based on as-built drawings from utility companies.

APPENDIX C
STENDER/BACHMANN PROPERTIES ALTERNATIVE ANALYSIS

Alternatives Evaluation Process for Part A to address historic Stender Farmstead - February 5, 2010

There has been considerable discussion regarding the potential impacts to the historic Stender Farmstead, a property determined to be eligible for listing on the National Register of Historic Places by Mn/DOT Cultural Resources Unit (CRU) and the State Historic Preservation Office or SHPO (SHPO letter dated October 28, 2008). This focus on alternatives to avoid or minimize potential historic impacts to this property is required by Section 4(f) of the Department of Transportation Act of 1966, as implemented by the Federal Highway Administration (FHWA). The following provides a brief overview of the steps taken to date to identify and avoid, or minimize the potential impacts to this property during the preliminary design phase of this project.

A number of meetings have been held between the Mn/DOT design team, Mn/DOT CRU and SHPO to specifically discuss this property (March 19, April 9, and June 24 of 2009). These discussions focused on what would constitute an impact to the farmstead, potential alternatives that could avoid or minimize such impacts and what potential mitigation measures could be considered. As a result, a series of alternatives was developed with varied alignments and cross-sections.

A number of quantitative factors were considered in evaluating the alternatives (labeled as Flaps A thru F in the attached Exhibits) that have been developed. The factors evaluated for each alternative are also summarized in the attached table. The primary quantifiable factors that were identified included new right-of-way area, structures, wetlands and estimated costs.

Other factors were considered as part of the qualitative evaluation of alternatives, which could not be assigned values at this stage of the project but raise potential concerns or risk associated to the project. These factors include the long-term maintenance and operations of TH 212, driver expectations, and staging / sequencing of the development within and along the corridor.

- **Rural Context:** Today, this is a rural environment with the primary industry being agriculture related. Therefore, at least for the short-term, how agricultural operations use the TH 212 corridor need to be considered. Integrating curb and guardrail onto TH 212, may prevent large, slow-moving farm equipment from safely using this segment of the roadway. Equipment such as combines, planters, cultivators and sprayers typically exceed a standard 12-foot lane width and today will use the shoulder in order to not occupy more than one traffic lane. Introducing guardrail limits the usable shoulder, forcing equipment to occupy more than one traffic lane, creating unsafe conditions for passing vehicles.

Additionally, general engineering practice indicates that a shy distance is needed once curb and guardrail features are placed within a roadway template. Shying away from these features will influence usage of the other lanes, thus impacting the traveling public and reducing mobility on the corridor.

- **Roadway Features:** By reducing the amount of right-of-way acquired thru use of steeper slopes, the roadway requires the placement of guardrail and curb. Any feature added to a roadway provides another opportunity for itself to be a hazard to the traveling public.

Primary needs for a roadway are to minimize or eliminate the placement of these types of features.

- **Typical Roadway Section:** Based on the current project's purpose and need, the intent of the project is to eliminate the short segments of 2-lane roadway within a predominantly 4-lane facility. Having a consistent roadway template provides to the users a comfort based on feature expectancy.
- **Staging / Sequencing:** Anticipating the project will be constructed in phases, as funding allows, it is important to design each segment with consideration to logical construction limits, minimizing future transition removals and meeting the needs of the communities and the traveling public.

The following describes the evolution of alternatives after the historic farmstead was identified and options were analyzed for possible avoidance, or minimizing potential historic impacts, while balancing to the overall needs of the corridor.

Sequence of Alternatives

Baseline – This alignment starts with a basic 284 foot, 4-lane divided roadway section that meets the project purpose and need, and notwithstanding the historic farmstead, provides minimal impacts to other resources as compared to shifting to the north side of the existing TH 212. Initially, this was the alternative that provided the straightest alignment, the lowest anticipated costs for right-of-way, and had the fewest property relocations. However, this alignment also had the greatest impact to the historic farmstead based on acres of land taken. Therefore, this alignment was used as a baseline for comparison to other alternatives (Flaps A-F below) for reducing impacts to the farmstead and to other resources.

Flap A – Avoid. This alignment was set to avoid the farmstead by re-aligning 8,600 feet of roadway north to eliminate the taking of property from the Stender farmstead. This alignment avoids the historic property but creates substantial impacts to the Bachmann property just north of TH 212 via right-of-way acquisition, building reconstruction and two home relocations.

Flap B – Minimize. This alignment was an attempt to share the overall impacts north and south of TH 212 to see if there would be a reduction in overall impacts to both the Stender and Bachmann properties, while maintaining a standard 284 foot right-of-way. The result was a substantial reduction in impact to the Stender farmstead compared to the baseline, with a small reduction in impacts to the Bachmann property compared to Flap A, with an overall increase to the projects costs.

Flap C – Avoid and Minimize. Similar to Flap A, this alignment avoided most of the impact to the historic property, and reduced the right-of-way needed on the north side of TH 212 by reducing the median width and introducing curb and gutter to eliminate the need for outer drainage ditches resulting in a total right-of-way width of 164 feet. This is a reduction of 120 feet of right-of-way width. This alignment nearly eliminates the historic impact, however it still requires the relocation of two residential homes on the Bachmann property.

Flap D – Minimize. Similar to Flap B, this alignment was evaluated to determine how a 164-foot right-of-way width would reduce the impact to the historic property if the residential relocations were avoided. By introducing the 164 foot right-of-way, the impact to the historic property was reduced by over half (9.3 acres to 3.9 acres) and the construction and right-of-way costs were reduced to an amount comparable to the baseline.

Flap E – Further Minimize. Because the geometrics of Flaps A- D are not desirable due to the reversing curves, the alignment was refined while holding to the same principles as Flap D. This alignment results in impacts to both properties on the north and south side of the road, but minimizes the impact to both properties. This alignment results in similar impact to the historic property as Flap D, but results in cost savings, compared to the baseline. Therefore this is the concept that Mn/DOT believes to be the possible preferred alternative, ultimately balancing the potential effect to the historic property with the project.

Flap F – Minimum Cross-section. For additional comparison, a cross-section was identified that represented the narrowest right-of-way possible (134 ft) for a 4-lane divided roadway. This cross-section requires a concrete median barrier (due to travel speed, light glare, Run Off safety requirements) as well as curb/gutter with guardrail placed on the outside shoulders. This concept would result in the least amount of right-of-way required from both sides, however, it does introduce significant geometric changes from the baseline and integrates numerous physical features within the roadway thus raising concerns for maintenance, mobility, and safety. This concept is not practical in today's rural agriculture setting.

PART A ALTERNATIVES COMPARISON (generally from Station 1623 to Station 1733)

01-14-10

Alternatives considered	Intent of Alternative	Geometric Considerations	Centerline Spacing	Resulting ROW Width ³	Wetland impacts (acres)	Stender western parcel ROW in acres and costs ¹	Stender eastern parcel ROW in acres and cost ¹	Stender Bldg or relocation cost	Total Stender New ROW costs	Bachmann ROW in acres and costs ¹	Bachmann Bldg costs and relocation cost ²	Total Bachmann New ROW costs	Additional Construction Cost ⁵	Total Cost Difference from Baseline
BASELINE (Widen all to the south, hold existing north ROW line) Rural section, ditch drainage, no guardrail	Represents worst-case impact to historic property	Requires undesirable reversing curves	84'	284'	2.6	7.0 acres \$360,000	2.3 acres \$115,000	No buildings removed \$0	9.3 acres \$475,000	No new ROW \$0	0 buildings replaced \$0	0 acres \$0	None (this is the baseline for comparison)	\$0
FLAP A (Widen all north, hold existing south ROW line) Rural section, ditch drainage, no guardrail. <i>Segment Length: 8,600 ft</i>	Represents total avoidance of historic property with full ROW width	Requires undesirable reversing curves	84'	284'	3.9	No new ROW \$0	No new ROW \$0	No buildings removed \$0	0 acres \$0	11.7 acres \$583,000	7 buildings replaced; \$300,000 for two residences reconstructed \$50,000 for four additional bldgs \$30,000 relocation	11.7 acres \$963,000	\$0	+\$488,000
FLAP B (Widen north and south, use existing TH 212 as EB lanes) Curb and gutter ⁴ , storm sewer and guardrail (W Beam) along Stender properties only. <i>Segment Length: 8,600 ft</i>	Reduces shift to south, minimizing impact to historic property while maintaining full ROW width	Requires undesirable reversing curves	84'	284'	4.0	1.7 acres \$85,000	0.6 acres \$30,000	No buildings removed \$0	2.1 acres \$115,000	8.6 acres \$430,000	6 buildings replaced; \$300,000 for two residences reconstructed \$40,000 for five additional bldgs \$30,000 relocation	8.6 acres \$800,000	\$100,000	+\$540,000
FLAP C (Widen all north, hold existing south ROW and use existing TH 212 as EB lanes) Curb and gutter ⁴ , storm sewer and w-beam guardrail along Stender and Bachmann properties only; cable guardrail in median. <i>Segment Length: 8,600 ft</i>	Same as A with narrower ROW. Avoids historic property and reduced ROW width	Requires undesirable reversing curves	64'	164'	3.0	No new ROW \$0	0.6 acres \$30,000	No buildings removed \$0	0.6 acres \$30,000	6.2 acres \$310,000	3 buildings replaced; \$300,000 for two residences reconstructed \$10,000 for one additional bldg \$20,000 relocation	6.2 acres \$640,000	\$250,000	+\$445,000
FLAP D (Widen all south, hold existing north ROW and use existing TH 212 as WB lanes) Curb and gutter ⁴ , storm sewer and w-beam guardrail along Stender and Bachmann properties only; cable guardrail in median. <i>Segment Length: 8,600 ft</i>	Same as B with narrower ROW. Minimizes impact to historic property and reduced ROW width	Requires undesirable reversing curves	64'	164'	2.6	2.5 acres \$125,000	1.4 acres \$70,000	No buildings removed \$0	3.9 acres \$195,000	No new ROW \$0	0 buildings replaced \$0	0 acres \$0	\$300,000	+\$20,000
FLAP E (New alignment non-parallel to existing, eliminates previous reversing horizontal curves in Flap A - D) Curb and gutter ⁴ , storm sewer and w-beam guardrail along Stender and Bachmann properties only; cable guardrail in median only at Stender West parcel and Bachmann properties. <i>Segment Length: 7,000 ft</i>	Geometric alignment shift to minimize impact on west parcel of historic property	Eliminates need for undesirable reversing curves	64'	Varies 157' to 284'	1.7	1.9 acres \$95,000	2.3 acres \$115,000	No buildings removed \$0	4.2 acres \$210,000	No new ROW \$0	0 buildings replaced \$0	0 acres \$0	\$200,000	-\$65,000
Minimum cross-section for four lanes divided by concrete median barrier and urban section⁴ (new ROW evenly split between north and south) <i>Segment Length: 8,600 ft</i>	Introduces significant inconsistency in alignment cross-section, which causes safety concerns	No flexibility for future median widening to 6-lanes	34'	134'	0.1	0.7 acres \$35,000	0.2 acres \$10,000	No buildings removed \$0	0.9 acres \$45,000	1.0 acres \$50,000	1 building replaced \$150,000 for one residence \$10,000 relocation	1.0 acres \$210,000	\$500,000	+\$280,000

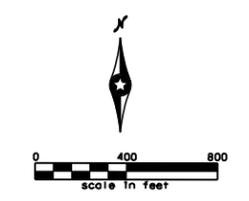
¹ Based on rate of \$50,000 per acre for land value

² General estimate provided by Mn/DOT ROW office based on the number and type of structures impacted; \$150,000 per residence, \$10,000 per other structure, plus up to \$10,000 relocation costs per building.

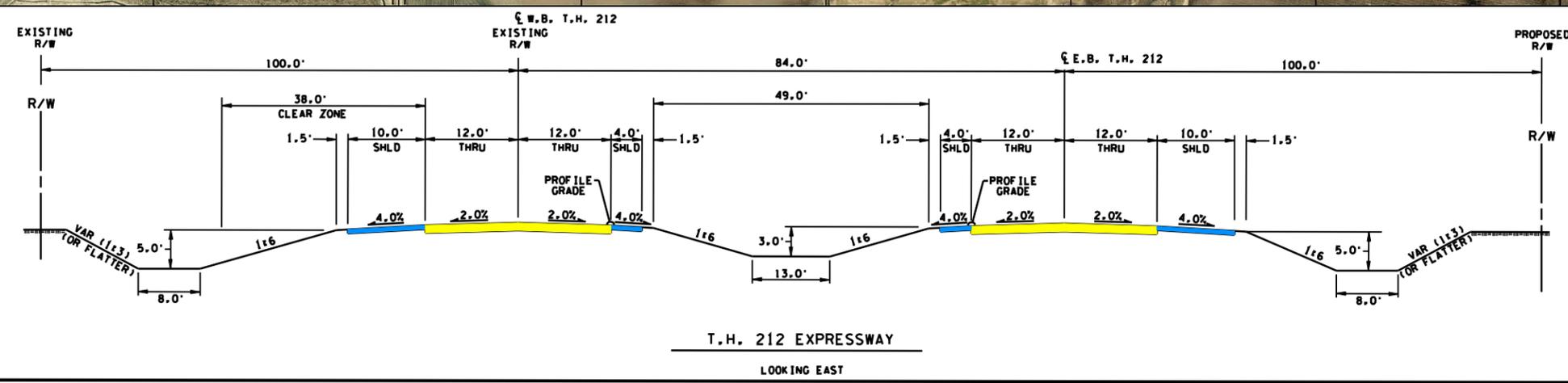
³ Existing ROW is 100 feet

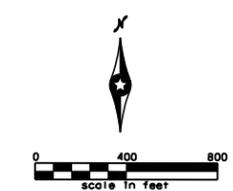
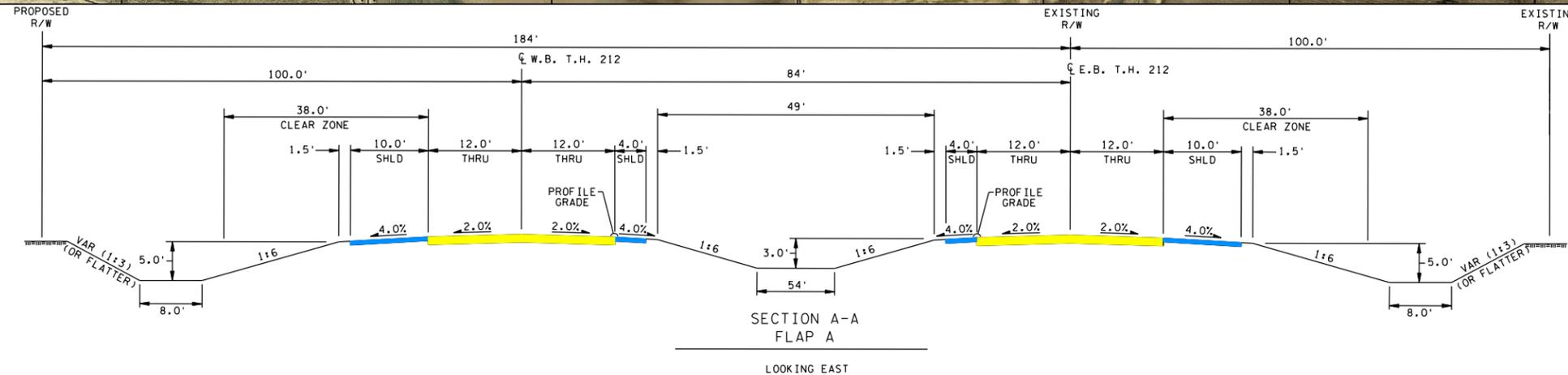
⁴ Curb and gutter and guardrails may prohibit movement of large farm equipment on TH 212, or decrease safety by not accommodating equipment to run partially on shoulder to allow vehicles to pass

⁵ Includes estimated costs in addition to baseline project cost for materials including curb and gutter, storm sewer pipe, concrete median barrier, and guard rails (W-Beam and Cable)



PART A
ALTERNATIVE ANALYSIS
STENDER BASELINE

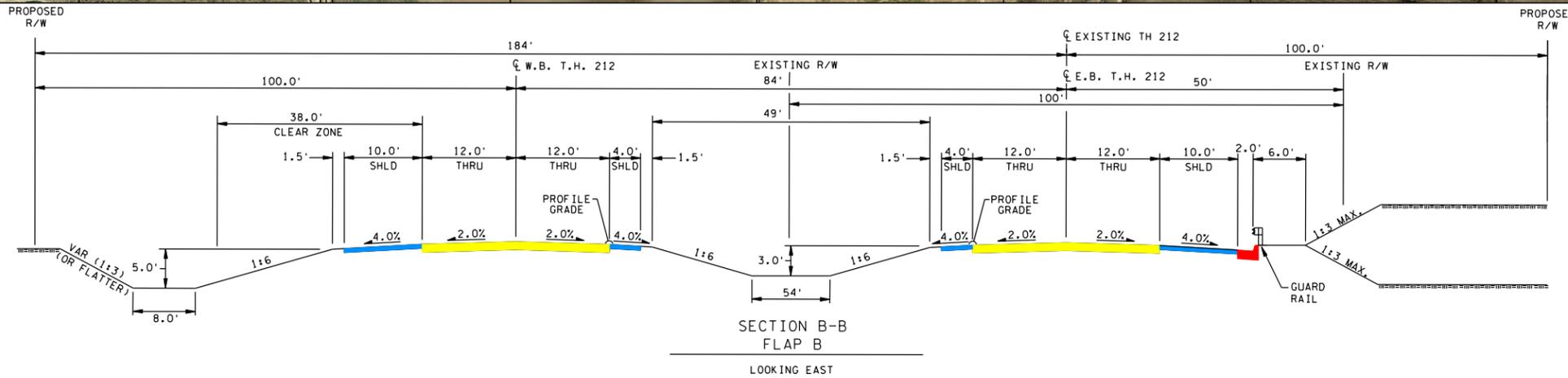




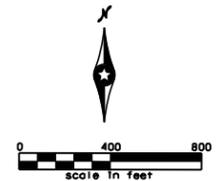
PART A
ALTERNATIVE ANALYSIS
FLAP A



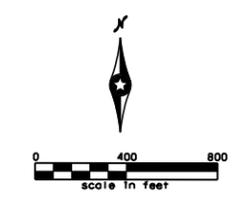
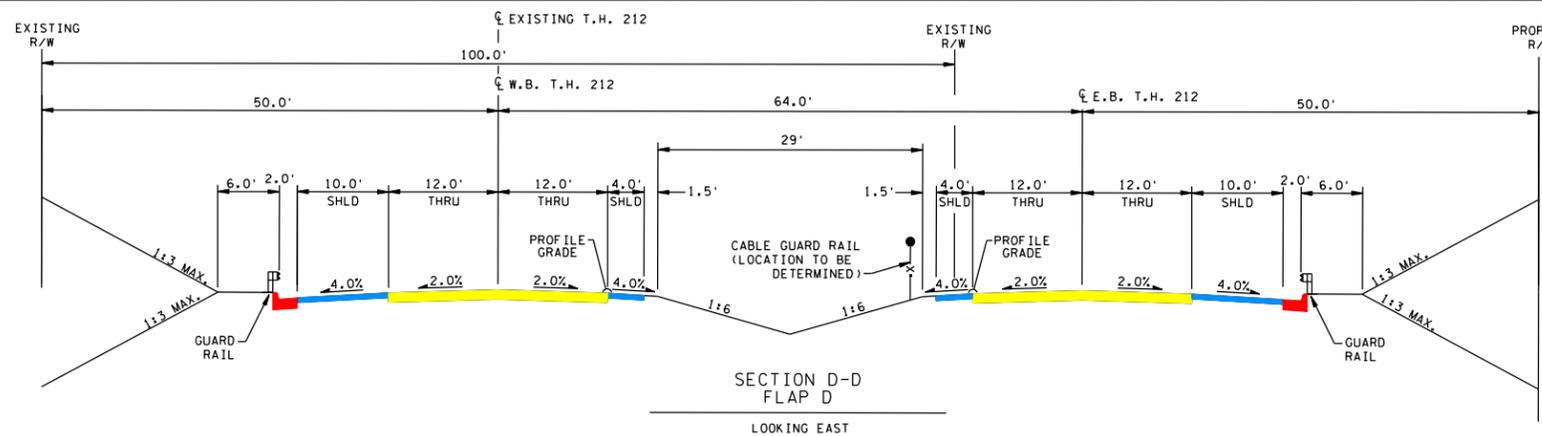
8600' - FLAP B ALIGNMENT CHANGE
(COMPARED TO BASELINE)



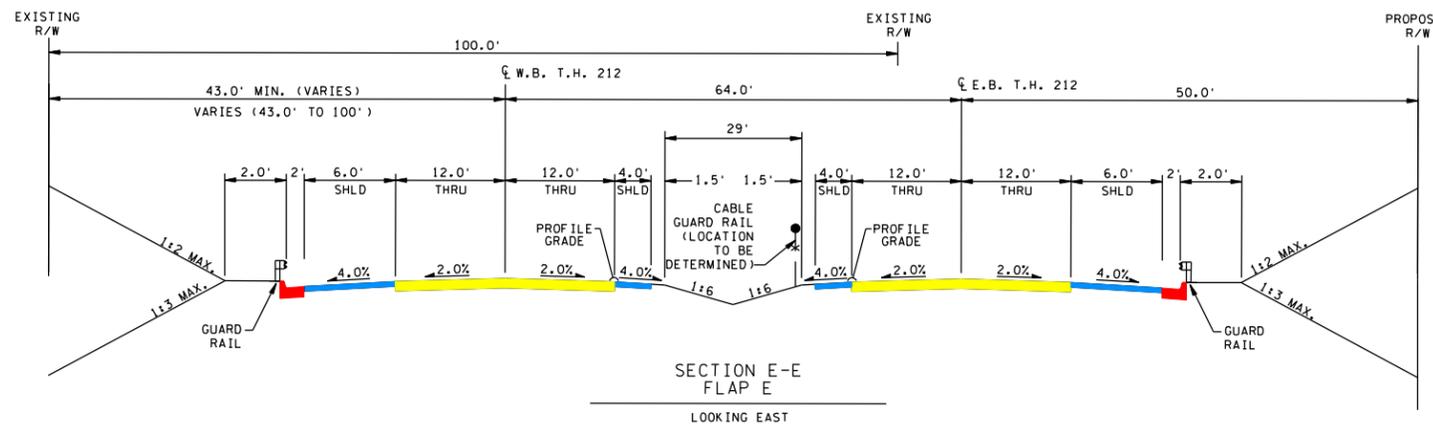
- ADDITIONAL R/W
- IMPACTED WETLAND



PART A
ALTERNATIVE ANALYSIS
FLAP B



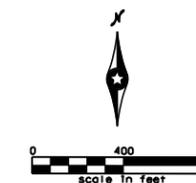
PART A
ALTERNATIVE ANALYSIS
FLAP D



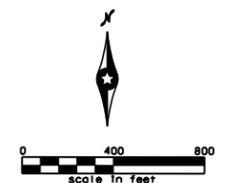
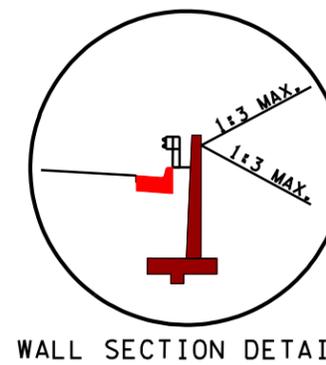
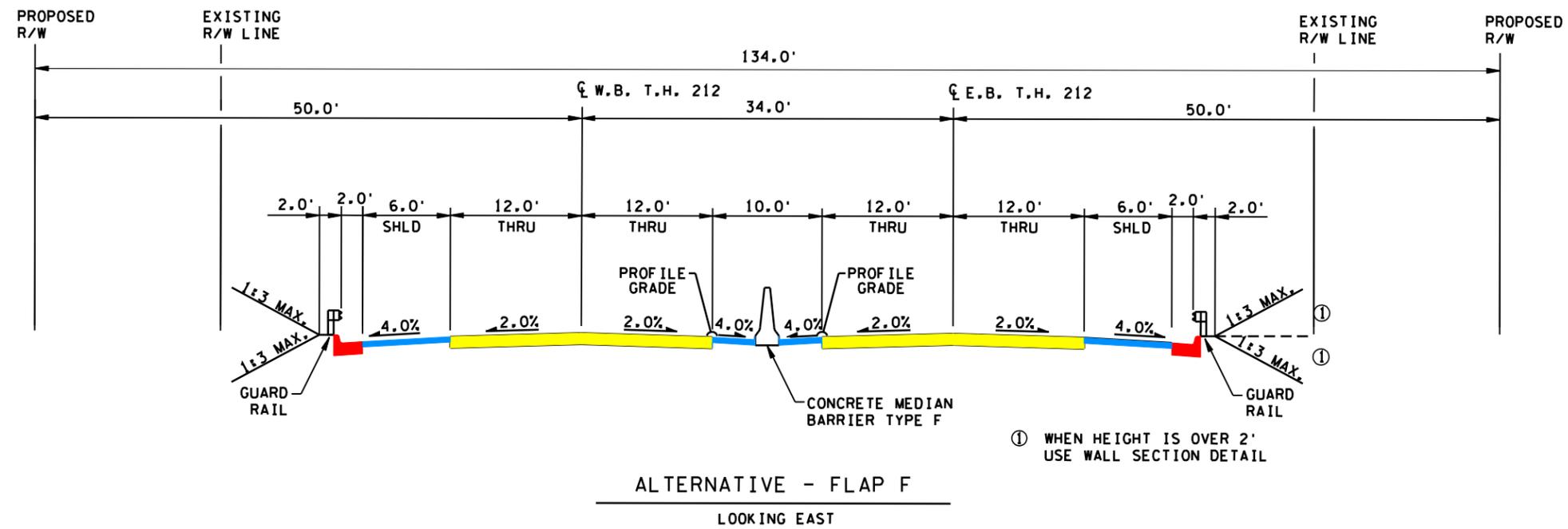
Kimley-Horn
and Associates, Inc.



-  ADDITIONAL R/W
-  IMPACTED WETLAND



PART A
ALTERNATIVE ANALYSIS
FLAP E



PART A
ALTERNATIVE ANALYSIS
FLAP F

APPENDIX D
CENTERLINE SPACING MEMORANDUM



Minnesota Department of Transportation

Memo

Metro District-Waters Edge Office
1500 W. County Road B-2
Roseville, MN 55113-3174

Telephone: 651-634-2103
Fax: 651-582-1302

DATE: April 24, 2007

TO: Lynn Clarkowski, South Metro Area Manager
Sheila Kauppi, Metro Traffic
James Rosenow, CO Geometrics
Richard Martig, Design Project Manager

FROM: Victoria Nill, South Metro Area Engineer

SUBJECT: TH 212 Advance Design Typical Section (SP 1013-77 and 79)

We have reviewed the 84' expressway typical section submitted by SRF Consulting Group for the above mentioned project and concur with the design. The following are issues we considered in making this decision:

- Cable median guardrail – our intent was a design that would not need the installation of cable guardrail as a 4 lane roadway. We discussed this with Glen Ellis (Traffic deferred to Glen). Our current practice is that if the width from edge of travel lane to edge of travel lane is great than 50' (or 74' center line spacing) cable median guardrail isn't needed. Therefore with our 84' centerline spacing, cable median guardrail is not needed.
- Adjacent typical sections – the design-build freeway section to the east has a centerline spacing of 80'. Eighty feet was Metro's standard typical freeway section at the time of the design. Currently, Metro's standard freeway typical section is 76'. The centerline spacing in the Cologne bypass area is 84' which is located within the project limits, towards the west end.
- 2 stage crossing/median refuge – the vision for the corridor is an expressway not a freeway. Traffic will be crossing and making left turn onto and from the mainline. Due to the mainline width, it is assumed that a vehicle might need refuge in the median before being able to make its intended move. Therefore the median width needs to safely accommodate a vehicle without affecting mainline traffic. This situation currently occurs in the Cologne bypass area that has 84' centerline spacing and is working without any safety issues that we are aware of.

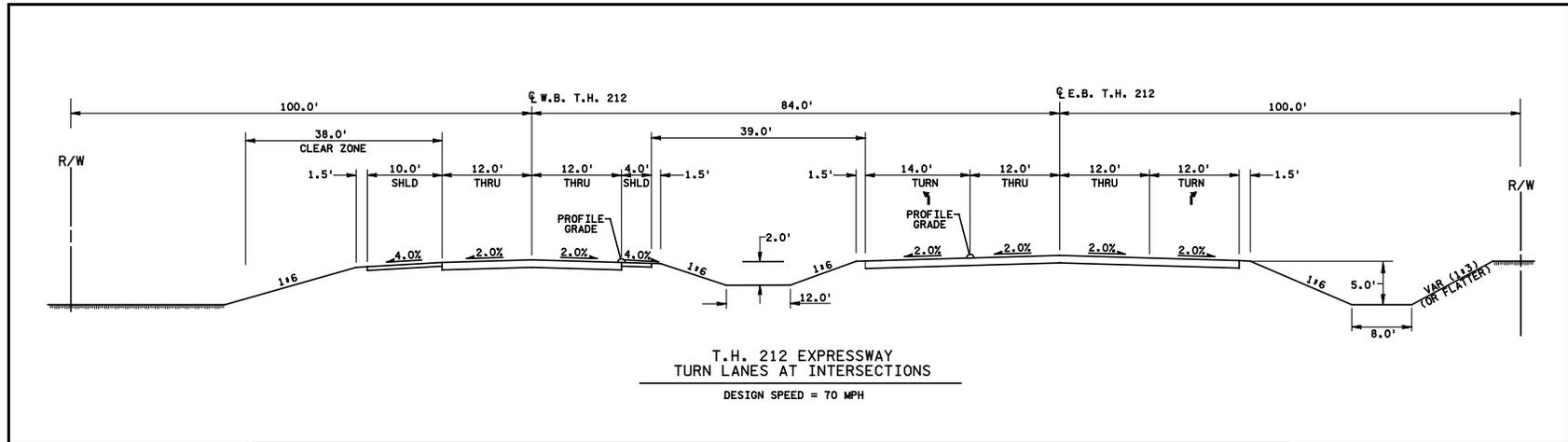
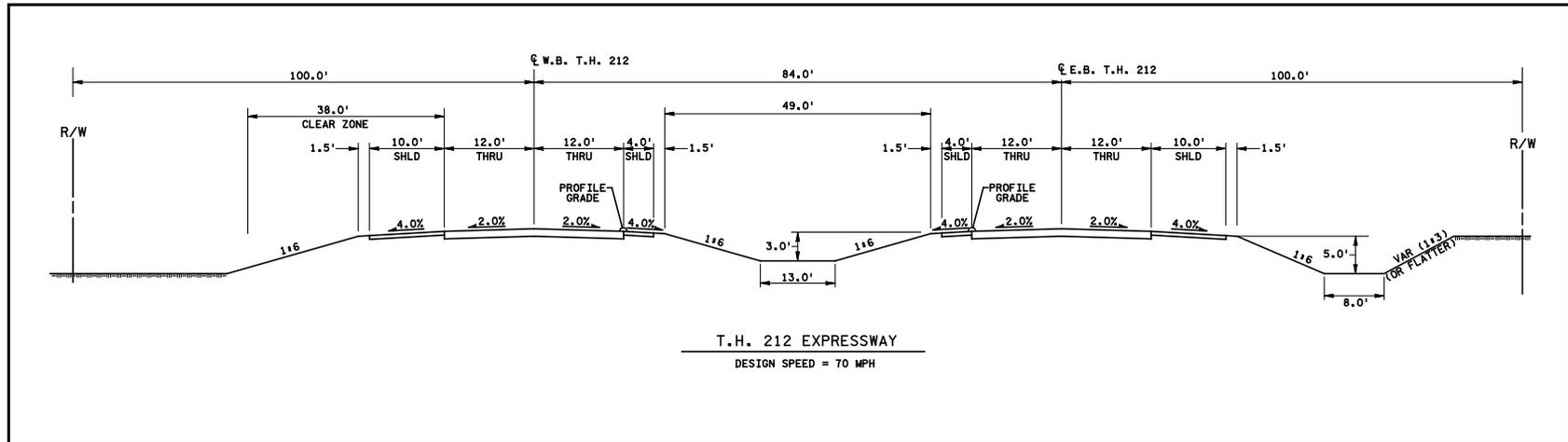
- Future lane addition – the 84' centerline spacing does allow for an additional lane in each direction but would leave a 36' width from edge of travel lane to edge of travel lane that would require cable median guardrail.
- Upgrade to freeway – 84' centerline spacing could present a problem if the intent is to upgrade the roadway to a freeway section with concrete median barrier. If there are 3 lanes in each direction, that leaves 36' for the shoulders and concrete barrier. The concrete barrier is about 2' leaving 17' shoulders. Since we do not foresee this section being a freeway in the near future, we think the benefit of a wider median width for 2-stage crossing/median refuge out weighs the risk of a freeway conversion.
- Right-of-way impacts – Traffic and CO Geometrics suggested a 90' or more centerline spacing but right-of-way impacts need to balance against the magnitude of benefit it would provide.

Please call if you have any questions or would like to discuss further.

APPENDIX E
YEAR 2010 DESIGN STANDARDS AND TYPICAL ROADWAY SECTIONS

TH 212 Preliminary Design

TH 212 DESIGN STANDARDS - EXPRESSWAY		
CATEGORY	MN/DOT REFERENCE	RURAL
Functional Classification		principal arterial
Design Speed	Table 2-5.07A	70 mph
<u>Horizontal Alignment</u> maximum degree of curvature maximum superelevation rate	Table 3-3.02A	2-45' 6.0 %
<u>Vertical Alignment</u> maximum grade minimum grade	Table 3-4.02A (rolling) Section 3-4.02	4 % 0.00%
K-value Stopping (crest)	Figure 3-4.04A	247 (70 mph)
K-value Stopping (Headlight Sag)	Figure 3-4.04D	181 (70 mph)
Lane width	Tables 2-7.01D-G	12 ft
<u>Shoulder width</u> (right)	Table 4-4.01A	11.5 ft usable (10 ft paved)
(left)	Table 4-4.01B	5.5 ft usable (4 ft paved) - 2 lanes
<u>Sideslopes</u> (inslope) (backslope)	Section 4-6.01	1V:6H 1V:3H
Clearzone (tangent - fill section)	Table 4-6.04A	38 ft (70 mph)
Number of Lanes		4
Centerline Spacing		84 ft
Right of Way width (minimum)		284 ft



TYPICAL SECTIONS

TH 212 from NYA to the west end of the Cologne bypass
 S.P. 1013-77

Figure A

APPENDIX F
CONCEPT COST ESTIMATE – GEOMETRIC LAYOUT A



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



Concept Cost Estimate Norwood Young America to Cologne - SP 1013-79 (based upon 2008 bid price information) Benefit to Cost Sensitivity Scenario No. 1

					TOTAL	
ITEM DESCRIPTION			UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS						
1	Excavation - common & subgrade		cu. vd.	\$4.00	411,000	\$1,644,000
2	Excavation - muck		cu. vd.	\$6.00	0	\$ -
3	Common Borrow (CV)		cu. vd.	\$4.00	956,500	\$3,826,000
4	Granular Borrow (CV)	(3)	cu. vd.	\$12.00	83,000	\$996,000
5	Mainline Pavement (\$40 to \$80)	(1)	sq. vd.	\$35.00	171,000	\$5,985,000
6	Mainline Shoulder Pavement (\$25 to \$60)	(1)	sq. vd.	\$30.00	79,000	\$2,370,000
7	County Road Pavement	(1)	sq. vd.	\$30.00	2,600	\$78,000
8	County Road Shoulder Pavement	(1)	sq. vd.	\$20.00	6,000	\$120,000
9	Local & Frontage Road Pavement	(1)	sq. vd.	\$25.00	3,000	\$75,000
10	Concrete Curb and Gutter		lin. ft.	\$11.00	5,000	\$55,000
11	Pavement Edge Drains		lin. ft.	\$10.00	57,000	\$570,000
SUBTOTAL PAVING AND GRADING COSTS:						\$15,719,000
MISC. UNIT or PERCENTAGE OF PAVING AND GRADING COSTS						
1	Local Utilities - Sanitary Sewers		lump sum	\$10,000	1	\$10,000
2	Local Utilities - Watermains		lump sum	\$10,000	1	\$10,000
3	Removals - Pavement		sq. vd.	\$3.00	90,000	\$270,000
4	Removals - Buildings		each	\$50,000	9	\$450,000
5	Removals - Drainage		lin. ft.	\$20	2,000	\$40,000
6	Water Quality Ponds & Wetland Mitigation		l.s.	\$1,500,000	1	\$1,500,000
7	Drainage - rural	(2)	mile	\$100,000	5.6	\$560,000
8	Turf Establishment & Erosion Control		5%			\$786,000
9	Landscaping		2%			\$314,000
SUBTOTAL MISC. PERCENTAGE COSTS:						\$3,940,000
RETAINING WALLS & OTHER MINOR STRUCTURAL COSTS						
NA						
SUBTOTAL RETAINING WALLS & OTHER MINOR STRUCTURAL COSTS:						
SIGNAL AND LIGHTING COSTS						
1	At Grade Intersection Lighting (Permanent - Non-Signal)		each	\$20,000	6	\$120,000
SUBTOTAL LIGHTING COSTS:						\$120,000
SIGNING COSTS						
1	Mainline Striping		mile	\$20,000	5.6	\$112,000
2	Mainline Signing (C&D)		mile	\$40,000	5.6	\$224,000
SUBTOTAL SIGNING & STRIPING COSTS:						\$336,000
SUBTOTAL CONSTRUCTION COSTS:						\$20,115,000
MISCELLANEOUS COSTS						
1	Mobilization		5%			\$1,006,000
2	Non Quantified Minor Items (10% to 30%)		15%			\$3,017,000
3	Temporary Pavement & Drainage		5%			\$1,006,000
4	Traffic Control		3%			\$603,000
SUBTOTAL MISCELLANEOUS COSTS:						\$5,632,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:						\$25,747,000
1	Contingency or "risk" (10% to 30%)		20%			\$5,149,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:						\$30,896,000

OTHER PROJECT COSTS:						
RAILROAD AGREEMENTS			Lump Sum			
UTILITY AGREEMENTS			Lump Sum			
TURN BACK AGREEMENTS			Lump Sum			
PROJECT MITIGATION			Lump Sum			
R/W ACQUISITIONS			Lump Sum			\$4,127,000
DESIGN ENG. & CONSTRUCTION ADMIN.			Lump Sum	25%		\$7,724,000
SUBTOTAL OTHER PROJECT COSTS						\$11,851,000
TOTAL PROJECT COST						\$42,747,000

INFLATION COST (CURRENT YR. TO YR. OF OPENIN	Years	3%		
TOTAL PROJECT COST (OPENING YEAR DOLLARS)				\$42,747,000

NOTE (1) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (2) Does not include pavement edge drains, see separate item.
 (3) For subgrade.



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



Concept Cost Estimate Norwood Young America to Cologne - SP 1013-79 (based upon 2008 bid price information) Benefit to Cost Sensitivity Scenario No. 2

					TOTAL	
ITEM DESCRIPTION			UNIT	UNIT PRICE	EST. QUANTITY	EST. AMOUNT
PAVING AND GRADING COSTS						
1	Excavation - common & subgrade		cu. yd.	\$4.00	411,000	\$1,644,000
2	Excavation - muck		cu. yd.	\$6.00	400,000	\$2,400,000
3	Common Borrow (CV)		cu. yd.	\$4.00	956,500	\$3,826,000
4	Granular Borrow (CV)	(3)	cu. yd.	\$12.00	483,000	\$5,796,000
5	Mainline Pavement (\$40 to \$80)	(1)	sq. yd.	\$35.00	171,000	\$5,985,000
6	Mainline Shoulder Pavement (\$25 to \$60)	(1)	sq. yd.	\$30.00	79,000	\$2,370,000
7	County Road Pavement	(1)	sq. yd.	\$30.00	2,600	\$78,000
8	County Road Shoulder Pavement	(1)	sq. yd.	\$20.00	6,000	\$120,000
9	Local & Frontage Road Pavement	(1)	sq. yd.	\$25.00	3,000	\$75,000
10	Concrete Curb and Gutter		lin. ft.	\$11.00	5,000	\$55,000
11	Pavement Edge Drains		lin. ft.	\$10.00	57,000	\$570,000
SUBTOTAL PAVING AND GRADING COSTS:						\$22,919,000
MISC. UNIT or PERCENTAGE OF PAVING AND GRADING COSTS						
1	Local Utilities - Sanitary Sewers		lump sum	\$10,000	1	\$10,000
2	Local Utilities - Watermains		lump sum	\$10,000	1	\$10,000
3	Removals - Pavement		sq. yd.	\$3.00	90,000	\$270,000
4	Removals - Buildings		each	\$50,000	9	\$450,000
5	Removals - Drainage		lin. ft.	\$20	2,000	\$40,000
6	Water Quality Ponds & Wetland Mitigation		l.s.	\$1,500,000	1	\$1,500,000
7	Drainage - rural	(2)	mile	\$100,000	5.6	\$560,000
8	Turf Establishment & Erosion Control		5%			\$1,146,000
9	Landscaping		2%			\$458,000
SUBTOTAL MISC. PERCENTAGE COSTS:						\$4,444,000
RETAINING WALLS & OTHER MINOR STRUCTURAL COSTS						
NA						
SUBTOTAL RETAINING WALLS & OTHER MINOR STRUCTURAL COSTS:						
SIGNAL AND LIGHTING COSTS						
1	At Grade Intersection Lighting (Permanent - Non-Signal)		each	\$20,000	6	\$120,000
SUBTOTAL LIGHTING COSTS:						\$120,000
SIGNING COSTS						
1	Mainline Striping		mile	\$20,000	5.6	\$112,000
2	Mainline Signing (C&D)		mile	\$40,000	5.6	\$224,000
SUBTOTAL SIGNING & STRIPING COSTS:						\$336,000
SUBTOTAL CONSTRUCTION COSTS:						\$27,819,000
MISCELLANEOUS COSTS						
1	Mobilization		5%			\$1,391,000
2	Non Quantified Minor Items (10% to 30%)		15%			\$4,173,000
3	Temporary Pavement & Drainage		5%			\$1,391,000
4	Traffic Control		3%			\$835,000
SUBTOTAL MISCELLANEOUS COSTS:						\$7,790,000
ESTIMATED TOTAL CONSTRUCTION COSTS without Contingency:						\$35,609,000
1	Contingency or "risk" (10% to 30%)		20%			\$7,122,000
ESTIMATED TOTAL CONSTRUCTION COSTS PLUS CONTINGENCY:						\$42,731,000

OTHER PROJECT COSTS:						
RAILROAD AGREEMENTS			Lump Sum			
UTILITY AGREEMENTS			Lump Sum			
TURN BACK AGREEMENTS			Lump Sum			
PROJECT MITIGATION			Lump Sum			
R/W ACQUISITIONS			Lump Sum			\$4,127,000
DESIGN ENG. & CONSTRUCTION ADMIN.			Lump Sum	25%		\$10,683,000
SUBTOTAL OTHER PROJECT COSTS						\$14,810,000
TOTAL PROJECT COST						\$57,541,000

INFLATION COST (CURRENT YR. TO YR. OF OPENIN	Years	3%		
TOTAL PROJECT COST (OPENING YEAR DOLLARS)				\$57,541,000

NOTE (1) Includes aggregate base class 5 and PASB or OGAB, as appropriate.
 (2) Does not include pavement edge drains, see separate item.
 (3) For subgrade and muck backfill.

APPENDIX G
PUBLIC OPEN HOUSE SUMMARIES/OUTREACH



TH 212 PRELIMINARY DESIGN

From Carver CR 147 (CSAH 11) to Norwood Young America



SUMMARY - TH 212 OPEN HOUSE #1

Tuesday, July 10, 2007
Cologne Community Center
5:00PM – 8:00 PM

TECHNIQUES USED TO ADVERTISE OPEN HOUSE:

- Project website
- Project newsletter
- Reminder postcard
- Press release issued by Mn/DOT to local newspapers
- Meeting announcement sent to community web managers (published on Carver and Cologne websites)

MATERIALS AVAILABLE:

- Display boards – traffic, need for project, main project components, key project milestones, TAC and PAC members, ways to get involved
- Layouts – Parts A, B, and C. Part B showed 1993 FEIS alignment only. Parts A and C showed no line work, only blank aerial image.
- PowerPoint presentation (scrolling throughout open house) – project background and need, main project components, key project milestones

TOTAL NUMBER SIGNED IN: 119

Of the 119, 42 indicated they did not receive a project newsletter. These names and addresses will be cross-checked with the mailing list and added if they are not on it.

Distribution of attendees by city/zip code:

City	Zip Code	Number	% Total
Norwood Young America	55368	25	21%
Norwood Young America	55397	5	4%
Cologne	55322	55	46%
Carver	55347	2	1%
Chaska	55318	24	20%
Green Isle	55338	1	<1%
Waconia	55387	1	<1%
Victoria	55386	1	<1%
Plymouth	55447	2	1%
Glencoe	55336	1	<1%
Wayzata	55391	1	<1%
Belle Plaine	56011	2	1%
Chanhausen	55317	1	<1%
Total Signed In		119	100%



EMAIL ADDRESSES COLLECTED: 29

Email may provide another avenue of notification as the project progresses.

OPEN HOUSE SURVEYS RECEIVED: 9

- 1) **How did you hear about this open house? (some indicated multiple sources)**
Project newsletter (3) Mn/DOT website (1) Newspaper (5) Other – friend (1), radio (1)
- 2) **Did you learn something new about the project by attending this open house?** Yes (9)
- 3) **On a scale of 1 (not effective) to 5 (very effective), please rate the open house format.**
4 (4) 5 (5)
- 4) **General comments about tonight's open house:**
"Good to see the preliminary ideas - looking forward to more updated possibilities and probabilities."
"Helpful."
"Informative."
"Very cordial group of people presenting plan. Seemed to have gone very well."
- 5) **Suggestions for the next open house:**
"Speakers for the laptop powerpoint, couldn't hear it over people."
"More preliminary west end Norwood to Cologne plans for Part A."

WRITTEN COMMENTS LEFT/MAILED: 2

"It is essential that this project be designed WITHOUT any additional stoplights."

"Very informational. We would greatly appreciate a copy of Part B, Inset B...Lot of changes to our farm all around would be done. So please send us a copy."

VERBAL COMMENTS RECEIVED AT OPEN HOUSE

(as summarized at 7/25/07 PMT meeting)

Part A

- Eastern limits of Part A may affect Hans Hagen property.



Part B

- Owners of Shady Acres were present and were interested in potential impacts to their property and business.
- Residents of the Frank House were present and were interested in potential impacts to their property. Potential of shifting alignment further north at Kelly Avenue was received positively.
- Concerns raised about potential interchange impacts to farm at northwest corner of TH 212/CR 43.

Part C

- There is a spot of up to 65 feet of muck located near the Market Avenue intersection. The landowner did not know the specific location. *(this is true, and the specific location has since been identified and documented)*



TH 212 PRELIMINARY DESIGN

From Carver CR 147 (CSAH 11) to Norwood Young America



SUMMARY - TH 212 OPEN HOUSE #2

Tuesday, October 23, 2007
Cologne Community Center
4:30PM – 7:00 PM

TECHNIQUES USED TO ADVERTISE OPEN HOUSE:

- Project website
- Project newsletter (distribution 818)
- Reminder postcard (distribution 279)
- Press release issued by Mn/DOT to local newspapers
- Meeting announcement sent to community web managers (published on Carver, Cologne and Norwood Young America websites)

MATERIALS AVAILABLE:

- Display boards – traffic, main project components, key project milestones, ways to get involved, Section 106 process, Fall 2007 field activities
- Layouts – Parts A, B, and C with proposed layouts shown. Some areas included additional insets of potential access modifications.

TOTAL NUMBER SIGNED IN: 73

Of the 73, 13 indicated they did not receive a project newsletter (18%). These names and addresses will be cross-checked with the mailing list and added if not already there.

Distribution of attendees by city/zip code:

City	Zip Code	Number	% Total
Norwood Young America	55368	15	20%
Cologne	55322	29	40%
Carver	55347	3	4%
Chaska	55318	18	25%
Communities Outside the Corridor		8	11%
<i>Plymouth</i>	55447	1	
<i>Glencoe</i>	55336	1	
<i>New Hope</i>	55427	1	
<i>Cleveland, MN</i>	56017	1	
<i>Bongards</i>	55368	1	
<i>St. Paul</i>	55103	1	
<i>Baxter</i>	56425	1	
<i>Minneapolis</i>	55416	1	
	Total Signed In	73	100%



OPEN HOUSE SURVEYS RECEIVED: 20 (27% response rate)

1) How did you hear about this open house? (some indicated multiple sources)

Newsletter (13) Mn/DOT website (1) Newspaper (3) Postcard (1) Other (4) drive by (1), business associate (1), neighbor (1), city meeting (1)

2) Did you learn something new about the project by attending this open house? Yes (20)

3) On a scale of 1 (not effective) to 5 (very effective), please rate the open house format.

3 (2) 4 (7) 5 (10) One response of "good"

4) General comments about tonight's open house:

"Progress seen, I appreciate all the info."

"Ample opportunity to talk to Mn/DOT personnel and consultants. Helpful to talk with community members and gain broader perspective."

"Representatives were knowledgeable and approachable."

"Info for me is shocking and totally undesirable. Totally in contrast to what I was told previously."

"Helpful but no answers."

"I'm worried that access to Hwy 212 will be right thru my horse pasture [sic] someday."

"Graphics were well done. Provided good basis for discussion."

"Victoria was very clear on questions and answers."

"Good conversation."

"Good."

"Multiple comments and explanations were VERY helpful."

5) Suggestions for the next open house:

"Have the people that have the answers present the entire time or shorten the length of the open house."

"Show exact drawing on Market Avenue and Cty Road 41 intersection." [likely means CR 43]



“None.”

“More information on historical sites and potential historical sites and their preservation and protection.”

WRITTEN COMMENTS LEFT/MAILED: 2

“Most of my questions got answered [at the open house]. Please keep me informed of any other developments with the project.”

“Can I get more information about the following:

- 1) archaeological site just west of Kelly Avenue (noted on proposed 212 display boards at time of 7/10/07 open house).
- 2) The Poor House or The Poor Farm and possible Poor Farm Cemetery which I have been told was located somewhere in the vicinity of Kelly Avenue and US Hwy 212 intersection. I am told that my property, i.e. 12620 Kelly Avenue, Chaska, MN 55318 (located in Dahlgren Township) was The Poor Farm for Carver County approx. 80-100 years ago. I am told there was a Poor Farm cemetery but no one seems to know where it was located.” *(this comment was passed on to Mn/DOT CRU)*

VERBAL COMMENTS RECEIVED AT OPEN HOUSE

(as summarized at 10/31/07 PMT meeting)

Part A

- St. John’s Church currently has an Eagle Scout researching unmarked burials on the property, and believes there may be burials dating back to the 1850s. The location of these burials is unknown. *(this information was shared with Mn/DOT CRU)*
- St. John’s Church also noted there are drain tiles that drain to the TH 212 ditch.
- St. John’s Church likes the current access road layout, and would be interested in purchasing the severed parcel if it becomes available.
- Residents in homes just west of St. John’s Church don’t like the combined access/frontage road and are concerned about setbacks and the possibility of becoming non-conforming. They also worry about how they will farm the field west of the frontage road, which would be severed into two parcels.
- Residents in the SW corner of TH 212/CR 51 (Bongards) have recently invested in home improvements and are worried how the project would affect the sale of their home.
- The resident in the first farm west of St. John's Church is writing a history of Bongards, which may be of interest to our project. The resident recounted a



story that the existing drainage ditches in the area 1000' east of CSAH 51 were constructed to drain an existing pond for the purpose of roadway construction.

- A gentleman owning property at the SW corner of TH 212/Salem Avenue inquired about the timing of construction on the project. He also owns property to the east (south of Meyers Lake on the south side of the road) at which two existing field access points are not shown on the layout.
- Residents indicated there is an old stagecoach trail that ran in the area of Barnes Lake and eventually crosses TH 212. Some say that remnants of the trail can still be seen in the wooded areas near the SW corner of Barnes Lake.

Part B

- Property owner at NW quad of proposed TH 212/Kelly Avenue intersection is concerned about noise, and inquired about noise walls.
- Zoar Church doesn't like the longer frontage road. Feels it is unsafe. Wants paved and fully lit frontage road.
- Mustard Seed is still pursuing full access.
- Minnesota Valley Baptist Church is actively pursuing and building an expansion to its existing facility.

Part C

- The resident at the southeast quadrant of TH 212/ Market Avenue plans to move within the next two years.
- Comments received about the closing of Highway 284, and how that may affect adjacent businesses and Main Street in Cologne.



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



SUMMARY - TH 212 OPEN HOUSE #3

Tuesday, May 19, 2009
Cologne Community Center
4:30PM – 7:00 PM

TECHNIQUES USED TO ADVERTISE OPEN HOUSE:

- Project website
- Project newsletter (distribution 809)
- Press release issued by Mn/DOT to local newspapers
- Meeting announcement sent to community web managers

MATERIALS AVAILABLE:

- Display boards – project overview, purpose and need, access management, historic properties inventory, historic properties impacts/mitigation, Section 106 process, main project components and key milestones, how to get involved, typical section
- Layouts – Norwood Young America to Cologne and Cologne to Carver segments shown with preferred alternative alignments and construction limits. Market Avenue interchange area shown as footprint.

TOTAL NUMBER SIGNED IN: 92

Of the 92, 23 indicated they did not receive a project newsletter (25%). These names and addresses will be cross-checked with the mailing list and added if not already there.

Distribution of attendees by city/zip code:

City	Zip Code	Number	% Total
<i>Communities in the project area</i>			
Norwood Young America	55368	25	27%
Cologne	55322	33	36%
Carver	55347	1	1%
Chaska	55318	27	29%
<i>Communities outside the project area</i>			
Glencoe	55336	3	3%
Osakis	56360	1	1%
Waconia	55387	1	1%
Chanhassen	55317	1	1%
Total Signed In		92	100%



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



WRITTEN COMMENTS LEFT/MAILED: 10

9620 CR 36 – Cologne: “When will 284 be re-routed to Market Avenue? Is there any money for the project? Last time we were here, there was talk about a bridge over the railroad tracks; how come there is a different design at today’s meeting, and what happened to the old one?”

13575 TH 212 – NYA: “I would like to request a median crossing as close to my property as possible (1 mi mark). It would be very inconvenient to have to turn around at Salem Ave. Is it possible to have some type of berm or tree planting installed to help reduce noise? There will be no doubt more traffic and activity on the road. I would like to salvage my property value with some type of turn lane and noise reduction methods (trees!)”

Carver County Sheriff’s office: “Important for community from a safety aspect to move this along.”

13030 TH 212 - NYA: “VERY HAPPY with proposed plan as of 5/19 and with moved highway to south and adding 125 feet between lanes.”

13030 TH 212 - NYA: “Pleased with preliminary design! A thank-you to Dan Coyle for considering our thoughts expressed during the last meeting.”

13225 CR 153 – Cologne: “I see you putting a mosquito hole on my land for the new 212 and we never has a water hole on our farm since it got in our name back in 1864. This is a joke! Why such wide lands between the new lanes when some states just have 5 or 6 feet cement barrier in between the lanes; especially where the best land is in Carver Co? It’s a waste of land.”

7125 Sarah Drive – Chaska: “Thank you for providing the opportunity to review and understand the preliminary 212 design. I look forward to learning more and participating to advance the project while also minimizing the negative impact to my property and neighborhood. As a new resident of Chaska (I purchased my home in Oct. 2008) I am concerned about the increased proximity of 212 to my property and to the completely new access road that is proposed to abut my property line. I am especially interested in knowing if there is an alternative approach to the access road placement. (For example either placing the access road closer to 212 or accessing via highway.)”

6975 Dahlgren Rd – Chaska: “Will wait for final plans to comment.”

12225 TH212 – Cologne: “I need access to land on the north side of 212 from my building site on the south side of 212. Driving from my driveway to CR 153 and then back to my land on the north side and down to CR51 and then back to my building site would be a huge expense, and very time consuming because I would have to do this 500 times a year with my farming operation. All of my land on the south side of 212 drains into a lift pump located on 212 by the township ditch. A major drainage system will be destroyed. Your proposed pond on my high ground on the north side of 212 also ruins my field.”



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



7777 TH 212 – Chaska: Request that the next meeting a formal presentation is provided at a designated time along with a question and answer period. The open forum/walk-thru format provided to date is difficult.

VERBAL COMMENTS/CONVERSATION AT OPEN HOUSE

(as summarized by staff)

General Notes

“A general comment received from a couple of different folks was the desire to have a short presentation at some point during the open house that highlights what has changed since time and updates on schedule.”

The Bachmann's and several others were concerned with extra travel needed to access farm parcels that the 4 lane expressway would divide and desire to have median crossovers more frequently for farming nearby land. These residents were told that part of the purpose of the open house was to better understand the farm parcels access locations and were marked on the layouts. *Note: We should document these in some way so that we can consider different access arrangements on a temporary basis for farming non-continuous land (if they still exist at the time of construction).*

“Two City of Cologne council members requested that the City limit be shown on the layouts.”

CR 34 in Norwood Young America to west end of Cologne Bypass

- The Stenders (14325 Highway 212) said they prefer to leave their driveway the way it is, and are ok with the right-in/right-out access (i.e. They do not want a driveway to connect to Salem Ave in the middle of their property or just north of the RR. They also understand that they will have to drive east and make a u-turn to go west.) It was mentioned that they move the cows around on the property (for grazing) and having a different driveway location wouldn't work. They were also wondering as to why farmland would be more important to avoid than buildings and residence north of road.
- The Bachmann's (14190 Highway 212), wanted to understand why we were trying to avoid the Stender's property. The Bachman's property is about 160 acres, and it seems likely that the two structures could be relocated within the property. They would appreciate talking further with Jackie Sluss, as they would like further explanation as to why the Stender property is eligible and in need of avoidance, etc and not their own. They mentioned specific historical characteristics of their own property which has been covered up by modern siding. They were also wondering as to why farmland would be more important to avoid than buildings and residence. Bachman's made comment that they would be interested in selling/donating their property to DNR for wildlife management/wetland creation.
- St. John's Church is planning on sending a letter about the unmarked graves (noted in archaeological report), sign location, and access to cemetery, and where the



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



construction limits and/or the right-of-way boundary would be if the backage road is constructed.

- Owner of 13010 Highway 212 and 13110 Highway 212 agreed with the removal of the frontage road connection from CR 51 west to Sta. 1749+00 and did not object to direct access to WB TH 212 and the associated u-turns required with a divided highway.
- Owner of 13030 CR 51 is concerned about right of way acquisition on his parcel. We talked about the likelihood of a total acquisition of the parcel. He was given John Mascari's contact information to discuss right of way acquisition and relocation issues.
- Owner of Robb's Custom Woodworking (right of Sta. 1633+00) is concerned about right of way acquisition on his parcel. He was given John Mascari's contact information to discuss right of way acquisition and relocation issues. Owner stated that railroad has expressed an interest in building a rail siding on his property for stockpiling aggregate.
- Owner of 12225 Highway 212 had the following concerns:
 - Farm equipment access across TH 212. This owner farms both sides of TH 212. See note above.
 - Need to add an entrance right of approximate Sta. 1799+00
 - Requested $\frac{3}{4}$ access at 1-mile spacing (approximately Sta. 1794+00).
 - Drain tile for property south of TH 212 is connected to a discharge pump right of Sta. 1794+00. The discharge pump would be impacted by the proposed TH 212 widening.
 - Objects to storm water pond construction on prime, upland farm ground. He said that ponds on the TH 212 design build project built in these locations tend to create a water problem in the adjacent fields. Requested that storm water pond be constructed in the wetlands.
- Owner of property at 13180 Salem Avenue said railroad has expressed an interest in building a rail siding on his property. He said he heard that a representative from the railroad would be attending the TH 212 open house and hoped to talk with them. The property owner said that the drain tiles for the property to his north drained south along the west side of Salem and outlets to the existing ditch near his driveway.
- Property ownership on both sides of TH 212 that currently requires farm equipment to cross TH 212:
 - Parcels left of Sta. 1647+00, right of Sta. 1645+00 and right of Sta. 1655+00
 - Parcels left and right of Sta. 1703+00
 - Parcels left and right of Sta. 1803+00
 - Parcels left and right of Sta. 1850+00

East end of Cologne Bypass to CSAH 11 in Carver

- The Zoar Church showed preference to having a shorter distance (400 ft.) and paved driveway to TH 212.



TH 212 PRELIMINARY DESIGN

From CR 34 in Norwood Young America to CSAH 11 in Carver



- Owner of 7125 Sarah Drive are not happy with the realignment of Laurie Lane and are very interested in finding an option that does not have traffic go by their property (currently at the end of the road). They are also concerned about the safety of the access to TH 212 and thinks access should be from CR 43).
- Owner of 7315 Highway 212 (this person also owns 7194 Highway 212 and 12170 Laurie Lane) seemed fine with proposed layout and indicated he would be open to having 12710 purchased to allow the realigned Laurie Lane to move further away from 7125 Sara Drive based upon comment from that owner.
- Owner of 7410 Highway 212 inquired about a right turn lane and median cross over since he wants to bring events to this property. He just paid to have a right turn lane added to existing road.

Market Avenue intersection

- The manager of the Cenex gas station off TH 284 just north of TH 212 in Cologne (PID 401500010 – PO Box 177?) was interest in what the new interchange would look like and how access to the property would change.

APPENDIX H
SUMMARY OF PROJECT MEETINGS

Meetings held for TH212

June, 2010

Type of Meeting	Date	Attendees
PROJECT MANAGEMENT TEAM (PMT)		
PMT #1	January 31, 2007	See standard distribution list
PMT #2	March 8, 2007	See standard distribution list
PMT #3	March 27, 2007	See standard distribution list
PMT #4	April 25, 2007	See standard distribution list
PMT #5	May 23, 2007	See standard distribution list
PMT #6	June 27, 2007	See standard distribution list
PMT #7	July 25, 2007	See standard distribution list
PMT #8	August 22, 2007	See standard distribution list
PMT #9	October 8, 2007	See standard distribution list
PMT #10	October 31, 2007	See standard distribution list
PMT #11 (mini)	March 12, 2008	Lynn Clarkowski, Tori Nill, Nicole Peterson, Dan Coyle, Jessica Laabs, Don Demers
PMT #12	February 5, 2009	See standard distribution list
PMT #13	March 5, 2009	See standard distribution list
TECHNICAL ADVISORY COMMITTEE (TAC)		
TAC #1	March 6, 2007	See standard distribution list
TAC #2	April 12, 2007	See standard distribution list
TAC #3	June 7, 2007	See standard distribution list
TAC #4	September 6, 2007	See standard distribution list
TAC #5	November 1, 2007	See standard distribution list
TAC	February 19, 2009	See standard distribution list
PUBLIC ADVISORY COMMITTEE (PAC)		
PAC	June 26, 2007	Roger Gustafson, Bill Weckman, LaVonne Kroeller, Jack Murphy, Gary Widmer, Jim Elmquist, Bob Lindall, Kreg Schmidt, Victoria Nill, Terry Johnson, Jeanne Witzig, Gary Ehret, Jessica Laabs, Jim Dvorak, Dave Montebello
OTHER MEETINGS		
CRU	September 26, 2007	Jackie Sluss, Craig Johnson, Lynn Clarkowski, Tori Nill, Jeanne Witzig, Dan Coyle, Jessica Laabs, Don Demers
CRU	February 25, 2008	Jackie Sluss, Craig Johnson, Lynn Clarkowski, Tori Nill, Nicole Peterson, Jeanne Witzig, Dan Coyle, Jessica Laabs, Don Demers
CRU	June 17, 2008	Jackie Sluss, Craig Johnson, Lynn Clarkowski, Tori Nill, Nicole Peterson, Jeanne Witzig, Dan Coyle, Jessica Laabs, Don Demers
Mn/DOT Contaminated Properties Unit	May 24, 2007	Karlene French, Richard Martig, Beth Kunkel, Jeff Wytaske, Ken Dierks, Amy Vandercook
Mn/DOT Water Resources	March 29, 2007	Derek Beauduy, Barb Loida, Beth Neuendorf, Walter Eshenauer, Dave Filipiak, Eric Lindgren, Susan Rani, Dan Coyle
Mn/DOT Env.Strategy	February 20, 2007	Richard Martig, Rick Dalton, Jackie Sluss, Phil Forst, Jeanne Witzig, Nancy Frick

Meetings held for TH212

June, 2010

Type of Meeting	Date	Attendees
Mn/DOT Air/Noise	June 20, 2007	Pete Wasko, Marilyn Jordahl-Larson, Innocent Eyoh, Nancy Frick, Paul Morris
Community Planners	April 3, 2007	Chelsea Alger, Dean Johnson, Cindy Olness, Kevin Ringwald, Jessica Laabs, Kady Dadlez
Community Planners	February 26, 2009	Cindy (Olness) Nash, Nicole Peterson, Jessica Laabs, Kady Dadlez, Don Demers
Bongards	September 6, 2007	Keith Grove, Erika Lougee, Brad Pawlek, Tom Beinger, Tori Nill, Dan Coyle, Don Demers