



Trunk Highway 246 Scoping Study

City Council Meeting

July 9, 2024

Study Goals

- Improve the safety and mobility of the TH 246 corridor
 - Ensure proposed pedestrian and bicycle facilities meet the needs of the area, nearby schools, and regional network
- Develop a corridor vision for the TH 246 corridor
 - Integrate past planning and analysis efforts in the vision
 - Accommodate future growth and development while right-sizing the vision

Study Goals

- Provide opportunities for community and stakeholder input
 - Engage the public and stakeholders to understand issues and needs
 - Receive public and stakeholder input to influence the vision
- Develop a guide for implementation of the corridor vision
 - Summarize the study process and findings
 - Determine potential turnback requirements and opportunities

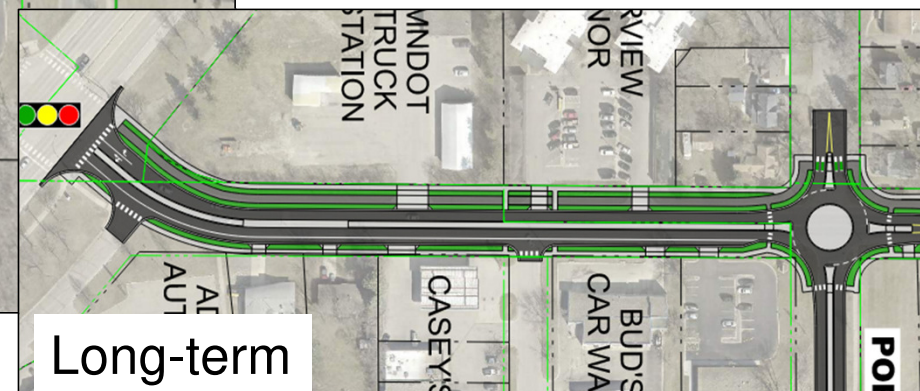
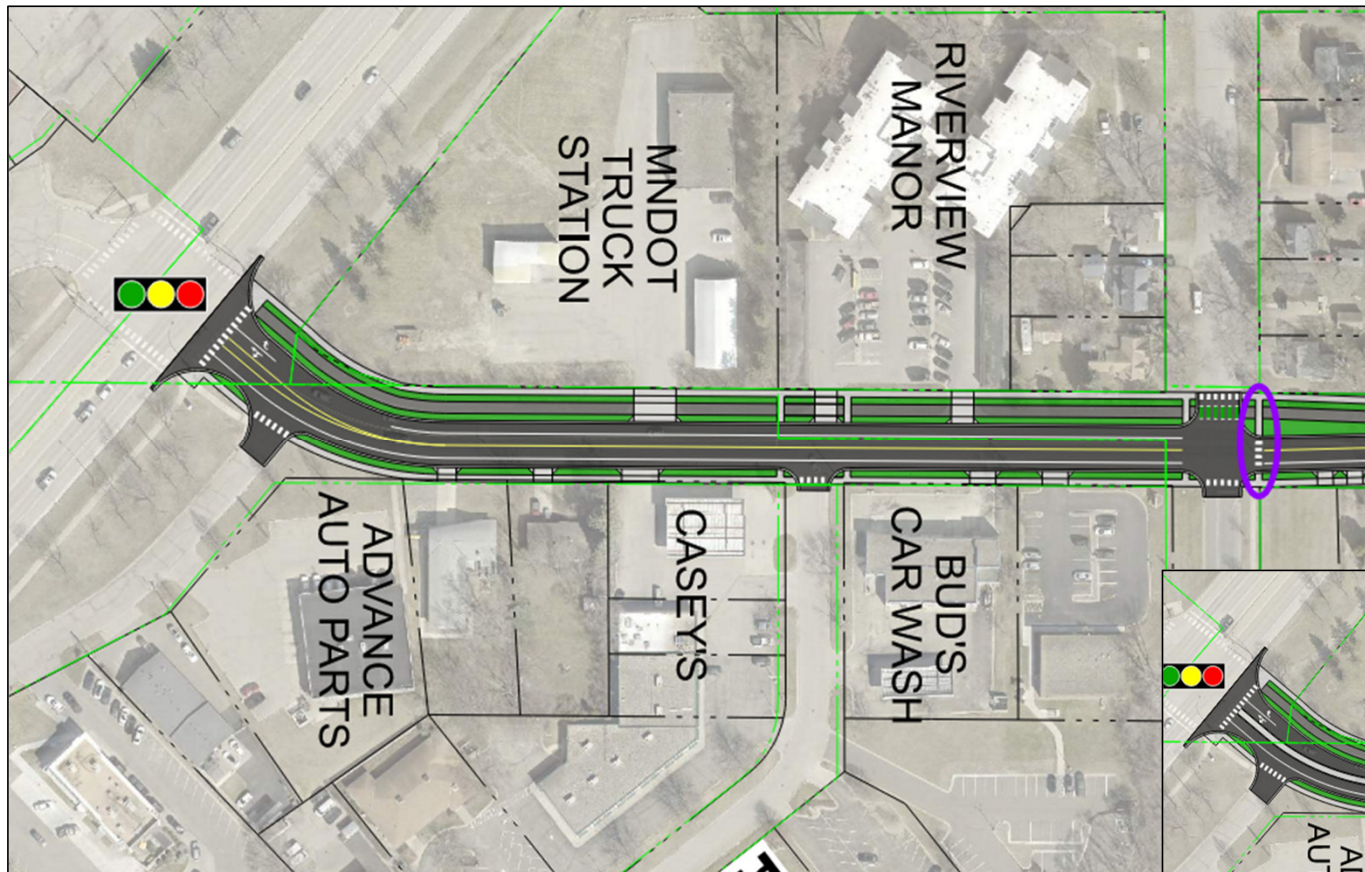
Hwy 3 to Poplar St – Preferred Concept

Preferred Concept

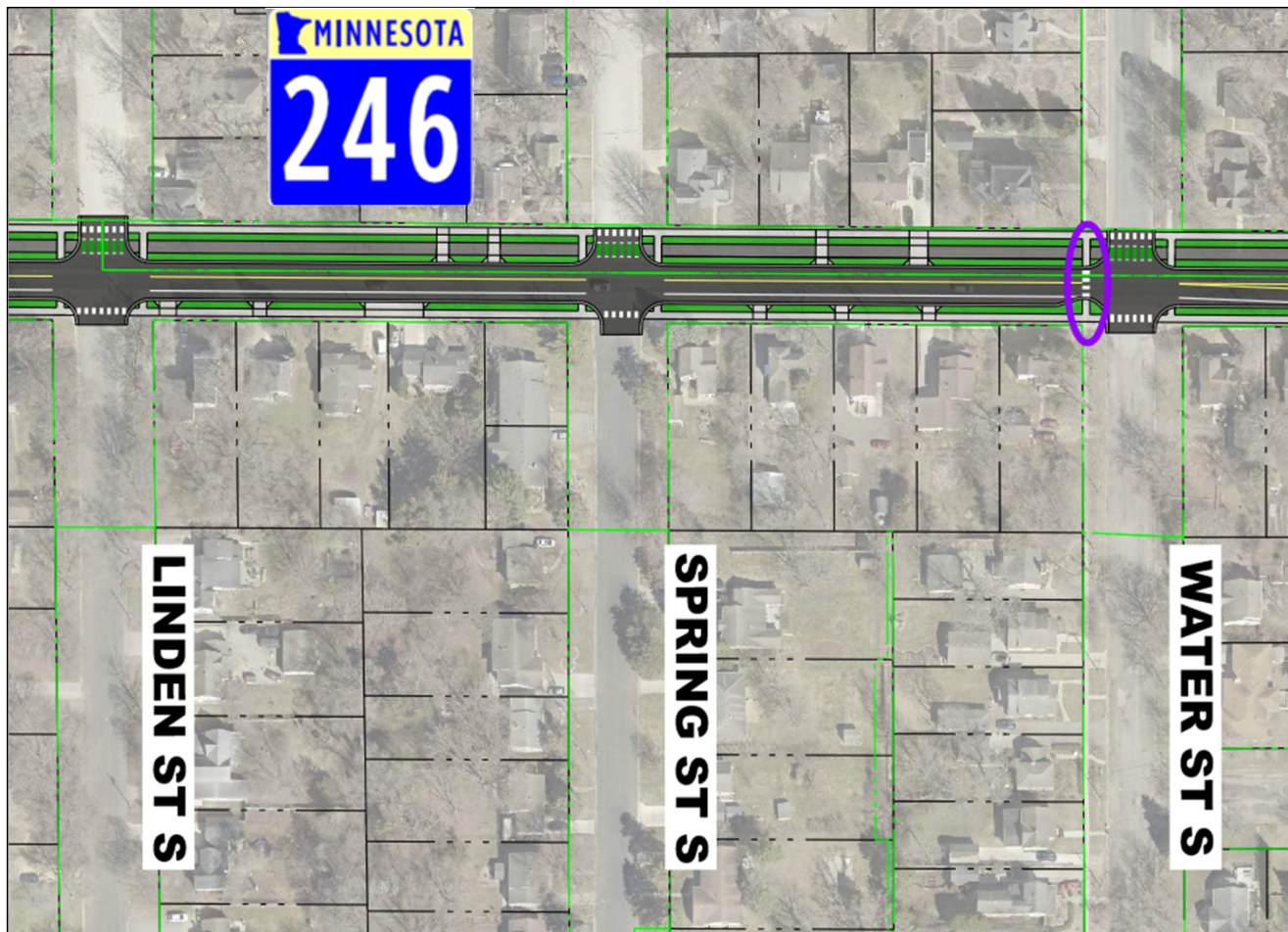
- 2-lane with shoulders to Poplar St
- Sidewalk and off-road bikeway
 - Enhanced ped crossing at Professional Dr

Long Term – implement for safety when needed

- Median from Hwy 3 to Poplar
- Mini-Roundabout at Poplar St/Jefferson – Not Justified*
 - Justification based on MnDOT Warrant Analysis
 - Could implement if roadway under local control



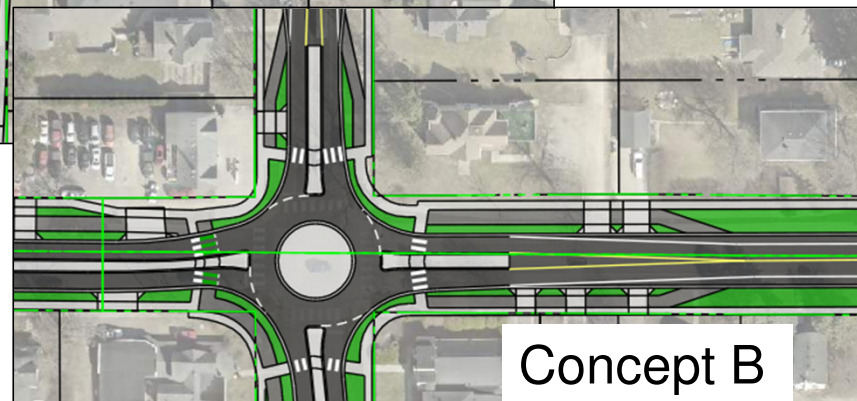
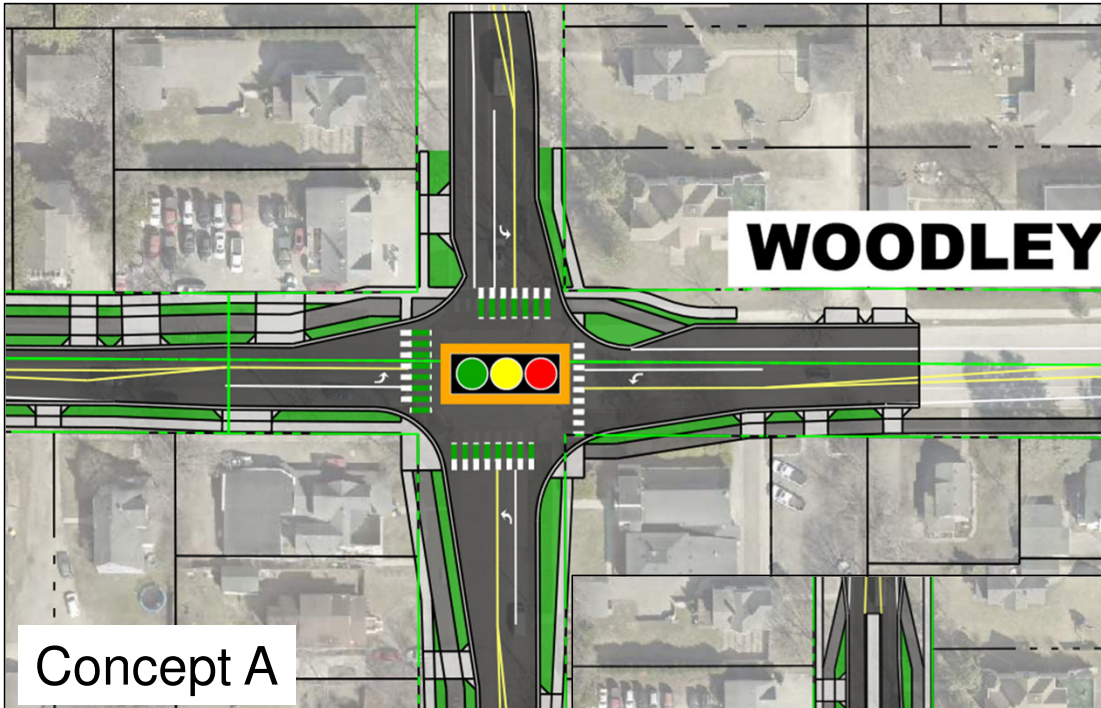
Linden St to Water St – Preferred Concept



Preferred Concept

- 2-lane undivided
- Walkway and off-street bikeway
 - Enhanced ped crossing at Water St
- Parking allowed on south side

Woodley & Division – Preferred Concept



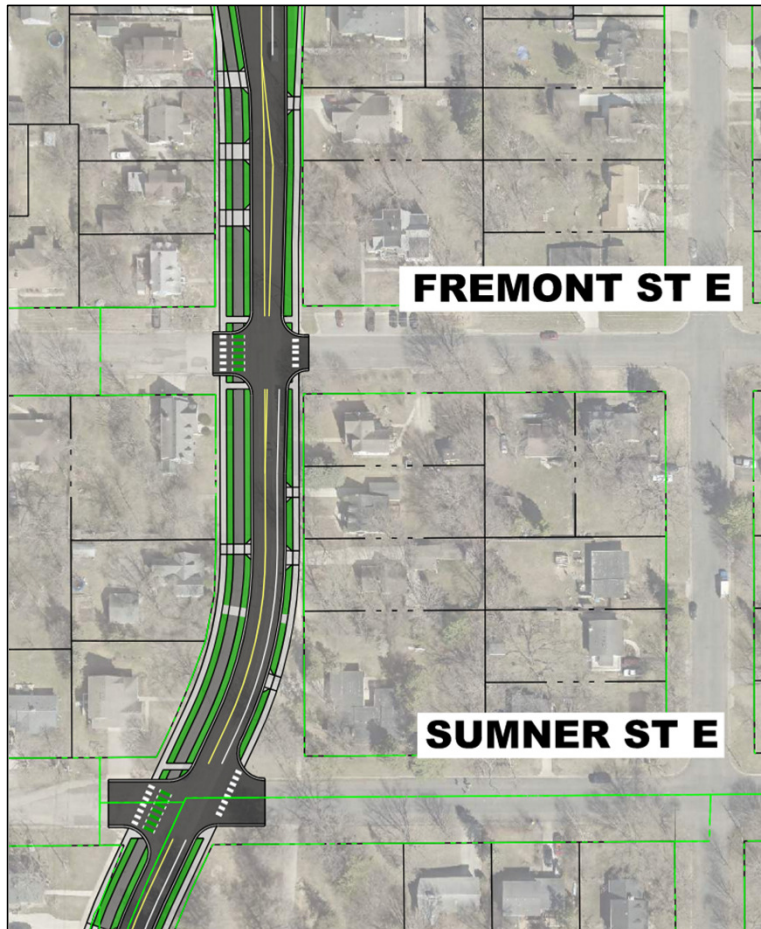
Preferred Concept A

- Traffic signal – Justified*
 - Justification based on MnDOT Warrant Analysis
- Requires additional right-of-way
- Left turn lanes – MnDOT requirement when adding signal
- Parking mostly eliminated near intersection

Preferred Concept B

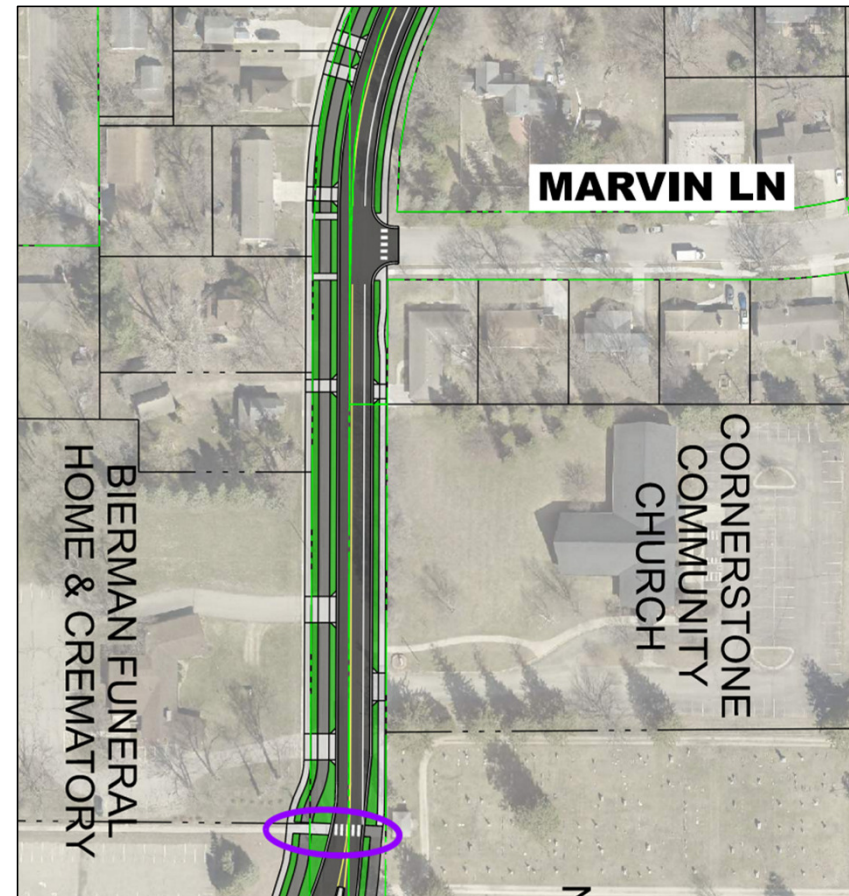
- Mini-Roundabout – Justified*
 - Justification based on MnDOT Warrant Analysis
- Requires additional right-of-way
- Trucks take over intersection to make some movements
- Parking eliminated near intersection

Woodley to High School – Preferred Concept

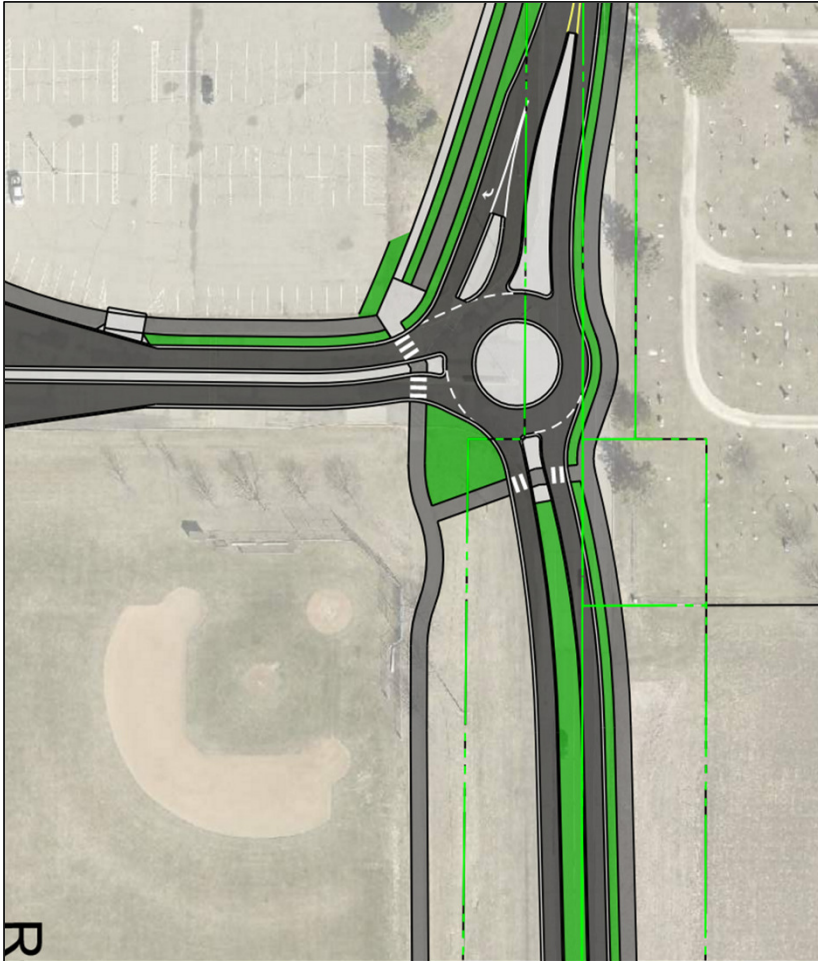


Preferred Concept

- 2-lane roadway
- Walkway and off-street bikeway
 - Maintain enhanced ped crossing north of High School Access
- Parking allowed on east side



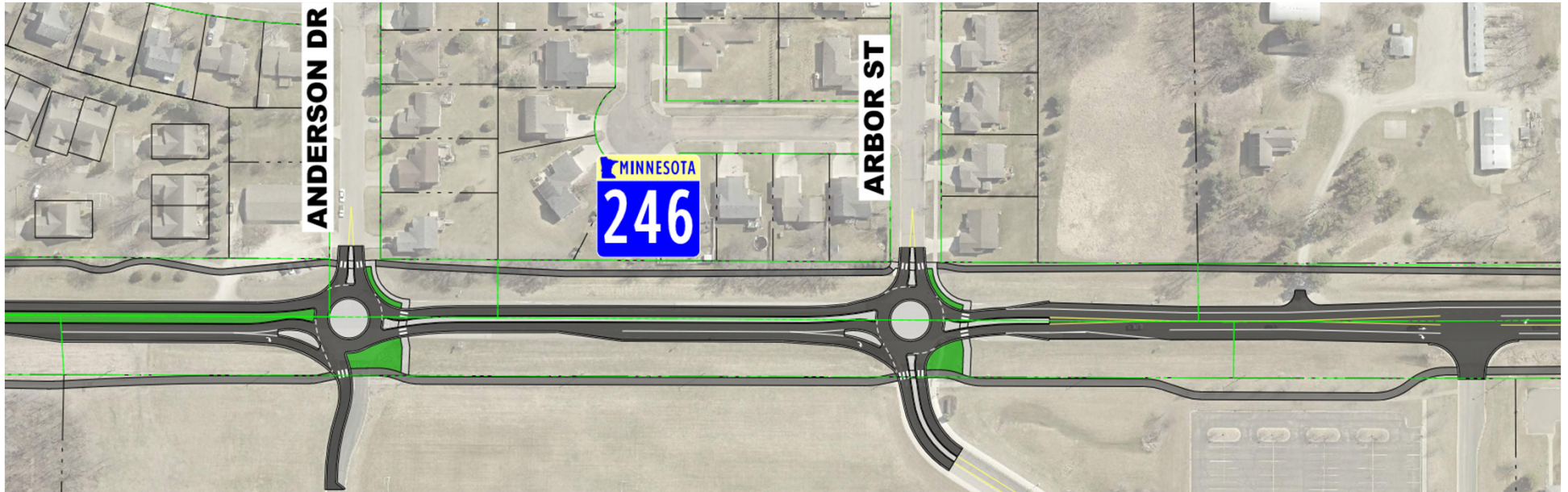
Division and High School Access – Preferred Concept



Preferred Concept

- Mini-roundabout – Not Justified*
 - Justification based on MnDOT Warrant Analysis
 - Could implement if under local control
- Southbound right turn lane
- Sidewalk and off-road bikeway to school access from north
 - Trail on east and west side to Jefferson Pkwy

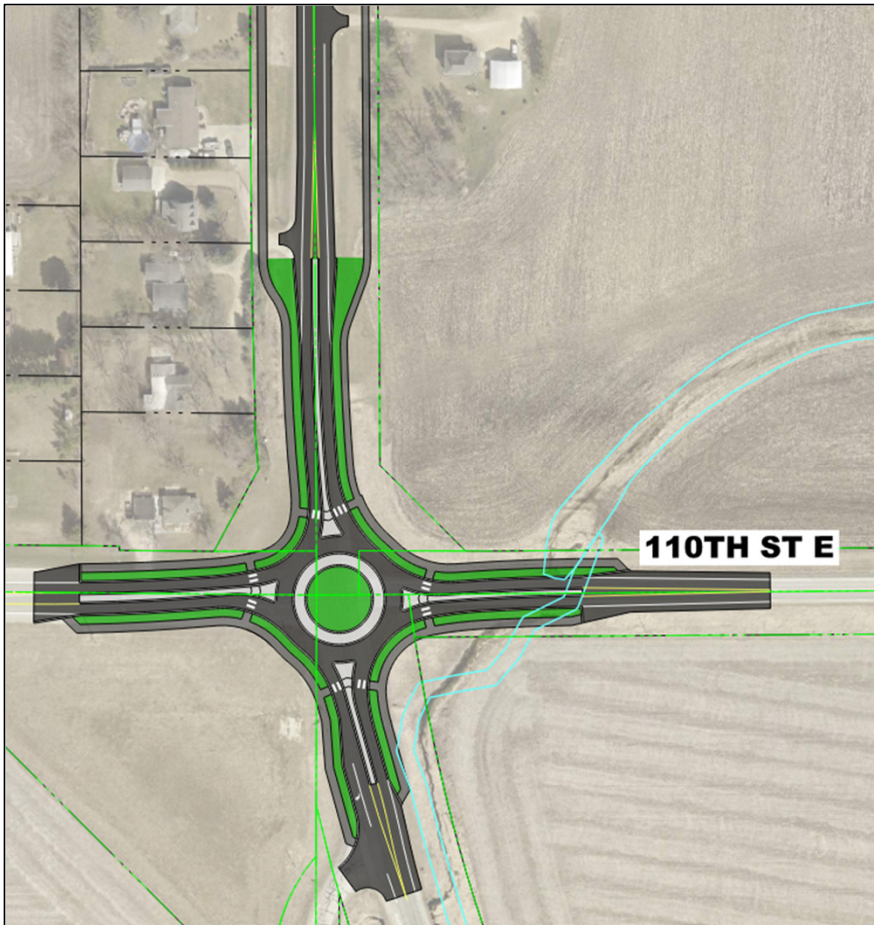
Anderson, Arbor, School Accesses – Preferred Concept



Preferred Concept

- Mini-roundabout at Anderson Dr/Elementary School Access – Not Justified*
- Mini-roundabout at Arbor St/Middle School Access – Not Justified*
 - Justification based on MnDOT Warrant Analysis
 - Could Implement if under local control
- Right turn lanes for storage
- U-turns occur at roundabouts to serve all movements
- Trail on both sides of roadway
 - Enhanced ped crossing at Arbor St and Anderson Dr

Division and CSAH 1/CR 81 – Preferred Concept

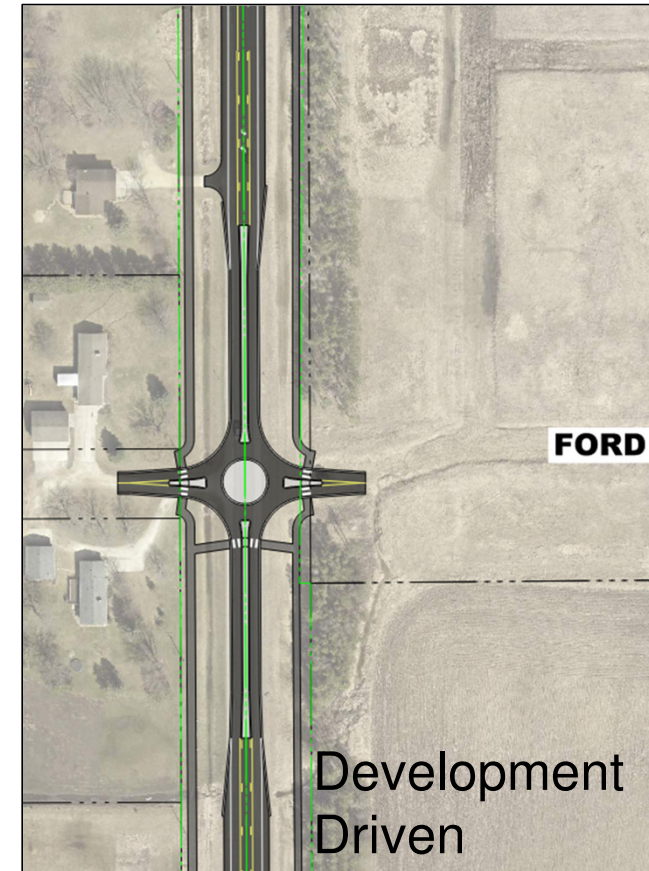


Preferred Concept

- 2-lane rural with shoulders
- Single lane roundabout at CSAH 1/CR 81 – Justified*
 - Justification based on MnDOT Warrant Analysis
- Trail on both sides of roadway

Development Driven

- 3-lane roadway
- Mini-roundabout at future Ford St access – Not Justified*
 - Justification based on MnDOT Warrant Analysis
 - Could implement if under local control



Preferred Concept Public Input

Open House and Latest On-line Engagement (thru 1/8/2024)

- Roundabouts (like the reduced speeds, some concern for trucks, concern of cost)
 - CSAH 1 mostly positive, Woodley/Division mixed, others not as positive (cost concern)
- Surrounding roadway network (Need Maple to CR 81, Ford St, Jefferson Pkwy to Woodley)
- Northfield Auto (Needs: blvd snow storage, on-street parking, access to fuel pumps)
- Environmental (concern on loss of trees, like boulevard space for snow storage)
- Concern with any Woodley and Division narrowing (farm vehicle access and DJJD Parade)
- Bikeway (comments related to not wanting bikeway on Woodley or Division – use sidewalk)
- Right-of-way (concern with obtaining at Division and Woodley with any change)
- Parking (concern of loss on north side of Woodley, on Division)



Visit bit.ly/northfield-246 to learn more and provide input

<https://www.northfieldmn.gov/1576/TH-246-Corridor-Study---Division-Street->

Recommended Project Phasing and Costs

Phase	Reasoning and Benefits
1) Division St: High School to Jefferson Pkwy – pedestrian connection east side	1) Available funding, pedestrian safety
2) CSAH 1/CR 81 Roundabout	2) Safety, speed control
3) Division St & Woodley St Hwy 3 to Jefferson Pkwy	3) Safety and operations
a) Woodley St and Division St Intersection	a) High School safety and operations
b) High school access	b) Safety and peak hour operations
4) Division St: Jefferson Pkwy to CSAH 1/CR 81	c) Pavement condition
a) Elementary school access	4) School safety and operations
b) Middle school access	

Turnback Cost Eligibility and Project Costs

Cost Eligibility

- MnDOT will follow Cost Participation Manual
- Turnback funding based on application of MN Rules 8820

Preliminary Project Cost (range accounts for a low to high inflation rate scenario)

- **Total: \$30,460,000-\$38,880,000**
 - Phase 1: \$700,000 (East Side Trail from Jefferson Pkwy to High School)
 - Phase 1 not included in total above since being constructed with other funding
 - Phase 2: \$3,940,000-\$5,030,000 (Roundabout at CSAH 1/CR 81)
 - Phase 3: \$17,400,000-\$22,210,000 (TH 3 to Division, Woodley to Jefferson Pkwy)
 - Phase 4: \$9,120,000-\$11,640,000 (Jefferson Pkwy to CSAH 1/CR 81)
 - Does not account for Development paid for improvements (i.e. Ford St)

Turnback Cost Eligibility and Project Costs

Estimated Other Agency Costs – costs are for the high inflation rate scenario only

- **MnDOT:**
 - Phase 2: \$1,257,500 MnDOT direct cost (25% of CSAH 1/CR 81 Roundabout, south leg)
 - Phase 2: \$1,257,500 Turnback (25% of CSAH 1/CR 81 Roundabout, north leg)
 - Phase 3: \$13,500,000 Turnback (TH 3 to Division, Woodley to Jefferson Pkwy, 50% of Woodley/Division Intersection)
 - Phase 4: \$8,730,000 Turnback (Jefferson Pkwy to CSAH 1/CR 81)
 - Includes turn lanes instead of mini-roundabouts not justified by MnDOT, no city water or sanitary sewer, no street lighting except at CSAH 1/CR 81 RA, no sidewalk, no RRFB systems
- **Rice County:**
 - Phase 2: \$2,515,000 (CSAH 1 and CR 81 legs of Roundabout)
 - Phase 3: \$500,000 (25% of Woodley/Division Intersection)

Turnback Cost Eligibility and Project Costs

Estimated City Costs – costs are for the high inflation rate scenario only

- **Northfield:**
 - Phase 3: \$8,210,000 (TH 3 to Division, Woodley to Jefferson Pkwy, 25% of Woodley/Division Intersection)
 - Phase 4: \$2,910,000 (Jefferson Pkwy to CSAH 1/CR 81)
 - Includes mini-roundabouts not justified by MnDOT, city water and sanitary sewer, street lighting, sidewalk, RRFB systems

Operating Costs (20-year)

- **Maintenance: \$882,000**

Turnback

Reasons for a Turnback

- The recommended concept aligns best with the project goals
- MnDOT does not have this roadway within their 10-year program for improvements
- Allows the implementation of mini-roundabouts in front of the schools
- Allows for faster implementation of roadway , pedestrian, and bicyclist improvements, roundabouts, signals, and reactive traffic and safety improvements
- Allows for determination and potential implementation of lower speed limits
- Improved walking and biking that aligns with a AAA network and the new CCC related to bikeways (Connected-Complete-Consistent)

Legislative Requirement

- Requires legislative action
- Route related requests submitted in August each year
- Turnback Municipal funding request submitted in August 2023
 - Soonest available is January 2025

Questions

