



Rice County Highway Department

County 20 Reconstruction Project Impacts FAQs

Will any of the project costs be assessed to my property?

No, Rice County does not assess any part of the costs of road/bridge/trail improvements to property owners.

What is going to happen to my mailbox?

The department will work with the Postmaster and contractor to locate temporary mailboxes -- to be placed at the direction of the Postmaster -- during the construction. Impacted property owners will be notified about the location of the temporary mailbox bank by the contractor prior to your mailbox being removed.

Will/Can I get a new mailbox?

The department will provide new mailboxes as part of the project. If landowners want to retain an existing mailbox, it must meet county standards. (See handout). Department staff will contact property owners during the design phase to identify any issues.

How will I get my mail/packages during construction?

Your mail will be delivered to the temporary mailbox location; however, oversize packages will still be delivered to your house.

Why is the county proposing to build a shared-use path?

To provide connectivity for alternate transportation between Northfield/Dundas and Faribault communities and to connect the municipal trail systems to county and state parks, (Cannon River Wilderness Park, Caron Park and the Nerstrand Big Woods State Park, respectively). Additional information on non-motorized transportation improvements can be found in the County Comprehensive, Parks, and Transportation plans.

What are the plans for the Cannon River Wilderness Area?

The Rice County Comprehensive Plan and the subsequent County Parks Plan promote connectivity and enhancing access to the city, county and state parks, and existing trails. Cannon River Wilderness Area contains over 850 acres of wilderness environment. Proposed improvements consist of improved access to the park and parking lots, trail improvements and trail maintenance. Additional improvements may consist of bathroom facilities, nature areas and additional trails.

What side of the road will the shared-use path be on?

The preliminary alignment has the trail along the westerly side of the roadway to connect directly to the Cannon River Wilderness Area Park parking lot/trailhead.

How much does the project/trail cost and who is paying for it?

Preliminary estimates for the 3.75-mile reconstruction project range between \$7.5 and \$8.5 million. The shared-use path component is estimated at 10% of this (\$750,000- \$850,000). The County State Aid funding and the county's (1%) Local Option Sales Tax for Transportation are the primary funding sources. Property taxes are not utilized for roadway, bridge and shared-use path construction.



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Who will maintain the trail (summer & winter)?

If approved, the county will develop a formal trail maintenance policy. It's anticipated that no winter plowing of a trail will occur. Summer seasonal maintenance would consist of mowing, weed and brush control, and pavement maintenance as needed. Landowners will not have any maintenance responsibilities.

Will motorized vehicles be allowed on the trail?

No motorized vehicles would be allowed on the trail. E-bikes would be allowed.

How will I access my house/ property during construction?

During construction, the contractor must maintain access for all residents, businesses and emergency vehicles. The means and methods of this is up to the contractor, and usually changes as part of the construction process.

Will the county remove any of my trees?

Tree removals will be necessary as part of the project. Final plans will identify all tree removals.

Can I replant trees?

No trees are allowed to be planted within the highway safety clear zone. On a case-by-case basis, trees may be allowed, subject to conditions, within the right-of-way, but must be outside of the clear zone.

How much are you going to offer me for my property?

Right-of-way acquisition will be required as part of the project. The county's consultant will develop individual appraisals for all parcels to determine net impacts to parcel values. Appraisal work and subsequent offers are expected to be developed by April 2026. (See additional packet information on state requirements for property acquisition.)



Rice County Highway Department

Design elements impacting reconstruction of County Road 20 (phase 1)

Proposed safety upgrades include

- Meeting current design standards for the current, and projected, traffic volumes.
- Improving sight lines at existing public road intersections and the park entrance (8)
- Eliminating the existing intersection at 132nd St. East.
- Major realignment of skewed intersections to create standard approaches at Eaton Avenue and Emerson Trail, and minor realignments at 115th Street East, 124th Court East, 147th Street East and the access to Cannon River Wilderness Area.
- Widening and paving the shoulder to 8 feet.
- Adding right-turn lanes (7) and bypass lanes (7) at the public road intersections and the park access.
- Providing clear zone (obstacle free areas) adjacent to the travel lanes.
- Increasing roadway sight lines, (reducing No Passing zones)

Impacts

To incorporate the proposed safety improvements, changes to the existing roadway alignment, and roadway profile (elevations) are required throughout the project.

Additional right-of-way is required to make these improvements. However, not all landowners will be impacted. The design process has been driven to maximize the use of the existing right-of-way and minimize impacts on rural residential properties.

Potential shared-use path

The addition of a shared-use path is estimated to add 10% to the total cost of roadway reconstruction.

Minimal additional right-of-way is needed adjacent to rural residential properties with the majority of additional right-of-way needed being along rural agricultural parcels. The highway reconstruction project presents a timely and efficient opportunity to integrate the trail infrastructure as part of the overall improvements.



Rice County Highway Department

Design elements impacting reconstruction of County Road 20 (phase 1)

The following provides an overview of the highway engineering design approach for the reconstruction of Rice Road 20 from near its intersection with Hwy. 3 in Dundas, southerly approximately 3.75 miles.

The current highway segment was last reconstructed in 1976 and has 12-foot bituminous lanes and gravel shoulders typically 3 feet in width. The design speed of County Road 20 in 1976 was 50 mph. The current average daily traffic is approximately 2,000 vehicles per day.

Most users of rural two-lane highways in Minnesota travel at or near the 55-mph state regulatory speed limit. The County Road 20 design process strives to meet current design speed throughout the project.

Proposed safety improvements consist of intersection and access improvements, safety clear zone requirements, widening and paving shoulders and adding right-turn lanes and bypass lanes. Making these improvements requires vertical and horizontal changes to the existing roadway alignment.

There are constraints impacting the design process, including parcels with restrictive-use easements, wetlands and areas of unsuitable soils, natural drainage features, land development, stormwater management requirements and right-of-way limitations.

The final highway design needs to balance the cost and benefit of these factors.

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Learn more about the
County Road 20 reconstruction project.



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project-related media releases.

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**RICE COUNTY
HIGHWAY DEPARTMENT**

2026 thru 2035 TRANSPORTATION IMPROVEMENT PLAN

GRADING -- PAVING -- BRIDGE REPLACEMENTS

Public Hearing January 13, 2026

Actual 2025 CONSTRUCTION

2024 ESTIMATED YEAR END BALANCES		\$3,883,438	\$315,228	\$7,451,000				\$531,432
2025 ESTIMATED ALLOTMENT		\$5,010,774	\$340,870	\$4,500,000				\$156,266
LESS 2024 ADVANCED ENCUMBRANCE		\$0						
ADVANCED ENCUMBRANCE FROM 2026		\$0						
BALANCE AVAILABLE FOR 2025 CONSTRUCTION		\$8,894,212	\$656,098	\$11,951,000			\$0	\$687,698
BRIDGES	Estimated PROJECT COSTS	FEDERAL FUNDS	REGULAR STATE AID	MUNICIPAL STATE AID	SALES TAX for Transportation	BRIDGE BOND FUNDS	OTHER FUNDING	TOWN BRIDGE FUNDS
Bridge # 88049, tied to CR 79 project	\$691,000				\$69,347	\$552,655	\$69,347	NFLD
Bridge # 88048, CSAH 78	\$781,864		\$460,332			\$321,532		
Total Bridges	\$1,472,864	\$0	\$460,332	\$0	\$69,347	\$874,187	\$69,347	\$0
GRADING/DRAINAGE								
CR 50 -Faribault to CSAH 20, grade, drain, 1.7 miles	\$2,882,000				\$2,882,000			
CR 79 - Wall Street Road Project- reconstruct 1 mile w/ trail	\$4,515,000				\$1,922,000		\$2,593,000	Northfield
CSAH2/CR 96/TH 19 RDBT award in '25, construct in '26	\$1,030,000	\$750,000	\$200,000		\$80,000	AC grant funding from General Fund		
CSAH 46 - TH 19 to Scott Co. line; repave, widen, drainage, 5.0 miles	\$5,195,000	\$4,156,000	\$1,039,000		\$0	AC grant funding from General Fund		
Total Grading/ drainage	\$13,622,000	\$4,906,000	\$1,239,000	\$0	\$4,884,000	\$0	\$2,593,000	\$0
PAVING								
Districtwide pavement markings, awarded in '25, construct in '26	\$370,000		\$27,000		\$10,000			
CSAH 27- M/F 4.8 miles	\$1,033,000		\$1,033,000					
CSAH 48 - M/F, rtls, ADA, 1.1 miles	\$2,854,000	\$1,200,000	\$1,654,000					
County Highway Fueling Depot, awarded in '25, construct in '26	\$700,000				\$700,000			
Total Paving	\$4,957,000	\$1,200,000	\$2,714,000	\$0	\$710,000	\$0	\$0	\$0
GRAND TOTAL	\$20,051,864	\$6,106,000	\$4,413,332	\$0	\$5,663,347	\$874,187	\$2,662,347	\$0
2025 ESTIMATED YEAR END BALANCES		\$4,480,880	\$656,098	\$6,287,653				\$687,698
				-\$290,000 project development costs				
				\$5,997,653 sales tax balance				

PROPOSED 2026 CONSTRUCTION

2025 ESTIMATED YEAR END BALANCES		\$4,480,880	\$656,098	\$5,997,653			\$687,698	
2026 ESTIMATED ALLOTMENT		\$5,110,000	\$347,000	\$4,500,000			\$156,000	
LESS 2025 ADVANCED ENCUMBRANCE		\$0						
ADVANCED ENCUMBRANCE FROM 2027		\$0						
BALANCE AVAILABLE FOR 2026 CONSTRUCTION		\$9,590,880	\$1,003,098	\$10,497,653		\$0	\$843,698	
BRIDGES	Estimated PROJECT COSTS	FEDERAL FUNDS	REGULAR STATE AID	MUNICIPAL STATE AID	SALES TAX for Transportation	BRIDGE BOND FUNDS	OTHER FUNDING	TOWN BRIDGE FUNDS
Bridge# 66J02 - Hall Avenue - Rich. Twnshp	\$345,000					\$61,302	\$20,000	\$263,698
Bridge # L2747 - Jenkins Trail - Nfld twnshp	\$600,000						\$20,000	\$580,000
CSAH 21 Turkey Mill culvert	\$250,000				\$250,000			
Total Bridges	\$1,195,000	\$0	\$0	\$0	\$250,000	\$61,302	\$40,000	\$843,698
GRADING/DRAINAGE								
Overhead lighting - HSIP funded	\$750,000	\$710,000			\$40,000			
Culvert Replacements	\$600,000				\$600,000			
CSAH 93 retaining wall	\$500,000		\$500,000					
CSAH 11 Slope Repair- (awarded 12.2.25)	\$460,000		\$18,000				\$442,000	State Disaster
Total Grading/ drainage	\$2,310,000	\$710,000	\$518,000	\$0	\$640,000	\$0	\$442,000	\$0
PAVING								
Bituminous Overlays 23,25,1 (13 miles)	\$3,000,000		\$2,300,000		\$700,000			
CSAH 28 - Jeff. Pkwy to CSAH 42, reclaim 2.6, miles (HSIP)	\$1,800,000	\$300,000	\$1,500,000					
CSAH 19 - CSAH 21 to 220th St. East, reclaim, 2.1 miles	\$1,100,000		\$600,000		\$500,000			
Total Paving	\$5,900,000	\$300,000	\$4,400,000	\$0	\$1,200,000	\$0	\$0	\$0
GRAND TOTAL	\$9,405,000	\$1,010,000	\$4,918,000	\$0	\$2,090,000	\$61,302	\$482,000	\$843,698
2026 ESTIMATED YEAR END BALANCES		\$4,672,880	\$1,003,098	\$8,407,653				\$0
					-\$700,000	project development costs		

\$7,707,653 sales tax balance

PROPOSED 2027 CONSTRUCTION

2026 ESTIMATED YEAR END BALANCES			\$4,672,880	\$1,003,098	\$7,707,653			\$0
2027 ESTIMATED ALLOTMENT			\$5,110,000	\$350,000	\$4,500,000			\$120,000
LESS 2026 ADVANCED ENCUMBRANCE			\$0					
ADVANCED ENCUMBRANCE FROM 2028			\$0					
BALANCE AVAILABLE FOR 2027 CONSTRUCTION			\$9,782,880	\$1,353,098	\$12,207,653			\$0
BRIDGES	Estimated PROJECT COSTS	FEDERAL FUNDS	REGULAR STATE AID	MUNICIPAL STATE AID	SALES TAX for Transportation	BRIDGE BOND FUNDS	OTHER FUNDING	TOWN BRIDGE FUNDS
Bridge # L2758 - James Trail- Nfld. Twnshp	\$345,000					\$205,000	\$20,000	\$120,000
Bridge # 66J26 - James Trail - Nfld. Twnshp	\$345,000					\$325,000	\$20,000	
CSAH 5 centerline culvert	\$500,000		\$500,000					
Bridge L2752 Karow Trail, Northfield Township	\$650,000					\$630,000	\$20,000	
Total Bridges	\$1,840,000	\$0	\$500,000	\$0	\$0	\$1,160,000	\$60,000	\$120,000
GRADING/DRAINAGE								
CSAH 20- Reconstruct, phase 1, 3.7 miles, w/trail	\$7,500,000		\$3,500,000	\$1,300,000	\$2,700,000	\$0	\$0	\$0
Culvert Replacements -	\$750,000		\$0	\$0	\$750,000	\$0	\$0	\$0
Total Grading/drainage	\$8,250,000	\$0	\$3,500,000	\$1,300,000	\$3,450,000	\$0	\$0	\$0
PAVING								
Bituminous Overlays (12 miles)	\$3,000,000		\$1,500,000	\$0	\$1,500,000	\$0	\$0	
CSAH 44 - Morristown, M/F, ADA. 0.4 miles	\$750,000		\$750,000	\$0	\$0	\$0	\$0	\$0
CSAH 11- Faribault M/F, ADA, 0.5 miles	\$1,000,000		\$500,000	\$0	\$500,000	\$0	\$0	\$0
Total Paving	\$4,750,000	\$0	\$2,750,000	\$0	\$2,000,000	\$0	\$0	\$0
GRAND TOTAL								
2027 ESTIMATED YEAR END BALANCES			\$3,032,880	\$53,098	\$6,757,653			\$0
					-\$400,000 project development costs			
					\$6,357,653 sales tax balance			

PROPOSED 2028 CONSTRUCTION

PROPOSED 2029 CONSTRUCTION

2028 ESTIMATED YEAR END BALANCES		\$5,032,880	\$403,098	\$7,857,653				\$60,000
2029 ESTIMATED ALLOTMENT		\$5,200,000	\$350,000	\$4,500,000				\$60,000
LESS 2028 ADVANCED ENCUMBRANCE								\$0
ADVANCED ENCUMBRANCE FROM 2030		\$0						\$0
BALANCE AVAILABLE FOR 2029 CONSTRUCTION		\$10,232,880	\$753,098	\$12,357,653			\$0	\$120,000
BRIDGES	Estimated PROJECT COSTS	FEDERAL FUNDS	REGULAR STATE AID	MUNICIPAL STATE AID	SALES TAX for Transportation	BRIDGE BOND FUNDS	OTHER FUNDING	TOWN BRIDGE FUNDS
Bridge #L2769 - 80th St. West - Wheatland Twnshp	\$350,000					\$210,000	\$20,000	\$120,000
Total Bridges	\$350,000	\$0	\$0	\$0	\$0	\$210,000	\$20,000	\$120,000
GRADING/DRAINAGE								
CSAH 20- Phase 2 to CSAH 29, Reconstruct, 2.6 miles w/trail	\$6,500,000		\$3,000,000	\$0	\$3,500,000	\$0	\$0	\$0
CSAH 78 - Reconstruct, 1.8 miles, w/ Mill Towns Trail	\$5,000,000		\$2,000,000		\$2,000,000		\$1,000,000	Nfld/Dundas
							tbd	DNR
Total Grading	\$11,500,000	\$0	\$5,000,000	\$0	\$5,500,000	\$0	\$1,000,000	\$0
PAVING								
CSAH 9 - CSAH 1 to CSAH 46, reclaim, pave shoulders, 6.7 miles	\$4,000,000		\$3,000,000	\$0	\$1,000,000	\$0	\$0	\$0
CSAH 16 - TH 60 to CSAH 12, reclaim, pave shoulders, 5.5 miles	\$3,500,000		\$1,500,000		\$2,000,000			
CSAH 36 - TH 21 to CSAH 9, reclaim, pave shoulders, 1.0 mile	\$600,000		\$450,000		\$150,000			
Total Paving	\$8,100,000	\$0	\$4,950,000	\$0	\$3,150,000	\$0	\$0	\$0
GRAND TOTAL	\$19,950,000	\$0	\$9,950,000	\$0	\$8,650,000	\$210,000	\$1,020,000	\$120,000
2029 ESTIMATED YEAR END BALANCES		\$282,880	\$753,098	\$3,707,653				\$0
				-\$500,000 project development costs				
					\$3,207,653 sales tax balance			

PROPOSED 2030 CONSTRUCTION

2029 ESTIMATED YEAR END BALANCES		\$282,880	\$753,098	\$3,207,653				\$0
2030 ESTIMATED ALLOTMENT		\$5,200,000	\$350,000	\$4,500,000				\$20,000
LESS 2029 ADVANCED ENCUMBRANCE								\$0
ADVANCED ENCUMBRANCE FROM 2031		\$0						\$0
BALANCE AVAILABLE FOR 2030 CONSTRUCTION		\$5,482,880	\$1,103,098	\$7,707,653			\$0	\$20,000
BRIDGES	Estimated PROJECT COSTS	FEDERAL FUNDS	REGULAR STATE AID	MUNICIPAL STATE AID	SALES TAX for Transportation	BRIDGE BOND FUNDS	OTHER FUNDING	TOWN BRIDGE FUNDS
Bridge # R0513- CR 81	\$400,000				\$200,000	\$200,000		
Total Bridges	\$400,000	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0
GRADING/DRAINAGE								
CSAH 1/CR 81/TH 246 roundabout	\$5,000,000		\$1,000,000				\$4,000,000	partners
Cannon River Wilderness Park west access (0.5 miles)	\$750,000				\$750,000		tbd	
Total Grading	\$5,750,000	\$0	\$1,000,000	\$0	\$750,000	\$0	\$4,000,000	\$0
PAVING								
Overlay Program	\$4,000,000		\$2,000,000		\$2,000,000			
Total Paving	\$4,000,000	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0
GRAND TOTAL	\$10,150,000	\$0	\$3,000,000	\$0	\$2,950,000	\$200,000	\$4,000,000	\$0
2029 ESTIMATED YEAR END BALANCES			\$2,482,880	\$1,103,098	\$4,757,653			\$20,000
					-\$500,000 project development costs			
					\$4,257,653 sales tax balance			

PROPOSED 2031 CONSTRUCTION

\$3,907,653 sales tax balance

PROPOSED 2032 CONSTRUCTION

\$4,107,653 sales tax balance

PROPOSED 2033 CONSTRUCTION

PROPOSED 2034 CONSTRUCTION

2033 ESTIMATED YEAR END BALANCES			\$1,982,880	\$453,098	\$7,007,653			\$80,000
2034 ESTIMATED ALLOTMENT			\$5,200,000	\$350,000	\$4,500,000			\$20,000
LESS prior yr ADVANCED ENCUMBRANCE			\$0					
ADVANCED ENCUMBRANCE FROM next year								
BALANCE AVAILABLE FOR 2034 CONSTRUCTION			\$7,182,880	\$803,098	\$11,507,653		\$0	\$100,000
BRIDGES	Estimated PROJECT COSTS	FEDERAL FUNDS	REGULAR STATE AID	MUNICIPAL STATE AID	SALES TAX for Transportation	BRIDGE BOND FUNDS	OTHER FUNDING	TOWN BRIDGE FUNDS
tbd								
Total Bridges	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GRADING/DRAINAGE								
CR 54 grade and pave, 3 miles	\$6,000,000				\$6,000,000			
CSAH 8- Dundas to CR 77, reconstruct, 2.5 miles (w/trail)	\$6,000,000		\$4,600,000	\$700,000	\$700,000			
Culvert program								
Total Grading/ drainage	\$12,000,000	\$0	\$4,600,000	\$700,000	\$6,700,000	\$0	\$0	\$0
PAVING								
Overlay program	\$4,000,000		\$2,000,000		\$2,000,000			
Total Paving	\$4,000,000	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0
GRAND TOTAL	\$16,000,000	\$0	\$6,600,000	\$700,000	\$8,700,000	\$0	\$0	\$0
2034 ESTIMATED YEAR END BALANCES			\$582,880	\$103,098	\$2,807,653			\$100,000
					-\$500,000 project development costs			
					\$2,307,653 sales tax balance			

PROPOSED 2035 CONSTRUCTION