APPENDIX C

Scoping Hearing

- Scoping Hearing Transcripts
- Sign-in Sheets
- Speaker Cards

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Scoping Hearing

- Scoping Hearing Transcripts
 - 2:20 P.M.
 - 5:30 P.M.

INTERAGENCY SCOPING HEARING

HIGHWAY 14 WEST INTERREGIONAL CORRIDOR: NORTH MANKATO TO NEW ULM

April 23, 2003 2:20 P.M.

Courtland Community Center 300 Railroad Street Courtland, Minnesota

APPEARANCES

| \mathbf{H} | oward | Preston |
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Mark Scheidel Mn/DOT

OPENING REMARKS

| By Mr. Scheidel | | | |
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| PRESENTATION | | | |
| By Mr. Preston | | | |
| SPEAKERS | | | |
| David Wilking | | | |
| Julie Anderson | | | |
| Mayor Bob Schabert | | | |
| Mayor Joel Albrecht | | | |
| Larry Hewitt | | | |
| Joan Hulke | | | |
| John Luepke | | | |

MR. SCHEIDEL: Thanks for coming. This is going to be a presentation. Howard Preston, our consultant, is going to take us through a few slides. My name is Mark Scheidel. I'm the Project Manager for Mn/DOT on this project.

Just a little bit of background: We started out as this highway got designated as an interregional corridor; and we were able to get some funds to do a management plan to basically maintain safety and mobility on the highway, but we also were able, with the urging of the local participants, the counties and the cities, to do a Scoping Project, which is the first part of the highway development environmental process.

Howard's going to explain that a little bit more, but that's sort of exciting that we've gotten the scoping into this because what it really boils down to is -- you know, he's going to cover a number of things, but what it boils down to is defining a purpose and need of doing something, and also to get down to -- a lot of options or alternatives, bypasses or what have you, getting down to several, just a few, and also get down to design options -- two-lane versus four-lane, for example -- so that as we go on from here -- and he's got one of the slides that's going to show this, too, but we're in the very first part of the process of the highway development process as outlined by law, both federal and state.

So this is the official hearing on the scoping; and your comments are very welcome, either verbally or there's some forms you can fill out. I guess it's pretty much open. Or if you don't want to leave something here, you want to think about it, take your handout, there's a mailing address with my name on there so you can always send something in.

MS. COLBURN: Mark, if they want to make a comment for the court reporter verbally today, we just ask that you fill out one of these cards. We'll have them right up here. That's so we spell your name right in the record.

MR. PRESTON: Good afternoon. My name is Howard Preston. We've got about a 30-minute presentation; and, as Mark said, there has to be some ground rules. The

ground rules are: I can't take questions during the presentation because we've got a court reporter that's taking this all down.

There will be ample time for your questions or comments when we get done. Again, you can give them to the court reporter. On your handouts that you picked up, there's a self-addressed kind of a sheet of paper, and you can send that in to Mark Scheidel at Mn/DOT. There's an opportunity to sit at the back table and write your comments down if you would like to do that today. We've got a box sitting out.

So this is all about trying to share some information with you from our perspective about the background of the project, a need for the project, what kinds of alternatives were considered; and then to give you an opportunity to look around at all of the displays, ask any questions that you might have, make any comments that you might have, and try to share information with you about what to expect relative to this project.

So this is called a Scoping Hearing. "Scoping" because that's a formal phrase that is used in the environmental process to suggest or talk about the very first phase of a project development process.

So it's about trying to scope out, if you will, the situation to see what kinds of deficiencies are out there along the road system, to try to scope out what kinds of alternatives might be appropriate to consider to solve those kinds of problems. So it's about scoping. That's a pretty formal phrase, but it's pretty basic; and I'll talk a little more about that in just a minute.

[PowerPoint Presentation]

MR. PRESTON: Okay. Just to get you oriented, the Study Area: The project starts at Highway 15 on the west, just to the east of New Ulm, and extends along the existing highway through Courtland, through Nicollet, and down to the intersection with County Highway 6 outside of North Mankato. So that's the area that we're looking at and studying.

The Scoping Process: Again, it's the first step in the environmental review process. So there's a series of things that have to be done in project development before a project construction comes out at the end of this process. This is the first step in that formal process, this meeting, of creating, drafting, documenting something called a Scoping Document.

The primary purpose of a Scoping Document: It's really pretty simple. It poses a question that says, "Are there deficiencies out there?" because all highway improvement projects are solutions to problems; and in order to know if you're doing something efficiently and if you're really solving a problem, you have to ask yourself the question: Are there problems out there? If there are problems, do we know what they are and where they are? Because by answering those kinds of questions, it would give someone insight into how to develop strategies to mitigate these problems that are both efficient, cost-effective, and address the kinds of things that are out there.

So that's called a purpose and need. "Need" meaning what are the problems? What are the deficiencies? We'll talk more about those, but deficiencies from a design engineer's perspective might be deficiencies in the road design, meaning we have an old road out there. There might be elements or features of that road design that are, one, no longer consistent with good engineering; two, may be contributing to safety or operational problems; trying to understand those kinds of things.

Needs might also be safety-related. So we'll talk about the safety kinds of analysis we did. There are mobility kinds of needs, meaning if you're stacked up on a daily basis behind slow-moving vehicles with very few opportunities to pass, that affects your ability to move up and down a corridor; and the Department has adopted some objectives for mobility in this corridor. So we'll be evaluating those.

So document a need to move forward and a purpose for moving forward with improvement kinds of strategies, and that's really the key thing that we're trying to do.

Then this last bullet point talks about: Okay. If we can define a purpose and need for moving forward, then the next priority is defining alternative strategies.

At this point we're not trying to find a preferred solution. We're not trying to find the answer. What we're trying to do is identify a universe of alternatives that are feasible, that address the problems that we've identified in the purpose and need, and are sufficiently feasible enough to move forward to the next phase of the project.

In a Scoping Document that we're doing now, we do not attempt to answer the questions: What are exactly the impacts associated with each alternative? How much wetland? How many acres of farmland? How many homes would need to be acquired? That's part of the next phase of the process. A quantitative comparison of impacts is part of the next phase of the process.

What we're trying to do is identify a universe or group of potential strategies; and then we're trying to identify what range of environmental issues would need to be addressed in the next phase of the project, which would likely be an Environmental Impact Statement.

So as you look through the material we've presented, if you take time to look at the Scoping Document -- we have copies of that laid out -- you will not find a quantitative comparison of impacts because that's not done at this stage. That's done at the next stage.

All right. The Scoping Process: Again, this is some formal things that we have to get into the record. The Scoping Document itself was made available on March 31st. It was mailed out to -- Biz, how many? Twenty agencies? Thirty agencies?

MS. COLBURN: Something like that.

MR. PRESTON: Twenty or 30 agencies. It was sent out to public libraries in the area. Each of the cities received a copy. The counties received a copy. Mn/DOT office, obviously, has a copy.

So in the "Environmental Quality Board Monitor" there's a Notice of Availability and Meeting. The document was out and that starts a clock ticking; and within this period of time when this clock is ticking, we have to hold this meeting.

You all have the opportunity to provide your comments, and the comments are due officially May 2nd. Okay. If you get a comment in on May 3rd, yes, we'll look at it. Probably even May 4th or 5th, but formally the comment period closes on May 2nd.

So what happens with those comments. They become part of the official record for the project. They are maintained in Mn/DOT's office in a file that's part of the record of this project. We will go through, as will Mn/DOT, each one of those comments and look at them and try to understand what your point is and what kind of comment you're making; and in the follow-up document, the Scoping Decision Document, we will attempt to answer some of those comments, but not necessarily all. So we'll, I think, answer all of the agencies' comments and then comments from folks like you.

If five of you write the same kind of comment, you have concerns about an alternative that goes through the City of Courtland, what we'll try to do maybe is mesh those together into one comment and say there were five comments regarding a road alignment through the City of Courtland and here's what their concerns were and here's some kind of an answer. So you might not see your own comment individually responded to, but all of the comments that come in will become part of this official record.

So that's why it's important, if you have a comment, to give it to the court reporter. If you're uncomfortable with that and want to write it down, leave it with us; and if you don't have time to do that, please mail in the self-addressed envelope back to the Mn/DOT Project Manager; and all of your comments will become part of the public record.

All right. I'm going to take you through a series of slides now. Most of these slides are out here, so if you want an additional chance to look at them when we get done here, please

feel free to spend whatever time you would choose to invest in looking. If you have questions, we'll have all kinds of staff over there that hopefully can answer those questions.

One of the key points that we're documenting is traffic volumes. One of the reasons that we care about traffic volumes -- a couple of key reasons: Traffic volume is a measure of the demand on the road system, and road systems have capacities, and as volumes increase we may be approaching the capacity of the facility, and we need to know that because that affects your ability to move up and down the corridor.

So we've documented what the existing traffic volumes are. So these are vehicles per day. So if you look in the upper left-hand corner you'll see, in Segment 2, 6,800. That means in Segment 2, which extends from County Highway 37 to the City of Courtland, on an average day, average day on Highway 14 in a 24-hour period, 6,800 vehicles go back and forth. So that might be 3,400 in one direction and 3,400 in the other direction, but a total of about 6,800 vehicles.

As you come through the corridor you can see we're ranging generally from 5,000 to 7,000 vehicles a day; and those traffic volumes were taken within the last year or two, so they're current.

The numbers on the bottom -- in Segment 1, 9,700 -- are forecasts of traffic in the year 2025. We forecast traffic out into the future because, as part of the design process, if we were going to build a road today we would want that road to accommodate traffic volumes for the next 20 years. Roads are expensive. Agencies only get around to reconstructing roads -- in fact, it used to be on a 20-year cycle. Now agencies are on 30- and 40- and 50-year cycles.

We need to build enough capacity into the road system to accommodate traffic out into the future because if you don't do that, the road physically itself can last 20 or 25 years, and so the roadbed might be fine, but if your road is jammed with traffic so it can't move in ten years, it means the agency would have to take money from some other project to come back to address that kind of deficiency before it was worn out. So the theory is if you design for 20 or 25 years out, the road will wear out and become functionally obsolete at the same time, which is the objective.

So we look at these traffic volumes today and we look at them out in the future. As you can see, the volumes are increasing, almost doubling over the next 20 or 25 years. That was done based on looking at historic trends and traffic volumes. So over the last 20 years there was generally a growth in the area because of more industrial development, commercial development; because of more people living in the area; because of growth in Brown County and in Blue Earth County and Nicollet County. Because of growth in this area, the traffic volumes have increased and almost doubled over the last 20 years and that's expected to continue on into the future.

So we've checked with the planners for the counties. We've checked with the planners for the cities. They generally say, yes, this is consistent with what they would anticipate are their plans for the communities over that period of time.

This talks a little bit about no-passing zones and access, some of those kinds of things. No-passing zones are a key because in understanding the ability of a two-lane road to move people up and down, one key factor is traffic, how much traffic, and then the percent of trucks, and the other key factor is how many passing opportunities are there.

So, for example, in Segment 2, we've identified that 59 percent of the length of that Segment 2 is a no-passing zone. It's very, very restricted. On the other hand, in Segment 8, which is straighter, only 2 percent of Segment 8 is no passing.

You'll see in a minute how that enters into helping assess the quality of traffic operations up and down the corridor. But what we're just doing here, again, is laying the foundation for an analysis of what quality, what level of mobility is provided up and down the corridor.

I mentioned safety. We did look at safety and found that there were several intersections. County Trunk Highway 14 with Trunk Highway 15 and County Road 21, a very high crash rate, several fatal crashes. Clearly, that's an intersection with a safety concern.

Highway 14 with County Highway 23 in Nicollet; again, safety concerns because of the high frequency of crashes and a high severity of crashes; and then the segment of highway between the 14/15 intersection and the intersection with County 37; again, very much a safety concern because of the high frequency of crashes at that location.

I mentioned the concept Level-of-Service. It's jargon the traffic engineers use. If you ask a traffic engineer almost anywhere around the country "Help me understand the quality of the traffic flow up and down a corridor," they would say, "I'm going to compute something called Level-of-Service." It just is an indication of how much congestion is out on the facility.

So we measure it in letter grades. Letter grades A and B, uncongested. C is approaching congestion. D, E, and F are congested conditions.

I'll suggest where this line is, this Index of Congestion, is, in fact, a subject that is locally determined. There's nobody in St. Paul that's telling folks here what level of congestion you have to have on your roadway. There's nobody in Federal Highway either here or in the regional office in Chicago or in the main office in Washington, D.C., that's telling folks here how much congestion you have to have on your roadway, but what it is is it's a trade-off. It's a trade-off for how much congestion are you willing to tolerate versus how much money are you willing to invest to increase the capacity of a roadway. So it's that kind of a trade-off.

I'll just suggest that in the Twin Cities that line occurs at the boundary between Level-of-Service D and E, meaning if you go up to the Twin Cities and you think "I don't like to drive up here. My mother-in-law refuses to drive into town. She doesn't like dealing with the congestion and she understands that," but the idea is in the Twin Cities, big urban areas tend to generally tolerate more congestion than smaller communities out in greater Minnesota. So this

was something that a group of folks that have been working with us in an advisory capacity have recommended that this be our level of congestion, this Level-of-Service C/D boundary.

Okay. So with existing levels of congestion -- remember, anything D, E, or F would be considered congested; A and B, uncongested; and C, we're approaching congestion -- it says that in our Segment 2 we're already congested. Okay. Level-of-Service D. On the east side of Nicollet we have Level-of-Service D, and in the rest of it we're on Level-of-Service C.

I pointed out this Segment 2. We have about 7,000 vehicles a day in Segment 2. We also have about 7,000 vehicles a day in Segment 8. Level-of-Service D in one, C in the other. You'll recall Segment 2 had almost 60 percent no passing. Segment 8 had only 2 percent no passing. The difference was the amount of no passing. An inability to pass vehicles that are slow moving in front of you results in a greater level of congestion. Okay. So it's volume-based as far as a determining factor and it's also roadway-design based from the perspective of how much ability is there to pass.

That's existing levels of congestion. So two segments already meet the definition of congested. All of the rest of the segments I would say are on the verge of congestion based on the traffic volumes. So you go out to the year 2025 and you can see the entire segment would be congested.

Now, this is taking an increase in traffic volumes. Remember, we were increasing from four to 5,000, maybe 6,000 vehicles a day. We're up in the range of 10 to 12 to 13,000 vehicles a day because of growth in Brown County, Nicollet County, and Blue Earth County. Putting that level of traffic on the existing two-lane roadway says you would have very, very high levels of congestion.

Okay. So on the verge of congestion today on most of the segment and in the year 2025, if there are no improvements, very heavy levels of congestion along the corridor.

Let's take just two minutes to talk about an Origin-Destination Study that was done. You might recall, I think it was in August or September of last year, there were some cameras on tripods placed out along the road. What we were doing was trying to understand what are the travel patterns in the area because some of the key questions that came up were: Should a new highway, if there's any investment made in expanding Highway 14, should it involve bypassing New Ulm? Should it involve bypassing the City of Nicollet?

The answer to that is it depends. It depends on where people are traveling from and going to relative to does it make any sense to build a bypass because bypasses are relatively expensive. We'd like to put a fair amount of traffic on those bypasses in order to make the investment worthwhile.

So you need to ask the question: Okay. Of the 6,000 vehicles a day or 7,000 vehicles a day that are on Highway 14 in the vicinity of New Ulm, how many of those vehicles are, in fact, going from Sleepy Eye to Mankato versus how many of those vehicles have some type of stop in the City of New Ulm such that if they were stopping in New Ulm they wouldn't be using the bypass anyway?

So in order to answer those questions about travel patterns, we contracted with a firm that does this kind of thing where they put cameras up. The cameras are focused at reading license plates; and they have some computer software that, in fact, matches up the license plates. So you can see we have stations identified, and so what we've done is if the cameras were set up at each of these stations it would read the license plates and it would follow the license plates along the road.

So all we're trying to do is to answer the question: If we saw a license plate at 7 and we saw another license plate at 3, which is at the County 12 intersection on 14 west of New Ulm, if we saw that, those two license plates, within a specified period of time, it meant it was a

through-vehicle because we saw the license plate here and here (indicating). We didn't see it anywhere else. But if it took four hours to make what would be a 20-minute trip, the inference was there was a stop in there. Somebody stopped in New Ulm and then continued their trip. So we're answering the question: What are the travel patterns in the area?

The only thing that you need to take away from this slide is at the bottom of each of those boxes you see 88 percent or 90 percent or 93 percent. This just says this was our capture rate. How many license plates did the machines read out of all the vehicles that went by? The higher the capture rate, the greater the statistical reliability is because we're getting lots of sample; and this just said we required the contractor to get something in the order of 80 to 90 percent capture rate. We did that everywhere. It just means the results of this have a very high degree of statistical reliability.

Okay. The things to take away from this slide, if you look at the bottom numbers, again, the bottom numbers are saying -- or the top numbers are what are the percent of local trips for truck traffic and the bottom numbers are the through heavy commercial truck traffic on the right-hand side. The left-hand side of the boxes are for passengers cars.

So, for example, the vehicles traveling between Station 3, which is west of New Ulm, and 7, which is east of Nicollet, we found only 11 percent of the passenger cars that were making that trip. Eighty-nine percent of the passenger cars, 89 percent had a stop someplace in the corridor.

The line that says between Station 3 and 6, so that's around New Ulm, about 14 percent of the vehicles were, in fact, going around New Ulm; 86 percent of the vehicles had a stop in the City of New Ulm.

So when we looked at these kinds of numbers -- and these numbers are very similar to the numbers we've seen come out of origin-destination studies in the City of Worthington, City of Willmar, some of those kinds of places on highways like Highway 14. In fact, the vast

majority of the trips are, in fact, local trips. People stop in New Ulm because there's lots of reasons to stop in New Ulm.

So, Mr. Mayor, you probably like that. There's shops. There's businesses. There's employment. There's industry. There's lots of reasons that vehicles stop in New Ulm, but it answered the question -- it's starting to provide data to help answer the question: Would it be cost-effective to build a bypass around New Ulm?

If you think about it, it was about, in the future, 10,000 vehicles a day traveling along Highway 14 into the City of New Ulm. If 14 percent of those vehicles were through-trips, it just says that's only about 1400 trips a day that would be on the bypass. The 8600 trips would, in fact, be making a stop in New Ulm if the travel patterns continue the way they are today.

So it's starting to answer the question: Would it be cost-effective to invest two and a half or \$3 million a mile to build a bypass and only put 1400 vehicles a day on it? That's the information we're trying to get.

So it says probably not cost-effective around New Ulm, but we're starting, around Courtland and Nicollet, 50 percent plus. That's suggesting that, yes, in those kinds of numbers it's starting to become cost-effective to build bypasses around those communities. So that's the kind of information that was generated to help answer those questions.

All right. Summary of Deficiencies: Remember, we went back to one of the key things that a Scoping Document is supposed to do is answer a question: Is there a need to move forward with an improvement project knowing that improvements are solutions to problems?

So what we did here -- and if you can't read all those, there's a graphic out here you can take a closer look at, but we basically looked at congestion. We looked at mobility, meaning the speeds up and down the corridor. We looked at safety. We looked at access. We looked at design kinds of things. We looked at about a dozen different factors and said, "Are there deficiencies relative to not meeting goals and objectives that were established for the corridor?"

So the answer is, yes, there are deficiencies in every segment. The most deficiencies are up in Segment 1. Okay. We had congestion. We had mobility issues. We had safety issues. We had design issues.

There are nine deficiencies in the segment between County Highway 37 and Courtland, and you can see the rest of it, but basically what we're setting up here is the answer to the question: Are there deficiencies in the corridor? Yes, there are. Do we know where they're at? Yes. Most of the deficiencies are at the west end of the corridor, a fair number of deficiencies as we go through the Cities of Nicollet and Courtland, fewer deficiencies as we get to the east, but there's deficiencies in every one of the segments of the corridor.

Do we know what kind of deficiencies? Yes, we do. We've identified are they safety deficiencies or congestion deficiencies or mobility deficiencies or access or design because those would suggest then strategies for mitigating those kinds of deficiencies.

So based on those deficiencies we've drafted a purpose and need for the project. Again, in a Scoping Document it's the key thing. Right up in the front of the Scoping Document, can we write a purpose and need so that a disinterested party someplace in St. Paul or Chicago or Washington would be able to read this document and say, "Oh, yeah. There's some needs in that corridor."

So we've said the purpose: Address both present and future safety issues; traffic operations issues, meaning congestion and mobility; design deficiencies; consistent with Mn/DOT plans, community plans, and regional plans. So that's the statement of purpose.

And the needs are to address safety issues, and we've identified those; operational issues, and we've identified those; roadway geometry issues, and we've identified those; and, again, consistent with the plans for the communities along the corridor.

All right. This is a schedule for the current part of the project that we're dealing with, the scoping. So it says here we are in the middle of April at the Scoping Meeting, and what's going to happen. May 2nd we talked about; the comment period closes.

So through the month of May and into the early part of June we'll be preparing what's called a Scoping Decision Document, which will incorporate answers to any questions or comments you all come up with, answers to questions and comments that the agencies may come up with, and then articulating a decision.

So a decision could be to move forward to the next phase of the project or it could be you haven't convinced us that there's a deficiency so we're going to stop. It could be either one of those. We're leaning towards a conclusion that says, yes, there is a reason to move forward, but anything past the end of June is a different project, another project.

Comments and, again, questions. Mark Scheidel was here earlier. Right there. And he's Mn/DOT's Project Manager. All your comments, if you choose to send them in, will go to him. He's the connection that you need to make if you have questions or comments after today, and here's his phone number, and I think that's also in your handout.

All right. So given that there appears to be a decision that will say let's move forward because we have been able to articulate a need, we've been able to articulate a purpose and relate making improvements to solving deficiencies that are in the corridor, how do you develop alternatives?

Today we basically say we need input from folks like you. We need input from the agencies. Mark has spent a fair amount of time talking to the officials from each of the cities and saying, "What's in your plans? What do you want to do?" So we've asked those questions.

We've tried to identify where key environmental and cultural resources are, and the reason for doing that is the very first step. The way to deal with that is to come up with alternative strategies that avoid those resources.

So the highest priority is to try to, as we're developing alternatives, avoid resources: Wetlands, cemeteries, public parks, those kinds of things. So one of those maps out there shows the results of our research of the literature that says where are those things located, and we've made a very concerted effort to try to avoid those.

We've tried to be consistent with local land use plans; and Mark has spent a fair amount of time talking with the mayors and city managers in each of these communities to find out and document what are the communities' land use plans so we know what is being expected as far as is the community expanding to the north or to the south or east or west and what are the communities' thoughts and to provide a very high level of coordination with each of those communities.

Then the very last thing, try to understand what Mn/DOT's design guides are and come up with alternative strategies that are consistent with those design guides.

So we then go into this universe of alternatives, and we're going to talk about two different pieces of that. One is design alternatives. I'll show you a sketch of what I'm talking about, but basically is it a two-lane road or is it a four-lane facility. Those are design kinds of issues. Then there's a whole series of location issues, meaning should the road be expanded or improved on its present alignment or should new alignments be considered.

So it goes through a screening process and, in fact, we've got air photos that I'll invite you to look at when we're done that are on the far wall that shows the universe of alternatives that we started with and then it shows that a number of those alternatives have been dropped from further consideration as a result of comments made by the cities, the counties, the environmental folks; and there's a reduced number of alternative strategies that have been suggested to move forward.

Some goals and objectives: Provide high levels of safety, provide mobility consistent with what Mn/DOT's guidelines are, preserve key environmental resources, address community and social and local planning kinds of things, and support economic vitality in the corridor.

Okay. The Alternatives: The No-Build Alternative. We always include a comparison to No-Build in order to be able to answer the question: Well, if there are impacts associated with building, are there also impacts associated with not building? The answer may not be intuitively obvious to everyone, but there are frequently impacts associated with doing nothing.

If nothing is done, the passing sight distance along Segment 2 would not be improved; therefore, mobility issues in that part of the corridor would not be addressed; and there are impacts -- delays associated with lower speeds -- associated with congestion. So there are occasionally consequences of doing nothing.

Then it's No-Build beyond what's already been committed. Mn/DOT is committed to three projects out there in the corridor. One is an overlay next year. So from 14/15 through Nicollet, the road will be overlaid in 2004, so a new surface. That won't address safety kinds of issues. That won't address capacity kinds of issues. That won't address no-passing zone kinds of issues. It will make the ride smoother.

Okay. And then there are some minor improvements that are suggested for these two intersections, some lengthening of turn lanes and a few things like that. So that's what's committed by the Department as we sit here today for improvements to Highway 14.

Then we have Build Alternatives. So there are roadway design alternatives which involve, on the right-hand side, some type of four-lane roadway, something called an urban design, which might be a raised concrete, narrow concrete median between travel lanes that might be appropriate if the roads were to go through Nicollet or Courtland; and then the rural design that's shown down on the bottom right-hand corner, a four-lane facility with a wide depressed grass median or ditch between those opposing lanes; and then we also looked at a

two-lane roadway, an improved two-lane roadway, that would have improved the geometry, but we're suggesting that that two-lane strategy be dismissed because it does not address, would not address the congestion and mobility deficiencies that are along the corridor. So these are the design alternatives. One dismissed and some type of four-lane facility carried forward.

These are the universe of location alternatives. Again, there's a large air photograph in the back you can go look at if you'd like to get more details.

How do we come up with these? Well, I won't go over every one of them, but, for example, around Nicollet there are a number of alternatives, bypass alternatives, to the south and there's also a bypass alternative to the north.

Why? Because in order to be able to make a case for doing any kind of a bypass, there needs to be at least some trade-off or comparison of what would the effects be of going north versus going south in consistency with community plans.

Same thing around Courtland: There's several bypasses to the south, several bypasses to the north. It was, again, trying to just set up a comparison of what would the effects of those various kinds of strategies be and how consistent are either of those with community plans.

Then there's one up towards the top that says a Highway 21 alignment. That came out of a public meeting we had a year ago here in May. Somebody made the comment "Will you think of and evaluate an alternative that looked at putting the highway along County Highway 21?" So we said, "Okay. We'll think about it." And we did consider it.

All right. Now, here's another figure -- and, again, a large air photograph is back there with these -- and it says at this time, based on your comments that we would get, this is what we're suggesting, that the alternatives you do not see here -- so, for example, you do not see a north bypass of Nicollet here. You do not see any south bypasses of Courtland here. You don't see some of those far north alignments along County Highway 21, for example.

We went through an evaluation process that compared expected impacts associated with the development of any of those and did this kind of comparison and came to a conclusion that these are the alternatives that we would suggest be evaluated in detail in the next phase of the project when someone does an Environmental Impact Statement. So, again, these are on the far air photo in the back of the room.

Just briefly some questions about costs. We're suggesting that the new 22 miles of four-lane roadway is somewhere in the vicinity of \$50 million. Okay. Somewhere in the vicinity of \$50 million. Those are 2003 dollars, so we haven't allowed for inflation because we don't know when this facility, in fact, would be approved. It's not in Mn/DOT's construction program at this time.

Costs: This \$50 million assumes intersections as opposed to interchanges with bridges. If there were additional interchanges that came out of the analysis during the Environmental Impact Statement phase of the analysis, those would have to be on top of this \$50 million; and generally those interchanges are in the range of 5 to \$7 million apiece because of the structure involved.

Funding sources: So this project is, in fact, a project along this segment of Highway 14 that's listed in Mn/DOT's work plan, but those projects aren't necessarily funded; and this project isn't funded at this time, however, it is eligible for federal funding.

So what we're identifying here is a suggested level of action. What would be next if and when the Department chooses to move on saying based on the length, 22 miles; based on the cost, \$50 million; based on anticipating what the level of impacts might be, we've suggested that we think this project -- a project moving forward would require an Environmental Impact Statement.

So we've identified alternatives. We've identified now what some of the key social, economic, and environmental issues would be. Clearly, there would be some impacts on

farmlands and that would have to be quantified. Erosion, wetlands, floodplains. You can see the list. There is a proscribed list that Federal Highway and Mn/DOT require. This is a subset of that. Any Environmental Impact Statement that would be done in the future for this project would obviously be comprehensive and include an analysis and quantification of all of the different environmental issues that would be required.

I bring this up just to suggest and remind folks there has been a very extensive level of public involvement up to this point. We've had an Advisory Committee made up of people from each of the communities along the corridor, from each of the counties, from Mn/DOT. The folks are named here, and many of them are in the room here. This board is also up someplace back there and if you want to take a look at that, you can see those.

After tonight, if you have questions or comments, folks representing the cities and counties that you see their names here, those folks would have additional information. They've been part of the process. We've been meeting probably every three to four months to talk over the development of the project, to talk over the development of the alternatives, to get their feedback relative to a screening of alternatives.

These are the folks that have been involved and, again, many of them are here this evening. If you have questions about a local perspective on something, I'd encourage you to find the people representing those local units of government and chat with them about your comments or concerns.

Thanks for coming. Again, three opportunities to provide questions or comments. One, we'll let you ask questions now if you have them. The court reporter will take those down. We'd ask you to write your name down on this piece of paper. All we're trying to do is make sure we get your name spelled correctly into the public record.

If you don't choose to give a comment now, when we're done here the court reporter will stay. So you can come and chat with her individually or you can write your comments

down and give them to us this evening or take them home and mail them in and they'll go to Mark Scheidel; and the cutoff, the deadline, is May 2nd. Anything else? That would be it. Mark wants to make a comment.

MR. SCHEIDEL: Thank you, Howard. I just wanted to say a couple words. You might be thinking now what's next or where are we. I think it's sort of been explained on some of the boards and some other things, but, as Howard said, you're not going to see this kind of project very soon. It's long-range. It's not in our 3-year plan. It's not in our 10-year plan. It's possibly in our 20-year plan that's going to be updated. You will see the overlay. You will see some safety improvements at those two intersections.

So we're at that point where we have the very first part, as you mentioned, the scoping process done, but I wanted to say a couple of other things. That even though it's very long, it's way out there for a big project like this to be done, we're making some headway.

It wasn't that long ago that Highway 14 was just another state highway; and then we went through this interregional corridor process and it became identified as an interregional corridor; and that's what provided some money to do the management plan and that sort of, you know, enabled us to do the scoping process.

Also, another thing we just recently found out is that we're going to get some federal money that has been designated to go to that next environmental process, the Environmental Impact Statement. So that will be done.

The nice thing about that is you can get some things decided ahead of time, you can get farther down the road so if money shows up you're closer to being ready to do something; and there's also some things that can be done in the interim. Once you go from three location options around the city down to one, then you can start doing some official mapping and some official ways of protecting the corridor and the footprint from development. So we're making some headway is what I'm trying to say.

Also, part of this management plan is to identify things to be done, you know, as we're waiting for these years to go by to help the road as it is. It helped identify a couple of these safety intersection problems with the crashes, and so some things are going to be done there in the interim. There's also some access management issues that we'll be looking at. But where we are now just is no big construction project for some time.

MR. PRESTON: Does anybody have any comments? Yes, sir.

MR. WILKING: My name is Dave Wilking, and I'd like to know why or for what reason the third phase of going north of Nicollet was taken off and who made that decision?

MR. PRESTON: You're talking about a far north bypass, possibly along --

MR. WILKING: Yeah. You got three --

MR. PRESTON: -- County Highway --

MR. WILKING: You got three possibles and going north was taken off to the final two. I'd like to know how that was discussed and, you know, why it was taken off, for what reason? Did you talk to the City of Nicollet? And if so, what were their comments?

MR. PRESTON: So you're talking about this (indicating).

MR. WILKING: Yeah. There's only one north.

MR. PRESTON: Right.

MR. WILKING: Correct.

MR. PRESTON: Why that one was taken off?

MR. WILKING: That's my comment.

MR. PRESTON: Yes, we did talk to the City of Nicollet. The Mayor was part of the advisory team, and it's my recollection that the city said that would be inconsistent with their growth plans. That's where they expected the bulk of their residential growth to be, and

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they preferred -- they, the City, preferred an alternative that would be to the south. So it was

basically consistency with the City.

MR. WILKING: Was that held at a meeting at Nicollet or was it a private

meeting?

MR. PRESTON: It was a meeting of the Advisory Committee for Highway 14

of which the Mayor is part of that Advisory Committee. So there were County Commissioners

there and the Mayor from the City of Nicollet was there.

MR. WILKING: Just one person?

MR. PRESTON: Yes.

MR. SCHEIDEL: Well, we had an Open House where a number of citizens

showed up and --

MR. WILKING: Was that --

MR. SCHEIDEL: -- they were drawing lines on the maps and it was unfavored

by, I think, just about everyone there. It also adds to the environmental concerns for Swan

Lake, and it's also very long and sort of, you know, out of way, a lot of right-of-way, but you're

welcome to make a comment that it should be reconsidered. That's what we're here for, to get

comments.

MR. WILKING: Well, it definitely affects everybody in the Nicollet area, and

I was just kind of curious why it was taken off so early in the program as far as your phases of

projecting forward.

MR. PRESTON: It was primarily comments from the City that said that an

alignment to the north would not be consistent with their expectations about future growth.

That's primarily what it was involved with.

A question? Your name? Do you have a -- Biz, can you get her a card?

MS. COLBURN: I gave her a card.

MR. PRESTON: Okay.

MS. ANDERSON: I'm Julie Anderson of Mathiowetz Construction, and I'm concerned that the work --

THE COURT REPORTER: Could you stand up, please? Thanks.

MS. ANDERSON: The work on the -- well, what I'll call it, the band-aid. The band-aid on Highway 14 and 15 that they're going to do this summer and then the band-aid on Highway 14 and 37 and then the band-aid of the overlay that they're going to put on, which nobody here probably realizes that's only going to last five years, so we're only buying five to six years' worth of smooth roadway, whoever said it's going to make the roadway smooth for about a short time, will those band-aids decrease the deficiencies enough that this project won't fly?

[Laughter]

MR. PRESTON: You need to answer that issue.

MR. SCHEIDEL: Well, the deficiencies --

MS. ANDERSON: When we put on band-aids then everybody gets the perception that, oh, it will still be fixed eventually, but sometimes the band-aids are all you get.

MR. SCHEIDEL: Well, it's definitely a funding issue there, but the two-lane from the study is not going to work to meet the expectations of mobility and safety. So that's still going to be there no matter whether you --

MS. ANDERSON: But with legitimate funding requirements right now, I would assume they need ten deficiencies in order to fund the project; and when we fix three or four of them with a small band-aid, the other six major ones still exist, but from a funding standpoint -- I know how the Legislature works. If they don't have their six deficiencies or ten deficiencies, whatever they need to justify the project, by putting the band-aids in you could essentially kill the whole thing.

MR. PRESTON: I don't think that was anybody's intention and, in fact --

MS. ANDERSON: Well, it's not, but is it realistic?

MR. PRESTON: -- I think these projects were already programmed even prior to when this project started. So there was a need for maintenance along the highway, and so doing this study doesn't change the need for maintaining the highway to a level of rideability that's reasonable, but the overlay doesn't address any of the deficiencies that we talked about. Rideability wasn't one of the things that we looked at. So that doesn't change that.

The two safety deficiencies at those two intersections, the safety projects involve lengthening some turn lanes and doing some of those kinds of things. It remains to be seen whether or not those would actually have the effect of doing a total reconstruction.

So I don't think these were intended as band-aids. The things that are committed by the Department were things that had been committed before this process started and were intended to address some maintenance kinds of things in the attempt to mitigate some of the safety concerns without doing a complete reconstruction.

So the intention was not to make them band-aids. The intention was to address existing kinds of concerns for things and then move forward with the rest of the planning process. Anybody else? Yes, sir.

MAYOR SCHABERT: Also, if you went to a band-aid on this, by the time this four-lane got built you could drive on gravel on 14 it would be deteriorated so much. So you've got to do some band-aid.

MR. PRESTON: Identify yourself, please, so the court reporter --

MAYOR SCHABERT: Bob Schabert.

MR. PRESTON: Thank you. Anything else?

MR. WILKING: I have another question on -- I guess it's Number 1, the diversion close to Nicollet.

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MR. PRESTON: Right.

MR. WILKING: Would that be possible to alternate that further north to go

more on the property lines of farmers than cut fields in half? Could it be just altered a little bit

closer to Nicollet so you could follow the farm divisions from one landowner to another

landowner?

MR. PRESTON: Let's go look at the air photo. It's hard to say at this scale. I

think maybe if we went and looked at the -- I'll walk over there with you later and we can try to

look at the air photo. Maybe, maybe not. I mean I know that's a poor answer. We've tried --

you can't move roadways around, major roadways, with lots of curvature to miss --

MR. WILKING: I understand.

MR. PRESTON: -- or to get on all property lines. That's not possible to do. It

may be possible to make some adjustments. These are by no means final alignments. Okay.

They're a place to start a discussion from both a design perspective and a discussion with

landowners.

MR. WILKING: But if you take it to the next level, you know, you're

eliminating one and, you know, once -- you said to narrow it down to the one and you start

emphasizing that point.

MR. SCHEIDEL: And I should mention, too, in our Open House and with the

Committee as well, that was something that was said quite often, and we've got that

documented that that's a concern. There's some wiggle room in these. These are just sort of

general corridors, and there's still a lot of possibilities when we get to the design.

MR. PRESTON: The answer is maybe, but we need to look at it in more

detail, and we can't do it at this level. That's something that would probably have to be done at

the next level.

MR. WILKING: I'll take you back there.

MR. PRESTON: Mayor.

MAYOR ALBRECHT: I'm Joel Albrecht, the Mayor of the City of New Ulm. Addressing your question about band-aids, what is being proposed right now with the overlay and minor fixes is not really going to change the safety of the road; and it is one of the most hazardous roadways in the State of Minnesota. Mark, am I correct?

MR. SCHEIDEL: Yes.

MAYOR ALBRECHT: Okay. Thank you. And the Highway 14 partnership, which nearly all of the government entities are a member of -- City of New Ulm all the way to Rochester -- are not going to let this project die on the vine, if that was your concern. It's going to stay on top.

In meeting with the Commissioner on Monday, the Commissioner agrees that it is a high priority roadway, but it's going to take time to get done. So if we would do nothing, we can't drive on it now. We're going to have to fix it.

MR. PRESTON: Your name, please?

MR. HEWITT: Yeah. I'm Larry Hewitt. I'm right there beside the Nicollet bypass, Number 1 there, and I'm with Wilking on this type of question, why are they going to run it at such a diagonal angle there? Because they're going to go through my farm and take the farm yard when they can go right by the city pond and stuff like that. We were at the first hearing and we brought it up.

MR. PRESTON: Well, let's go back here and look at the air photos and see what your thoughts are. Anything else?

MR. WILKING: The last meeting we had here, we had drawn on the map also -- and that was just another phase -- 68. I don't see anything on there of 68, going on 68 and bypassing Nicollet to the south and hit 68 to get to New Ulm.

MR. PAPE: It's shown in black.

MR. SCHEIDEL: It's on there.

MR. PAPE: It was on there.

MR. PRESTON: Highway 68 was one of the alternatives considered. It says, "Highway 68 Alignment." It was also one of the alternatives that was dismissed.

MR. WILKING: Okay. Explain that.

MR. PRESTON: The volume of traffic on Highway 68 today is about 25 percent of what the volume of traffic is on Highway 14. It doesn't go --

MR. WILKING: Well, that's a figment because --

MR. PRESTON: No, it's not, sir.

MR. WILKING: -- if the four -- if the four-lane is there, they're going to go on that road. I mean just because they're not traveling it now, they're traveling 14, but if you had 68, naturally they would go on the four-lane. You could bypass it. You could still get to New Ulm and --

MR. SCHEIDEL: Just to follow up a little bit. Some of the problems that are involved with that particular alignment, it would not address the Highway 14 deficiencies. They would still be there. It's not the route of choice for the -- Region Nine Development Commission did a truckers' survey and they didn't favor moving down to 68 or using it at all.

Highway 68 also has a lot of topography involved with it for a four-lane. It's up and down the hills and through the valley. It's a scenic byway. It's not consistent with any of the local land use plans with the cities. You know, they like to see the highway still go by them. I guess that's about it.

MR. WILKING: I've got another --

MR. SCHEIDEL: But, again, you know, if anybody wants to make a comment about bringing back one of these, you know, get it down so we can get it in the record. You

know, we can sort of answer questions here, but if you still -- you know, if you feel there's something there, then be sure to document it. We'll get it in.

MAYOR SCHABERT: Bob Schabert again from Courtland. If you're going on a four-lane highway and you've got to get gas or eat or whatever you have to do and you see a town, a city going somewhere, and you're going on the highway and you look and you don't see it, you don't stop.

There's no city that wants that thing six, eight miles away from them. They want it out of town, but somewhere close. That's one reason why 68 was not an option either because that would bypass Nicollet and Courtland, too far away. It would have to come in somewhere different in New Ulm and that wouldn't be beneficial for New Ulm either.

MR. PRESTON: You had a question. Your name, please?

MS. HULKE: Joan Hulke from Courtland. When you get that far to thinking where the road's going, do you actually talk and meet with the landowners on either side or in that area or do you just say, "It's here" and there's no discussion?

MR. PRESTON: There's no attempt to go out in the field and talk to every landowner, but there will be other opportunities at meetings like this for landowners to provide -- one, both look at the air photos, look at the alignments, and then provide comments.

So, you know, nothing gets cast in concrete until it is, in fact, cast in concrete, which is years down the line. There will be a variety of opportunities. There will continue to be an Advisory Committee with people representing the cities and counties, and there will be additional Open Houses like this meeting. So there will be additional opportunities for landowners to look at the alternatives.

MR. SCHEIDEL: In your handout, this green sheet, too, shows you, again, where we are. We're down on this lower one, and when we get into preliminary design and

final design, you know, the people in our office are working closely on those kinds of things. It's another whole level getting down.

MR. WILKING: I've got another comment, sir.

MR. PRESTON: Is there anybody else? (Pause) Okay.

MR. WILKING: The next meeting that you have with the -- with the city council, the mayors, and so on, why can't that be together with a meeting like this so the mayors and the city people and the land people get together?

It sounds like what we're doing now is we're getting together with the city people, the mayors and so on, and we're getting it all hashed out there and then we're coming to the rural people and we're talking about it here. You got a mixture there and what you're saying now is, well, we talked to the city people and you landowners, we discussed it in the city so here it is.

The landowners are just as important on this highway as the city and the city development. So don't leave -- don't just talk to them. You're talking to us, but get them together so the city people and the land people can talk about it, and you're going to get the perception of both.

MR. SCHEIDEL: Right. And we did have one Open House where a lot of rural people came, the ones who were able to make it, but I think that's a very good point, and we'll have to remember that as we move into the Environmental Impact Statement and make sure that we do just like what --

MR. WILKING: You're going to have a lot better taste and you're going to have a lot less resistance if you do it that way than doing it presently like you're doing it now.

MR. PRESTON: Any other comments? In the back. Your name, please?

MR. LUEPKE: I'm John Luepke from north of Courtland a couple miles. How seriously are you looking at the County 21 alignment?

MR. PRESTON: We've eliminated it from further discussion.

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MR. LUEPKE: Okay.

MR. SCHEIDEL: We're proposing --

MR. PRESTON: We're proposing to. I mean nothing, again -- it's part of the

recommendation that that alignment be eliminated from further discussion.

Any other comments? (Pause) Well, thank you again. Please feel free to browse

through the rest of the exhibits and go look at the air photos in the back that show the

alignments. There, again, they provide another level of detail, but nothing is, in fact, cast in

concrete. We're willing to take whatever kinds of comments and suggestions you have.

However, I'll suggest to move a road alignment around, it's difficult to do. So we'll certainly be

willing to hear your comments and suggestions.

Thank you all and please provide your comment sheets or talk to the court reporter if

you have more comments and questions.

[The hearing concluded at 3:20 p.m.]

* * *

Linda G. Oman Court Reporter

PUBLIC SCOPING HEARING

HIGHWAY 14 WEST INTERREGIONAL CORRIDOR: NORTH MANKATO TO NEW ULM

April 23, 2003 5:30 P.M.

Courtland Community Center 300 Railroad Street Courtland, Minnesota

APPEARANCES

| Howard Preston | |
|-------------------------|---------|
| Mark Scheidel Mn/DOT | |
| OPENING R | REMARKS |
| By Mr. Scheidel | |
| PRESENT | CATION |
| By Mr. Preston | 3 |
| SPEAR | KERS |
| Karen Brinkman | 19 |
| Adam Froehlig | 20 |
| Mayor Schabert | 20 |

MR. SCHEIDEL: Well, thanks for coming. We're going to have a presentation, anybody back there who's interested. We're going to kick it off. Howard Preston is our consultant. My name is Mark Scheidel. I'm with Mn/DOT in Mankato, District 7. I'm the Project Manager.

Basically this highway segment got some money to do a corridor management plan for a series of safety and mobility, and the extended regional corridor has been identified as such, so the mobility part has become real important to connect the state, keep it connected.

What we also did was go through the very first phase, and I'll just cover this briefly at the end, too, but we went through the very first phase of the environmental process and these things take a long time, but we've had a lot of input up until now. Some of the boards show the people who were involved, the cities and counties and townships and people that came to the Open House and that kind of thing.

So we'll go through this presentation; and you're welcome to give testimony, put comments on the yellow sheet and send them to me or, you know, bring something up to us after this presentation.

I do want to mention that it's an official Public Hearing for the scoping process, which is a legal part of the highway development process, and so that's mainly why we're here is to listen to testimony, but we're going to try to answer questions as well. We're not going to get into a debate about anything, but we want to get your comments and we're going to get them down for the record. Like I say, there's been a lot of public input up to this point. I'll turn it over to Howard.

MR. PRESTON: Thank you, Mark. We've got about 30 slides to go through, and it will take about 30 minutes. What we're going to try to do is explain what the scoping process is all about, give you background about the project, what the key components of a

Scoping Document are, why are we doing it, and go through the process and share with you what we've found.

Again, as Mark pointed out, one of the key things we want to do is if you do have comments, there's now a window of opportunity open to have your comments become part of the official record for this project. You've got three ways of doing it.

We have a court reporter here this evening with us. You can make a comment at the end of our presentation. If you're uncomfortable doing that -- you'll be around for a while -- she'll be around for a while after the presentation is over. You can find her and say what your comment is and it will become part of the official record, or you have a handout and on the back of the handout there's a preaddressed letter kind of a form. There's a table in the back; you can sit there tonight if you choose and write your comments down and leave it with us or you can take that document home with you and at your leisure write your comments down, and it's already addressed to Mark Scheidel at Mn/DOT in Mankato; put a stamp on it and get it in to us.

I'll mention this again in a few minutes. The window of opportunity for making comments closes on May 2nd. It doesn't slam shut. If your comment comes in on May 3rd or 4th, it's very likely that it will become part of the record, but we're encouraging you to get your comments in before this window of opportunity closes on May 2nd.

[PowerPoint Presentation]

MR. PRESTON: Okay. We're talking about Highway 14, the western terminus at Highway 15 just outside of New Ulm and an eastern terminus at County Highway 6 near North Mankato. So that's the corridor that we're talking about.

Scoping Process: Mark talked to you about it and just said it's the first step in an environmental review process. There are subsequent steps. Each subsequent step is more involved and answers more questions in greater detail.

So you may say, by looking at some of this material, we didn't quantify how many homes would be affected or how much farmland would be affected or how many acres of wetlands would be affected. That's right. We haven't, and it's because a quantitative comparison of alternatives is part of the next phase of the project. That happens in the Environmental Impact Statement.

The scoping, which is what we're in now -- it's a formal part, official part of this environmental review process -- really is only supposed to answer just a few questions, one of which is: Is there a need for moving forward with the project?

Projects are solutions to problems. Are there problems out there? If so, do we know where they're at and do we know what their characteristics are? Because if there are problems, if there is a need to move forward, defining those problems will help us develop alternative strategies that are cost-effective and that are, in fact, directed at solving those specific problems.

So the Scoping Document: Identify a need for moving forward. If you can identify a need for moving forward, what are alternative strategies that should be considered in more detail in a subsequent document? And the third thing: What are the environmental issues that ought to be considered in that subsequent environmental document? We'll talk more about each of these things here in just a minute.

The Scoping Process: It started with an official notification through the "Environmental Quality Board Monitor." It was published on March 31st that there was a document available, a Scoping Document.

The Scoping Document: There's copies on the table in the back. Each of the communities along the corridor has a copy. Each of the counties has a copy. There's copies in the libraries. There's a copy at Mn/DOT. If you want to review it, I said there's two on the back table. You can spend whatever time you can invest this evening and look at that

document. Otherwise, you can go to any one of the city halls, county courthouses, or libraries along the corridor or Mn/DOT's district office and be able to review that document.

I talked about the comment period, this window of opportunity that closes May 2nd. That's part of the legal requirements that that window be left open for a specific period of time. Basically it's 30 days we've done. That will happen through May 2nd.

So do what you can to get your comments in; and if your comments come in prior to that, I can guarantee you that they will become part of the official record. What does that mean? It means that there is a file cabinet someplace at Mn/DOT that has a file folder that says "Highway 14" and as part of that is the Scoping Document, all these other kinds of documents that we've generated, and whatever comments you provide will become part of that official file.

The final part of scoping is writing and having approved something called a Scoping Decision Document. In that Scoping Decision Document it will identify what course of action that Mn/DOT has chosen to go forward with, and it will also answer or provide responses to comments that come in during this official comment period that closes May 2nd.

All right. I'm going to go through a series of slides to talk about characteristics of the roadway. We sampled these characteristics and documented them because in some way they're involved in the analysis of helping us understand whether or not there's deficiencies.

We've documented Average Daily Traffic. That means traffic that goes two ways on the highway over a typical 24-hour period, and we've documented that because there's a relationship between the number of vehicles on the road and the quality of the traffic flow on the road. Daily traffic volumes are a key input to that, so we've documented that, and it's the top number in each of those boxes.

So, for example, on the far left, Segment 1, 5,500 is the Average Daily Traffic in both directions over a 24-hour period; and you can see we're generally between 5,000 to 7,000 vehicles a day currently.

The bottom number in each of those boxes is the forecast for the year 2025. Why do we care about the future? If a roadway were being designed and built today, we design and build them to carry traffic out through the next 20 or 25 years. We generally try to get a road to both wear out, which it will do in about 20 or 25 years, and become functionally obsolete at the same time. If those points don't coincide, then the agency is faced with the prospect of investing money that they have to take from other roads to address these interim kinds of measures. So we identify these traffic volumes because we'll both analyze them and they will be used in a design process that's designing for a facility to work 25 years out into the future.

So you can generally see we're between ten and 13,000 vehicles a day out into the future; and that is, again, a function of growth that's happening; growth that's happening in Brown County, in New Ulm; growth that's happening in Nicollet County, in Courtland, and the City of Nicollet; and growth that's happening in Mankato and Blue Earth County.

There's growth when you add population, when you add employment because of industry and those kinds of things. That generates traffic that increases the volume of traffic out on the road. So it's important to think about and document these kinds of traffic volumes, and we've done that.

One of the other key things that we've looked at is we've looked at no-passing zones because in the determination of how much capacity or the quality of traffic operations on a two-way road, it's primarily a function of two things: One is the volume of traffic and, secondly, it's the amount of passing opportunities that's on a two-lane road.

Think about it. If you have slow-moving vehicles ahead of you in a heavy traffic stream and you have very few or limited passing opportunities, you're pretty much stuck traveling behind that vehicle and your ability to freely move up and down the road is very much constrained.

So you can see, for example, in Segment 2, almost 60 percent of that is no passing whereas over in Segment 8 there's only 2 percent; and you'll see in just a minute how that has an effect on the quality of traffic operations.

We also documented access because access is very highly correlated with safety. The higher the levels of access to a roadway, the higher the crash rates that you have. So they're very highly correlated with safety.

We documented safety kinds of considerations, and so what we've done is we've found three intersections along the corridor -- Highway 14 at Highway 15, at County Highway 37, and at County Highway 23 and 111 -- that have crash rates that are higher than expected. We also have a segment of Highway 14 -- that's Segment 1 between 15 and 37 -- that has a much higher than expected crash rate. The rest of the highway is operating at about what we would expect for a two-lane facility.

I mentioned this idea of traffic congestion. Traffic engineers use a jargon called Level-of-Service. All Level-of-Service is, it's an estimate of the quality of traffic flow on a highway; and on a two-lane road, as I had mentioned, it's a function of what are the traffic volumes and how much passing opportunity is there; and it's measured in these letter grades.

A and B are uncongested. Okay. C is approaching congestion, and Levels-of-Service D, E, and F are congested. The way these are determined -- and there's a special research report called the "Highway Capacity Manual," Special Research Report 209. It's about four inches thick.

If you asked any traffic engineer to go calculate a Level-of-Service and you give him the road design, the passing, and the number of vehicles, they all should be able to come up with the same answer. So it's not something that we make up. It's something that's computed and that all traffic engineers should get the same answer.

What isn't proscribed is the Index of Congestion. Neither Mn/DOT nor Federal Highway is proscriptive about what level of congestion ought to be on the road here in Nicollet County. This is something that's a local choice; and we've talked about this with our Advisory Committee, which is made up of mayors of the communities, county commissioners, county engineers, Mn/DOT staff; and what it generally is is a trade-off. It's a balance between how much money you want to invest in a road and how much congestion you're willing to tolerate with the idea if you're not willing to invest much money in the road, you may have to tolerate a high level of congestion, and if you're willing to invest some money in the road to improve the traffic operations, that generally costs some money.

I'll also suggest that in the Twin Cities and in most major metropolitan areas, the Index of Congestion is at the D/E boundary, one level up, with the theory that in metropolitan areas, major metropolitan areas, people are more used to congested conditions and it would take way more of an investment to improve the quality of operations.

So picking this C/D boundary was something that was done locally, but it's consistent with what we've done in other parts of the state in other kinds of studies to suggest that on two-lane rural roadways drivers' expectations are not to face high levels of congestion on a daily basis.

This map shows existing levels of congestion and remember, anything that's D, E, or F is congested. What we have is out of the eight segments we have six of them that are Level-of-Service C, so that means it's approaching congestion. We have two of those segments at Level-of-Service D: The segment between County Highway 37 and the western limits of Courtland, Level-of-Service D; the east side of Nicollet, Level-of-Service D.

I'll just point out the effects of no-passing zones. In Segment 2 we had about 7,000 vehicles a day, but 60 percent no passing. That's Level-of-Service D. In Segment 8, we had

about 7,000 vehicles a day, but we had only 2 percent no passing, Level-of-Service C. If you restrict the passing opportunities, the level of congestion, in fact, goes up.

Future Levels of Congestion: What we did here was take the traffic forecasts for the year 2025 and analyze them on the existing two-way, two-lane highway system; and what you can see is that every one of the segments is Level-of-Service E, which would be very high levels of congestion; and this is what ends up happening when the traffic volumes go from a five to 7,000 vehicle a day range to the nine to 13,000 vehicle a day range.

Increases in traffic volumes increase the density of vehicles that are on the road, which increases the level of congestion that's out there. This would be a very high level of congestion for a two-lane rural roadway.

The next couple of slides talk about something called an Origin-Destination Study.

Let's see. It was last September, I think. Early last September you may have noticed tripods out along the road with cameras. Those cameras were recording license plates.

What we were doing was trying to understand travel patterns in the area in order to be able to address some of the questions about: Should there be a bypass of New Ulm considered? Should there be a bypass of Nicollet considered?

In the analysis of trying to answer those questions, what we really want to know is how much traffic, in fact, is going through as opposed to stopping in these communities. Because if there is a high percentage of traffic stopping, that would suggest that a bypass would not likely be very cost-effective. Okay.

So what we've done is you can see the little boxes that says here's a location, and these triangles where we identified sampling locations. So we sampled vehicles east of Nicollet. We sampled vehicles in between Courtland and Highway 14/15, on Highway 15, on Highway 68 and 14 west of New Ulm, on Highway 15 to the south of New Ulm.

So we're trying to get a pattern of where vehicles are traveling to and from by taking photographs of their license plates, and then the contractor who did this matched up and said where these license plates were viewed, and we can get a sample then of how people are traveling up and down the corridor.

A lot of numbers here, but all this means is: The numbers in the box, on the top is the number of vehicles recorded at any one station. The middle number is the number of vehicles that went by the station during that entire day, and the percentage on the bottom is what percentage of those vehicles did we actually capture the license plate information for. What we were trying to get is between 80 and 90 percent in order to have a statistically reliable sampling. We have statistically reliable samples at every one of those sample stations.

So here's the results: So in the boxes, the numbers on the left are for passenger cars, the numbers on the right are for heavier commercial vehicles. The number basically on the top said what's local traffic, meaning that had a stop in one of those communities.

So on the far left just under the "Brown" for Brown County, Station 3 and 6. Station 3 is west of New Ulm on 14, Station 6 is east of County Road 37 on Highway 14. It said 86 percent of the vehicles that we saw at those stations were, in fact, local trips where they had made a stop. How did we determine that? By the difference in time between when the vehicle was read at one place and at the other. Okay. And that only about 14 percent of the passenger cars were, in fact, going through. Eighty-six percent had a stop in the City of New Ulm.

And then for the trucks it was a little different than that. It was about 80 percent were stopping, about 21 percent through. So the truck traffic was a little higher component of through-traffic.

The number in the Station 3 and 7, that's from west of New Ulm to east of Nicollet; and, again, we only have about 11 percent of those trips going through. Over 90 percent of the trips

had a stop someplace along the corridor, and this is very consistent with what we found in other places when we've done similar kinds of studies.

And then the bottom one in the blue, between Station 6 and 7, it says about 50 to 60 percent of the trips were, in fact, local trips with about, again, corresponding 40 to 50 percent were through-trips. So it suggests that around New Ulm for 14 percent through-trips it might not be very cost-effective to build a bypass because 86 percent of the trips are, in fact, coming into the city for some reason or another.

Around Courtland and Nicollet, it's suggesting with about 50 percent of the trips bypassing, the bypass concept becomes more cost-effective.

All right. Summarizing deficiencies: In this matrix in the lower left, it says we've looked at about 12 different kinds of issues. If you want a closer look, it's on one of these boards that's behind you, but we basically looked at traffic operations kinds of things: Level-of-Service, expected vehicle speeds. We've looked at three or four or five different safety kinds of considerations. We've looked at access because of the relationship to safety. We've looked at design kinds of issues including passing zones because of the relationship to traffic operations. We've looked at 13 different criteria, and we've looked at each of these different segments.

So to answer the question: Are there deficiencies? Yes, there are. Do we know where they're located? They're located at every part of the corridor; however, there are more of them in Segment 1, which is just outside of New Ulm. There's a large number of them in Segment 2 through Courtland and then again through Nicollet, large numbers of deficiencies, and you can see by each of the corridor segments what those would be.

And so are there deficiencies? Yes, there are. Do we know where they're located? Throughout the corridor, but with some concentrations at 14/15 and County Road 37, through Courtland, and through Nicollet. Do we know what the deficiencies are? Yes, we do. We

know where there are safety deficiencies. We know where there are operational deficiencies. We know where there are design deficiencies based on this kind of information.

This suggests to us that they're answering key question number one for a scoping document: Is there a reason, a need to move forward? This suggests that there is.

Based on that, in the Scoping Document in the very first part of it we've crafted a statement of purpose and need. So it talks about what's the purpose. The purpose is to address the deficiencies that were identified relative to safety, relative to traffic operations, relative to roadway design, and relative to providing some level of consistency with the community development plans for both Nicollet and Courtland. So we've identified these kinds of reasons for moving forward.

All right. This shows a schedule that basically says here we are in the middle of April. We're about ready to end the scoping process. We'll be done by the end of June. You recall the window of opportunity for commenting closes May 2nd. After that we will write what's called a Scoping Decision Document which will contain a decision, Mn/DOT's decision, as far as do we move forward; and it will also provide some responses to comments that have come in prior to May 2nd.

Mark Scheidel is Mn/DOT's Project Manager. He spoke to you briefly before. Your comments will eventually end up with him; and if you have any kinds of questions after this evening, he would be the gentleman that I would suggest that you contact.

All right. After there's a decision to move forward based on identifying needs, then the last two key questions are: What are the alternatives that should be carried forward for further study in a subsequent document? Then something about the environmental issues.

So the development of the alternative process starts with answering the question: Are there deficiencies? Yes. Okay. What do we do to help generate alternatives?

Well, about a year ago we were here. We asked folks like yourselves for comments about what would you suggest are opportunities. You shared those with us. We'll show you a map in a minute that generated some alternatives that were based on comments that came in then.

There were also comments from the Cities of Nicollet and Courtland. There were comments from the counties relative to developing these alternative strategies. So this wasn't done in a vacuum. Folks here in the corridor, both citizens and staff of the various agencies, helped us generate those kinds of alternatives as far as identifying opportunities and constraints.

Then the second box shows "Avoid Environmental Resources." There are certain kinds of things -- cemeteries, for example; public parks -- that are places that ought to be avoided when developing alternatives, and so we've identified those. They're on the air photos in the back. We've made every effort to try to identify those and avoid those because, very frankly, it's almost impossible to move forward with a project that has impacts on those kinds of facilities. So we've tried to understand where those kinds of key constraints are and avoid those.

Consistent with Local Land Use Plans: That's absolutely an important issue, and Mark Scheidel has worked very closely with the mayors of the communities, and we've had them on the Advisory Committee, and we've asked them questions: What are your long-range plans for development in your communities? Where are you going to develop? How would any of these alternative strategies fit with your development plans?

Then the last thing, consistent with Mn/DOT design guidelines. We put it last. It is one of the things that we think about, and the lines that show up on those air photos in the back are, in fact, I would say consistent as they're drawn with Mn/DOT design guidelines, but it was just one of four things. It wasn't the primary thing; and, in fact, it was probably the last thing on that list that we thought about as we developed those alternative strategies. So that's the

process that we went through to develop those and then went through an initial screening process.

Some goals and objectives: To address safety, mobility, environmental issues, preserve key environmental resources, consistent with community plans, support economic development in the corridor.

We have to identify and include a No-Build Alternative. A No-Build Alternative is a basis for comparison of all the Build Alternatives, and so there is a No-Build Alternative, and it says no change beyond what's already committed. Well, there's an overlay scheduled that's been planned for years. So Highway 14 will, in fact, be overlaid next year. So that's a committed project. And there are also some minor safety improvements at two intersections that are committed. Those will happen irrespective of what ends up happening to a bigger project.

And then as far as alternatives, there's roadway design alternatives and then there's location alternatives.

Design alternatives basically consist of just three things: On the left, the two-lane roadway and on the right, some type of four-lane roadway. On the top it says a four-lane urban that would have a narrow raised median that would be the kind of facility you'd see in a community if this -- if a location alternative were selected to go through one of the cities, in order to narrow up the right-of-way you have a narrow raised median. In the rural areas, the roadway gets wider because there would be a grass ditch that would separate the east- and westbound roadways.

So the four-lane alternatives were recommended to be carried forward. The two-lane alternative was dismissed or at least recommended at this point to be dismissed because it doesn't meet the mobility objectives. It doesn't meet the Level-of-Service objectives. It doesn't meet any of the safety objectives. So a two-lane roadway, it is suggested that that be dismissed from further consideration.

This is the universe of alternatives for location alternatives. So there if we start on the west end, there's a number of alternatives in the vicinity of the intersection with Highway 15; come over towards Courtland, there's alternatives that bypass Courtland to the north and to the south; come over around Nicollet, there's alternatives that bypass Nicollet to the north and to the south; and at one of the previous meetings there was a suggestion that Highway 68 be improved instead of improving Highway 14.

So those were all the alternatives that, in fact, were considered and are written up in the document with some description of what they would be.

This is the suggestion as to which alternatives should be retained for further study in a subsequent document. So there are a variety of location alternatives here; however, what you'll see missing, there is no south bypass of Courtland that was recommended for any further consideration, there was no north bypass of Nicollet recommended for any future consideration, and the idea of improving Highway 68 instead of improving Highway 14 was suggested to be dropped from further consideration.

So in the Scoping Document there's probably half a page or a page describing each of these alternatives and the rationale behind either recommending that the alternatives that are shown here be carried forward for further consideration or the ones that are not shown be dropped from any further consideration, but there was a discussion.

There was input from the cities, the counties, the Region Nine staff, Mn/DOT district staff, Federal Highway. This wasn't done in a vacuum. Again, it was done through the Advisory Committee and working through the agencies that will ultimately have to approve this document.

Some basic information about cost and funding: Improving 22 miles of multilane highway is estimated to cost approximately \$50 million and that does not include any interchanges. It's assumed that all of the intersections would be at-grade, meaning that there

would be stop signs on the minor streets and Highway 14 would be through. Some estimates were made as far as the amount of what the right-of-way would cost. These are all 2003 dollars. So we're not trying to forecast inflation out to some future year for construction because we don't know what that year will be, which gets into this funding source.

A 14 improvement project is listed in Mn/DOT's long-range improvement plan. It is not currently in any construction program. There are no dollars as we sit here today identified for this construction, however, it would be eligible for federal funding.

Suggested level of action -- again, all of these are suggestions at this time -- is that if the project were to proceed to the next phase, that would involve preparation of an Environmental Impact Statement. The project is of such magnitude as far as its length, as far as the cost, and as far as the potential for social, economic, environmental impacts that this is the kind of project for which Environmental Impact Statements would be required. So that's what's suggested as the next level of action.

As far as identifying social, economic, and environmental impacts, I mentioned early on in the document there is no quantification of these things. None of the exhibits out there quantify those kinds of things because quantification of environmental impacts takes place in an EIS. It doesn't take place in a Scoping Document.

It just says there is a proscribed list of environmental kinds of issues that need to be considered, and we're suggesting that some priority be given to the ones that we have shown here, but there will be a complete list and a complete range of environmental issues that would be required to be evaluated and analyzed in the Environmental Impact Statement.

There is a figure like this out in the exhibits that just suggests and identifies who was involved at the city level, at the county level, from Mn/DOT, and others that were involved.

If you live in Courtland and you wanted to know something more about the project, your Mayor has been intimately involved since the very beginning and he would be an

individual you could go and talk to. Same thing in Nicollet or Nicollet County or Brown County or wherever. This information is just out there to let you know who is involved through the Advisory Committee through the rest of the process.

So, again, thanks for coming this evening. Your comments, again, three ways: You have an opportunity to give us your comments now or talk to the court reporter on your own. She'll be here for a while. You can write your comments down and leave them with us in a box on the table in the back of the room or you can send your comments to Mark Scheidel prior to May 2nd. And now Mark wants to close up.

MR. SCHEIDEL: I just wanted to say a couple more things before the comments. We don't want you to get your expectations up real high about a big project coming down the road very quickly. It's not in our 3-year plan or improvement program. It's not in our 10-year plan. It's in our 20-year plan, which is going to be adjusted.

But that doesn't mean -- there is going to be an overlay project from New Ulm to Nicollet and some associated turn-lane improvements on Highway 37 and the junction of State Highway 15. As far as the big project, that's way off, but it doesn't mean that we're not getting anywhere.

It wasn't too long ago that this was just another highway and now it's in the state program as an interregional corridor. That's why we were able to get corridor planning money for it, and we have some more money to do scoping, the scoping, which is the first part of the environmental; and we also found out recently that we're going to get some money to do the Environmental Impact Statement.

This slide is to show the corridor management and planning, scoping. We're just down on this level here and we've got to do the EIS and only after that does it get to then design and construction and a lot more money has to show up before that kind of thing happens.

But then I wanted to mention, too, the other thing, what getting through the EIS allows us to do is -- let's say, for example, some construction money shows up through this interregional corridor program or something. It just shows up. We might pick the intersection of Highway 15 and 14 and say let's improve that. Let's do what the plan calls for, you know; the safety problem, get that done. If we don't go through this EIS and get that far along, we wouldn't be able to take money and use it in certain spots. So we wouldn't be able to stage it.

And the other thing, after going through this, is we've identified some things that are going to be used already. The traffic analysis and the crashes at those intersections is helping justify doing some improvements, and also the whole idea of traffic management and management of where the access points are going in, they'll do that kind of thing that's going to be going on in the interim.

So I just wanted to mention that to you, and we're ready to take comments.

MS. BRINKMAN: I just have a question now. When we do this EIS, how long will that last? Will it be able to be usable for 20 years or will there be a time frame where it runs out?

MR. PRESTON: It takes about three years to prepare an EIS by the time you do all the technical analysis and there will be more meetings like this that you have to do. When you schedule it out, it's about three years to do an EIS.

The shelf life of an EIS is about three to five years. So that document can sit on the shelf for about that long. After that what ends up happening is if it takes longer to implement a project, you don't have to do it over completely, but there might have to be amendments to that EIS.

So, again, though, it's a necessary next step in order to get the construction. You couldn't do construction without doing the Environmental Impact Statement. So if Mn/DOT

says we're going to move forward, two and a half, three years to complete an EIS. Some period of time it can sit on the shelf after that, but it's a necessary document. It's required.

MS. BRINKMAN: So it is conceivable you might end up doing more than one EIS for one project.

MR. PRESTON: No, probably not. It might be one EIS and then you might have to do an amendment to it, but that doesn't mean doing the entire thing over again.

MR. SCHEIDEL: We talked about that at Mn/DOT, too, as far as, you know, having construction dollars out there that far and doing an EIS this soon, but the amendments are going to be a lot more difficult on a different corridor. The dynamics of this corridor isn't changing that much, you know. Very slowly. The towns are growing a little bit and that kind of thing.

So we felt that it was worth it while this money was available; and even though the whole thing might not happen right away, like I say, all of a sudden money shows up for that intersection at 169 and 19 and, you know, we're building it. So that's why we want to go ahead.

MS. COLBURN: We need everyone, for the court reporter's sake, to state their name before they make a comment and just fill in the comment card so we spell everything correctly. So I don't want you to wonder why I'm walking around like this.

MR. PRESTON: Any other comments? Yes, sir.

MR. FROEHLIG: I've got two questions.

MR. PRESTON: Your name, please?

MR. FROEHLIG: Adam Froehlig. You'll get the spelling. The first question: I noticed the end points of this project are Highway 15 and then down at County 6. It seems pretty obvious that the intersection with Highway 15 is being included in the study. My question is: Is the intersection at County 6 being included as well?

MR. SCHEIDEL: No. That's been planned out in a different project.

MR. FROEHLIG: I know they've got a plan for some intersection improvements there, but I was talking like taking that to the next phase as Mankato starts growing out.

MR. SCHEIDEL: No, that's not part of this.

MR. FROEHLIG: Okay. I can't remember the other question. I'll get back to it later. Sorry.

MR. PRESTON: No problem. Anything else? If you have specific questions about your individual farmstead or homes or businesses, we might be better able to answer those up at the air photo. We're going to hang around here for a while, so if the question comes back, there will be an opportunity.

MR. FROEHLIG: The question came back.

MR. PRESTON: Your second question was?

MR. FROEHLIG: The question came back. Once the EIS process is completed and the preferred corridor is determined, would the local communities be able to get in and do some sort of corridor preservation, right-of-way preservation at that point, at least as far as official mapping, at least as far as -- maybe not actually purchasing the right-of-way, but making sure that right-of-way is off limits to development so that we have that right-of-way once we finally get money for construction?

MR. PRESTON: The official mapping process -- back up. You're correct. It's during the Final Environmental Impact Statement when a preferred alternative is first identified. So even through the EIS process, if it's three years, for two and a half years there is no preferred alternative identified. It's identified at the very end.

Okay. After all the study is done, after everybody has a chance to comment -- all of you, all of the agencies, all of the communities, all of the counties -- it's at the end of that process that the preferred alternative is identified; and after there is an approved Final EIS is

when the official mapping can be done because before that -- before there's a preferred alternative identified you wouldn't know what to map and you'd be guessing. The community would be guessing.

MR. FROEHLIG: Well, my question was more so once the official -- once the report is figured out, is there anything precluding the local communities from going in and saying, you know, this is the preferred corridor for improvements, no development along this corridor?

MR. PRESTON: Well, that's what the official mapping process is about and that's when it's done is after the designation of the preferred alternative. So, yes, that would be the time when the communities, if they chose to do that, would be encouraged to do that.

MR. SCHEIDEL: I should mention also for the people here, maybe you're not interested in this particular part of the answer, maybe someone else is, but the communities also have some options in the interim. For example, Courtland, they don't give out house permits -- they've got a lot of land up in this direction that's vacant, but you have to have water and sewer, right, Bob, to get a --

MAYOR SCHABERT: That's right. To have a plot of land, to plot land, you've got to supply utilities to them. If you don't supply utilities to them, they can't develop.

MR. SCHEIDEL: And another thing is that the City of Courtland has shown a real rough bypass on there, and it doesn't pin it down, but they've shown a bypass location on their land use map, their future land use map, and it's in one of these options.

MAYOR SCHABERT: Option 1.

MR. SCHEIDEL: Option 1 of Courtland. And the city, through their zoning and land use jurisdictions, can do some protection of preferred corridors through that process.

One more quick one. Nicollet County has got a strong agricultural preservation zoning policy and they don't let developments out in the county, so where these things are out in the

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county -- Nicollet, I think, has got a one-house authority. So just by that density zoning they're going to limit a lot of possibilities of construction out there.

MR. PRESTON: Other comments? (Pause) All right. Well, thank you for coming this evening. We'll hang around a while. The court reporter will hang around for a while. Please review the exhibits and if you have specific questions relative to your property, we can meet you up at the air photo and talk about those. Thank you.

[The hearing concluded at 6:17 p.m.]

* *

Linda G. Oman Court Reporter

STATEMENT BY DAVID WILKING April 23, 2003

I'd like to comment one more time. My comment is my name is David Wilking, and I've got land where the bypass going through Nicollet, south of Nicollet, effects me both ways, both Plan 1 and Plan 2.

Okay. Plan 1: The highway wasn't adjusted for land ownerships to take the minimum of land. It should go through the land as far as ownerships, split the ownerships and run the highway through the land ownerships. Okay?

Option 2 is a complete disaster for myself as far as splitting my land up. I have to travel over two highways in order to get to the land, a four-lane and a two-lane. Not only that, but the Mayor of Nicollet said or thought maybe that the expansion of Nicollet is going north. It's one person's view.

My view is that at some point in time my land south of Nicollet is going to be developed. I don't want the highway going through my future development of land that's going to decrease my land value because of a residential where it is now. People are building south. Maybe building north more, but they will go south; and if you run that highway south, it's going to affect the price of my land in the next 20 years for potential building purposes.

So I'm real nervous on 2 and 1. That was my comment. Are they going north? And why the highway was eliminated going north? I would like to put the third version of going north of Nicollet and bringing it back in on the south side of Swan Lake as a third option. Thank you very much.

* * *

APPENDIX C

Scoping Hearing

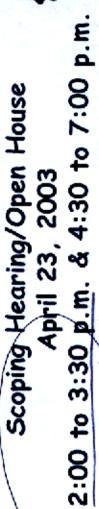
• Sign-in Sheets



14 West Interregional Corridor

Mering Minnesota North Mankato to New Ulm

Courtland Community Center PLEASE SIGN IN





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14 West Interregional Corridor

PLEASE SIGN IN Moring Minnesota North Mankato to New Ulm

Scoping Hearing/Open House

2:00 to 3:30 p.m. & 4:30 to 7:00 p.m. Courthand Community Center



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Married Minnesota North Mankato to New Ulm

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Scoping Hearing/Open House



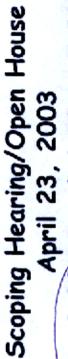
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| 1570 Ludwat Dr. |
| 45386 SAYLUN 99 |
| 617 4th and S.E. |
| 928 Hillsone Lane |
| 208 Walnut |
| Gor S G |
| MM/DOT 501 S Victory Dr. |
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| Courtlend |
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14 West Interregional Corridor

PLEASE SIGN IN Moving Minnesota North Mankato to New Ulm



2:00 to 3:30 p.m. & 4:30 to 7:00 p.m. Courtland Community Center



| Name | Address | City/State/Zip | Phone |
|-----------------------------------|---------------------|---------------------|------------|
| 1. Joan Hulke | S2108 440th Ln. | Courtland MN 56021 | 2/11/h-h5E |
| ShARON Hulke | 316 Main St | Courtland, My 50021 | 358-9323 |
| | 315 W Hishland | Now Ulm -26073 | 4-6783 |
| * Wayne Stevens 1901 Jefferson St | 1901 Jefferson St | New 41m 56073 | 233-5700 |
| 5 Harly Hulle | RRI BOKMA | Courtend | 359-2728 |
| G. Bonie Schalect | 4030 alley Unew DK. | Courtland 56021 | 359-9089 |
| "Och Look | +1168 541+ A. | 3.1 3.7 | 359-2705 |
| 8 O'S who Internet | 1602 S. Wash | Nollen . | C112-758 |
| 2 | 1603 So. Washerent | on New War | 359-7360 |
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14 West Interregional Corridor

PLEASE SIGN IN Maring Minnesota North Mankato to New Ulm

Scoping Hearing/Open House

2:00 to 3:30 p.m. & 4:30 to 7:00 p.m. Courtland Community Center





(14 West Interregional Corridor

PLEASE SIGN IN Maring Minnesota North Mankato to New Ulm

Scoping Hearing/Open House
April 23, 2003
2:00 to 3:30 p.m. & 4:30 to 7:00 p.m.
Courtland Community Center



| Name | Address | City/State/Zip | Phone |
|-------------------------|--|----------------------------------|--------------|
| 1. Ronduly Jaibel | 45176 56157 Ave | W.W. MN 56073 | 359-2398 |
| Roger & Bode & Shirleyh | Roger & Bode & Shirleyh, Bode 42310 State Huy 15 | New War 520073 | 369-9259 |
| 3th Supriso | P.O. 33.07 MATATU | 5 0095 AW | 387-8871 |
| 4. Stan Schugal | SS299 456 th Lane | Courtland my | 358.2789 |
| 5 June Hansel | 140 12 Dr. N.B. | Shar Eg. Mr 52085 | |
| 6. Jam Jones | 227 Lingen 50 | Den Claum 56073 | |
| 7. Yelay L. Book | 47118 4915+ MUC | Coulded mi 56031 | ` '*) |
| 8. Royler Burns | 43093 45, Hwy 14 | N. Manket 56003 | 232-3570 |
| 9. Donald W. Bode | 20 Shady Oak Dr. | 56021 | 507-359-02/ |
| 10. Leady Bode | 49344 448th St | Courtland, Mr. 5602, 507-3545472 | 504-354-5472 |
| 11. OR 11 Bale | 49377 478# St | (outland, Mr 56021 | 577-458-182 |
| 12. KADU BOUTS | 116 Highview Ct | Courtles mossor | 507 359 8ROD |
| | Box 473 | Nicollet, MW SOOTE | 1988-886-68 |
| 14. Southwelly | | | 507-625-4171 |
| /6 15. (| | | |
| | | | |



(14 West Interregional Corridor

PLEASE SIGN IN Marring Minnesota North Mankato to New Ulm

Scoping Hearing/Open House

April 23, 2003 2:00 to 3:30 p.m. & 4:30 to 7:00 p.m. Courtland Community Center

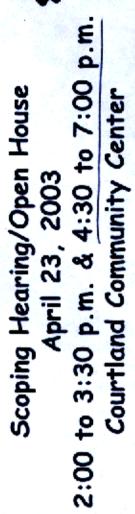


| Name | Address | City/State/Zip | Phone |
|---------------------------|----------------|----------------|--------------|
| 1 June Book | 47 481 47/2 Cm | Muster m | 509.359,355 |
| 2. Ly Robbate | 104 Wain St | Courtend | 359-8355 |
| 3. Ber Peus | *12 6x 85 | No Morked Mr | 337. 346 |
| 4. Judy Brande | 53690 422md PA | New Wim | 359-2563 |
| 5. Link House Distributer | | M G WM | 354-6335 |
| | | Courtland med | 354-3589 |
| 7. Doug Golden | 732 main | Courtee | 354-7979 |
| | ψ | Courtland | 354-2810 |
| Steve Alawas 1- | 5267> Deerwood | W. Mankato, | 507-947-3678 |
| Steve + Karen Almuac | 52281 502nd St | N. Markato | 567-947-3076 |
| "Peter Horr | MULDOT | | |
| 12. Bray Tohal | PO BOX 384 | New Ulm | 502 233 4305 |
| afe | 4748/471St AVC | Mex Cat Mum | 56074 |
| 15. | | | |



((1) 14 West Interregional Corridor

PLEASE SIGN IN Maring Minnesota North Mankato to New Ulm





| Name | Address | City/State/Zip | | Phone |
|-------------------|-----------------|-----------------|-------|----------|
| Louis Frank Liber | 52588 460 ± St. | Courtland Story | | 354-4181 |
| 1/ma | 620 Main 54 | | 12095 | 384-3589 |
| 3. John Mertesdor | 46386 471StLN | Micollot 156074 | | 332-3308 |
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APPENDIX C

Scoping Hearing

Speaker Cards

| Please Complete If You Wish To Make An Oral Statement | Please Complete If You Wish To Make An Oral Statement |
|---|---|
| (Please Print) Joe/ Albrecht | (Please Print) Name: Lary Hewitt |
| Address: Margo Dew Ulm | Address: 706 AS h |
| City - State - Zip: | City - State - Zip: Wicallet m h SGO24 |
| CHECK ONE: | CHECK ONE: |
| Elected Official | Elected Official |
| Government Agency Representative | Government Agency Representative |
| Official Organization Representative | Official Organization Representative |
| Private Citizen | Private Citizen |
| Position, Agency or Group: | Position, Agency or Group: |
| | |
| Please Complete If You Wish To Make An Oral Statement | Please Complete If You Wish To Make An Oral Statement |
| (Please Print) Name: July Anderson | (Please Print) Name: Loan Hulk |
| ` | Address: SAIDS 440th Un |
| City - State - Zip: Steepy lage MA 56085 | City - State - Zip: (our Hand MM 5607 |
| CHECK ONE: | CHECK ONE: |
| Elected Official | Elected Official |
| Government Agency Representative | 60vernment Agency Representative |
| Official Organization Representative | Official Organization Representative |
| Private Citizen | Private Citizen |
| Broup: | Position, Agency or Group: |
| I CHINGOOD SINGLAND ON DOWN | |

| | Please Complete If You Wish To Make An Oral Statement (Please Print) Name: Address: CHECK ONE: CHECK ONE: Government Agency Representative Official Organization Representative Private Citizen Position, Agency or Group: |
|--|---|
| Please Print) Place Print) Address: May Let Address: City - State - Zip: CHECK ONE: Government Agency Representative Official Organization Representative Position, Agency or Group: | Please Complete If You Wish To Make An Oral Statement (Please Print) Name: Df O D D LK NC Address: 46034 478 80 CHECK ONE: CHECK ONE: Blected Official Government Agency Representative Official Organization Representative Private Citizen Position, Agency or Group: |

| Please Complete It You Wish To Make An Oral Statement (Please Print) Name: INVEN BONKING | 1/40) | City - State - Zip: Med War Man 56073 CHECK ONE: | Elected Official | Government Agency Representative | Private Citizen | Position, Agency or Group: | | Please Complete If You Wish To Make An Oral Statement | (Please Print) Name: Adom Froehlig | Address: 1512 Chatlom Ct, Art 202 | City - State - Zip: Virginia Blach, UA 274155 | CHECK ONE: Active Duty Novy | Elected Official From Minneopolis, MM | Government Agency Representative | Official Organization Representative | Private Citizen | Mehsite: http://www.cstrongie.com/roads/minnesola/ |
|---|-------|--|------------------|----------------------------------|-----------------|----------------------------|--|---|------------------------------------|-----------------------------------|---|-----------------------------|---------------------------------------|----------------------------------|--------------------------------------|-----------------|--|
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