

COMMENT NUMBER	RECEIVED FROM, AFFILIATION & DATE	COMMENT	RESPONSE	ACTION
1	Leif M. Knecht 14805 Dixon Path Northfield, MN Bridgewater Resident December 23, 2005	<ol style="list-style-type: none"> 1) It is wise and commendable that Dundas has already begun to reserve 120 foot wide right of way for this important future transportation corridor – i.e. 115th Street 2) It is wise and commendable that the Mayor of Dundas has advocated for cooperative planning between our many local units of government. It would be a good thing to renew these efforts, and southern road corridor needs provide a good real world opportunity on which to focus these efforts. Just as Dundas will be needing to cooperatively plan and fund for future water and sewer needs with Northfield, Northfield needs to cooperate likewise in planning and funding for roads that will carry their residents on a future east-west road corridor. 3) Dundas has indicated a need for and advocated for a transportation corridor study. Bridgewater Township has communicated a willingness to contribute funds toward a in-depth corridor study, since the Bridgewater Board of Supervisors see good planning and engineering as the path to good results. Northfield, Rice County, MnDot and Northfield Township need to be approached by Dundas and Bridgewater to participate in funding and carrying out an in-depth southern transportation corridor study, before opportunities are lost to build the road in the place and configuration that will best serve the future needs. 4) Because a corridor study with enough engineering work to really begin to zero in on road, bridge and intersection designs will be a major effort that will be costly and require significant time, there should be no delay in beginning. 5) As we begin the effort to secure funding for the corridor study, it would be a very good idea to preserve for the future, more than one option for the alignment of the corridor. I believe that in the near future we can find ways to allow the beginnings of some residential and commercial development while still planning to preserve more than one option for the future road alignment, pending completion of the corridor study. <u>Once the corridor study has been completed, including professional engineering work to help identify the complex intersections and bridges involved</u>, several options could be narrowed to a single choice. 6) Narrowing options for the southern corridor alignment to a single choice prior to completion of a corridor study with sufficient engineering would have a significant possibility of outcomes that are compromised and work against the best interest of all residents in the greater Dundas/Northfield area. 7) I am providing a rough map of an additional possible road alignment 3b that would take 60 feet of right of way from both the DeMann and Quamme properties, and allow development plants to move forward for each of these landholders without cutting their properties in half. Please give this careful consideration as a possible future road corridor. If this alignment were shown to be feasible by the corridor study it would have the following positive features: <ol style="list-style-type: none"> a. A fairly direct route for efficient traffic movement b. Require less new right of way acquisition than 4a or 4b c. Be far enough north to gather more traffic, and provide a good cost/benefit for the large investment that will be made in this southern road corridor d. Allow development on the north part of the DeMann property while planning work continues, and the corridor study is completed. e. Would be closer to the nexus of intersecting roads where Hwy 3, Hwy 20, 115th Street, Eaton Avenue and the road into Dundas converge. This would allow more traffic to perceive that using the east-west road corridor would be quick and efficient, justifying the necessary investment. 8) I suggest we approach Senator Neuville and Representative Cox to help provide some State funding for the much needed corridor study, predicated on funds also coming from the local units of government. 9) I want to thank Dundas for the work already done on this issue, and look forward to continued efforts to find the best solutions to our future transportation needs. 	<p>Rice County agrees with and echoes many of comments articulated. In particular, Rice County appreciates the townships and cities recognition on the need for an improved east-west corridor in part of the county and its regional purpose. A cooperative effort is necessary to ensure each stakeholders interests and objectives are understood and considered.</p> <p>Prior to contacting Senator Neuville or Representative Cox for state funding, it is important that the county, cities, and township develop a common understanding on the objectives such a study would accomplish and assess each agency's level of financial commitment. A request for state funding that is backed with a clearly defined purpose and local contributions has a much better chance of being considered.</p>	No change in Transportation Plan. Will consider suggestions in the course of the CSAH 1 Corridor Study.

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2	Leif M Knecht/Gary Ebbing December 26, 2005	<ol style="list-style-type: none"> 1. The reason Gary Ebbing and I are active and vocal about a Trans corridor on the south edge of Dundas is that it is the last chance Dundas, Northfield, RICO, Mn/DOT and the township of Bridgewater have to get it right. 2. While Cty Hwy 1 and 115th St are currently fairly low volume roads, the urban expansion zones to the south and southeast of Northfield, and to the south and southwest of Dundas are capable of holding an addtl 10,000-20,000 new residents, plus business and industry. Decisions on E/W corridors/bridges and RR aver/under passes need to be made NOW so it will be possible to actually build the roads and bridges 5, 10, 20, or 40 years in the future when politics and funding formulas change along with our own communities. 3. If you limit too much the scope of a corridor study for financial reasons today, we will surely shortchange the residents of tomorrow. I think the corridor study needs to go from I-35/Co Hwy 1 interchange all the way to the junctions of 115th Street, Hwy 46 and Co Hwy 1. The intersection issues are enormously complex, but to ignore the need for a rigorous corridor study capable of identifying the main components of intersection designs would be unwise and place potentially astronomical costs onto future taxpayers if big mistakes were made in the absence of a rigorous corridor study. 4. If the corridor for E-W traffic on the south side of Dundas gets shoved too far south or is too convoluted, usage levels will be out of sync with the necessary investments in the infrastructure. Dundas needs to be encouraged to keep alive a fairly direct road corridor free of extra distance and extra curves. 5. Bridgewater Township stands ready to contribute funds to the corridor study. We think units of government should contribute in proportion to the amount of pressure and usage their residents will place on this sorely needed transportation corridor. 	Rice County agrees the time to plan for this corridor is now and as time moves on; opportunities may be lost. Rice County agrees the scope of the study can't be overly narrow, however the scope should not be overly broad either. A balance must be met that can efficiently reach the necessary decisions. Some, unrelated issues will need to be dealt with separately in order to avoid being delayed or causing delays by other issues. The parameters of the corridor study must be clearly defined prior to beginning so that critical issues can be addressed in a timely fassion.	No change to Transportation Plan.
3	Eugene B. Bakko Prof. of Biology and Curator of Natural Lands January 25, 2005	<ol style="list-style-type: none"> 1. The above-mentioned roadbeds are already in place. It would not require confiscation of valuable farmland for more roads. 2. Do not connect Cedar Ave. (Co. 23 one mile north of the county line) directly to Eaves Ave. (new hospital road connection from North Ave. to Highway 19). While this would be a straight shot down from Cedar to TH19, not only would it destroy valuable farmland (as mentioned above), it would unite with TH19 in a T intersection that is not conducive to heavy traffic flow. MNDOT has already expressed hesitation at such a busy intersection. 3. Dundas is a rapidly growing residential community. Decker Ave. is a direct connection to the development taking place on the NW side of that town. Using Garrett and Decker Aves. would circumvent the entire city of Northfield for people in Dundas going to the Twin Cities. 4. TH19 from the west on the north side of Northfield should connect with TH19 on the east side of town via 320th St. in Dakota Co. This will solve transportation problems with cars and trucks that are traveling through the city with no need for stopping in town. Such a connection should also reduce busy traffic patterns in residential NW Northfield where traffic currently enters town from Cedar Ave. into Greenvale Ave. in town. TH19 should NOT circumvent Northfield to the south of current TH19 because TH19 continues east of town to the NE, not to the SE. 5. Finally, as Professor of Biology and Curator of Natural Lands at St. Olaf College, I am concerned about road encroachment and subsequent pressure for development on our natural lands. While some of our natural lands are in permanent easement holdings, about half of these lands are not. We make extensive use of all these lands for education, research, recreation and aesthetic purposes. In addition, these lands provide filtering and recharge of ground water, prevent soil erosion and, most importantly, provide much needed biodiversity – a serious problem in our rapidly developing society. All our natural lands are open and available to the public. 	<p>The intent of the Rice County Transportation Plan is to present a vision that can be used to guide future transportation and land use decisions. This plan does not establish specific alignments of new roadways, rather it identifies the need for such roadways to accommodate anticipated travel demands. Additional study that evaluates each option for traffic operations, safety, costs, and environmental impacts; would be necessary prior to selection of a specific alignment.</p> <p>Regarding the specific comments on Corridor F, as identified in the Plan; achievement of this corridor is not likely to happen until development is occurring in this area.</p> <p>Regarding the comments on a TH 19 bypass, the Transportation Plan identifies a need for an alternative, direct route around the City of Northfield. Whether that route is a new alignment of TH 19, a county highway, or city street; the need to have an alternative route through Northfield is recognized.</p>	No change to Transportation Plan.
4	Theresa Zeman 11539 E. 200th St. Kenyon, MN 55946 December 19, 2005	Please take into account the DOT's Comments on the AUAR in the County's Transportation Plan	The Rice County Highway Department is working with the preparer of the AUAR so that it can be prepared consistent with the Rice County Transportation Plan. The intent of the Rice County Transportation Plan is to present a vision that can be used to guide future transportation and land use decisions. The AUAR for the commercial property along I-35 between CSAH 1 and TH 19, in addition to numerous other development proposals in the county, is expected occur consistent with the Plan.	No change in Transportation Plan.

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5	Stephanie Henriksen Stone Hill Farm 1866 130th St. E. Dundas, MN 55019 507-645-7086 December 19, 2005	My comment is in support of a corridor study to identify the best option for extension of Cty 1 through the Dundas area. I am concerned that Dundas will proceed with permits as if they have the final say, when this is not the case. I do hope that joint funding by Dundas, Northfield, Bridgewater and Northfield townships, Rice County and MnDOT can be arranged, as stated by Supervisor Leif Knecht in a letter presented to Dundas City Council at their meeting of Dec. 12. He asked, among other things, that all right-of-way easements be preserved until a decision is made. Unfortunately, Dundas seems unreceptive to input of the township at this point. I had a call from Pastor George Toschak of Little Prairie Methodist Church, 2980 130th St. E., just up the road on Cty 8. He and his parishioners will be watching this issue as time goes on. His number for messages is 663-6150. The twenty-some signers to the petition (I gave you a copy on Dec. 8) objecting to moving traffic south to Cty 8 are relieved that Dundas is not presently moving that option. However, for the good of all, a corridor study should be done and a route decided upon. The DeMann property, originally identified for the extension in the Dundas Comp Plan, should remain an option, meanwhile.	Rice County agrees with and echoes many of comments articulated by Mr. Knecht. In particular, Rice County appreciates the townships and cities recognition on the need for an improved east-west corridor in part of the county and its regional purpose. A cooperative effort is necessary to ensure each stakeholders interests and objectives are understood and considered.	No change in Transportation Plan.
6	Jerry Anderson Administrator Northfield Rural Fire Protection P. O. Box 280 Dundas, MN 55019 507-581-9051 December 8, 2005	R/W is open and available now. Does not require bridge, but all routes will. This route will benefit Northfield Township, Northfield, Bridgewater, Dundas (Decker Avenue, CSAH1, CR 81, Kane Avenue).	Comments are appreciated and will be considered in the course of the CSAH 1 Corridor Study.	No change in Transportation Plan. Will consider suggestions in the course of the CSAH 1 Corridor Study.
7	Sheri Williams 507-645-2302 919 Union Northfield, MN 55057 December 8, 2005	Please work with Northfield to slow traffic down on Woodley between Prairie and Division Streets. Maybe you could narrow Woodley between these streets. The traffic is going to increase and thus is a residential area with children. Install slow children signs and install more pedestrian crossings. Woodley needs to be repaved that would be a good time to narrow it or paint narrow lanes, also install slower speed limit for construction trucks.	Woodley Avenue (County Rd 28/TH 246) currently plays multiple roles as a county/state highway and residential street. Often times, these multiple roles conflict with one another, as your comments describe. The Rice County Transportation Plan presents a vision that minimizes the long-term regional highway role that Woodley Avenue will play in the future by identifying alternative highway routes (Corridor J and O). Rice County believes this is the solution that will address your safety concerns. Your suggestion to install "slow children signs" and more pedestrian crossings are appreciated, however our experience is these have little affect on driver behavior and can often times result in a more hazardous situation.	No change in Transportation Plan.
8	None given	Please make sure that Cty Commissioners and the planning and zoning dept and commission understand the importance of #7 in the Minimum Desired Achievement section (managing land development). It seems to me that we can have decent quality roads and concentrate our expenditures, etc if we keep that in mind, rather than allowing the sprawl across the county og new developments that is taking place which will force us to decentralize our resources and make it harder to maintain roads to safe standards.	Your comments will be forwarded to the Rice County Planning Commission and Board of Commissioners.	No change in Transportation Plan.
9	Leanne Stremcha 507-645-5871 5034-130th Street East Northfield, MN December 8, 2005	1. My 1st concern is the intersections of Ct Rd 22, Hwy 246 & Cty Rd 1. It's a dangerous intersection, which will only become more dangerous as development continues on bath side of 246. The biggest problem is the close proximity of Cty 22 to Cty 1. If Cty 22 dumped onto 246 South of Cty 1 by following 115th, things would improve greatly. 2. I really think a priority for the county should be hwys like Cty 20 that the public uses as Scenic byways. Currently, the Cty has no scenic byway designation. These corridors have potential economically and need to include safety features for public use-biking, running, walking, etc. 3. I would like to submit that safety should always be a priority but that moving traffic as quickly as possible shouldn't be (increasing speed). Many in the Cty choose to travel where they can enjoy the rider rather than how fast they can get from point A to point B.	The Rice County Transportation Plan recognizes the safety concern at the intersection of TH 246, CR 1, and CR 22. This intersection will be addressed as part of the impending CSAH 1 Corridor Study. The key to a transportation system is a balance of corridors serving different, but specific purposes in a system. Some roadways primary roles are to move people, goods, and services efficiently. Safety is a priority on all roadways. Without a good balance of efficient roadways, safety becomes very difficult to maintain. The Plan touches on multimodal transportation opportunities and presents design standards for inclusion of trails and sidewalks along county roadways. There is an initiative to update the County's Park and Recreation Plan. This may provide a rmore appropriate venue to further address your specific interests.	No change in Transportation Plan.
10	Gloria J Kiester 8400 Falk Avenue Northfield, MN 55057 5077-645-7789 December 14, 2005	1. We recommend that highest priority fo to this N-S road, this E-W road, Rail system from Northfield to Mpls 2. We recommend that these two roads also be given priority. 3. We urge that no roads detract from the beauty of the St Olaf Nature Preserve, Carleton Arb, Nerstrand Woods State Park & Game Refuge 4. We recommend that the person responsible for implementing this plan be James Brown, Chair, Rice Cty Commissioners, be specific in assigning responsibility so that person feels an obligation to take the next step.	The Rice County Board of Commissioners will consider your suggestions when prioritizing limited funds for transportation improvements. Any county road project will be evaluated on its ability to achieve efficient travel safely while maintaining responsible costs and minimizing/avoiding the environmental features of our county.	No change in Transportation Plan

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11	Chris Moates D6 Planning December 19, 2005	<ol style="list-style-type: none"> The RICO plan includes an analysis of critical congestion and safety issues involving Mn/DOT roadways. We are concerned that some of the data on crashes and crash rates seem high when compared to Mn/DOT data and may need to be reviewed for accuracy. Mn/DOT will continue to work with RICO to identify and monitor safety concerns as they pertain to the State Trunk Highway System. Many changes to the county functional classification system are suggested as part of this vision and Mn/DOT will review and assist as requested. RICO has requested review of several jurisdictional transfers that include Mn/DOT roads, citing Mn/DOT's turnback policy. As mentioned in previous communications, Mn/DOT cannot presently support many jurisdictional transfer requests, based primarily on limited funding, even though many of these highways may not be appropriate for the trunk highway system. We do, however, support inclusion of your vision for jurisdictional transfers in the Cty Trans Plan. Planning objectives with regard to providing multimodal choices, including greater connectivity in the trail system, enhancing rail service, and expanding transit routes are plausible and encouraged. The plan suggests that there are many corridor study needs in RICO to implement the vision. A chief concern for Mn/DOT is MN 19. A Mn/DOT study in 2006 will consider corridor improvements from New Prague through Lonsdale to I-35. RICO will be a partner in the Lonsdale area study and we will further discuss the opportunities for other corridor studies. Mn/DOT has commented on the RICO AUAR for I-35. Mn/DOT has requested further study of the development impacts at the CSAH 1 and MN 19 interchanges. The RICO plan and the AUAR identify impacts from planned commercial and industrial development that may lead to future deficiencies on existing interchanges to I-35. These issues will need review as well as RICO's proposal for several new interchanges. Mn/DOT has limited funding and FHWA guidelines for the construction of interchanges preclude many of these options. 	Rice County appreciates Mn/DOT's involvement in the preparation of its Transportation Plan and looks forward to continued partnership in achieving each agencies transportation goals.	No change in Transportation Plan
12	Larry D. Dahle	<p>The railroad issue should be added to the Transportation Plan and the industrial sites be located with access to both the railroad and I-35.</p> <p>I feel a north-south lakes region corridor is important for emergency services because Morrystown Fire & Rescue service is most of this area and have experienced delays getting to the scene because of road locations.</p> <p>I feel CR 16 through Morrystown needs to be moved further east to eliminate another expensive bridge across the Cannon River. Have the bypass connect by Warsaw with Hwy. 60.</p>	<p>The Regional Rail Authority proposal will be considered by the Rice County Board of Commissioners and can be included as an appendix to the Plan if deemed appropriate.</p> <p>The intent of the Rice County Transportation Plan is to present a vision that can be used to guide future transportation and land use decisions. This plan does not establish specific alignments of new roadways, rather it identifies the need for such roadways to accommodate anticipated travel demands. Additional study that evaluates each option for traffic operations, safety, costs, and environmental impacts; would be necessary prior to selection of a specific alignment.</p>	No change in Transportation Plan.
13	Don Michel	The railroad plan would be an important need – ethanol plants for the farmers of the county. I hope the commissioners will consider this in the plan.	The Regional Rail Authority proposal will be considered by the Rice County Board of Commissioners and can be included as an appendix to the Plan if deemed appropriate.	No change in Transportation Plan
14	Don Olson	<p>Safety: Blind Intersections – the plan should address maintenance of right-of-ways.</p> <ul style="list-style-type: none"> – State, County & Township Roads (e.g. CR 47 & CR 45) – Railroad crossings (e.g. Ames Way & 160th St.) – Prioritize the heavily traveled roads and bus routes – Widen intersection solid surface areas like surrounding counties for safety of buses & trucks enabling vehicles to stay on the road while making left turns in traffic congested areas. – Conduct analysis of county collector road impact on city roads and the need to make improvements to reduce the current traffic backups (e.g. CR 45 at 8 a.m.) – Coordinate plan with the area-incorporated cities to avoid duplication. <p>Environmental and Recreational Concerns</p> <ul style="list-style-type: none"> – Patterns of growth in the County – Zoning must be integrated with transportation issues. – Partnership with the incorporated cities – Make adjustments in the current zoning regulations to promote safety – Provide environmental safeguards and provide for recreational opportunities <p>Integration of the Plan</p> <ul style="list-style-type: none"> – Met Council 2030 Blueprint – I-35 Interchange study I & S Engineering – Business expansion and returning – Chamber of Commerce and U of M – MICA Transportation System and Rice County <p>Other Forms of Transportation</p> <ul style="list-style-type: none"> – Mass transit – trains for recreation and commuting – Commercial railroad development and economic opportunities – land use issues – Light rail and buses <p>Solutions</p> <ul style="list-style-type: none"> – What are the possible scenarios for making the Plan a reality (e.g. gas tax, income tax, property tax & user tax, who pays and when?) 	<p>The intent of the Rice County Transportation Plan is to present a vision that can be used to guide future transportation and land use decisions. While your specific comments are appreciated and valid, the Plan is not the appropriate venue to address them specifically. Rather, the Plan can be used by County staff to address your concerns at specific locations. Many of the tools necessary to address these concerns are included in the Plan</p> <p>Previous planning studies were reviewed and considered while preparing the Transportation Plan. The Rice County Transportation Plan should now be used to guide all future studies to ensure consistency and compatibility.</p> <p>The Transportation Plan includes discussion on available and alternative sources of funding to achieve the recommendations of the plan.</p>	No change in Transportation Plan.

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15	Bruce W. Morlan Dundas-Bridgewater Planning Commissioner	See attached options & criteria table for east-west CR 1 route.	Comments are appreciated and will be considered in the course of the CSAH 1 Corridor Study.	No change in Transportation Plan. Will consider suggestions in the course of the CSAH 1 Corridor Study.
16	Petition (20 signatures)	Petition against an east-west corridor on CR 8 or CR 9.	Comments are appreciated and will be considered in the course of the CSAH 1 Corridor Study.	No change in Transportation Plan. Will consider suggestions in the course of the CSAH 1 Corridor Study.
17	Petition (46 signatures)	Bridgewater Township property owner petition against Dundas Planning Commission's recommendation to relocate CSAH 1 out of city limits; desire for County to proceed with a corridor study now to identify best option for a CSAH 1 extension; Dundas should not proceed with platting or issuance of building permits in the area prior to the completion of the corridor study; Dundas should delay approval of their Transportation Plan until the corridor study is complete and compatible with Rice County's Transportation Plan.	Comments are appreciated and will be considered in the course of the CSAH 1 Corridor Study.	No change in Transportation Plan. Will consider suggestions in the course of the CSAH 1 Corridor Study.
18	City of Faribault Thomas Drake, PE Director of Engineering 208 1 st Ave NW Faribault, MN 55021 December 7, 2005	-Feels that the traffic projections are way off compared to a 2003 Comp Plan the City of Faribault conducted. -Believes that the cost participation policy has unfair treatment to Cities of 5,000 population, which Faribault and Northfield are. With the constitutional amendment (Highway User Fund & formula) deciding how much each City should pay, they feel you should increase the County mileage from 8.65 miles to 60 miles. -Another funding source the County may want to consider is the use of Special Assessments to benefit property owners. -Recognize that the E/W-N/S grid system used to develop the Plan has limitations. It is set up to move traffic through the County and to give County residents good access out of the County. It does not necessarily provide the best plan for travel within the County from Point A to Point B and back. Another limitation is that it does not necessarily provide the best plan for our collector/arterial system.	- The traffic forecasts have been reviewed and adjusted to better account for historic trends as well as inclusion of anticipated growth and development. - The County respectfully disagrees with the comment regarding the cost participation policy. Construction of county roadways within larger cities present added complications and added costs associated with adjacent land uses. - Special Assessments have been added as alternative funding source. - The purpose of the County's Transportation Plan is create a County-wide vision for transportation. The County encourages Cities to prepare their own transportation plan, consistent with the County's, to address local collector street needs. Adjustments have been made to Corridor H and S to provide better circulation around the south and east sides of Faribault.	- Traffic forecasts have been adjusted throughout the county. - No change to Transportation Plan. - Special Assessments have been added as alternative funding source. - Adjustments have been made to Corridor H and S to provide better circulation around the south and east sides of Faribault.
19	City of Morristown Steve Felix Mayor PO Box 362 Morristown, MN 55052 507-685-2302 December 16, 2005	<ol style="list-style-type: none"> The low priority given to the CSAH 39 overpass and the CSAH 15 overpass. The need for the development of continuous routes around the outer perimeter of the City of Morristown is not feasible due to the environment impact. Spacing is too close to Cty Rd 16 going through the City. We recommend that B-3 be removed and replaced with connecting Cty Rd 16 with 260th Street and C5. It would be more cost effective than using B-3 around the east side of Morristown. Trails: Under Corridor I, we are identified as not having a City park. Our City park was established under a Small Cities Grant with connection to the Sakatha Singing Hills Trail which has to cross State Highway 60. The need for right hand turn lanes off Cty Rd 44 and center left onto 44 from State Highway 60 needs to be addresses. With the low priority to the southwest part of RICO by Committee No 2, we wonder what freight and commuters are to do. We had suggestions from citizen at the Open House that State Highway 60 should be a four-lane highway from 35W to State Highway 13 at Waterville and that little information is identified as to how agriculture and freight are to get from east of 35W to Highway 13 in Le Sueur County. 	<ol style="list-style-type: none"> The County Transportation Plan identified CSAH 39 and CSAH 15 as continuity corridors, meaning that they should be maintained and preserved to provide regional mobility in the county. The transportation plan places high value on these existing roadways and their crossings over I-35. Evaluation and prioritization of future interchange locations was not part of the Rice County Transportation Plan planning efforts, but rather Committee 2 of the I-35 Corridor Planning completed those efforts. The development of continuous routes around the perimeter of cities was one of the main objectives of the transportation planning process. This plan does not establish specific alignments of new roadways, rather it identifies the need for such roadways to accommodate anticipated travel demands. Additional study that evaluates each option for traffic operations, safety, costs, and environmental impacts; would be necessary prior to selection of a specific alignment. Mapping will be updated to include the city park identified. This was inadvertently left off the multimodal figures. The County recognizes the need for turn lanes at many major intersections across the county, including at TH 60 and CSAH 44 in Morristown. Unfortunately, there is not enough construction dollars available to address all these locations. Limited funding results in prioritization on where project occur. The Transportation Plan does identify this location as a future safety needs (See Figure 4-3.1). & 6. The intent of the Rice County Transportation Plan is to present a county-wide vision that can be used to guide future transportation and land use decisions through-out the County, including the southwest portion of the county. Continuity corridors were identified to provide mobility within and through this portion of the county. Improvements on these corridors will provide this part of the County reasonable access to the state and interstate highway system. The Transportation Plan also identifies the need for more capacity on TH 60 between Warsaw and I-35, based on project travel demand. 	Figures 3-4.1 and 5-3.1 were updated to include the city park identified in the City of Morristown.

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20	A. Thurnheer & K. Nelson 2713 Union Lake Trail Northfield, MN 55057 December 19, 2005	<p>-Thinks it is useful to study the road connections with other counties, however would like to see more participation by local residents in the planning process.</p> <p>-Enjoyed the part of the Trans Plan that talked about the basics, but felt report would have been more complete had it included an itemization of the cost for all the single improvement items. All felt report was missing a Countywide roadway map with the proposed changes for continuity.</p> <p>-Feels that it is clearly visible looking at the map of major roadways where all compromises were made at the wrong time in the past. This is in regards to the City of Dundas diverting traffic from a development in the area 2 miles south onto Cty Rd 8 as being a costly option. It is now appearing as an option in paperwork.</p> <p>Lack of understanding regarding traffic flow is the High School/Middle School/Bridgewater area. Quick fix was created with a 4-way stop erected on CR 246 to help reduce congestion.</p> <p>-Similar congestion problem at Hwy 19 and CR 46. The quick fix at this intersection was an attempt to dump 46 onto 19 farther from the freeway ramps. Now Mn/DOT is recommending rerouting 46 again to distance the intersection with 19 even farther from I35.</p> <p>-Reducing accidents is one of the topics that should be elaborated on by the authors of the trans plan. Mn/DOT does not have the funds for the expansion required on I-35 in the future. It seems the corridors must be improved like the trans plan suggests.</p> <p>-It is also regrettable that the committee 2 (I-35 development) never considered a recommendation from Mn/DOT to incorporate a frontage road along I-35. again, we were missing the leadership needed to fully explore the recommendation or worse yet to chose to ignore the recommendation in order to comply with Jim Brown's wish to push through the I35 corridor development.</p>	<p>- Roadway connections with other counties were just one part of the planning process. To date, this planning effort included 13 public open house meetings held throughout the County, as well as 6 elected official advisory group meetings (TAC), to gain input in the development of the Transportation Plan.</p> <p>- While a complete list of specific roadway improvements and costs for those improvements would be helpful, it is unreasonable to expect that level of detail be provided in a county-wide study. Such an effort would require much more time and effort and would likely get bogged down with details, resulting in a lack of "big picture" decisions and direction. Rather, this planning approach addressed higher-level decisions so that county staff could make specific improvement decisions. Planning level cost estimates were prepared to determine the overall investment needs in the county, as described in section 6 of the Plan. Figure 4.4-1 illustrates the long-term continuity corridor vision for the County and Figures 4-4.2 and 6-3.1 illustrate the specific projects and corridor study needs to achieve the continuity vision.</p> <p>- We also recognize where opportunities for roadways have been lost in the past due to land use decisions. The intent of the Rice County Transportation Plan is to present a county-wide vision that can be used to guide future transportation and land use decisions and preserve transportation opportunities. Specific comments on the CSAH 1 corridor needs are appreciated and will be considered in the course of the CSAH 1 Corridor Study.</p> <p>- The traffic operational and safety challenges on TH 246 in Northfield are recognized in the Plan. Rather than identifying a solution to address these specific concerns, the Plan identifies continuity corridor opportunities that will help to alleviate these areas by providing reasonable alternative or new routes for thru traffic.</p> <p>- The Transportation Plan identifies addressing safety needs as a Minimum Achievement of the planning effort. Section 6 in the Plan describes the recommended prioritization of County transportation dollars and the emphasis on safety of the roadway system.</p> <p>- The Transportation Plan does identify the need to complete continuous, parallel routes to help preserve the capacity of I-35. Figure 4.4-1 illustrates this vision for these routes on both sides of I-35.</p>	No change in Transportation Plan

COMMENT NUMBER	RECEIVED FROM, AFFILIATION & DATE	COMMENT	RESPONSE	ACTION
21	Scott Peters Senior Planner Dakota County 14955 Galaxie Avenue Apple Valley, MN 55124 952-891-7030 December 29, 2005	<p>-RICO Countywide Roadway continuity corridor vision: We recommend you insert text indicating the need for future study and clarifying the purpose of the map.</p> <p>-Corridor F (CSAH 23): Reference to the future connection point to Dakota County CSAH 23 is at Foliage Avenue and not Cedar Avenue. The Dakota County 2025 Trans Plan identifies the need for a study to extend CSAH 23 from CR 96 to TH 18 on the Foliage Avenue alignment. The current alignment is Eveleth Avenue. We consider it premature to show an approximate alignment into Dakota County without future study of the corridor area.</p> <p>-Corridor I (TH 3 and CSAH 47): For your reference, Dakota County's Capital Improvement Program identifies intersection reconstruction at CSAH 47 and CSAH 86 in Castle Rock and Sciota Townships in 2008 to improve intersection geometrics (angle), sight lines and provide turn lanes.</p> <p>-Corridor J (Canada Avenue): We consider it premature to show a corridor alignment on Canada Avenue w/o future study of the corridor area or w/o knowledge of the type of corridor or potential roadway functional classification for the corridor.</p> <p>-Corridor K (CR 59): The roadway functional classification of Dakota County Road 59 is a collector highway. Our Highway Paving Program identifies paving of CR 59 for a segment between Cty Rd 94 and the county border with RICO. The remaining segment is gravel. Again, we consider it premature to show a corridor alignment into Dakota County (CR 59) serving sub regional needs without future study of the corridor area.</p> <p>-Corridor L (CSAH 86): For your reference, the Dakota County 2025 Trans Plan identifies the need for a future interchange at CSAH 86 and TH 52. This interchange is unfounded. Our CIP identifies intersection reconstruction at CSAH 47 as previously identified.</p> <p>-Corridor M (CR 90): Dakota County has identified CR 90 as a potential jurisdictional transfer candidate from Dakota County to Greenvale Township. While we have identified the westernmost two miles of the roadway in our Highway Paving Program, the remaining segments are gravel and provide indirect connection to CSAH 23. The future use of CSAH 86 would be more beneficial as a sub regional corridor as the highway is paved, provides direct connections and is only 1.5 miles north of CR 90.</p> <p>-Dakota County Road 96 Alignment: The map shows this as a dashed line with no corresponding text other than the future study statement on the map.</p> <p>-For your reference, our CIP identifies 2-lane construction and paving on CR 96 from CSAH 23 to TH 3 in Greenvale and Sciota Townships. RR crossings will be reconstructed. Due to increased traffic volumes, maintenance will be reduced and the road will be designed and graded to County standards.</p> <p>-We encourage investigation of the future use and needs of this corridor when a study of CSAH 23 future alignment takes place.</p>	<p>Rice County appreciates the information provided by Dakota County and looks forward to continued cooperative relationships in uniting each agencies transportation goals and plans. The intent of the Rice County Transportation Plan is to present a vision that can be used to guide future transportation and land use decisions. This plan does not establish specific alignments of new roadways, rather it identifies the need for such roadways to accommodate anticipated travel demands. The plan includes text that identifies the need for additional study that evaluates each option for traffic operations, safety, costs, and environmental impacts; prior to selection of specific alignments. These comments will be included in future corridor studies.</p>	<p>- Change Corridor F reference to Foliage Avenue.</p>
22	City of Dundas Glenn Switzer Mayor December 12, 2005	<p>Resolution 2005-58, requesting corridor studies</p> <p>City Council and City of Dundas resolve: that the RICO BOC be requested to expedite the "corridor studies" referenced and that RICO make every effort to coordinate these studies with, at a minimum the cities of Dundas and Northfield, the Townships of Bridgewater and Northfield, and the MN/DOT.</p>	<p>Comments are appreciated and will be considered in the course of the CSAH 1 Corridor Study.</p>	<p>No change in Transportation Plan. Will consider suggestions in the course of the CSAH 1 Corridor Study.</p>