

1. Agenda Documents

Documents:

[SPECIAL MEETING AGENDA 2-9-2026.PDF](#)

1.1. Agenda Documents

Documents:

[ADDITIONAL INFORMATION - 2-9-2026.PDF](#)

**SPECIAL MEETING
MONTICELLO CITY COUNCIL
Monday, February 9, 2026 – 5:00 p.m.
Monticello Community Center
AGENDA**

1. Call to Order
2. 5:00 – 6:00 p.m. Highway 25 Corridor – MNDOT Update
3. 6:00 – 6:15 p.m. Confirmation on Council Direction for Water Treatment Plant Project
4. Adjournment



Monticello City Council Workshop

Monday, February 9, 2026

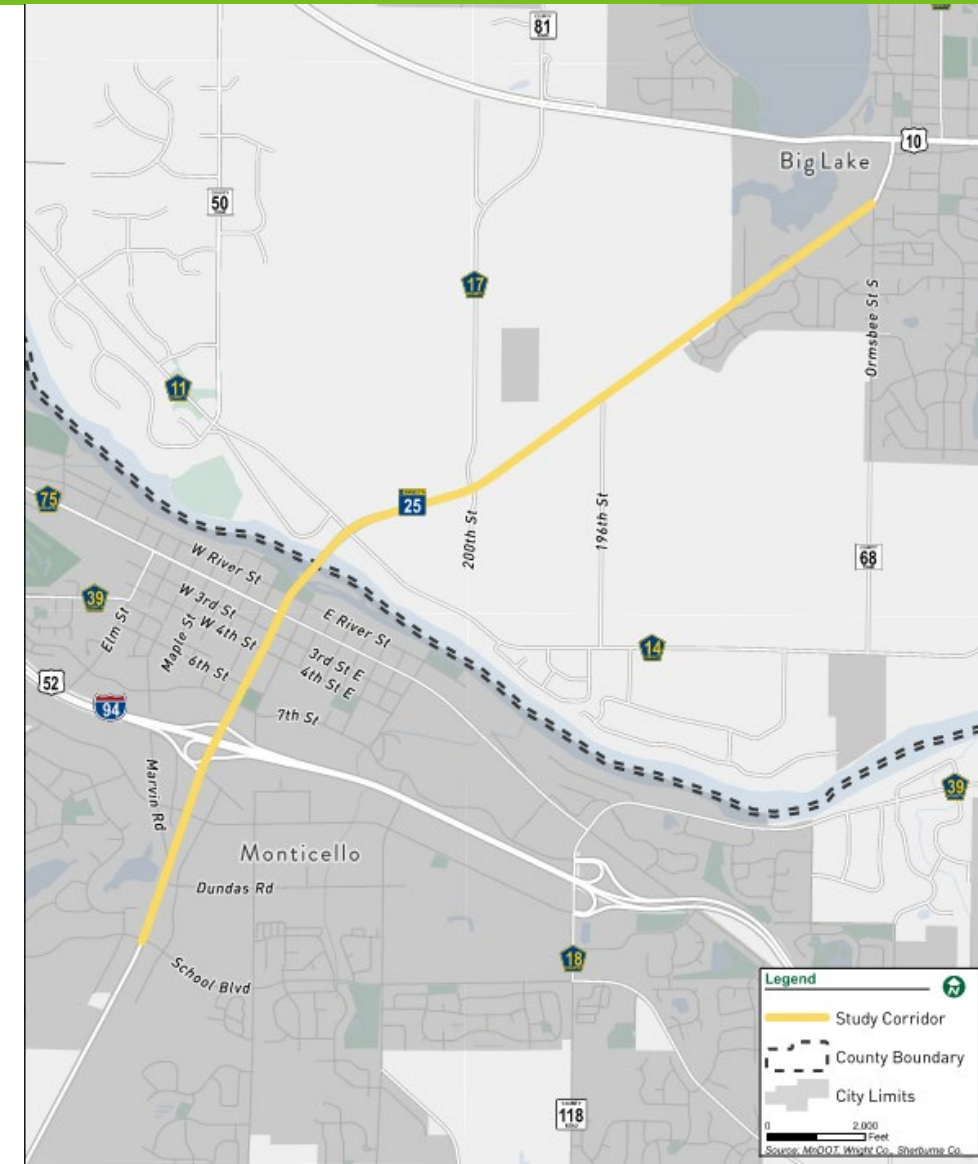
talk.dot.state.mn.us/hwy-25-from-monticello-to-big-lake

- Study Overview
- Downtown Issues
- Corridor Alternatives Review
- Public Engagement Recap
- Recommended Alternative
- Project Development Next Steps

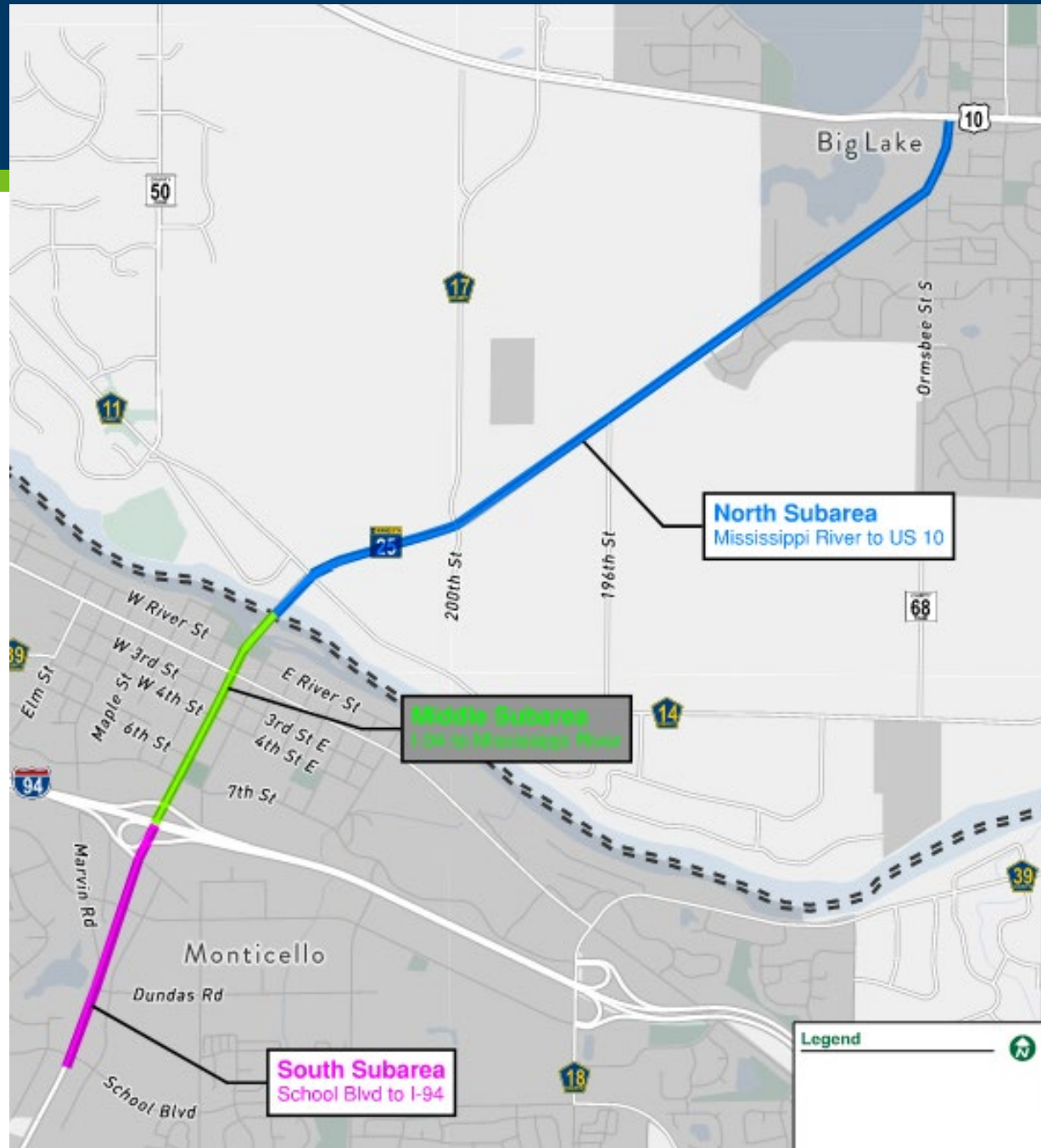
Study Overview

MnDOT, in partnership with the cities of Monticello and Big Lake, Sherburne County, and Wright County, is conducting a study to understand the corridor's needs, identify near-term potential improvements and develop an ultimate vision for the future.

- Study Limits
 - Hwy 25 from CR 106/85th St to US 10
- Study Schedule:
 - Sept. 2024 - Dec. 2025



Study Overview



Many intersections are operating with elevated crash rates.

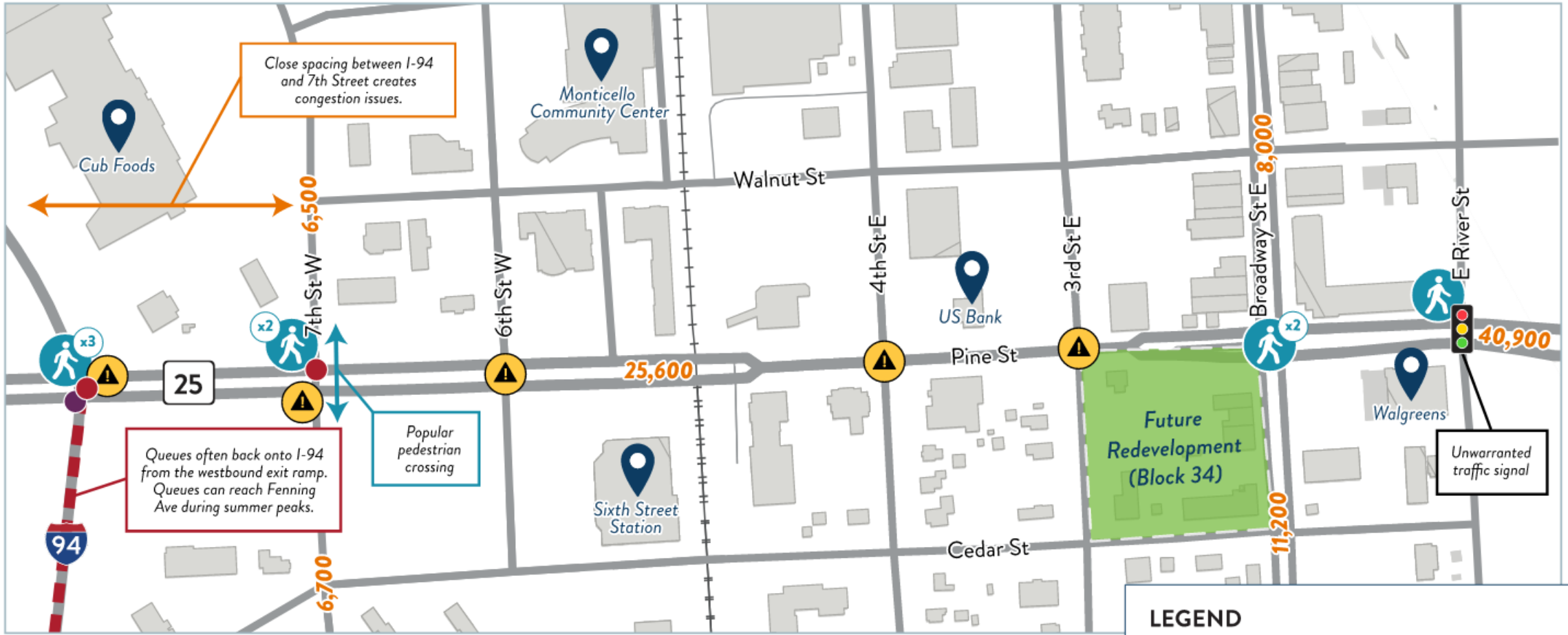
Nine pedestrian or bicyclist-related crashes in the last ten years.

30+ seconds of delay experienced during typical peak periods.

One fatal and two serious injury crashes in the last ten years.

Nearly 60 crashes per year between I-94 and River St.

Local traffic from stop-controlled intersections is not able to turn left onto or cross the highway for much of the day.



Over 25,000 vehicles per day travel the corridor. The four-lane roadway has reached its capacity.

Approximately 2,000 heavy trucks travel the corridor each day. The river crossing is an important connection between the I-94 and Hwy 10 freight corridors.

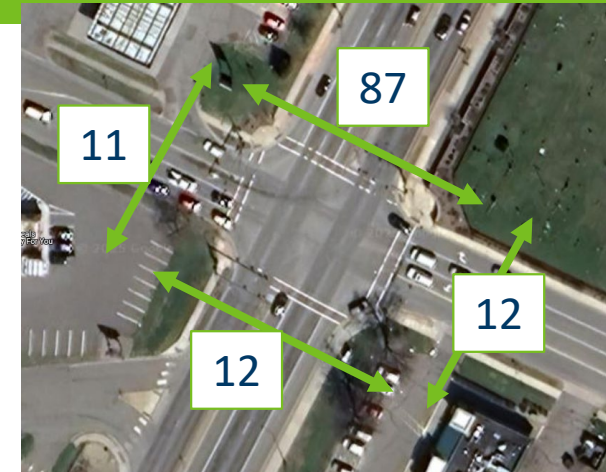
LEGEND

	Ped/Bike Crash		Fatal Crash
	Crash Issues		Severe Injury Crash
		X,XXX	Daily Traffic Volume

Downtown Issues

Downtown Existing Issues Review – 7th Street

- High pedestrian activity area
 - 51% of downtown pedestrian crossings of Hwy 25 occur at 7th Street
- 1 pedestrian injury crash in 2023
- 40% of crashes are left turn/angle types
- ~400' from I-94 interchange ramps
 - Substandard spacing to interchange
 - Vehicle queueing & signal progression challenges



Alternatives Analysis Assumptions

- All analysis considers existing traffic volumes
 - Traffic growth along most of areas of TH 25 not realistic without fixing major bottlenecks (I-94, Downtown segment, CR 11/14)
- 2031 Pavement project has limited scope/budget
 - \$13M in CHIP – Mill & Overlay, ADA Improvements, Signals, Ped Crossing
 - Project enters STIP in 2027
- Assume improvements are independent of an alternate river crossing project

Downtown Alternatives Analysis

Right-In/Right-Out with 4th Street Stop Alternative

- 50% reduction in vehicle conflict points from corridor
- Prevent ~8.6 left turn & angle crashes/year
- 8% reduction in travel time during peak hours

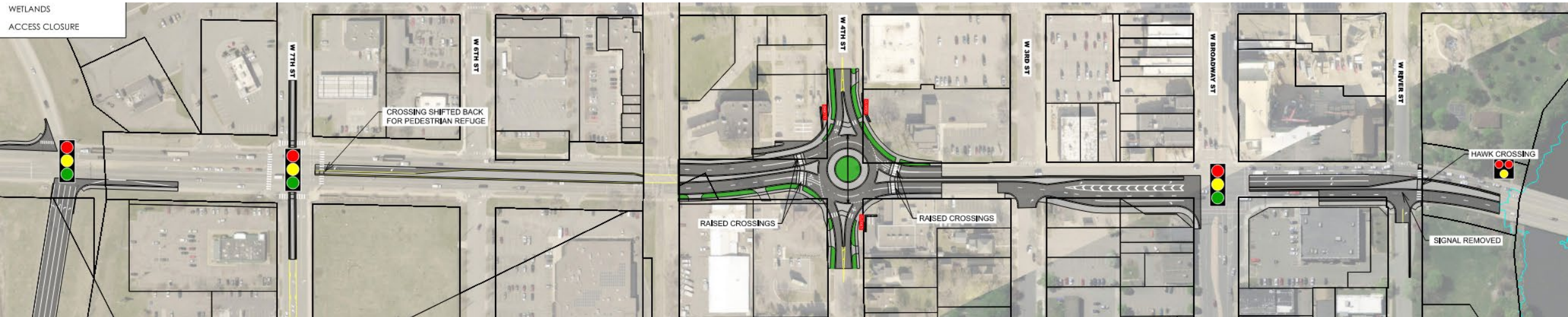


Downtown Alternatives Analysis

What about a signal or roundabout at 4th Street?

- ~2,100 vehicles reroute from 7th St to 4th St via Cedar St and Walnut St
- Signal Warrants not satisfied at 4th St
- Minimal decreases in delay at 7th & Broadway
- Increased signal density may increase TH 25 crashes by over 2x (mostly rear ends)
- 50% decrease in local street delays


Downtown – 4th Street Roundabout Alternative



 **63%**
Reduction in **vehicle** conflict points

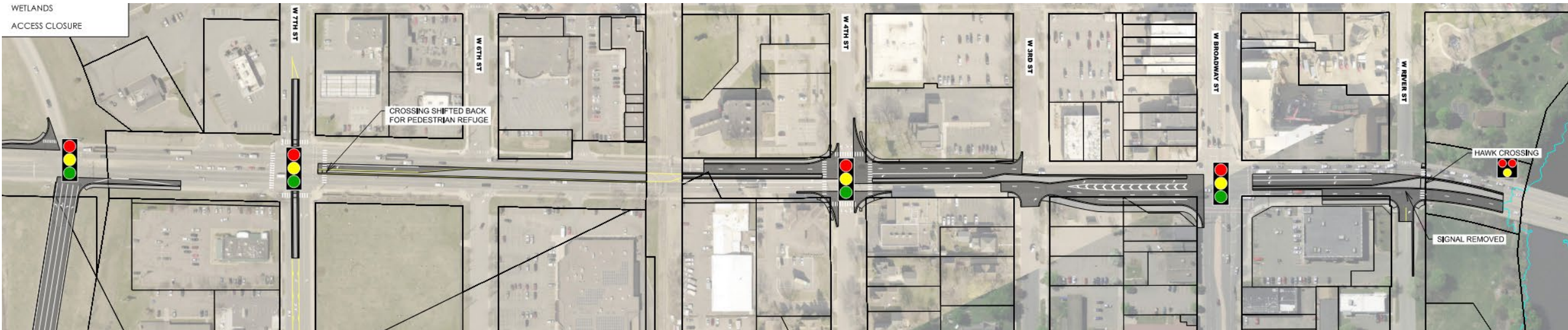
 **37%**
Reduction in **pedestrian** conflict points

 **~11**
angle/left turn crashes per year prevented

 **21%**
Reduction in corridor travel time (~40 seconds) during peak hours

 **3x**
More queuing capacity on I-94 Exit Ramp


Downtown – 4th Street Signal Alternative



 **55%**
Reduction in **vehicle** conflict points

 **26%**
Reduction in **pedestrian** conflict points

 **~9**
angle/left turn crashes per year prevented

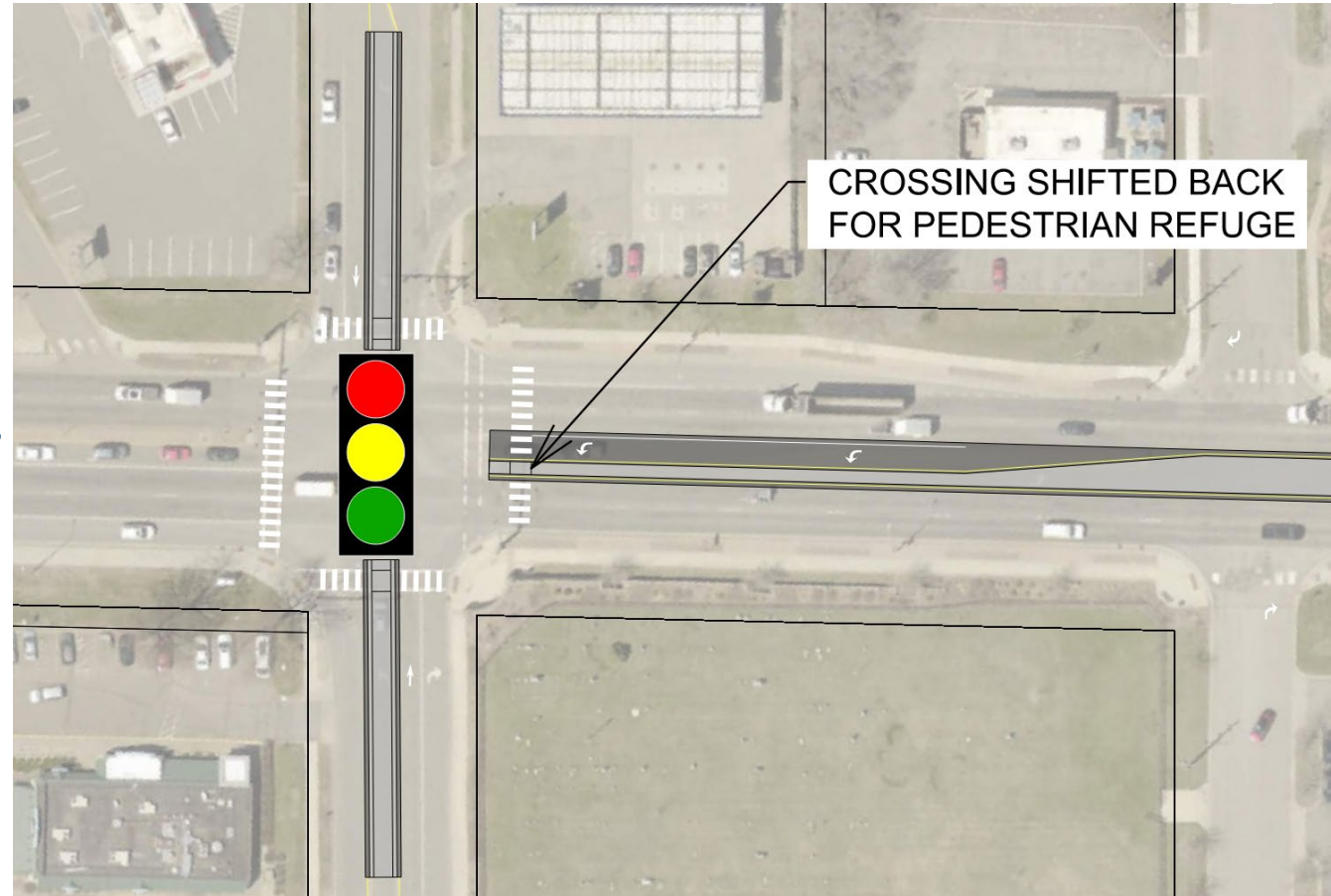
 **6%**
Reduction in corridor travel time (~10 seconds) during peak hours

 **3x**
More queuing capacity on I-94 Exit Ramp

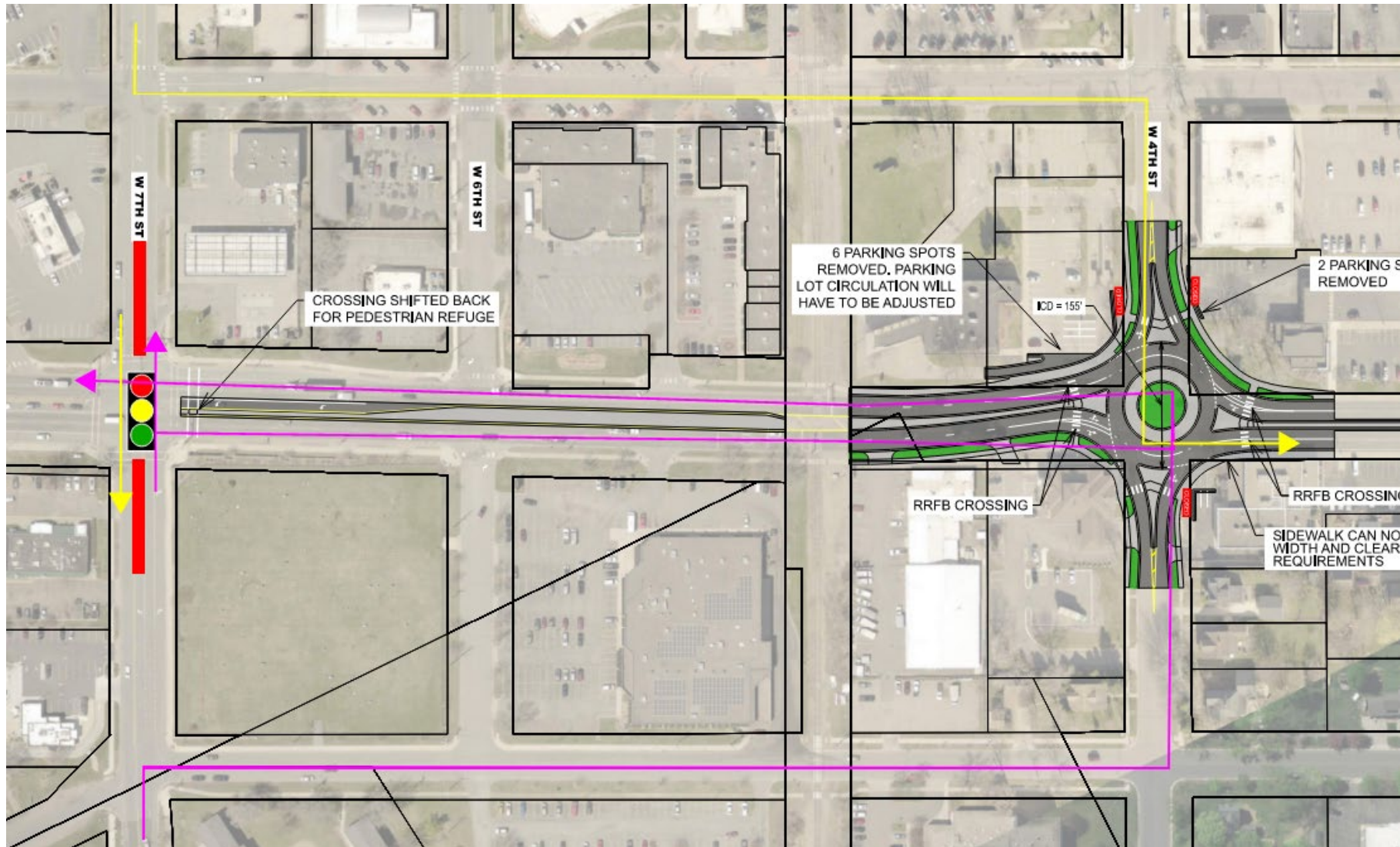
Downtown – 7th Street Turn Restrictions Alternative

7th Street left turns restricted

- 4th Street satisfies signal warrants
- NB delays reduced ~43% during PM peak at 7th St, queues reduced
 - No reductions without left turn restrictions
- Local delays unchanged
- ~2,000 vpd rerouted on Cedar and Walnut to 4th
 - Each 2,000-3,000 vpd today



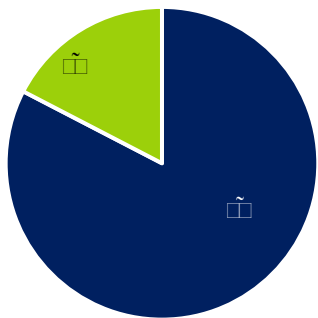
Downtown – 7th Street Turn Restrictions Alternative



Engagement Summary

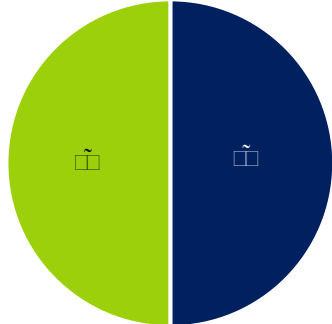
- Open House held August 4, 2025 in Monticello
 - 90 in-person attendees
 - 300 online survey responses

á π/4 ε → 3/4 ε → 1/4 ε → 1/4 ε



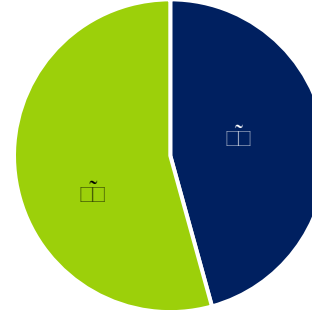
■ 75% ε ■ 25% ε

á π/4 ε → 3/4 ε → 1/4 ε → 1/4 ε



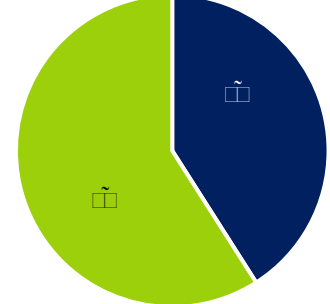
■ 50% ε ■ 50% ε

á τ/4 ε → 3/4 ε → 1/4 ε → 1/4 ε



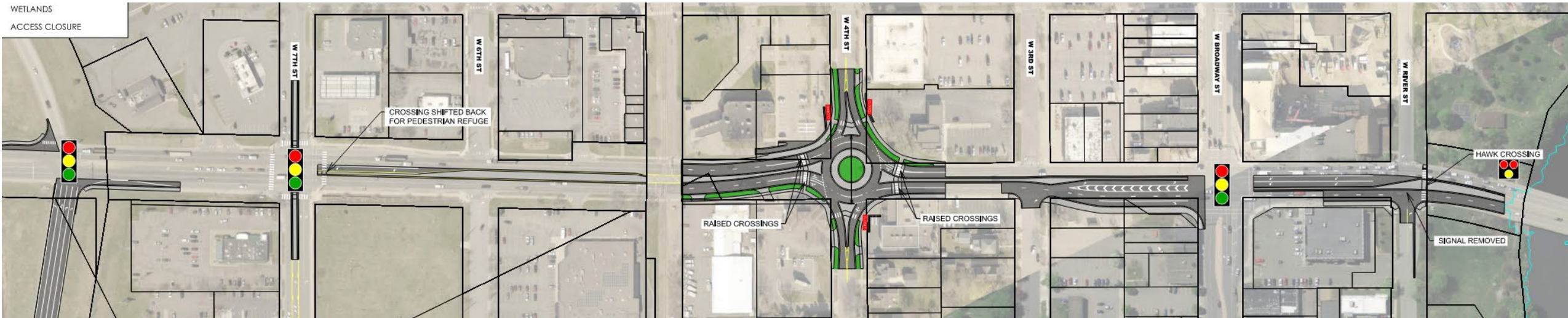
■ 60% ε ■ 40% ε

á τ/4 ε → 3/4 ε → 1/4 ε → 1/4 ε



■ 40% ε ■ 60% ε


Recommended Concept



 **63%**
Reduction in **vehicle** conflict points

 **37%**
Reduction in **pedestrian** conflict points

 **~11**
angle/left turn crashes per year prevented

 **21%**
Reduction in corridor travel time (~40 seconds) during peak hours

 **3x**
More queuing capacity on I-94 Exit Ramp

\$12.5M
Estimated cost (2031 \$'s)

Project Development Next Steps

- Project Timeline:
 - Study: Completed in 2025
 - Project Scoping: 2027
 - Preliminary & Final Design: 2028-2030
 - Construction: 2031 (*Tentative*)

Questions/Comments?

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