

Appendix B

Agency Outreach and Correspondence

Appendix B-1

Representative Project Introduction Letter – Federal, State, and Local Agencies

Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

Sophia Fisher <Sophia.Fisher@westwoodps.com>

Fri 4/19/2024 12:19 PM

To: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Cc: Emily McMillan <Emily.McMillan@westwoodps.com>

 2 attachments (2 MB)

Snowshoe_BEES_Ex01_ProjectLocation_20240322.pdf; Snowshoe BESS_Pre Application Comment Letter.pdf;

Good afternoon,

Snowshoe BESS, LLC is writing to request your comments on the proposed battery energy storage project. The Project is an energy storage facility to be located in Olmsted County, Minnesota with a nameplate capacity of up to 150-megawatts (MW). We appreciate and welcome any comments your agency may have regarding the Project and resources under your jurisdiction, and respectfully ask for receipt of your comments within 30 days of receiving this email. All responses may be made publicly available upon submission of the Site Permit Application to the Minnesota Public Utilities Commission.

Please email Emily McMillan (Emily.McMillan@westwoodps.com) about any questions and concerns.

Thank you,

Sophia Fisher (she/her)

Project Assistant, Wind

sophia.fisher@westwoodps.com

main (952) 937-5150

Westwood

12701 Whitewater Drive, Suite 300

Minnetonka, MN 55343

westwoodps.com

(888) 937-5150

6/5/2024

Re: Request for Comment and Notice of Proposed Snowshoe Battery Energy Storage System Project in Olmsted County, Minnesota

To Whom It May Concern:

Snowshoe BESS, LLC (“Snowshoe”) is proposing to construct and operate an up to 150-megawatt (“MW”) battery energy storage system (“BESS”), referred to as the Snowshoe Energy Storage Project (the “BESS Project”) in Olmsted County, Minnesota (the “Project”). On behalf of Snowshoe, Westwood Professional Services is gathering information and requesting agency comments on the proposed BESS Project.

The Project area is located in Sections 35, Township 107 North, Range 15 West, Kalmar Township, east of the city of Byron. The current land cover consists of agricultural land. A Project location map is attached.

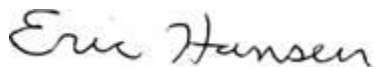
The associated facilities include battery storage containers, a Project substation, an overhead tap line from the Project Substation to an existing substation, access roads, fencing, and underground electrical connections within the storage system. The facility locations and engineering design have not been finalized at this time.

Snowshoe must obtain a Site Permit for the BESS Project from the Minnesota Public Utilities Commission (“Commission”) to construct the proposed Project. There are multiple opportunities for stakeholder and public input in these proceedings. Snowshoe is currently gathering information in preparation for filing its applications and expects to file applications with the Commission later in 2024.

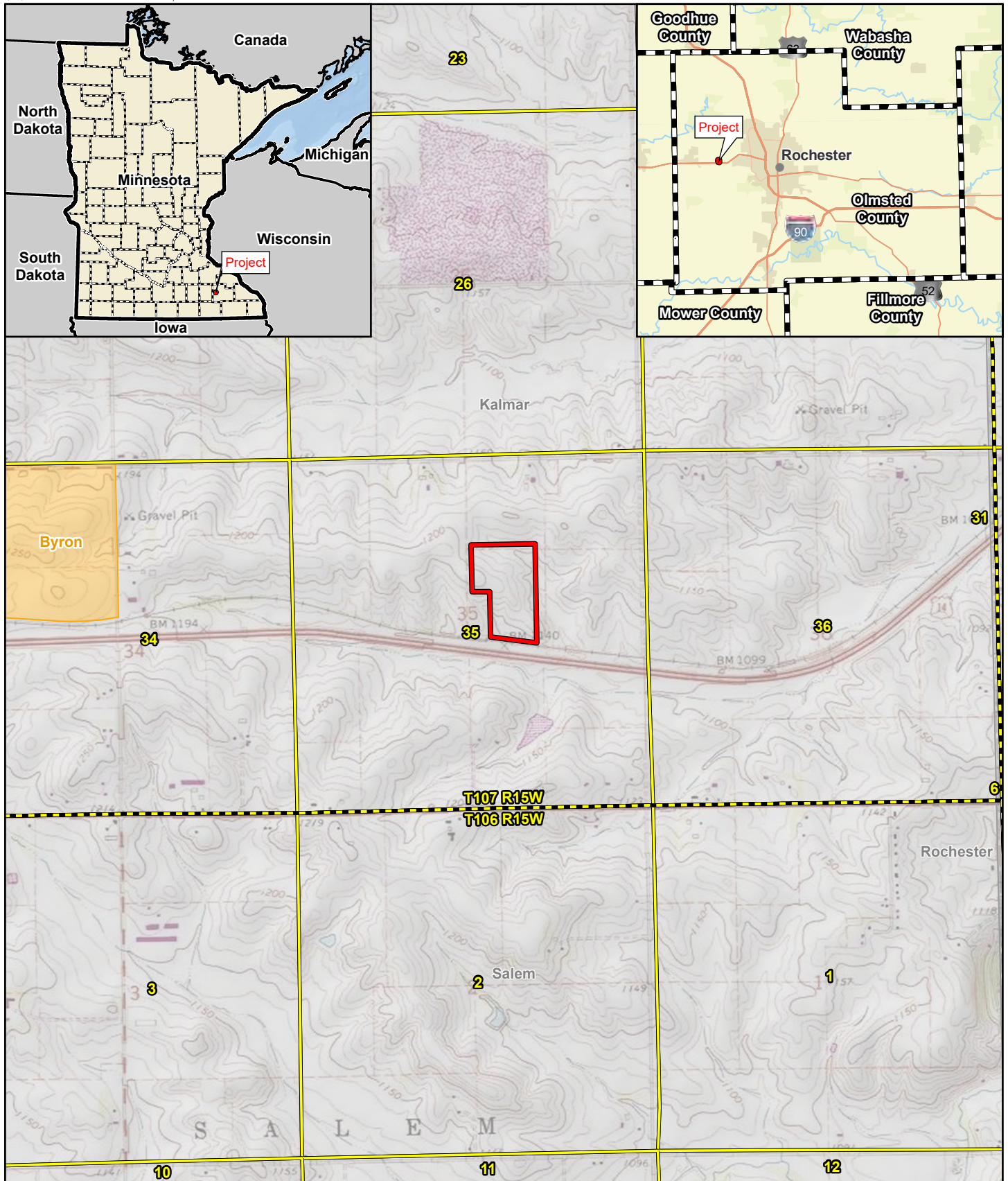
We welcome any comments your agency may have at this time and throughout the application process. If you have questions or would like to meet regarding the proposed BESS Project, please contact me at eric.hansen@westwoodps.com. Please provide comments within 30 days of receipt of this letter. Written comments will be incorporated into the applications and the Commission’s review.

Sincerely,

WESTWOOD PROFESSIONAL SERVICES, INC.



Eric Hansen, PE, PG
Environmental Lead
Enc. Project Area Map



Data Source(s): Westwood (2024); ESRI WMS USA
Topo & World Streets Basemaps (Accessed 2024);
PLSS (2022).

0 2,000 Feet

Westwood

Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

Legend

- Project Area
- Section Boundary
- County Boundary
- Municipal Boundary
- Township Boundary
- Municipal Township

Snowshoe BESS Project

Olmsted County, Minnesota

Project Location

March 2024

EXHIBIT 1

Appendix B-2

Agency Responses

Appendix B-2

Agency Responses

Federal Aviation Administration

Re: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

Emily McMillan <Emily.McMillan@westwoodps.com>

Mon 4/22/2024 4:53 PM

To: Hahn, Robert (FAA) <Robert.Hahn@faa.gov>

Good afternoon,

Thank you for your response. I understand that you spoke with my colleague, Eric Hansen, earlier today regarding the FAA screening process. The Notice Criteria Tool will be utilized to determine whether filing with the FAA is required for this project. If you have any questions in the meantime, please don't hesitate to reach out.

Thanks,

Emily McMillan, JD (she/her)

Permitting Specialist

emily.mcmillan@westwoodps.com

direct (952) 697-5747

main (952) 937-5150

cell (612) 759-5728

Westwood

12701 Whitewater Drive, Suite 300

Minnetonka, MN 55343

westwoodps.com

(888) 937-5150

Find us at **CLEANPOWER 2024** | May 7-9 | **Booth 2820**

From: Hahn, Robert (FAA) <Robert.Hahn@faa.gov>

Sent: Friday, April 19, 2024 2:51 PM

To: Emily McMillan <Emily.McMillan@westwoodps.com>

Subject: FW: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

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Ms. McMillan,

Please go to the FAA's public OE/AAA site and use the 'Notice Criteria Tool' in the middle, left area pick. This will tell if a filing w/ the FAA is needed for the development.

[Obstruction Evaluation / Airport Airspace Analysis \(OE/AAA\) \(faa.gov\)](https://www.faa.gov/notice-criteria-tool)

Sincerely,

Robert Hahn
FAA - Dakota-Minnesota ADO
6020 28th Ave S
Suite 102

8/14/24, 1:30 PM

Minneapolis, MN 55450-2700
W 612-253-4639
E-mail: Robert.Hahn@faa.gov

From: Sophia Fisher <Sophia.Fisher@westwoodps.com>
Sent: Friday, April 19, 2024 12:19 PM
To: Sophia Fisher <Sophia.Fisher@westwoodps.com>
Cc: Emily McMillan <Emily.McMillan@westwoodps.com>
Subject: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Snowshoe BESS, LLC is writing to request your comments on the proposed battery energy storage project. The Project is an energy storage facility to be located in Olmsted County, Minnesota with a nameplate capacity of up to 150-megawatts (MW). We appreciate and welcome any comments your agency may have regarding the Project and resources under your jurisdiction, and respectfully ask for receipt of your comments within 30 days of receiving this email. All responses may be made publicly available upon submission of the Site Permit Application to the Minnesota Public Utilities Commission.

Please email Emily McMillan (Emily.McMillan@westwoodps.com) about any questions and concerns.

Thank you,

Sophia Fisher (she/her)

Project Assistant, Wind

sophia.fisher@westwoodps.com

main (952) 937-5150

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Minnetonka, MN 55343

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The FAA is currently experiencing delays in processing off-airport aeronautical studies. These delays are currently resulting in an approximate 15 additional days in processing time. The FAA will continue to work aeronautical studies on a first come, first served basis. Please take this possible delay into consideration when determining when to submit your case. If your submitted aeronautical study requires priority and 60 days has elapsed since submission, please contact the OEG Specialist for your state with the rationale for your request and it will be reviewed for escalation. The issue causing these delays is actively being mitigated and is expected to be resolved around August.

Notice Criteria Tool

Notice Criteria Tool - Desk Reference Guide V_2018.2.0

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference [CFR Title 14 Part 77.9](#).

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

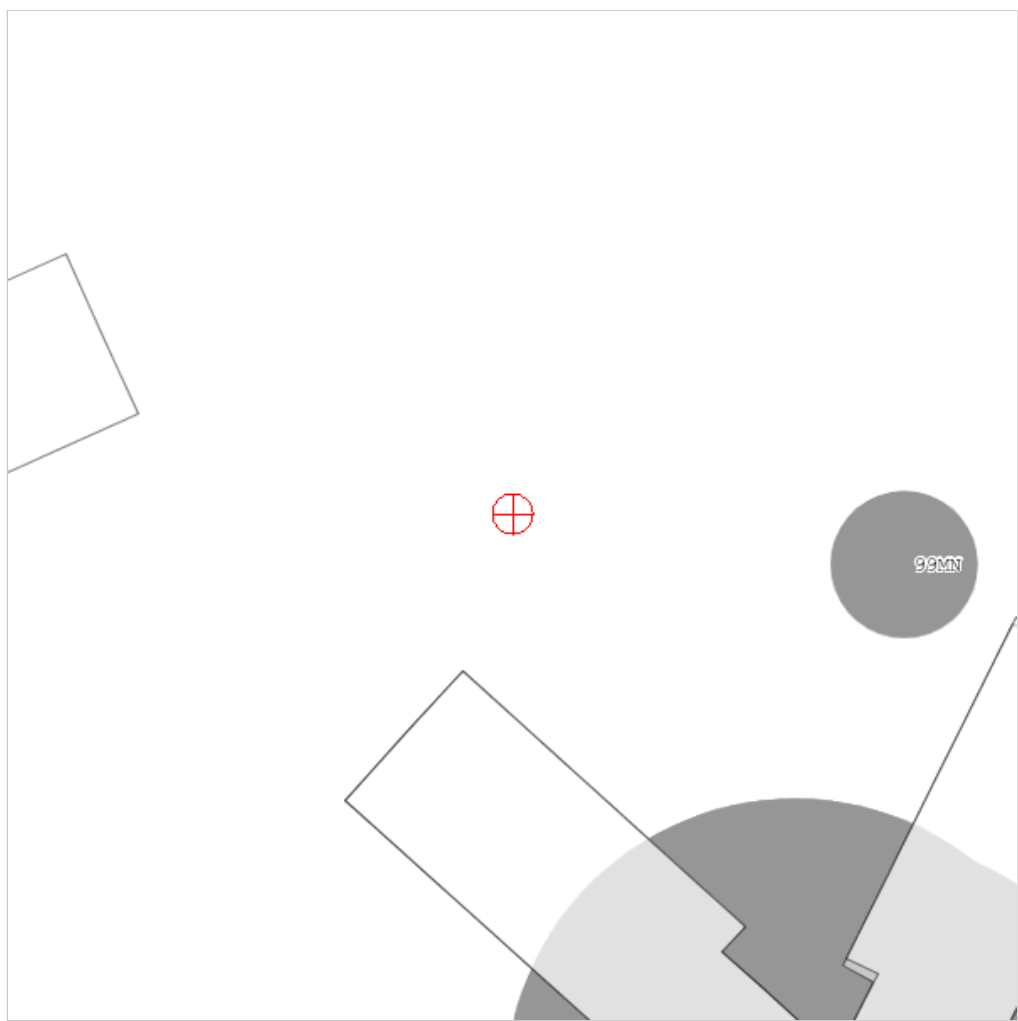
If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the [Air Traffic Areas of Responsibility map](#) for Off Airport construction, or contact the [FAA Airports Region / District Office](#) for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

* Structure Type:	POWER_LINE Utility Pole ▼			
Please select structure type and complete location point information.				
Latitude:	44	Deg	1	M 45 S N ▼
Longitude:	92	Deg	35	M 11 S W ▼
Horizontal Datum:	NAD83 ▼			
Site Elevation (SE):	1200	(nearest foot)		
Structure Height :	90	(nearest foot)		
Is structure on airport:	<input checked="" type="radio"/> No <input type="radio"/> Yes			

Results

You do not exceed Notice Criteria.



Appendix B-2

Agency Responses

Minnesota Department of Natural Resources

Re: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

Emily McMillan <Emily.McMillan@westwoodps.com>

Mon 4/22/2024 4:54 PM

To: Warzecha, Cynthia (DNR) <cynthia.warzecha@state.mn.us>; Sophia Fisher <Sophia.Fisher@westwoodps.com>

Cc: Collins, Melissa (DNR) <Melissa.Collins@state.mn.us>

Good afternoon,

Thank you for your response. We will be sure to note Melissa as the DNR contact as we move forward with application preparation and any applicable future outreach.

Thanks,

Emily McMillan, JD (she/her)

Permitting Specialist

emily.mcmillan@westwoodps.com

direct (952) 697-5747

main (952) 937-5150

cell (612) 759-5728

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12701 Whitewater Drive, Suite 300

Minnetonka, MN 55343

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From: Warzecha, Cynthia (DNR) <cynthia.warzecha@state.mn.us>

Sent: Monday, April 22, 2024 4:08 PM

To: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Cc: Emily McMillan <Emily.McMillan@westwoodps.com>; Collins, Melissa (DNR) <Melissa.Collins@state.mn.us>

Subject: RE: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Hi Sophia,

Please coordinate with Melissa Collins, the Regional Environmental Assessment Ecologist (REAE) in the DNR's Central Region, who will be your primary contact during early coordination. Due to DNR staff changes, your primary contact after your application has been submitted has yet to be determined.

Best regards,

Cynthia Warzecha

Energy Projects Planner

Minnesota Department of Natural Resources




500 Lafayette Road

St. Paul, MN 55155

Phone: 651-259-5078

Email: cynthia.warzecha@state.mn.us

 Title: Minnesota Department of Natural Resources - Description: Minnesota Department of Natural Resources

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From: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Sent: Friday, April 19, 2024 12:19 PM

To: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Cc: Emily McMillan <Emily.McMillan@westwoodps.com>

Subject: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

Some people who received this message don't often get email from sophia.fisher@westwoodps.com. [Learn why this is important](#)

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Good afternoon,

Snowshoe BESS, LLC is writing to request your comments on the proposed battery energy storage project. The Project is an energy storage facility to be located in Olmsted County, Minnesota with a nameplate capacity of up to 150-megawatts (MW). We appreciate and welcome any comments your agency may have regarding the Project and resources under your jurisdiction, and respectfully ask for receipt of your comments within 30 days of receiving this email. All responses may be made publicly available upon submission of the Site Permit Application to the Minnesota Public Utilities Commission.

Please email Emily McMillan (Emily.McMillan@westwoodps.com) about any questions and concerns.

Thank you,

Sophia Fisher (she/her)

Project Assistant, Wind

sophia.fisher@westwoodps.com

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Appendix B-2

Agency Responses

Minnesota Department of Transportation

Midwater and Snowshoe BESS Projects

Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Wed 7/17/2024 1:33 PM

To:Emily McMillan <Emily.McMillan@westwoodps.com>

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Emily,

First, apologies as I meant to engage with you much earlier on these project proposals.

MnDOT welcomes you to host a project introduction meeting for both projects with applicable agency staff. If you care to share a few dates/times within the next few weeks that you and your project team are available, I will work to make a Microsoft Teams meeting happen on my end.

Anticipated meeting topics would be:

1. Scope of work
2. Project timeline
3. Available
 - a. GIS/Non-GIS mapping
 - b. facility layout
 - c. HVTL connection location(s)
4. Other state/federal agency coordination to-date
5. Anticipated effects on the state trunk highway system
6. An overview of MnDOT's early coordination expectations (Utility Early Notification Memo process) – by MnDOT staff

If this offer is of interest to you, please let me know at your earliest convenience.

Thank you,

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

651-358-0786

[Large Energy Facility Project Guidance - MnDOT \(state.mn.us\)](#)



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RE: Project Introduction Meeting - Midwater and Snowshoe Battery Energy Storage System (BESS)

Kotch Egstad, Stacy (DOT) <stacy.kotch@state.mn.us>

Tue 7/30/2024 10:22 AM

To:Emily McMillan <Emily.McMillan@westwoodps.com>;Mary Matze <mmatze@spearmintenergy.com>;Eric Hansen <Eric.Hansen@westwoodps.com>

 1 attachments (5 MB)

District 6 CHIP 2023 to 2032.pdf;

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Per our meeting today, links below and attached PDF of MnDOT District 6 planned projects.

[Projects - Southeast Minnesota District 6 - MnDOT \(state.mn.us\)](#)
[State Transportation Improvement Program - MnDOT](#)

MnDOT Utility Permitting page:

[Permit Information and Forms - Utility Agreements & Permits - MnDOT \(state.mn.us\)](#)

Thanks to you all for meeting with us.

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

651-358-0786

[Large Energy Facility Project Guidance - MnDOT \(state.mn.us\)](#)



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-----Original Appointment-----

From: Kotch Egstad, Stacy (DOT)

Sent: Sunday, July 21, 2024 2:26 PM

To: Kotch Egstad, Stacy (DOT); Hartzheim, Paul (DOT); Evans, David (DOT); Wayne, Kurt (He/Him/His) (DOT); Emily McMillan; Mary Matze; Eric Hansen; Driver, Ann (DOT)

Cc: McCoy, Brian (DOT)

Subject: Project Introduction Meeting - Midwater and Snowshoe Battery Energy Storage System (BESS)

When: Tuesday, July 30, 2024 9:00 AM-1:30 PM (UTC-06:00) Central Time (US & Canada).

Where: Microsoft Teams Meeting

Importance: High

Please join me for this project introduction meeting discussing **two** Battery Energy Storage System (BESS) project proposals in Olmsted and Freeborn counties. See attached PDFs for brief project descriptions and location maps.

Please forward to other attendees that should be aware of/need to review these projects for effects on the state trunk highway system.

Agenda

1. Introductions
2. Scope of work
3. Project timeline
4. Available
 - a. GIS/Non-GIS mapping
 - b. Facility layout
 - c. HVTL/collection line location(s)

- d. Access road location(s)
5. Other state/federal agency coordination to-date
6. Anticipated effects on the state trunk highway system
7. An overview of MnDOT's early coordination expectations (Utility Early Notification Memo process) – by MnDOT staff
8. Questions, feedback, and next steps

Thank you in advance for your participation,

Stacy Kotch Egstad

Utility Routing & Siting Coordinator | Office of Land Management

Minnesota Department of Transportation

395 John Ireland Blvd Mailstop 678

St. Paul, MN. 55155

651-358-0786

[Large Energy Facility Project Guidance - MnDOT \(state.mn.us\)](#)



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Join on a video conferencing device

Tenant key: mn@m.webex.com

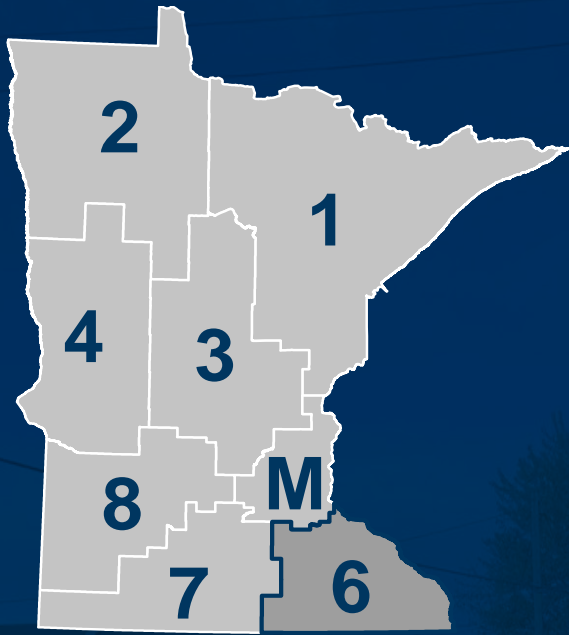
Video ID: 118 367 879 1

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DECEMBER 2022



DISTRICT 6 2023-2032 CAPITAL HIGHWAY INVESTMENT PLAN

State highway projects selected and developed for construction
over the next 10 year based on the MnSHIP investment direction

MINNESOTA **GO**



District 6 10-Year CHIP Overview

District 6’s 10-Year Capital Highway Investment Plan (CHIP) communicates the next 10-years of planned projects in the district. The planned projects align with the goals and objectives set in the Minnesota 20-Year State Highway Investment Plan (MnSHIP). This CHIP, along with those of the seven other districts in the state, will meet the investment targets outlined in the 2017 MnSHIP for the next ten years. The project information is current as of July 2022.

The 10-Year CHIP includes:

- An overview of the district, including a map of highway network type. (6-5)
- Investment strategies for the major investment categories, detailing how each MnDOT district plans to most efficiently deliver projects. (6-6)
- A summary of planned investments over the next 10 years. (6-6)
- A description of program highlights, changes from the last CHIP, and remaining risks at the district level assuming the 10 years of projects are implemented. (6-9)
- Historic and projected performance in the district, to give context to the impact of the planned investment program. (6-10)
- A list of projects for the next ten years, broken into investment categories, and mapped by year. With a few exceptions, such as district wide projects, set-asides, and landscaping projects, all of the projects in the district are listed here. Projects listed in years 5-10 are not formal commitments of the agency and are likely to change in scope, projected cost, or projected year.
- State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

This CHIP is updated annually and reflects MnDOT’s plans at a snapshot in time. By comparing these plans year-to-year, changes in the planned program are apparent. Updating this on an annual basis allows a greater degree of transparency with stakeholders, and aligns with MnDOT’s annual Major Highway Projects Report. The 2017 MnSHIP guides the overall direction of the 10-Year CHIP until the next MnSHIP is completed.

To obtain more information or become more involved, contact District 6 Transportation Planning Director, Heather Lukes, at Heather.Lukes@state.mn.us or 507-286-7552.

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District Investment Overview

Over the next ten years, District 6 is projected to invest \$868 million in state highway projects (Figure 2). The majority of projects will address pavement and bridge condition. MnDOT will also address roadside infrastructure (signage, culverts, guardrail and lighting), safety improvements, pedestrian infrastructure that does not comply with the Americans with Disabilities Act, and bicycle infrastructure. Over the next ten years, investment will roughly fluctuate between \$57 and \$108 million annually.

Over the next ten years, District 6 will apply different strategies for their state highway investments. The strategies have been grouped into the five major investment objective areas.

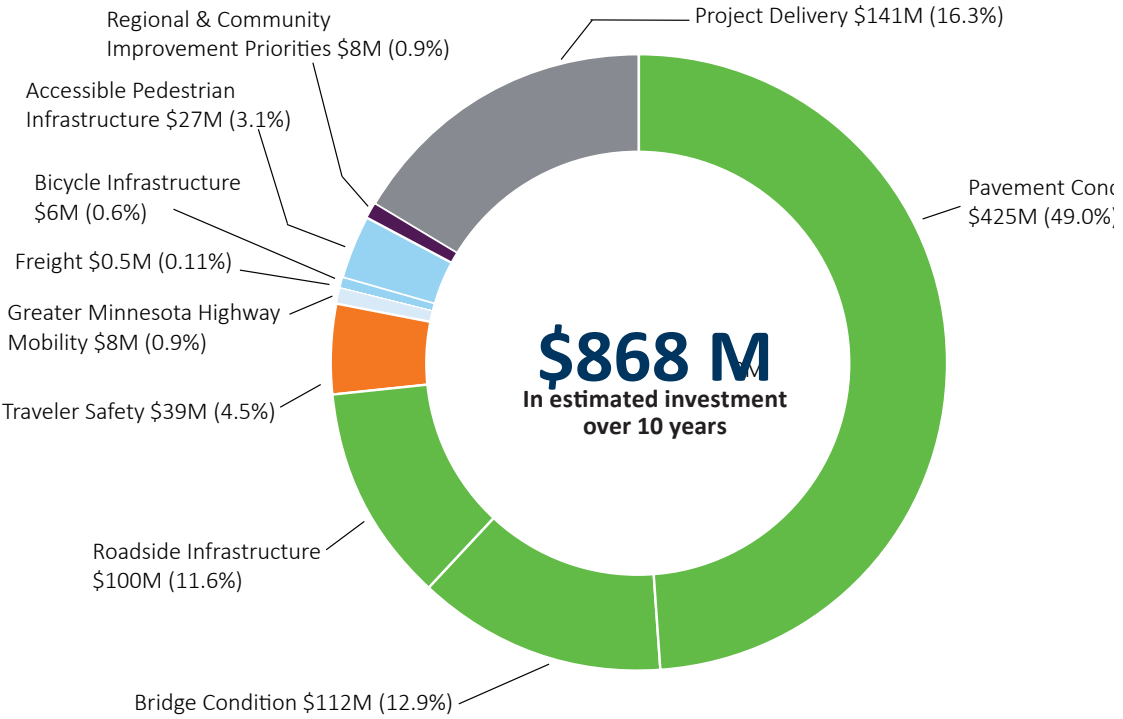


Figure 2 - 10-Year Investment by Investment Category

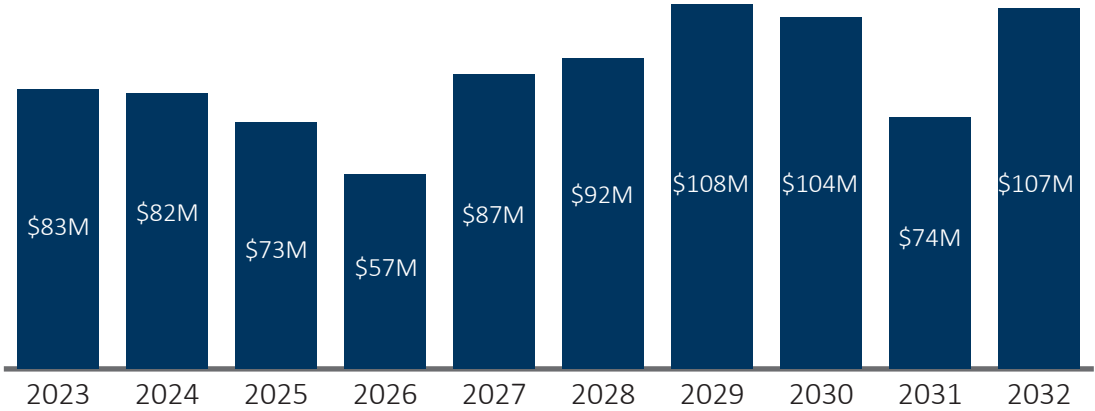


Figure 3 - Total Investment Per Year

SYSTEM STEWARDSHIP INVESTMENTS

- Continue to assess pavement condition and evaluate options to respond to those highways that display the highest needs that are cost effective and will optimize pavement life.
- Continue to coordinate roadside infrastructure investments (culverts, guardrail, signing) with other preservation projects.
- Pursue turnbacks of non-NHS roadways, which have primarily a local function, by working closely with local jurisdictions and optimizing funding sources.

547

Lanes miles resurfaced or reconstructed



49

Bridges repaired or replaced



TRANSPORTATION SAFETY INVESTMENTS

- Implement strategies identified in the District Highway Safety Plan that would be eligible for funding from the HSIP program.
- Maintain the flexibility to react to changing conditions within the statewide safety emphasis areas.
- Coordinate safety investments, as appropriate, with other preservation projects to minimize disruption to travelers.

71

Highway projects with safety improvements



9

Standalone highway safety projects



CRITICAL CONNECTIONS INVESTMENTS

- Implement bicycle accommodations, as identified in the District 6 Bicycle Plan, as part of pavement and bridge projects.
- Continue addressing identified ADA needs in communities through standalone and preservation projects.
- Pursue opportunities to invest in freight needs identified in the District 6 Freight Plan as part of future highway projects.

48

Projects with improvements for bikers



48

Projects with improvements for walkers



HEALTHY COMMUNITIES INVESTMENTS

- Coordinate bicycle and pedestrian improvements with local planning efforts such as State Health Improvement Partnership, Active Living, and Safe Routes to School.
- Collaborate with local partners on needs to be addressed as part of highway road and bridge projects or funding through opportunities such as Local Partnership Program or Transportation Alternatives Program.

2 Projects where MnDOT is partnering with local gov't



10 Urban state highway pavement projects



PROJECT DELIVERY INVESTMENTS

- Anticipate and provide funding for supplemental agreements, cost overruns, incentives, right-of-way, and consultants to support and deliver the district program.

OTHER TRANSPORTATION INVESTMENTS

- Transit investments are made with non-trunk highway funds but represent an important transportation asset.
- Investment in transit in the STIP will total \$20.9 million.

9 New transit vehicles funded



DISTRICT 6

Projected Performance Outcomes

The District focuses investments on preserving existing infrastructure, including bridges, pavements, and other roadside infrastructure. Preservation projects are a priority under Minnesota State Highway Investment Plan (MnSHIP) because they contribute to achieving national performance measures. Over 700 miles of roadway is projected to be paved and preserved during the next 10 years in District 6. Many miles include traveler safety, mobility, and multi-modal improvements. The District will continue to prioritize pavement preservation projects, which extend pavement life and maximize our overall pavement investments.

While pavement preservation is a priority with MnSHIP, District 6 has several large upcoming bridge investments. In 2023 on Highway 61, two bridges will be replaced over Hay Creek and Withers Harbor Drive. In 2024, there will be a major bridge improvement on I-90 in Austin. This multi-year project will include replacing seven bridges and rehabbing two bridges. Also in 2024, two bridges on I-90 over Highway 52 will be replaced and include interchange ramp improvements that will increase the safety of the traveling public and freight movement in the corridor. The District is advancing the design to replace the Hwy 61 bridge over the CP Rail in Red Wing, currently planned in 2028, if additional funding for bridges is made available. In addition to bridge replacement projects, the district is proactive in investing yearly in bridge preventative maintenance to preserve and extend the life of the district's bridge assets.

The District continues to work with local partners on urban needs such as utility, bicycle and pedestrian improvements within cities. Urban reconstruction projects have been planned in the CHIP in coordination with local partner needs. Over the next 10-years, urban reconstructions will occur on sections of Highway 16 in Spring Valley, Highway 43 in Winona, Highway 218 in Blooming Prairie, Highway 250 in Lanesboro, Highway 56 in LeRoy, and Highway 248 in Altura.

NOTABLE CHANGES TO PROJECTS FROM PREVIOUS CHIP

The District delayed or removed several pavement and bridge projects from the 10-year plan due to funding reductions combined with rising inflation and higher product pricing over the past year. The average yearly planned investment in the 2020-2029 CHIP was \$103 million per year compared to this year's 2023-2032 average yearly investment of \$91 million per year.

The District continues to be concerned about impacts to the condition and performance of our assets based on the programming and planning project delays over the past couple of CHIPs. While delayed, some projects within the 10-year plan for funding are being advanced in design. This provides the opportunity to be prepared if funds become available for an advanced letting. Two projects delayed and being advanced in design is the bridge replacement on Highway 61 over CP Rail (originally programmed for 2024 it is now planned for 2028) and an unbonded project on Highway 52 southbound from Zumbrota to Rochester planned for 2027.

REMAINING RISKS

Not all district priorities and needs will be addressed. There remains significant risks within the district.

Funding Uncertainty

Fluctuating funding levels in recent years have caused many planned projects to be delayed in the CHIP years, combined with the rise in inflation related to construction costs.

Urban Projects

Many preservation projects through urban areas have growing needs as coordination is done with cities.

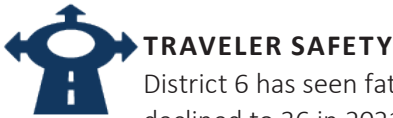
Bridge Needs

Majority NHS pavement projects have recommended bridge improvements but there are limited Statewide Performance Program bridge funds to cover needs.

Non-Pavement Needs

Lack of adequate funding for system expansion, modernizing interchanges/bridges, and handling capacity/operational improvements.

DISTRICT 6 HISTORIC AND PROJECTED PERFORMANCE



TRAVELER SAFETY

District 6 has seen fatalities slowly increase from 2017 to 2020 hitting a peak of 50, but fatalities declined to 36 in 2021. The District has seen serious injuries remain steady over the 5 year period with a peak of 187 in 2018. Nonmotorized serious injuries remain steady over the 5 year period with a low of 13 in 2018. District 6 will continue to make investments in new safety improvements throughout the district and over the next ten years. Reducing fatalities and serious injuries on Minnesota roadways is a priority led by the Toward Zero Deaths program.

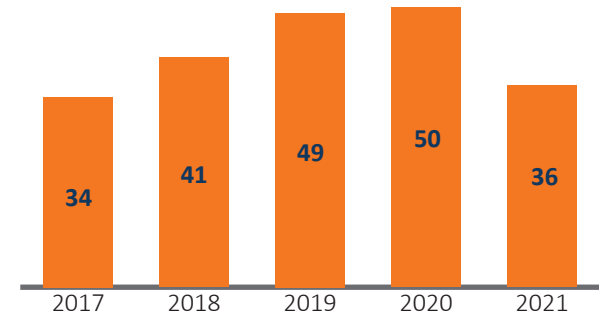


Figure 4 - Historic Fatalities

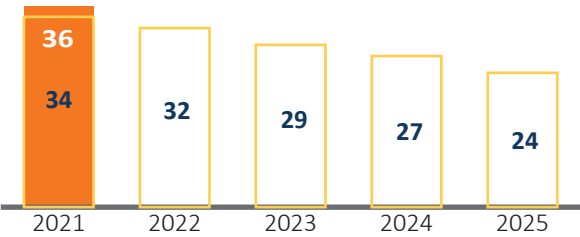


Figure 5 - Five Year Fatalities Reduction Goal

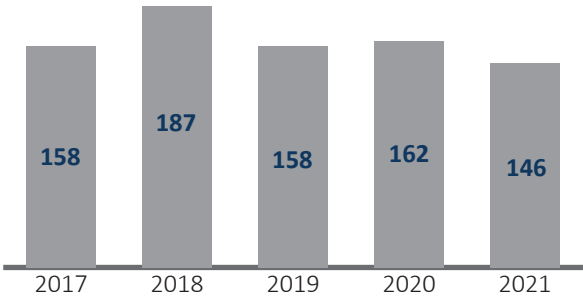


Figure 6 - Historic Serious Injuries

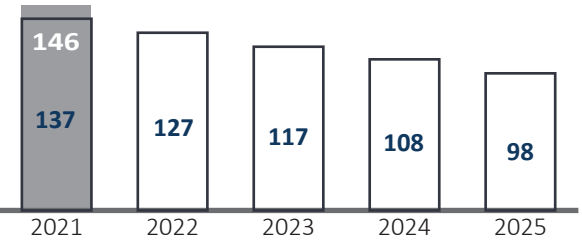


Figure 7 - Five Year Serious Injuries Reduction Goal

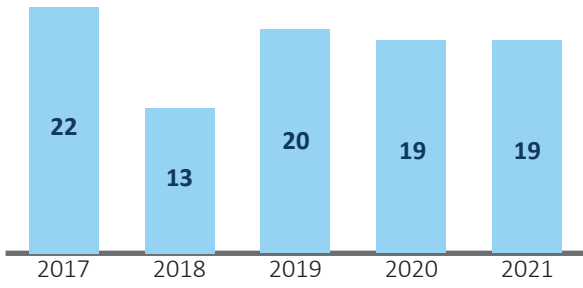


Figure 8 - Historic Nonmotorized Fatalities + Serious Injuries

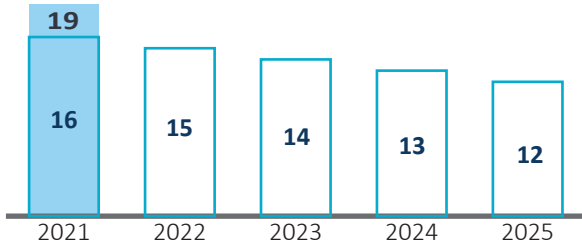


Figure 9 - Five Year Nonmotorized Fatalities + Serious Injuries Reduction Goal



PAVEMENT CONDITION

District 6 saw a reduction in poor pavement miles on the NHS over the past five years and both NHS and non-NHS currently meet statewide targets. Over the next ten years, pavements on the non-NHS are projected to deteriorate but still meet the target by 2032. Interstate and other NHS pavements will remain steady and meet statewide targets by 2032.

- Interstate- (Target <2%)
- NHS- (Target <4%)
- Non-NHS- (Target <8%)

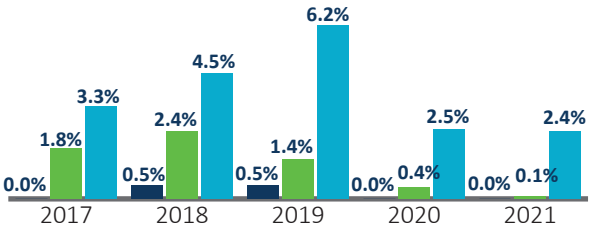


Figure 10 - Historic % of Pavements in Poor Condition

- Interstate- (Target <2%)
- NHS- (Target <4%)
- Non-NHS- (Target <8%)

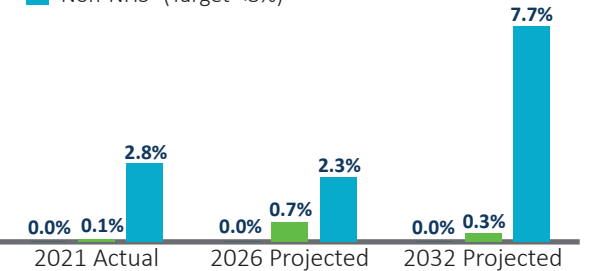


Figure 11 - Projected % of Pavements in Poor Condition



BRIDGE CONDITION

District 6 saw a decrease in the percent of bridges in poor condition on the NHS over the past five years and currently meets the statewide target. Conditions on non-NHS bridges have remained steady and continue to meet the target. Over the next ten years, bridge condition on both the NHS and non-NHS is projected to decline and will miss the targets by 2032.

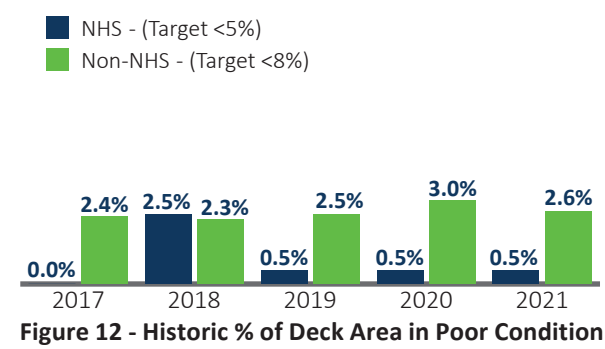


Figure 12 - Historic % of Deck Area in Poor Condition

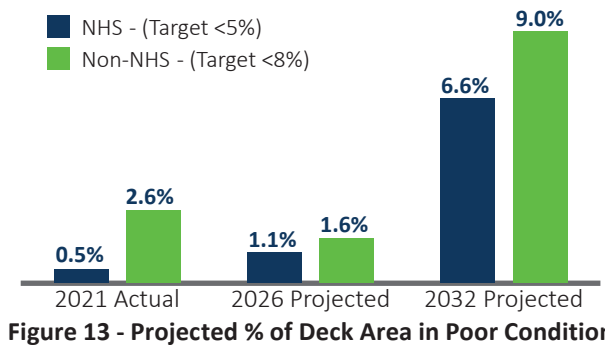


Figure 13 - Projected % of Deck Area in Poor Condition



2023-2026 Programmed Projects

Numbers displayed correspond to project lines in the STIP project list on later pages. The programmed projects listed in the STIP are considered to have funding commitments, and project delivery is in progress. With a few exceptions, all state highway projects led by MnDOT within the district are shown. Projects that are not shown include districtwide projects, funding setasides for competitive solicitations, setasides for preventive maintenance and other minor construction activities. A comprehensive list of all District projects including non-state highway projects is available on MnDOT’s STIP webpage (<http://www.dot.state.mn.us/planning/program/stip.html>) or by contacting your local MnDOT district office for more information.

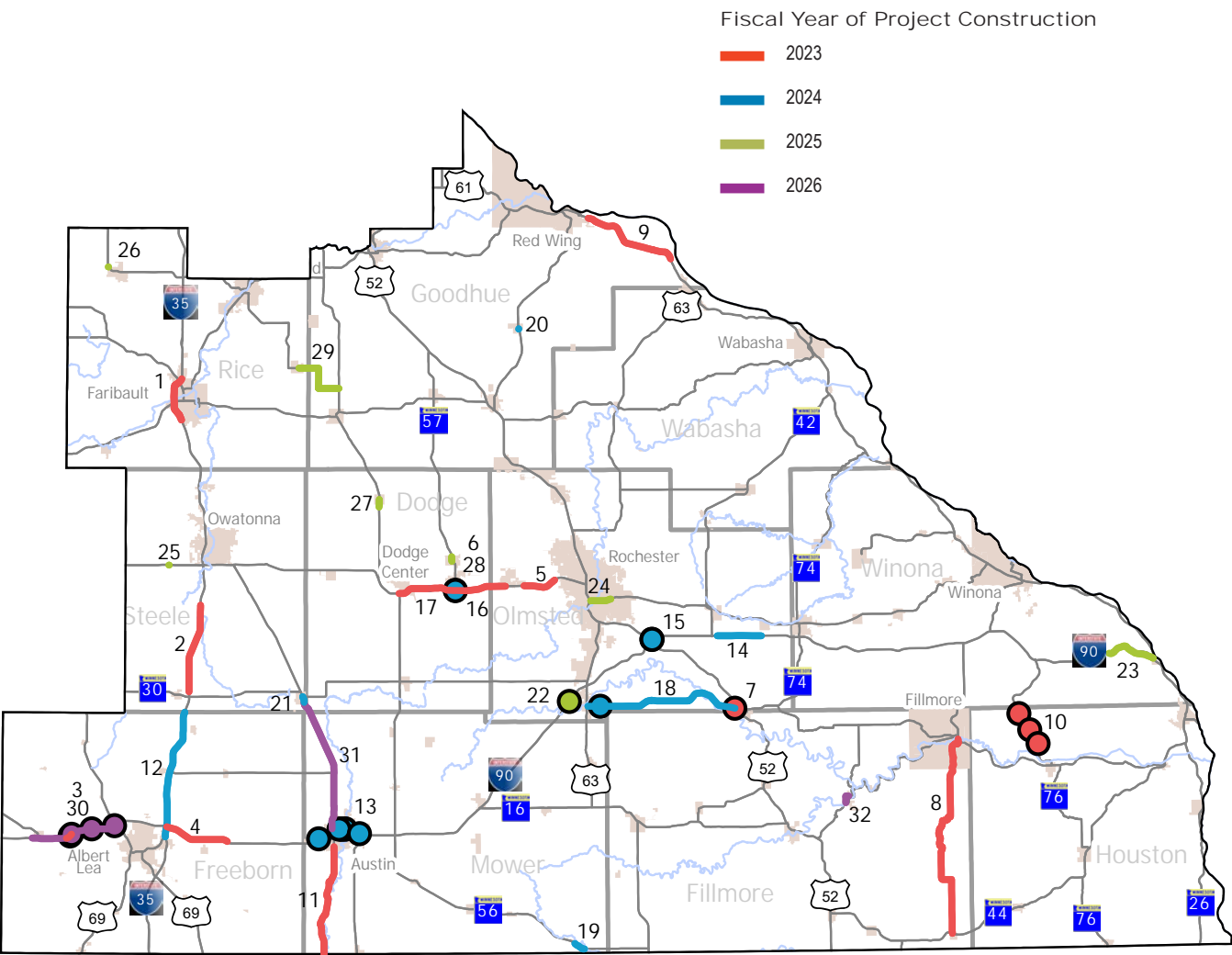


Figure 14 - STIP Project Map 2023-2026

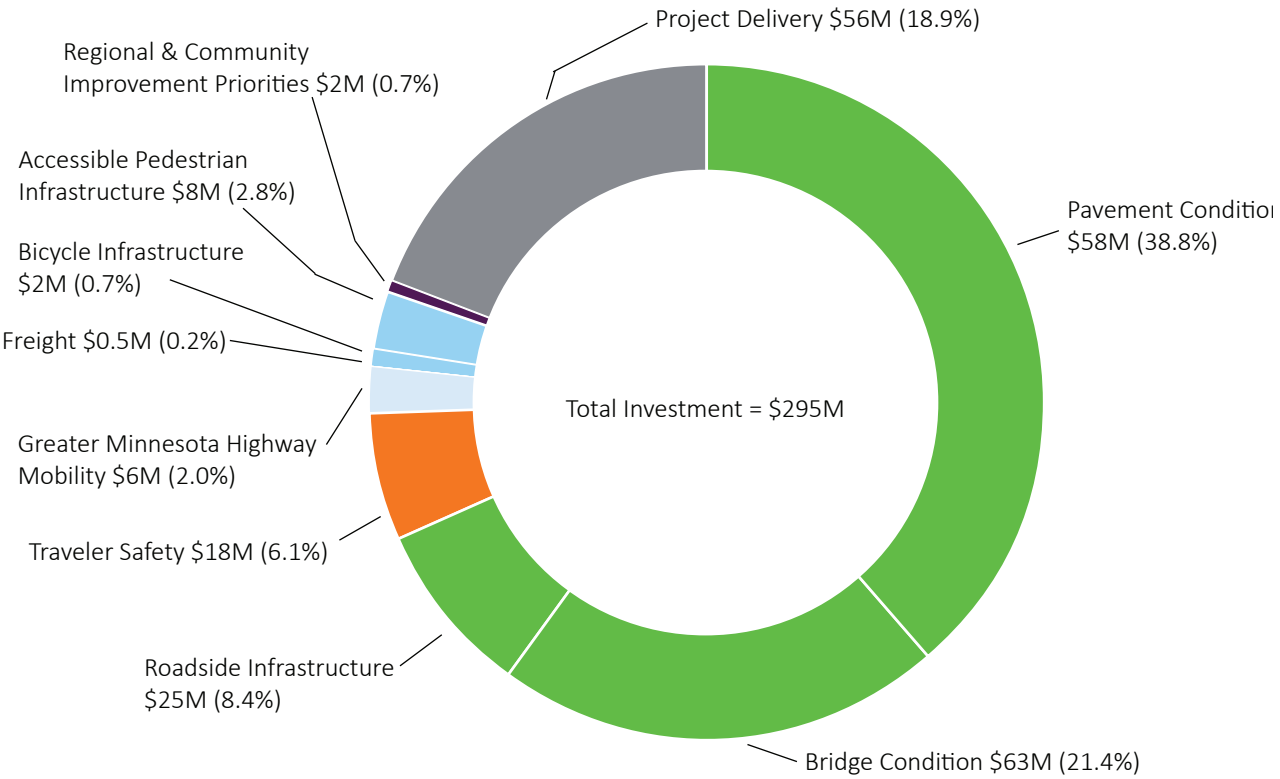


Figure 15 - 2023-2026 Investment by Investment Category

District 6 Projects for Years 2023-2026 of the 10-Year CHIP							
ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2023							
1	I 35	RICE	Resurface all I-35 lanes from Rice CR 48 to Hwy 21	8.7	\$21.1M	NHS Pavement	59
2	I 35	STEELE	Resurface southbound I-35 north of Hwy 30 to north of bridge in Steele County	8.8	\$6.2M	NHS Pavement	57
3	I 90	FREEBORN	Installation of Living Snow Fence on I 90 West Bound	0.9	\$0.5M	Categorically exempt	N/A
4	I 90	FREEBORN	Install cable median barrier along I-90 from I-35 to County State Aid Hwy 46	6.5	\$1.2M	HSIP - Greater MN	94
5	US 14	OLMSTED	Improve intersection at Hwy 14 and County State Aid Hwy 3	3.3	\$1.7M	Exempt (in 2019-2022 STIP)	N/A
6	US 14	DODGE	Install Traffic Management System on Hwy 14 from Olmsted County Road 5 in Byron to west of Hwy 56 in Dodge Center	10.3	\$1.0M	Intelligent Transportation Systems Program	20
7	MN 30	OLMSTED	Replace Hwy 30 bridge over Mill Creek in Chatfield and bridge over North Branch Root River west of Chatfield	0.0	\$8.0M	Exempt (in 2019-2022 STIP)	N/A
8	MN 16, MN 43	FILLMORE	Resurfacing Highway 43 from Highway 44 to Highway 16	22.0	\$0.0M	Non-NHS Pavement	85
9	US 61	GOODHUE	Resurface Hwy 61 from north of Lake City to Red Wing	9.8	\$10.1M	Exempt (in 2019-2022 STIP)	N/A
10	MN 76	HOUSTON	Repair 3 Hwy 76 bridges over Money Creek north of Houston	0.6	\$0.1M	Categorically exempt	N/A
11	MN 105	MOWER	Resurface Hwy 105 from the Iowa state line to Turtle Creek in Austin	11.3	\$2.8M	Exempt (in 2019-2022 STIP)	N/A

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	PD	SP
2023													
82%	-	12%	-	-	6%	-	-	-	-	-	-	-	-
84%	-	14%	-	-	2%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	93%	-	-	-	-	-	-	-	4%	4%	-	-	-
62%	-	34%	-	-	4%	-	-	-	1%	-	-	-	-
82%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-
-	100%	-	-	-	-	-	-	-	-	-	-	-	-
82%	-	12%	-	-	3%	-	-	-	2%	1%	-	-	-

Key

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- TS - Traveler Safety
- GM - Greater Minnesota Mobility

- TC - Twin Cities Mobility
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- BI - Bicycle Infrastructure
- AP - Accessible Pedestrian Infrastructure
- RC - Regional and Community Improvement Priorities
- SP - Small Programs
- PD - Project Delivery

District 6 Projects for Years 2023-2026 of the 10-Year CHIP							
ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2024							
12	I 35	FREEBORN	Install Traffic Management System on I35 from Steele\Freeborn Co Line to North Junction Hwy 65 in Albert Lea	12.8	\$1.3M	Categorically exempt	0
13	I 90	MOWER	Replace 5 bridges along I90 (over Cedar River and at Mower County Road 45, Hwy 105 and Hwy 218) and Repair I90 bridges over 6th St in Austin	4.9	\$42.0M	NHS Bridge	80
14	I 90	OLMSTED	Install high tension cable median barrier on I 90 from Hwy 42 to CR 10	4.4	\$0.2M	HSIP - Greater MN	88
15	I 90	OLMSTED	Replace I-90 bridges over Hwy 52 and Reconstruct Interchange Ramps	0.0	\$32.6M	NHS Bridge	20
16	US 14	DODGE, OLMSTED	Resurface Highway 14 from east of Dodge County Road 9 to west of Dodge County Road 5	21.5	\$10.4M	NHS Pavement	85
17	US 14	DODGE	Improve intersection at Hwy 14 and County Road 9	0.6	\$2.0M	HSIP - Greater MN	82
18	MN 30	OLMSTED	Resurface Hwy 30 from Hwy 63 to Hwy 52 and replace traffic signal	15.7	\$7.7M	Non-NHS Pavement	74
19	MN 56	MOWER	Reconstruct Hwy 56 from the eastern part of the city to north of 770th ave	1.3	\$11.4M	Urban Pavement	65
20	MN 58	GOODHUE	Construct Roundabout at Hwy 58 and Goodhue County Road 9	0.0	\$2.1M	HSIP - Greater MN	79
21	US 218	STEELE	Reconstruct Hwy 218 in Blooming Prairie from 3rd St NE to north junction of Hwy 30	1.9	\$8.7M	Urban Pavement	73
21	MN 58	GOODHUE	Construct Roundabout at Hwy 58 and Goodhue County Road 9	0	\$2.1M	HSIP - Greater MN	79

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

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PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2024													
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
-	93%	-	-	-	-	-	-	-	3%	4%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
20%	55%	-	-	-	-	25%	-	-	-	-	-	-	-
80%	4%	13%	-	-	4%	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
68%	3%	21%	-	-	1%	-	-	-	1%	7%	-	-	-
100%	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
66%	-	17%	-	-	4%	-	-	-	2%	12%	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-

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District 6 Projects for Years 2023-2026 of the 10-Year CHIP							
ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2025							
22	I 90	OLMSTED	Replace Bridge 9859, County State Aid Hwy 35 over I 90	0.0	\$4.3M	NHS Bridge	90
23	I 90	WINONA	Resurface I-90 from Winona CR 12 to Hwy 61 near Dakota	5.0	\$10.4M	NHS Pavement	54
24	US 14	OLMSTED	Resurface Hwy 14 from Hwy 52 to Olmsted County Road 36	2.0	\$3.7M	Urban Pavement	87
25	US 14	STEELE	Install Weigh in Motion Virtual Weigh Station on Hwy 14, 1 mile west of SW 52nd Ave. in Steele County.	0.0	\$0.4M	Weigh Station Capital Improvement	74
26	MN 19	RICE	Construct a Roundabout at Hwy 19 and Rice County Road 2	0.0	\$2.5M	HSIP - Greater MN	82
27	MN 56	DODGE	Resurface Hwy 56 in West Concord from Southview St to Dodge County Road 24	0.7	\$0.9M	Urban Pavement	64
28	MN 57	DODGE	Reconstruct Hwy 57 from Zumbro River to 9th St in Mantorville	0.4	\$4.0M	Urban Pavement	82
29	MN 246	GOODHUE	Resurface Hwy 246 from Rice County Road 26 to Hwy 56	6.0	\$2.3M	Non-NHS Pavement	73

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2025													
20%	75%	-	-	-	-	-	-	-	3%	3%	-	-	-
57%	-	34%	-	-	9%	-	-	-	-	-	-	-	-
60%	-	10%	-	-	-	-	-	-	3%	27%	-	-	-
-	-	-	-	100%	-	-	-	-	-	-	-	-	-
-	-	-	-	-	100%	-	-	-	-	-	-	-	-
82%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-
51%	2%	26%	-	-	4%	-	-	-	1%	15%	-	-	-
82%	-	12%	-	-	2%	-	-	-	1%	4%	-	-	-

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- TC - Twin Cities Mobility
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- AP - Accessible Pedestrian Infrastructure
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- SP - Small Programs
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District 6 Projects for Years 2023-2026 of the 10-Year CHIP							
ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED PROJECT COST	PROJECT SELECTION CATEGORY*	SCORE*
2026							
30	I 90	FREEBORN	Resurface westbound I-90 from Alden to Highway 13	8.7	\$16.5M	NHS Pavement	57
31	US 218	MOWER	Resurface Highway 218 from I-90 to south of Highway 30	12.6	\$7.5M	NHS Pavement	74
32	MN 250	FILLMORE	Reconstruct Highway 250 in Lanesboro	0.9	\$6.6M	Urban Pavement	76

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.

PC	BC	RI	JT	FA	TS	GM	TC	FR	BI	AP	RC	SP	PD
2026													
76%	3%	16%	-	-	6%	-	-	-	-	-	-	-	-
72%	-	25%	-	-	2%	-	-	-	0%	2%	-	-	-
76%	-	12%	-	-	2%	-	-	-	1%	10%	-	-	-

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2027-2032 Planned Projects

Numbers displayed correspond to project lines in the CHIP project list on later pages. The projects listed in the CHIP are considered planned MnDOT investments. While projects in the CHIP years are not commitments until they reach the STIP years, listing potential projects 5-10 years out allows for advanced coordination and ultimately better projects for all those served.

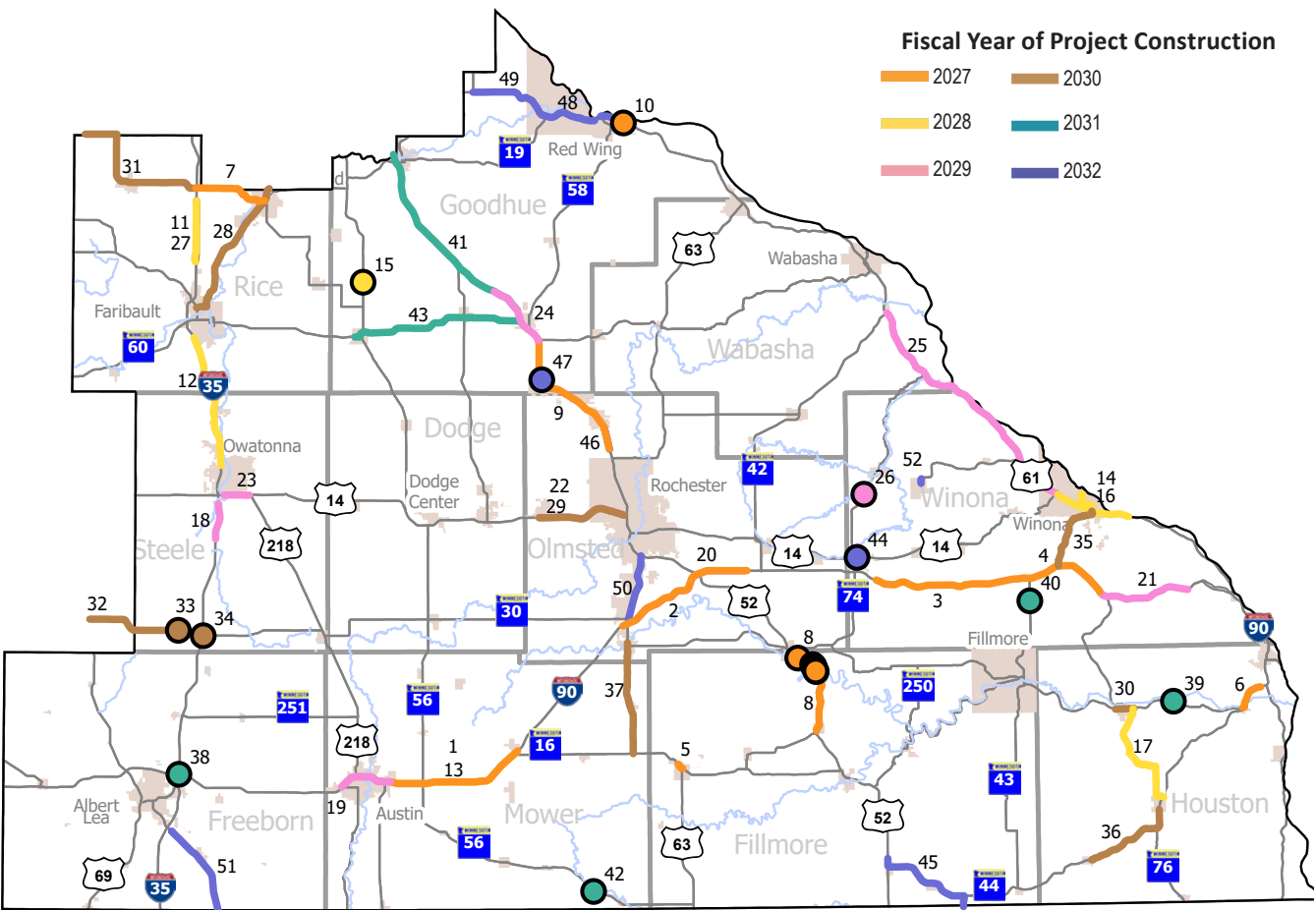


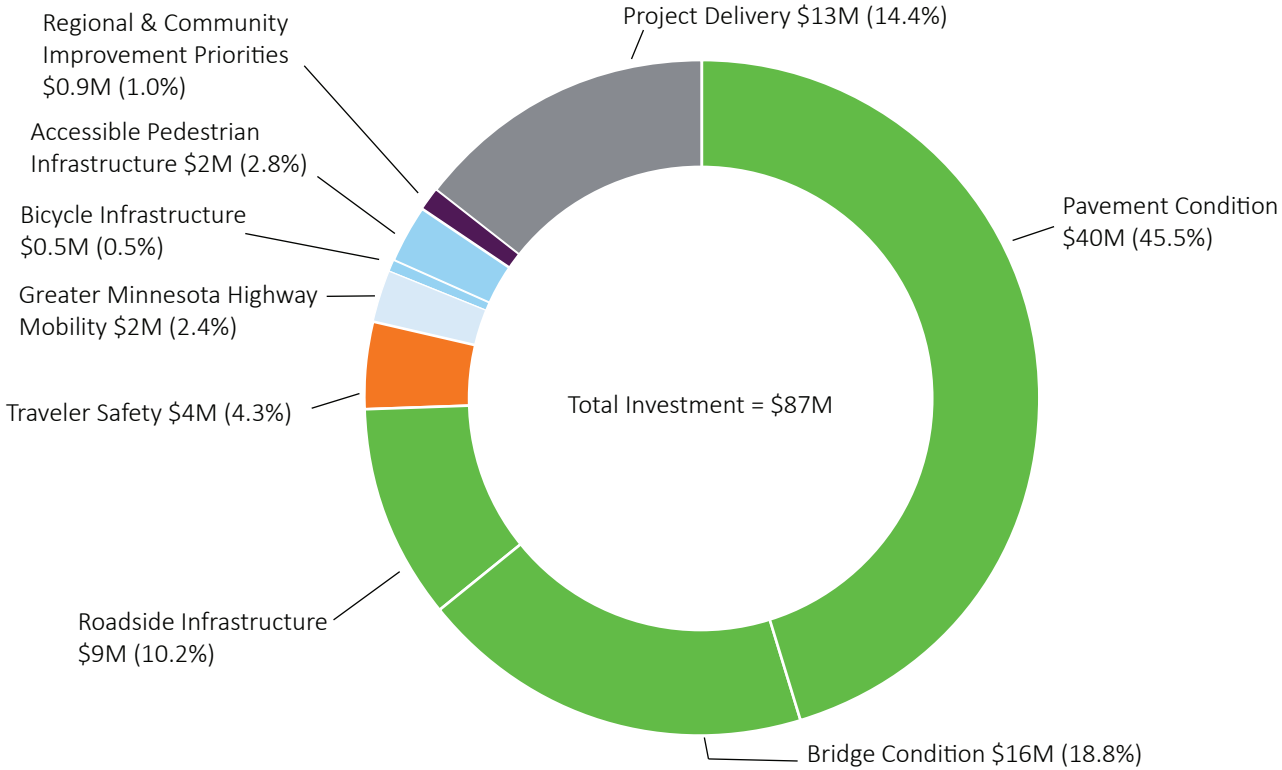
Figure 16 - CHIP Project Map 2027-2032

District 6 Projects for Years 2027-2032 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2027							
1	I 90	MOWER	Resurface westbound lanes of I-90 from Mower County Road 46 to Highway 16	12.9	\$2.5 M-\$3.3 M	NHS Pavement	56
2	I 90	OLMSTED	Resurface I-90 from Highway 63 to east of Olmsted County Road 19	13.6	\$2.0 M-\$2.7 M	NHS Pavement	83
3	I 90	WINONA	Resurface westbound lanes of I-90 from Highway 74 to Highway 43	14.4	\$2.9 M-\$3.9 M	NHS Pavement	86
4	I 90	WINONA	Resurface westbound lanes of I-90 from Highway 43 to Highway 76	8.4	\$4.6 M-\$6.2 M	NHS Pavement	54
5	MN 16	FILLMORE	Reconstruct Highway 16 from Tracey Road to Griswald Street in Spring Valley	0.6	\$2.6 M-\$3.5 M	Urban Pavement	77
6	MN 16	HOUSTON	Resurface Hwy 16 from Hwy 44 to Hwy 26 and from 0.37 mi W Hwy 61 to Hwy 16, Hwy 61 from Hwy 16/61 to 4th St. and Hwy 44 from Hwy 44/16 Jct to Highway 16	2.9	\$1.4 M-\$2.0 M	Non-NHS Pavement	83
7	MN 19	RICE	Resurfacing on Highway 19 from I 35 to Highway 3	6.9	\$1.7 M-\$2.3 M	NHS Pavement	81
8	US 52	FILLMORE	Resurface Highway 52 from Highway 80 to Fillmore County Road 5	8.7	\$7.3 M-\$9.9 M	NHS Pavement	72
9	US 52	GOODHUE, OLMSTED	Concrete repaving southbound Hwy 52 from Olmsted County Road 12 to south junction of Hwy 60	13.3	\$6.0 M-\$8.1 M	NHS Pavement	37
10	US 61	GOODHUE	Replace Hwy 61 bridge over railroad east of Red Wing	0.5	\$2.6 M-\$3.6 M	NHS Bridge	90

*State highway projects include a project score and project selection program based on MnDOT's new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.



Key

- | | |
|---------------------------------|--|
| PC - Pavement Condition | TC - Twin Cities Mobility |
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| TS - Traveler Safety | SP - Small Programs |
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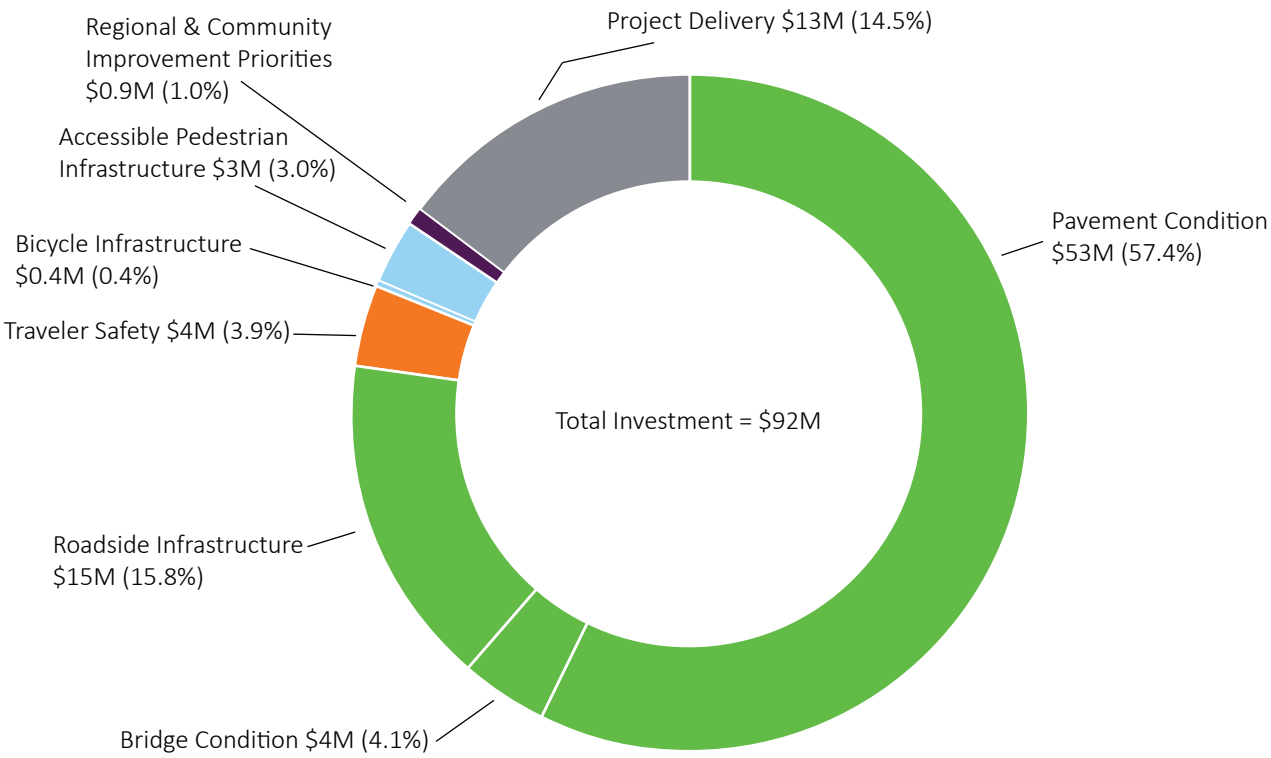
District 6 Projects for Years 2027-2032 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2028							
11	I 35	RICE	Resurface I 35 SB from CR 9 to Heath Creek Rest Area	5.7	\$1.7 M-\$2.3 M	NHS Pavement	38
12	I 35	STEELE	Resurface I 35, NB and SB from CR 2 to CR 48	12.4	\$1.9 M-\$2.5 M	NHS Pavement	60
13	I 90	MOWER	Resurface eastbound lanes of I-90 from Mower County Road 46 to Highway 16	12.8	\$4.1 M-\$5.5 M	NHS Pavement	35
14	MN 43	WINONA	Resurface Highway 43 from Samia Street to end of Mississippi River bridge	2.0	\$2.0 M-\$2.8 M	Urban Pavement	84
15	MN 56	GOODHUE	Replace Highway 56 box culvert over stream north of Kenyon (Bridge No. 8648)	0.2	\$1.3 M-\$1.7 M	Non-NHS Culvert	62
16	US 61	WINONA	Resurface Hwy 61 from Homer to Winona	7.1	\$2.2 M-\$3.0 M	NHS Pavement	53
17	MN 76	HOUSTON	Resurface Highway 76 from Caledonia to Houston	11.2	\$5.1 M-\$6.9 M	Non-NHS Pavement	69

*State highway projects include a project score and project selection program based on MnDOT's new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.

2028							



Key

- | | |
|---------------------------------|--|
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| JT - Jurisdictional Transfer | AP - Accessible Pedestrian Infrastructure |
| FA - Facilities | RC - Regional and Community Improvement Priorities |
| TS - Traveler Safety | SP - Small Programs |
| GM - Greater Minnesota Mobility | PD - Project Delivery |

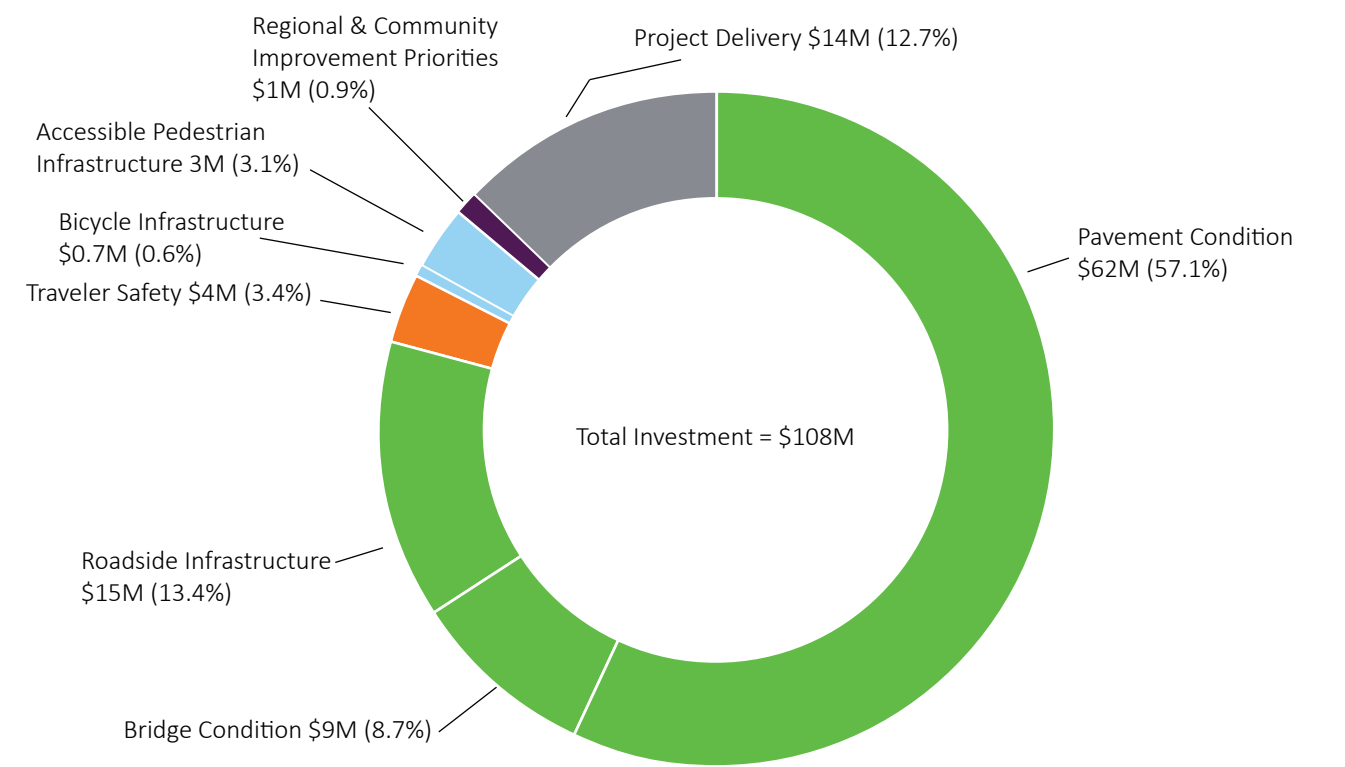
District 6 Projects for Years 2027-2032 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2029							
18	I 35	STEELE	Resurface I 35, NB and SB from Straight River to Highway 14	3.5	\$3.4 M-\$4.6 M	NHS Pavement	51
19	I 90	MOWER	Resurface I-90 from Highway 105 to Mower County Road 46	5.0	\$1.9 M-\$2.5 M	NHS Pavement	97
20	I 90	OLMSTED	Resurface I90 eastbound from Hwy 63 to County Road 19	12.0	\$1.9 M-\$2.5 M	NHS Pavement	33
21	I 90	WINONA	Resurface I 90 WB from Highway 76 to Nodine	8.6	\$3.9 M-\$5.3 M	NHS Pavement	83
22	US 14	OLMSTED	Resurface WB Highway 14 from Byron to Rochester	8.1	\$3.8 M-\$5.2 M	NHS Pavement	36
23	US 14	STEELE	Resurfacing Hwy 14 from I-35 to Hwy 218	2.4	\$2.1 M-\$2.9 M	NHS Pavement	72
24	US 52	DAKOTA, GOODHUE	Resurface Hwy 52 southbound from Hwy 60 to Hwy 19	6.4	\$1.7 M-\$2.3 M	NHS Pavement	55
25	US 61	WINONA	Resurface northbound lanes of Hwy 61 from Hwy 14 to Hwy 42 and southbound lanes from Hwy 14 to Hwy 248	24.7	\$3.6 M-\$4.8 M	NHS Pavement	81
26	MN 74	WINONA	Replace Highway 74 bridge (Bridge No. 85006) over Whitewater River rehabilitate bridge culverts in the State Park.	0.0	\$1.2 M-\$1.7 M	Non-NHS Bridge	80

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.

2029							



- Key
- PC - Pavement Condition

BC - Bridge Condition

RI - Roadside Infrastructure

JT - Jurisdictional Transfer

FA - Facilities

TS - Traveler Safety

GM - Greater Minnesota Mobility
- TC - Twin Cities Mobility

FR - Freight

BI - Bicycle Infrastructure

AP - Accessible Pedestrian Infrastructure

RC - Regional and Community Improvement Priorities

SP - Small Programs

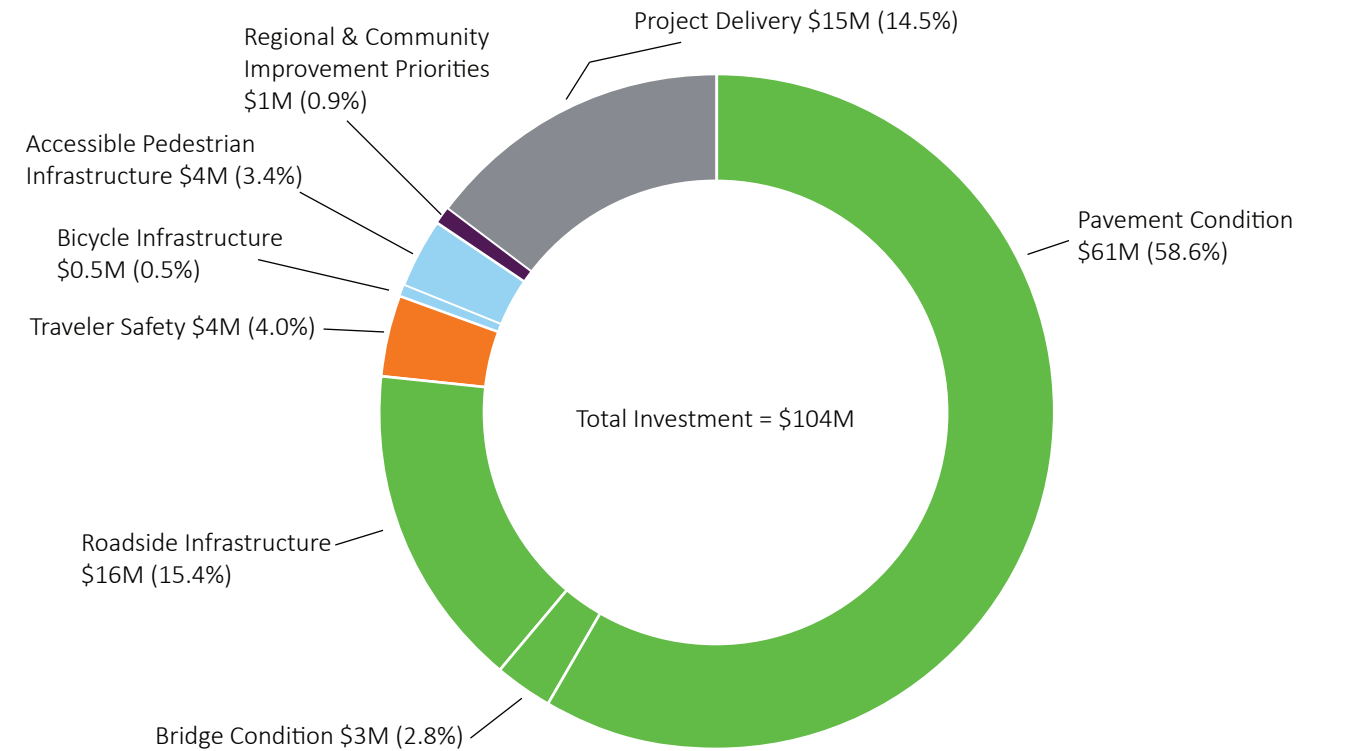
PD - Project Delivery

District 6 Projects for Years 2027-2032 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2030							
27	I 35	RICE	Resurface I 35, NB from CR 9 to Heath Creek Rest Area	5.7	\$6.5 M-\$8.9 M	NHS Pavement	38
28	MN 3	RICE	Resurface Highway 3 from Faribault to Rice/Dakota County Line	14.0	\$4.5 M-\$6.1 M	NHS Pavement	84
29	US 14	OLMSTED	Resurface EB Highway 14 from Byron to Rochester	8.2	\$6.0 M-\$8.1 M	NHS Pavement	56
30	MN 16	HOUSTON	Reconstruct Highway 16 through Houston	1.8	\$3.4 M-\$4.6 M	Urban Pavement	77
31	MN 19	RICE	Resurface Highway 19 from Highway 13 to I 35	14.4	\$4.7 M-\$6.4 M	Non-NHS Pavement	84
32	MN 30	STEELE, WASECA	Resurface Highway 30 from Highway 13 to Ellendale	9.1	\$2.3 M-\$3.1 M	Non-NHS Pavement	71
33	MN 30	STEELE	Replace Highway 30 box culvert (Bridge No. 8885) over creek east of Ellendale	0.0	\$0.9 M-\$1.2 M	Non-NHS Culvert	57
34	MN 30	STEELE	Replace Bridge 74801 on Highway 30 over I 35	0.1	\$1.4 M-\$2.0 M	Non-NHS Bridge	65
35	MN 43	WINONA	Resurface Highway 43 from Jct I 90 to Highway 61	6.9	\$3.7 M-\$4.9 M	NHS Pavement	49
36	MN 44	HOUSTON	Resurface Highway 44 from Spring Grove to Caledonia	9.0	\$2.7 M-\$3.7 M	Non-NHS Pavement	84
37	US 63	MOWER, OLMSTED	Resurface Hwy 63 from W Jct. Hwy 16 to Stewartville	10.4	\$5.4 M-\$7.2 M	NHS Pavement	77

*State highway projects include a project score and project selection program based on MnDOT's new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

Note: The projects listed are planned projects given the anticipated budget to collectively achieve the outcomes of MnSHIP. Projects may not be delivered as identified or scheduled; changes should be expected. These projects are updated annually and reflect the current planned investments. All project information presented here is accurate as of September 2022.



Key

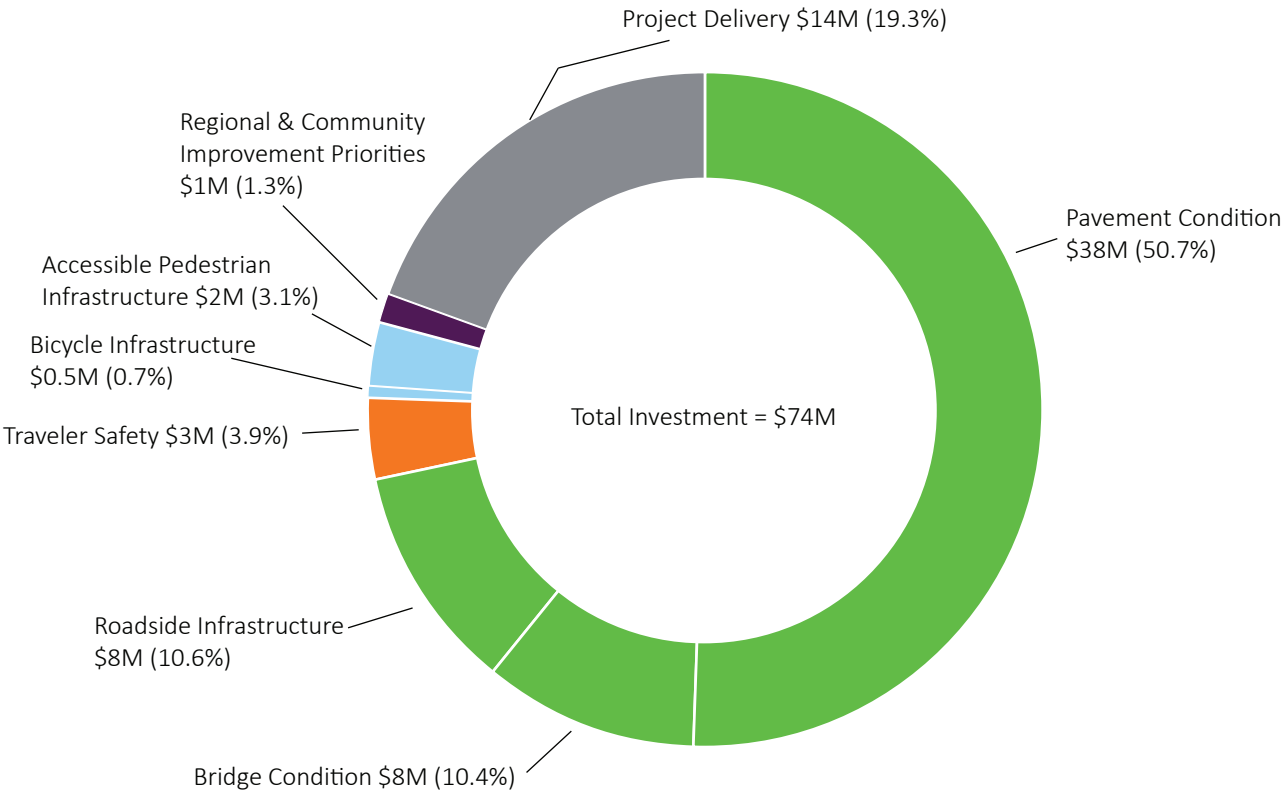
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|---------------------------------|--|
| PC - Pavement Condition | TC - Twin Cities Mobility |
| BC - Bridge Condition | FR - Freight |
| RI - Roadside Infrastructure | BI - Bicycle Infrastructure |
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| FA - Facilities | RC - Regional and Community Improvement Priorities |
| TS - Traveler Safety | SP - Small Programs |
| GM - Greater Minnesota Mobility | PD - Project Delivery |

District 6 Projects for Years 2027-2032 of the 10-Year CHIP							
ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2031							
38	I 90	FREEBORN	Replace bridges on I90 over I35	0.8	\$4.4 M-\$5.9 M	NHS Bridge	75
39	MN 16	HOUSTON	Replace Highway 16 bridge (Bridge No. 5848) east of Houston over Crystal Creek	0.0	\$1.5 M-\$2.0 M	Non-NHS Bridge	20
40	MN 43	OLMSTED, WINONA	Replace Highway 43 culverts over streams south of I-90 (Bridge Nos. 91122 and 91121)	0.0	\$1.3 M-\$1.7 M	Non-NHS Culvert	59
41	US 52	GOODHUE	Concrete repaving of Hwy 52 northbound from County Road 7 to Dakota/Goodhue county line	19.5	\$6.5 M-\$8.9 M	NHS Pavement	36
42	MN 56	MOWER	Replace Highway 56 bridge over stream east of Leroy	0.0	\$0.8 M-\$1.0 M	Non-NHS Culvert	61
43	MN 60	GOODHUE	Resurface Highway 60 from Kenyon to Highway 52	16.3	\$3.4 M-\$4.6 M	Non-NHS Pavement	79

*State highway projects include a project score and project selection program based on MnDOT’s new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

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2031							



- Key

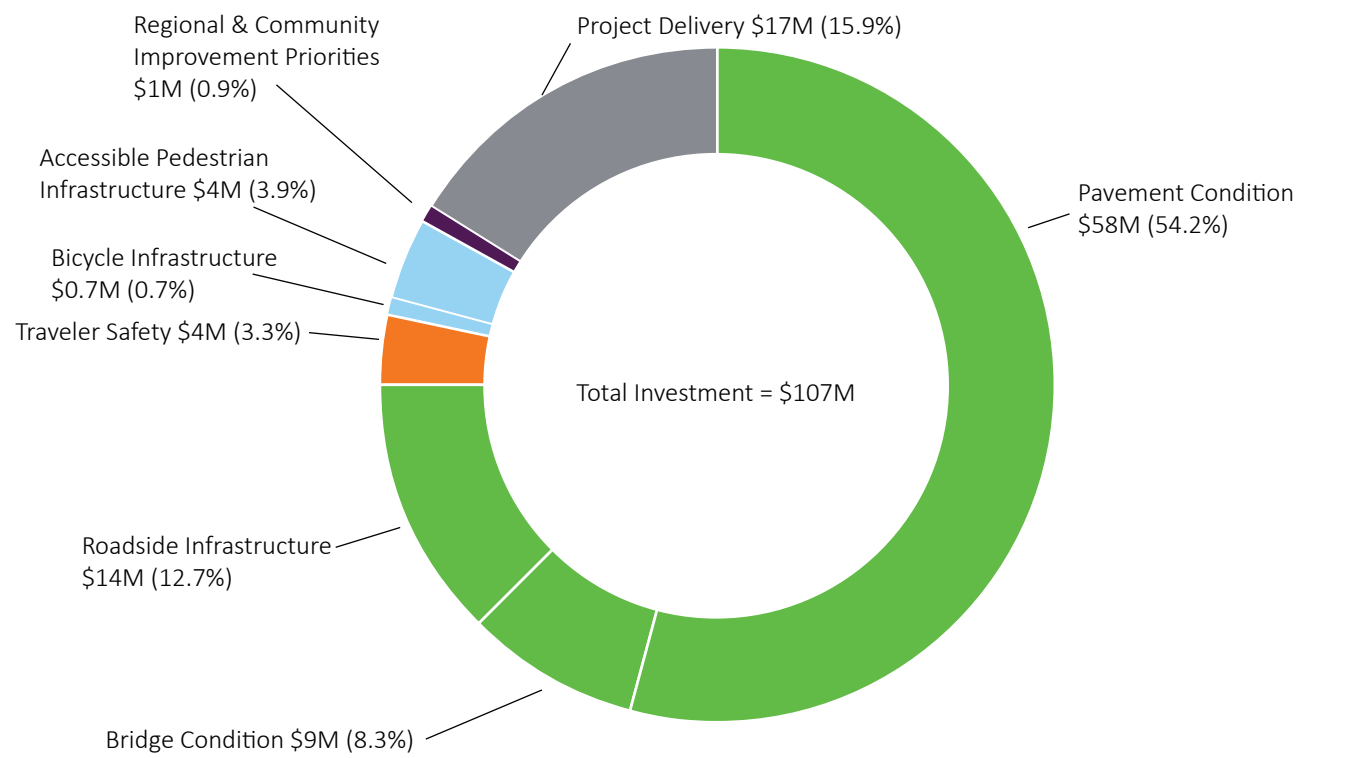
 - PC - Pavement Condition
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District 6 Projects for Years 2027-2032 of the 10-Year CHIP

ID#	ROUTE	COUNTY	DESCRIPTION	LENGTH (MI)	ESTIMATED COST RANGE	PROJECT SELECTION CATEGORY*	SCORE*
2032							
44	US 14	WINONA	Hwy 14, Replace Bridge No. 91155 over stream in St. Charles	0.0	\$1.1 M-\$1.5 M	Non-NHS Bridge	80
45	US 52	FILLMORE	Resurface Highway 52 from IA/MN State line to CR 22	9.9	\$5.1 M-\$6.9 M	NHS Pavement	71
46	US 52	OLMSTED	Concrete repaving of Hwy 52 northbound from 85th Street to County Road 7	1.8	\$7.8 M-\$10.6 M	NHS Pavement	57
47	US 52	GOODHUE	Replace Hwy 52 61 northbound bridge culvert in Pine Island	0.0	\$0.4 M-\$0.6 M	Non-NHS Bridge	70
48	US 61	GOODHUE	Resurface Highway 61 from Ready Mix Entrance to Highway 19	8.1	\$3.3 M-\$4.5 M	NHS Pavement	96
49	US 61	GOODHUE	Resurface Hwy 61 from Hwy 19 To Hwy 316	7.9	\$3.4 M-\$4.6 M	NHS Pavement	83
50	US 63	OLMSTED	Resurface Highway 63 from I-90 to Highway 52	5.9	\$5.7 M-\$7.7 M	NHS Pavement	87
51	US 65	FREEBORN	Resurface Hwy 65 from Iowa state line to 0.5 mi. south I-35	9.0	\$4.8 M-\$6.6 M	Non-NHS Pavement	75
52	MN 248	WINONA	Reconstruct Hwy 248 in Altura	0.4	\$1.3 M-\$1.7 M	Urban Pavement	71

*State highway projects include a project score and project selection program based on MnDOT's new project selection policy. Projects which were selected and included in the 2019-2022 STIP do not have a score listed because they were selected before implementation of the project selection policy. More information on the policy can be found here: <http://www.dot.state.mn.us/projectselection/>.

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395 John Ireland Blvd
St. Paul, MN 55155
mndot.gov



Appendix B-2

Agency Responses

State Historic Preservation Office

SHPO No 2024-1547 Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

GraggJohnson, Kelly (ADM) <kelly.graggjohnson@state.mn.us>

Fri 7/5/2024 12:43 PM

To: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Cc: Emily McMillan <Emily.McMillan@westwoodps.com>

 1 attachments (173 KB)

2024-1547.pdf;

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Here is the SHPO comment letter for this project.

Thanks,

Kelly



Kelly Gragg-Johnson (she/her/hers) | **Environmental Review Program Specialist**

50 Sherburne Avenue, Suite 203

Saint Paul, MN 55155

(651) 201-3285 | kelly.graggjohnson@state.mn.us

Please reference this [SHPO Environmental Review Program Update](#) regarding current project review timelines and staffing changes for the Environmental Review Program.

-

From: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Sent: Friday, April 19, 2024 12:19 PM

To: Sophia Fisher <Sophia.Fisher@westwoodps.com>

Cc: Emily McMillan <Emily.McMillan@westwoodps.com>

Subject: Request for Comment on Snowshoe BESS, LLC Battery Energy Storage

Some people who received this message don't often get email from sophia.fisher@westwoodps.com. [Learn why this is important](#)

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

Good afternoon,

Snowshoe BESS, LLC is writing to request your comments on the proposed battery energy storage project. The Project is an energy storage facility to be located in Olmsted County, Minnesota with a nameplate capacity of up to 150-megawatts (MW). We appreciate and welcome any comments your agency may have regarding the Project and resources under your jurisdiction, and respectfully ask for receipt of your comments within 30 days of receiving this email. All responses may be made publicly available upon submission of the Site Permit Application to the Minnesota Public Utilities Commission.

Please email Emily McMillan (Emily.McMillan@westwoodps.com) about any questions and concerns.

Thank you,

Sophia Fisher (she/her)

Project Assistant, Wind

sophia.fisher@westwoodps.com

main (952) 937-5150

Westwood

12701 Whitewater Drive, Suite 300

Minnetonka, MN 55343

westwoodps.com

(888) 937-5150

July 5, 2024

Eric Hansen
Westwood Professional Services
12701 Whitewater Dr, Suite 300
Minnetonka, MN 55343

RE: Snowshoe Battery Energy Storage System Project
T107 R15 S35, Kalmar Twp, Olmsted County
SHPO Number: 2024-1547

Dear Eric Hansen:

Thank you for the opportunity to comment on the above referenced project. We understand that this project will require a Minnesota Public Utilities Commission site permit, therefore, the submitted information has been reviewed pursuant to the responsibilities given the State Historic Preservation Office by the Minnesota Historic Sites Act (138.665-666).

According to your submittal, the proposed Battery Energy Storage System Project (Project) will include the construction of battery storage containers, a Project substation, an overhead tap line from the Project substation to an existing substation, access roads, fencing, and underground electrical connections within the storage system.

Due to the nature and location of the proposed project, we recommend that a Phase I archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website preservationdirectory.mnhs.org, and select "Archaeologists" in the "Specialties" box.

The project should also take into account the introduction of visual, atmospheric, or audible elements that may have an effect on any above ground historic properties that are listed in the National or State Register of Historic Places, or any properties that are part of the Historic Sites Network.

The resulting cultural resources report should include a map with clearly marked project areas including the location of the battery storage containers, the substations, overhead tapline, access roads, fencing, and any other above-ground equipment structures in relation to any identified cultural resources (architectural properties and archaeological sites). The report should discuss ways in which the Project will avoid impacting, both directly and indirectly, any cultural resources that are identified.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need

MINNESOTA STATE HISTORIC PRESERVATION OFFICE

50 Sherburne Avenue ■ Administration Building 203 ■ Saint Paul, Minnesota 55155 ■ 651-201-3287

mn.gov/admin/shpo ■ mnshpo@state.mn.us

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to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

If you have any questions regarding our review of this project, please contact me at 651-201-3285 or kelly.graggjohnson@state.mn.us.

Sincerely,

Kelly Gragg-Johnson

Kelly Gragg-Johnson
Environmental Review Program Specialist

Appendix B-2

Agency Responses

Southern Minnesota Municipal Power Agency

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Monday, May 15, 2023 9:23 AM
To: 'Koneczny, Seth'
Subject: RE: RES - Maple Leaf Substation Access Road
Attachments: Maple Leaf Substation Project.kmz

Hey Seth,

Great to hear! Below is a picture of what we would probably plan for the access road. Basically a 40ft wide section (road may not be that wide) that would connect from your access road on to the project. Attached is a Google Earth file of the image below. We're still pretty early on the design, so we have some flexibility if you has any input on the location of the road.



Thanks!

Robert Kaniecki

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Friday, May 12, 2023 8:52 AM
To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

Yes, we're okay with sharing access to the road. Can you get me a drawing that shows the new road and how it could connect from your property to our existing road.

Thanks,
Seth

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Friday, May 12, 2023 9:38 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

NOTICE: This e-mail is from an external source.

Hi Seth,

Following up to see how your meeting with your Director went. Are there any questions and/or comments that I can could help answer?

Thanks!

Robert Kaniecki

From: Robert Kaniecki
Sent: Wednesday, May 3, 2023 2:36 PM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

Hey Seth,

Thanks for the update, please let me know if there's any information I can provide you for that discussion or in general.

Thanks!

Robert Kaniecki

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Wednesday, May 3, 2023 2:07 PM
To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

My guess is that our legal will want to draft an easement for use of that road. The decision first has to be discussed with our Director of Operations who is pretty booked right now. I have a meeting with him scheduled for Tuesday next week. I should have more clear direction next week after Tuesday.

Thanks,
Seth

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Tuesday, May 2, 2023 12:22 PM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

NOTICE: This e-mail is from an external source.

Hi Seth,

Would you like me to set up a meeting with your legal team to discuss the access road? That might help to narrow down what is needed in the Use Agreement.

Thanks!

Robert Kaniecki

From: Robert Kaniecki
Sent: Monday, April 24, 2023 11:56 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

Hi Seth,

Following up on the Use Agreement, does your legal team have a preference on using their document?

I spoke with our legal team and they confirmed they would be able to write up an initial version of the Use Agreement if you prefer that.

Thanks!

Robert Kaniecki

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Tuesday, April 18, 2023 10:10 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: Re: RES - Maple Leaf Substation Access Road

Hey Seth,

No worries, glad this can work! I would guess some sort of Shared Use Agreement would work for this situation, but I'll defer to the legal experts.

We are happy to use/review SMMPA's document if your legal team has a standard template for these sort of agreements. If not, we could likely get something written up to start.

Which option would you and your legal team like to move forward with?

Thanks!

Robert Kaniecki

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Tuesday, April 18, 2023, 8:02 AM
To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

I'm sorry, I was mistaken. I sent the wrong document to legal. You are correct, we do own the land that the road is on. We would be willing to work with you to gain access.

Thanks,
Seth

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Monday, April 17, 2023 3:44 PM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

NOTICE: This e-mail is from an external source.

Hi Seth,

That's great, thanks for the update! Just to better understand, from what I can find on the Olmsted County records it shows that SMMPA is the parcel owner for the access road area (Parcel IDs: 753512052803 and [753513052805](#)). Is that not the case?

Do you have a copy of your easement or Memorandum of Easement for the access road that you would be able to share with me?

Our current lease for the land runs up to the edge of parcel 805 where we can build a turn off from the current access road.

Thanks!

Robert Kaniecki

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Monday, April 17, 2023 2:08 PM
To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

We do have the right to divide our easement to permit third party access. We recommend you contact the grantor directly to secure your own easement. We would be happy to cooperate with them to permit access granted by the grantor once you've executed your easement.

Thanks,

Seth Koneczny

Manager of Power Delivery



t: (507) 292-6456
m: (612) 275-9398
e: st.koneczny@smmpa.org
a: 500 FIRST AVENUE SOUTHWEST
ROCHESTER, MINNESOTA 55902
www.smmpa.com

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Monday, April 17, 2023 12:24 PM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

NOTICE: This e-mail is from an external source.

Hi Seth,

Thanks for checking in with them again! If they have any questions I'm happy to meet with them and discuss.

As for the setbacks, are there any items you would like us to consider in our project design?

Thanks!

Robert Kaniecki

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Monday, April 17, 2023 10:59 AM
To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

I haven't heard from legal yet. I sent them a message last night hopefully we will hear soon.

Seth

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Monday, April 17, 2023 10:01 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

NOTICE: This e-mail is from an external source.

Hi Seth,

I hope you had a good weekend!

I'm following up on the access road agreement and project setbacks that we discussed. Does your legal team have any questions I could answer about the access road and/or the project?

Thank you,

Robert Kaniecki
Development Manager II, Energy Storage

C 303 882 3605
robert.kaniecki@res-group.com | www.res-group.com



Committed to a future where everyone has access to affordable zero carbon energy

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Wednesday, March 22, 2023 12:17 PM
To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

Your question is being reviewed by our legal folks. I'll let you know when I hear more.

Thanks,
Seth

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Wednesday, March 22, 2023 9:01 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Seth,

Following up about the easement rights and setbacks. Is there any additional information I can provide on my end that would help?

Thanks!

Robert Kaniecki

From: Robert Kaniecki
Sent: Friday, March 17, 2023 11:29 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RE: RES - Maple Leaf Substation Access Road

Hi Seth,

We planning to connect to the 161kV line at the substation. Attached is our preliminary layout for the project. We currently have the batteries set up with a 25ft setback from the surrounding fence. As you can see, we still have a large amount of room to work with within the project area. This is still very preliminary design, so any input you can provide on layout constraints/setbacks would be very helpful and we can make sure it is included in our design.

Thanks,

Robert Kaniecki

From: Koneczny, Seth <st.koneczny@smmpa.org>
Sent: Friday, March 17, 2023 10:51 AM

To: Robert Kaniecki <robert.kaniecki@res-group.com>
Subject: RE: RES - Maple Leaf Substation Access Road

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Hi Robert,

Where are you planning to interconnect this project?

Can I have an opportunity to review your site plan? I'd like to verify setbacks from our substation.

I'll talk with legal about sharing our easement rights for the roadway. More to come.

Thanks,

Seth Koneczny

Manager of Power Delivery



t: (507) 292-6456
m: (612) 275-9398
e: st.koneczny@smmpa.org
a: 500 FIRST AVENUE SOUTHWEST
ROCHESTER, MINNESOTA 55902
www.smmpa.com

From: Robert Kaniecki <robert.kaniecki@res-group.com>
Sent: Friday, March 17, 2023 11:23 AM
To: Koneczny, Seth <st.koneczny@smmpa.org>
Subject: RES - Maple Leaf Substation Access Road

NOTICE: This e-mail is from an external source.

Hi Seth,

We are developing a Battery Energy Storage project next to SMMPA's Maple Leaf substation. The project area in orange is about 12 acres and will contain the entire project. The project is still in the early stages of development and we don't expect construction to begin until later next year.

Since the area is so close to the substation, we are interested in using the access road that SMMPA has built and connecting to the project with a small road (in black) that we would build. If SMMPA is interested, do you have a process to grant easement/access rights that we could initiate?



Please let me know if there is any additional information I can provide!

Thanks,

Robert Kaniecki

Development Manager II, Energy Storage

C 303 882 3605

robert.kaniecki@res-group.com | www.res-group.com



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Appendix B-2

Agency Responses

U.S. Army Corps of Engineers

From: Parker, Kaecey R CIV USARMY CEMVP (USA) <Kaecey.R.Parker@usace.army.mil>
Sent: Thursday, April 25, 2024 10:56 AM
To: Eric Hansen <eric.hansen@westwoodps.com>
Subject: Olmsted County Snowshoe Battery Project

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Hello,

The Corps of Engineers St. Paul District Regulatory Division (the Corps) recently received a request for Comments for the Snowshoe Energy Storage Project.

Our office is committed to efficient, helpful service. It is unclear if your project will have impacts to jurisdictional waters. If your project will have impacts to aquatic resources, please submit a permit application with the impacts clearly identified and we can assist you through our permit review process if authorization is required.

You may also request a pre-application meeting to discuss your project prior to submitting a permit application. You can find more information on our permit program and our joint application here: <https://www.mvp.usace.army.mil/Missions/Regulatory/Permitting-Process-Procedures/>. *Be sure to select the pre-application box on the joint application.

Please note this recommendation is only pertaining to the Corps process and does NOT indicate whether a review is required from the state or local authorities.

If we do not receive a response from you within 3 business days we will assume nothing further is needed from our office.

Respectfully,

Kaecey Parker
Environmental Protection Technician
Regulatory Division, St. Paul District
U.S. Army Corps of Engineers