

October 7, 2026 – Utilities Commission Meeting

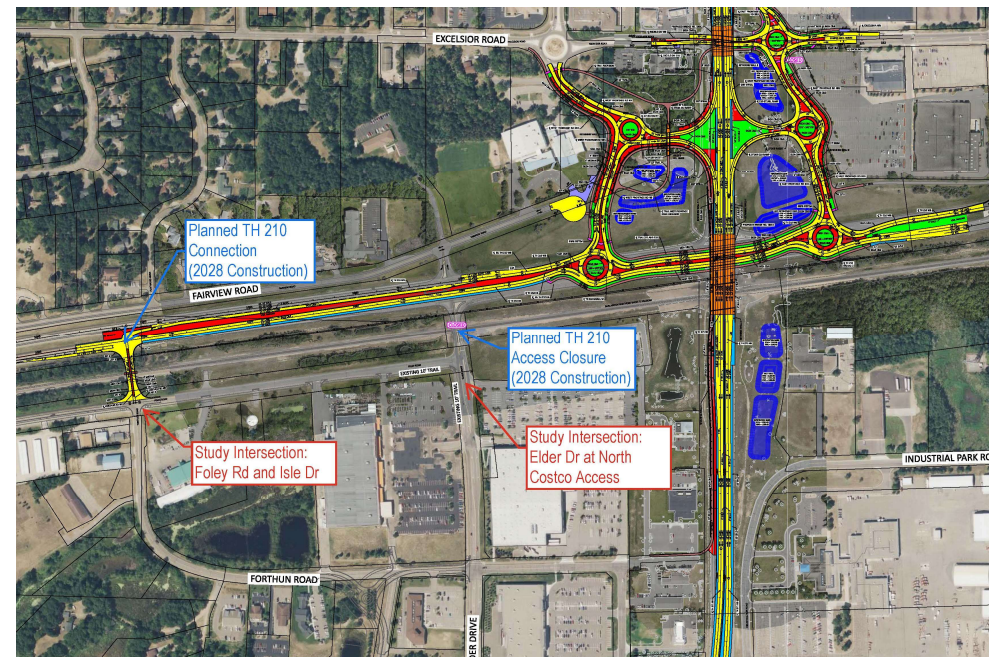
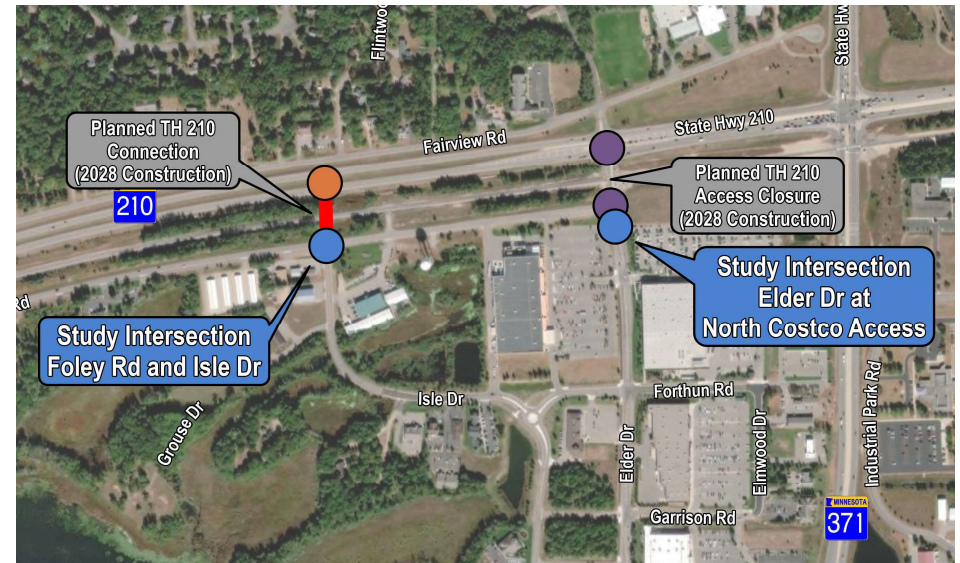
Foley Rd/Isle Drive ICE Report and Elder Dr/North Costco Access ICE Memo

Baxter, MN



Study Area

- **Two City Projects related to the TH 210 access moving from Elder Dr to Isle Dr with TH 210/TH 371 interchange construction**
 - Foley Rd and Isle Dr intersection design when fourth leg is added
 - Foley Rd/Elder Dr curve once Elder Dr is closed north of Foley Rd
- **Two Intersection Control Evaluation (ICE) Studies**
 - Foley Rd and Isle Dr
 - Elder Dr at North Costco Access
 - Douglas Fir Dr and Proposed Gas Station/Liquor Store Access
- **May 2026 Traffic Counts**
 - Foley Rd and Isle Dr (Forthun Rd)
 - TH 210 and Elder Drive
 - Elder Drive and Foley Rd
 - Elder Dr and North Costco Access

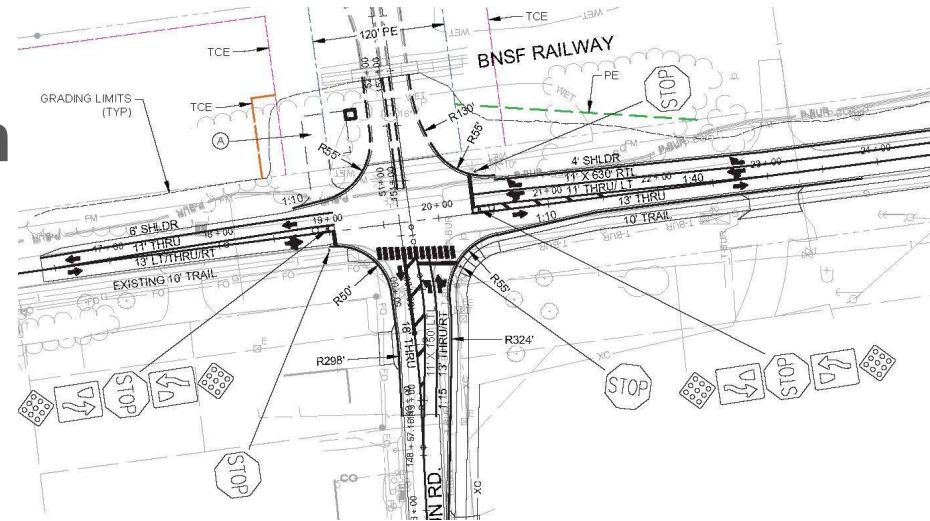


Foley Rd and Isle Dr – Traffic Forecasts

- **Traffic currently using Elder Dr will need to shift to Isle Dr to access TH 210 after TH 210/TH 371 interchange construction**
 - Vehicles are expected to route to Isle Drive via either Foley Road or Forthun Road
- **Traffic Forecasts:**
 - 2030 – rerouting of trips to TH 210/Isle Dr access and minor traffic growth
 - 2050 – Additional traffic growth, including planned development to the three vacant parcels on the Costco Site (Panera Bread + 2 other parcels)
- **When the Isle Drive connection to TH 210 is constructed, traffic volumes at the Foley Rd/Isle Dr intersection are expected to increase by nearly 300%.**
- **Warrant Analysis showed all-way stop is warrant in year of opening (2030), signal warranted under 2050 future volumes**

Foley Rd and Isle Dr – Railroad Considerations

- **BNSF railroad crossing approximately 100 feet north of the intersection**
 - MnDOT Plans include one lane in each direction between Foley Road and TH 210 to minimize the number of lanes at the railroad crossing
 - Important that the intersection avoids having vehicles backed up over the tracks
 - Vehicle queuing during train crossing events were analyzed as part of the intersection design.
- **May 2026 Train Observations**
 - 1 to 2 trains per day
 - 2.5 to 2.75 minute crossing durations



Foley Rd and Isle Dr – Traffic Analysis

Four Control Options Analyzed:

- **Minor Street Stop (eastbound/westbound traffic stops)**
 - An additional southbound left turn lane would be needed
 - Operates acceptably through 2050 with each approach at LOS C or better
 - Southbound queues could reach the railroad tracks, creating a significant safety concern
- **Three-way Stop (traffic from TH 210 does not stop)**
 - Common traffic control throughout the City of Baxter at intersections adjacent to TH 210 or TH 371
 - Southbound approach could remain one lane because southbound traffic does not yield
 - Minimal delay under 2030 traffic demands with each approach at LOS B or better
 - Higher delays under 2050 traffic demands but still acceptable operations at LOS E or better
 - BNSF staff supported a three-way stop, similar to what they agreed to for the Inglewood Dr/Foley Rd intersection

Foley Rd and Isle Dr – Traffic Analysis (continued)

- **Traffic Signal**

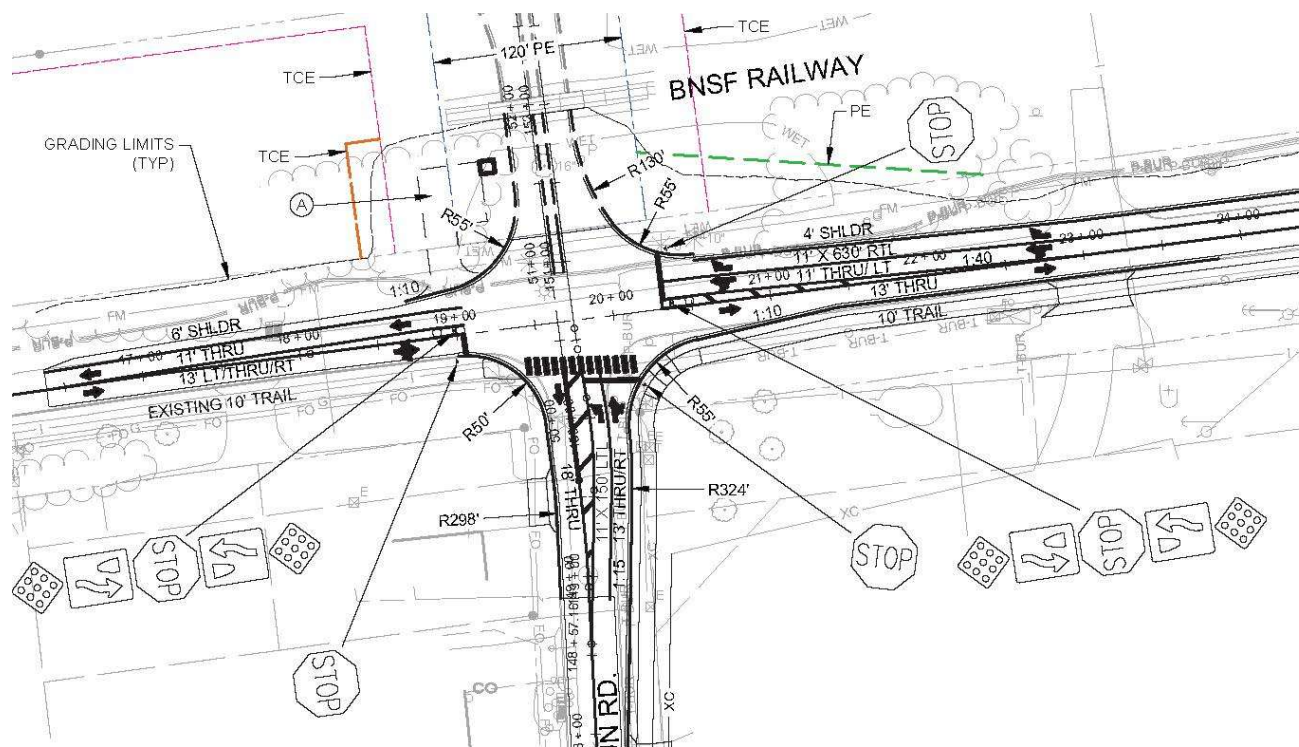
- An additional southbound left turn lane would be needed
- Signal timing would need to accommodate phasing to clear southbound traffic off the tracks.
- Vehicles would queue over the tracks, which presents a significant safety issue.
- Operates acceptably through 2050 with each approach at LOS B or better

- **Single Lane Roundabout**

- Likely not feasible as it would have significant right-of-way impacts
- Vehicles would queue over the tracks with no way to clear vehicles off the tracks when a train is approaching, creating a significant safety concern
- Operates acceptably through 2050 with each approach at LOS A

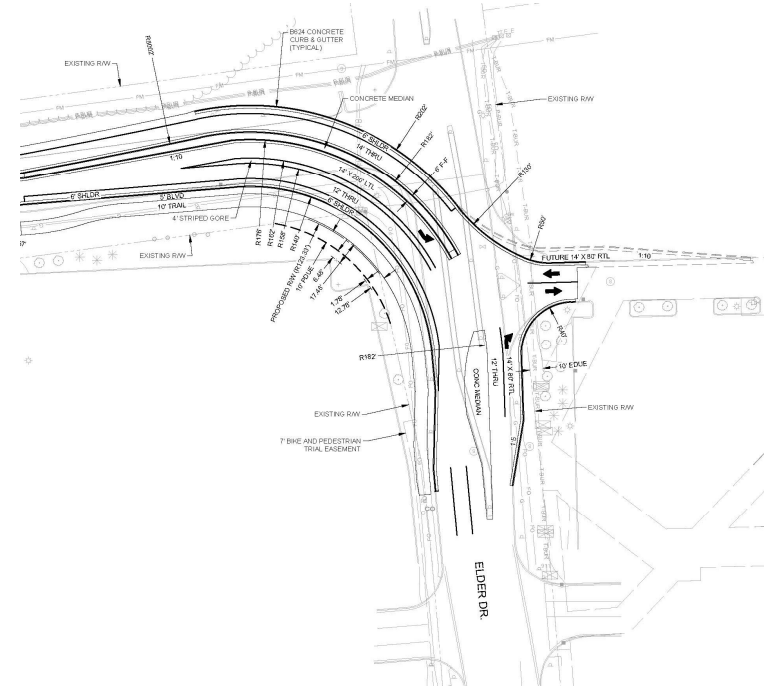
Foley Rd and Isle Dr – Recommendation

- Construct the intersection as a three-way stop with the following geometry:
 - Southbound – single lane
 - Northbound – 150' left turn lane + shared through/right turn lane
 - Eastbound – single lane
 - Westbound – a shared through/left turn lane + 630' dedicated right turn lane



Elder Dr and North Costco Access – Traffic Forecasts

- **A curve connecting Foley Rd and Elder Dr**
 - Elder Dr closed north of Foley Rd with TH 210/TH 371 interchange construction
 - Included reconstruction of Elder Dr/North Costco Access
- **Traffic Forecasts**
 - 2030 – rerouting of trips to TH 210/Isle Dr access and minor traffic growth
 - 2050 – Additional traffic growth, including planned development to the three vacant parcels on the Costco Site (Panera Bread + 2 other parcels)
- **Traffic volumes expected to decrease by 20-40% on Elder Dr when TH 210 connection is moved**



Elder Dr and North Costco Access – Traffic Analysis

Three Access/Geometry Options Analyzed:

- **Full Access w/ Single Westbound Lane**
 - Operates acceptably in 2030, but westbound approach operates at LOS E in 2050
- **Full Access w/ Westbound Right Turn Lane**
 - Operates acceptably through 2050 with each approach at LOS B or better
- **$\frac{3}{4}$ Access (no left turns out of Costco)**
 - Westbound left turning traffic would need to reroute through the Costco site to the South Costco Access
 - Operates acceptably through 2050 with each approach at LOS A
 - The South Costco Access would still operate acceptably with additional left turn traffic

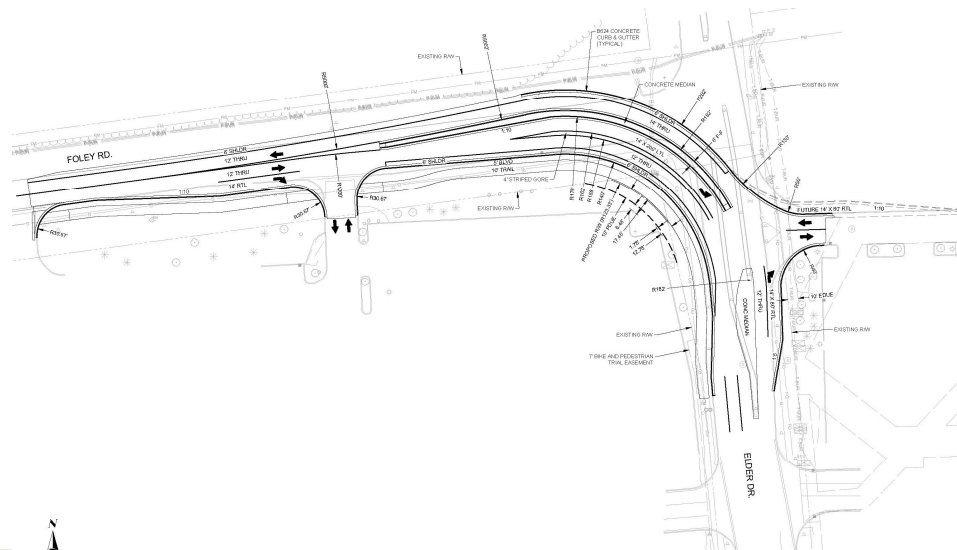
Elder Dr and North Costco Access – Access Considerations

- **North Costco Access does not meet access spacing guidelines from the City of Baxter's 2015 Comprehensive Plan (1/16th mile spacing)**
 - Access is 250 feet north of South Costco/Home Depot Access
 - The location of the access near the curve could also present sight distance issues
- **Vehicle Circulation within Costco Site**
 - Future development on the north side of the Costco site will increase traffic volumes entering/exiting the site
 - If left turns out of the North Costco Access are prohibited, drivers would need to reroute through the Costco parking lot to get to the South Costco Access, which could present safety issues
 - If the North Costco Access is full access, it would reduce the number of vehicles driving through the Costco parking lot, improving site circulation and safety



Elder Dr and North Costco Access – Recommendation

- **Construct Elder Drive and North Costco Access as full access**
 - Turn lanes should be provided in both direction on Elder Dr
 - Sight distance should be reviewed for traffic exiting the site with the Foley/Elder curve
 - A single exiting lane can accommodate existing and Panera Bread traffic
 - A westbound right turn lane should be added once another parcel on the Costco site is developed
- **If safety becomes an issue at the access, it could be converted to $\frac{3}{4}$ access in the future**
 - Improvements to the Costco site should be considered if access is reduced in the future to limit the safety impacts of vehicles driving through the Costco parking lot



Questions/Comments?