



Regular Meeting of the Planning Commission

Tuesday, February 9, 2016

7 pm Regular Meeting

1307 Cloquet Ave, Cloquet, MN 55720

AGENDA

OATH OF OFFICE: Bryan Bosto, Kelly Johnson and John Sanders

1. Call to Order
2. Roll Call
3. Election of Chairperson and Vice Chairperson
4. Additions/Changes to the Agenda
5. Minutes from the December 8, 2015 Planning Commission meeting
6. Zoning Case 16-01: Kwik Trip, Comp Plan Amendment, Rezoning and Site Plan
7. Zoning Case 16-02: Zoning Ordinance Amendments
8. Commissioner's Questions/Comments
9. Adjourn

NEXT MEETING:
March 8th @ 7 pm



Regular Meeting of the Planning Commission

Tuesday December 8, 2015

7:00 p.m.

1307 Cloquet Ave, Cloquet, MN 55720

CALL TO ORDER

Chairperson Berglund called the meeting to order at 7:00 p.m.

ROLL CALL

Attending: Planning Commission members: Michael Haubner, Kelly Johnson, Chuck Buscher, Jesse Berglund, John Sanders and Uriah Wilkinson; City: Al Cottingham

Absent: Commission members: Bryan Bosto

Others Present: John Badger and Clarence Badger

ADDITIONS/CHANGES TO THE AGENDA

None.

AGENDA ITEMS

November 10, 2015 Meeting Minutes

Chairperson Berglund asked for any corrections or additions,

Motion: Commissioner Johnson made a motion to approve the Planning Commission meeting minutes from October 13, 2015, Commissioner Wilkinson seconded. (Motion was approved 6-0).

Joint Meeting with the City Council

Mr. Cottingham referenced he was looking for a date to have a joint work session with the City Council. This is an annual event that is done each year during the early months. He reviewed the available dates to meet. The consensus of the Commission was to try for January 19th at 5:30.

Zoning Ordinance Update

Chairperson Berglund asked Mr. Cottingham for an overview. Mr. Cottingham gave a background review as to how the red-lined copy came about by his working with three Commissioners for the past number of months and going through the entire Ordinance. Copies were distributed to Commission members at their meeting last month and asked them to review the changes and look for anything else they thought might need to be changed.

He noted that Mr. Clarence Badger, 1518 Moorhead Road had a concern with an amendment that was made with the adoption of the January 1, 2009 Ordinance. Particularly with the SR – Suburban Residential District and not allowing any additional platting or re-platting, other than



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the Otter Creek Subdivision Development, within the district unless sewer and water are extended to the property. Mr. Badger has approximately 7 acres of land in the district that he had planned to subdivide and would not be able to do this because of the change. He was wondering if the Commission would look at this and change it back to how it was prior to the 2009 Ordinance. Mr. Cottingham noted that since Mr. Badger was present the Commission could discuss this first and then look at the rest of the proposed changes.

Chairman Berglund inquired as to why this was changed. Mr. Cottingham stated that he was not with the City at that time and in reviewing the minutes of the meetings during the rewriting of the Ordinance there is nothing to explain the change. He could guess that it was done to keep the rural areas rural with large lots, 5 acres versus the urban areas with City sewer and water on small urban lots. This has been a common practice in many cities in order to help pay for the municipal sewer and water systems and to help to avoid future problems that can arise with private septic systems on smaller rural lots.

The Commission discussed the change to allow the creation of new 1 acre lots within the SR District. They felt that this was in keeping with the already developed lots in the area. They agreed that there should not be any additional SR Districts created but to allow additional development within the existing SR Districts was Ok. They also discussed the different taxing districts and felt that any new plats should pay the same city tax rate as the areas with municipal sewer and water provided this was not in conflict with the Knife Falls agreement.

Mr. Badger thanked the Commission for the change to allow for the 1 acre lots to continue but he did not agree with the tax change. He felt that was in conflict with the Knife Falls agreement.

Mr. Cottingham noted that this change was only a suggestion and would need to be approved by the City Council with the rest of the proposed changes following the public hearing.

Mr. Cottingham then led the Commission through the red lined copy of the Ordinance from the beginning to the end. They discussed the Ordinance and asked staff to be sure solar panels were allowed and where they could be located. They discussed some other changes that they would like to have red lined prior to the public hearing.

Mr. Cottingham noted he would research the few items that needed that and would make the changes as appropriate along with the other changes that were discussed. He would look to have the public hearing for this at the February meeting.



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Commissioner's Questions/Comment

Chairperson Berglund asked Mr. Cottingham as to upcoming items for the agenda. Mr. Cottingham noted Kwik Trip was planning to have their formal application submitted yet this month in order to make the January meeting. Things were moving forward with the fact finding of financial and governance for the cities of Scanlon and Cloquet that may lead to possible merger discussions. This will take a few months and is being done by an outside agency. He would keep the Commission apprised as things move along.

Next Meeting

January 12, 2016

Meeting adjourned 8:50 p.m.

Respectfully submitted,

Al Cottingham, City Planner/Zoning Administrator



Community Development Department

1307 Cloquet Avenue • Cloquet MN 55720
Phone: 218-879-2507 • Fax: 218-879-6555

To: Planning Commission
From: Al Cottingham, City Planner/Zoning Administrator
Date: February 3, 2016

**ITEM DESCRIPTION: ZONING CASE 16-1: COMPREHENSIVE PLAN
AMENDMENT (LAND USE PLAN), REZONING AND SITE
PLAN FOR KWIK TRIP AT 900 WASHINGTON AVENUE**

Background

Kwik Trip has three purchase agreements for property to the southeast of Washington Avenue and Holmes Drive. This involves a parcel from Taco Johns on the east side of Holmes Drive, the Handevitd Funeral Home and a 35 foot strip on the east side of Handevitd Funeral Home that is owned by Zion Lutheran Evangelical Church. The property is zoned RC – Regional (Highway) Commercial with the exception of the church parcel. The proposed gas station, convenience store and carwash are permitted/allowed uses within the RC – Regional (Highway) Commercial District.

A public hearing will be held on Tuesday, February 9, 2016 to consider a possible amendment to the Comprehensive Plan (Land Use Plan) and Rezoning. A legal notice was published in the Pine Journal on January 28, 2016 and property owners within 350 feet were sent notice of the public hearing.

Staff requested Kwik Trip to Amend the Comprehensive Plan and to Rezone this strip of property so that their entire site would be the same. The site plan being proposed can stand on its own without this change.

Kwik Trip is proposing to amend the Land Use Plan portion of the Comprehensive Plan by changing the current classification from “Low Density Residential” to “Highway Commercial” for a 35 foot strip of property located east of 900 Washington Avenue and currently owned by Zion Lutheran Evangelical Church. Kwik Trip is also proposing a Rezoning of this 35 foot strip from the current classification of R1 – Single Family Residential to RC – Regional (Highway) Commercial. The amendment and rezoning, if approved, would amend the Land Use Plan Map of the Comprehensive Plan and the Zoning Map for this 35 foot strip of land, this would match the Land Use Plan and Zoning for the rest of the site.

The Site Plan is for a gas station, convenience store and carwash. The gas station will have two gas islands, one for automobiles and one for large vehicles/semi trucks. The convenience store and carwash are approximately 9,000 square feet in size and located to the south side of the lot with the gas islands located closer to Washington Avenue and Holmes Drive. Refer to the attached site plan for illustration.



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Land Use Plan and Rezoning

In August 2007 the City Council adopted the 2007 – 2027 Comprehensive Plan for the City of Cloquet. Chapter 3 of the Plan, Land Use discusses Inventory and Analysis; Goals, Objectives, and Policies; and, Land Use Plan. As part of that adoption the church property was guided on the Land Use Plan as Low Density Residential. Subsequently the property was zoned R1 – Single Family Residential. In both of these cases legal notices were published in the official newspaper but notices were not sent to individual property owners or owners within 350 feet of property being changed.

Staff has reviewed the language in the Comprehensive Plan pertaining to both the “Low Density Residential” and “Highway Commercial”. While the vast majority of the proposed project site is guided and zoned commercially the 35 foot strip of the church property is residential. As such the City’s Land Use Plan in the Comprehensive Plan and the Zoning of this 35 foot strip of land should be changed so the entire parcel is the same. In reviewing the write ups the moving of the boundary between the two districts 35 feet is not a substantial distance and would be in keeping the district lines following property lines.

Site Plan

Attached, the Commission will find the following plans for this development:

- Site Development Plan
- Site Grading Plan
- Site Landscape Plan
- Site Lighting Plan
- Color Building Elevations

Stormwater Management: (Section 18.6)

The developer has also run a hydraulic model for storm water which has been reviewed by the City Engineer and meets requirements. There is a proposed storm water outlet in the southeast corner of the site; easements will be needed from the property owner to the east for this water to flow onto their property.

The Code requires private stormwater areas to meet the following requirements:

1. A permanent public easement shall be provided to the city for access for inspection and/or maintenance purposes. Cost incurred by the city for any maintenance of private systems will be billed and/or assessed to the owner/operator.
2. Recorded inspection and maintenance agreements that define inspection and maintenance responsibilities are required. A minimum annual inspection for private systems shall be required. These requirements are transferrable to any party that becomes the owner/operator of the site.
3. An inspection and maintenance plan shall be developed, approved and included as an attachment to the maintenance agreement. At a minimum, maintenance plans must include the following:
 - a. Responsible person(s) for completing inspections and conducting maintenance.
 - b. Frequency of inspections and maintenance.



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- c. Inspection checklist and type of maintenance anticipated.
4. If site configurations or structural stormwater BMPs change, causing decreased BMP effectiveness, new or improved structural stormwater BMPs must be implemented to meet the requirements of this section.
5. The property owner shall keep on file all structural stormwater BMP annual inspection and maintenance records for 5 years and submit to the City as requested.
6. The City shall require the submittal of a letter of credit or other financial security in a form acceptable to the city in the amount of \$5,000 to ensure the stormwater treatment systems are installed correctly and in accordance with this ordinance.

Impervious Surface: (Section 17.6.11, Subd. 5. F)

The application submitted to the City, is for a new retail building to be constructed at 900 Washington Avenue. The proposed development would be 73% impervious and 27% greenspace in a zoning district which allows 70% impervious and 30% greenspace. The site plan will need to be revised to decrease the amount of impervious surface.

Building Setbacks: (Section 17.5.15, Subd. 4. A)

The Highway 33 Design Standards require that the front of the building be placed within 35 to 100 feet of the Highway 33 property line. The canopy over the gas pumps is within that distance but the building is over 200 feet away from Highway 33. All other building and parking setbacks have been met. Staff feels the design standard setbacks were mainly for structures adjacent to Highway 33 and trying to have the buildings close to the highway and the parking behind the building. In the case of a gas station it would be difficult to have the gas pumps behind the store without having the back of the store facing the road. Staff supports the layout as proposed.

Landscaping: (Section 17.5.04 Subd. 5.)

The landscape plan shows 25 overstory plantings with 30 shrubs and 4 ornamental trees, the site is required to have 38 overstory plantings in addition to understory trees and shrubs. There is not an irrigation plan for the site but the plan states that irrigation will be provided to all sod and landscape areas. An irrigation plan and revised landscape plan will need to be submitted prior to the issuance of the building permit.

Traffic Flow:

The Commission will note that access to the site is from both Washington Avenue; two access points (one shared with the church), and Holmes Drive. Appropriate permits will be needed from Carlton County for the access points on Washington Avenue. Appropriate cross easements with the church will be needed to be filed for the shared driveway. The Site Plan has been forwarded to Carlton County Transportation for their comments. Staff believes the westerly access onto Washington Avenue should be a right in only access. As of the finalization of this report staff had not received any comments back from Carlton County, if anything comes in prior to the meeting copies will be distributed.



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Secondly, a traffic study was conducted at the request of the City; the same consultant that is performing the Highway 33 Corridor study prepared the traffic study. A copy of the traffic study is attached. The study determined peak hourly flows and turning movements for both am and pm hours for the intersections at Highway 33 and Washington Avenue and Washington Avenue and Holmes Drive. They did not look at the Washington Avenue and 14th Street intersection as part of the study. They then worked on the following six study scenarios to determine future impacts on these intersections:

- S1. 2016 No Development (No Kwik Trip)
- S2. 2016 Development (Kwik Trip)
- S3. 2036 No Development
- S4. 2036 Development
- S5. 2036 No Development with Mitigations
- S6. 2036 Development with Mitigations

While the study shows that there will be additional traffic generated with the development the intersections “Level of Service” will not change dramatically in 2016/2017 when the store opens. By 2036 with no improvements made to any of the roads there are some times that certain parts of the intersections will operate below acceptable standards. With mitigations made (a future traffic signal at Highway 33 and Washington Avenue) all of the intersections will operate at or above acceptable standards.

A signal would be installed at Highway 33 and Washington Avenue when the Minnesota Department of Transportation (MNDOT) determines that warrants have been met to require one to be installed and then the cost would be by the parties who own the roads. If the City or County conclude a traffic signal is proactively needed (prior to warrants being met) that can occur if funded by them (no MNDOT funding will be used unless warrants are met for the signals, they are a developer driven cost). A basic traffic signal estimate is \$250,000.

Parking: (Section 17.5.11 Subd. 6.)

The site is required to have 36 parking spaces based on 1 parking stall per 200 sq. ft. of floor area. The proposed building would be 7,156 sq. ft. The proposal for parking is for 43 regular parking spaces 9’ x 20’ and 2 ADA accessible parking spaces designed to code standards, seven more than required.

The carwash located on the back of the building allows for stacking of eight vehicles before they will be blocking the driveway between the pump islands. The ordinance requires a minimum of 6 stacking spaces per lane. The carwash at PJ’s Minit Mart (former Little Store) on Highway 33 and Doddridge Avenue has stacking for maybe five vehicles.

Trash Storage: (Section 17.5.15 Subd. 7. A (7))

Proposed trash storage will be located along the southwest side of the building on a concrete pad. This trash storage will be screened by a masonry structure with a 6’ board gate.



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Signage: (Section 17.5.13 Subd. 14.)

The applicant is proposing a ground/monument sign near the corner of Washington Avenue and Holmes Drive; the ground/monument sign meets the ordinance requirements. The plan shows signs on two sides of the canopy with each sign being approximately 14 square feet in size. The Ordinance allows for signage on two sides of the canopy not to exceed 20 square feet and 10 feet in length. Building signage is on the plan and complies with City sign standards.

Lighting: (Section 17.5.12 Subd. 5. B)

The applicant has provided a photometric plan along with detail sheets which display downward facing fixtures that emit footcandle readings that are compliant with City lighting standards.

Highway 33 Design Standards: (Section 17.5.15 Subd. 6.)

All Highway 33 Design Standards topic areas are addressed above except for a discussion on the “Architectural Standards.” The primary exterior finish material proposed is red brick which complies with design standards. The colors proposed are earth tones (browns,) and large windows will be incorporated into the building facing the front, Washington Avenue.

Other Site Plan Items:

The property currently exist as three separate tax parcels that will need to be consolidated prior to the issuance of the building permit.

The sewer and water lines serving the property come from the northwest, these lines will need to be removed with the demolition of the existing building. The utility plans show both the sewer and water lines for the new building coming from the west. These services cross private property and thus easements will need to be drawn up covering these utility corridors.

Kwik Trip is proposing a new sidewalk along Holmes Drive along with a sidewalk extending east into the parking lot. There is a bike rack and picnic tables located to the northeast of the building. Staff recommends that a sidewalk should also be installed adjacent to the site along to Washington Avenue as well as leading to the site.

Feedback

Staff has received a few calls from area residents with concerns of noise, lighting and traffic. We have also received the attached email and there was one letter to the editor that is attached.

Policy Objectives

The Land Use Plan portion of the Comprehensive Plan discusses the “Low Density Residential” on page 3-13 and 3-14 and the “Highway Commercial” on page 3-20. The plan does not have any specific locational criteria for where certain districts should be located or rational as to why districts are located where they are. The Rezoning of the property is to be consistent with the Comprehensive Plan. This particular change is for a 35 foot strip of property that will be joined with the property to the west. The purpose of this Site Plan Review application is to ensure that this development project is aligned with city development standards and Highway 33 Design Standards.



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Financial Impacts

The Comprehensive Plan Amendment, Rezoning and Site Plan fees were paid.

Advisory Committee Action Requested

The Planning Commission should listen to the testimony that is presented at the public hearing and review the language in the Comprehensive Plan pertaining to both the “Low Density Residential” and “Highway Commercial”. Following this review the Planning Commission can recommend approval of the request, recommend denial of the request or table the request for some additional information. The Commission should take the same action on the Rezoning application so the two are consistent.

The Commission should also review the Site Plan and take into account any comments pertaining to it. Following this review the Planning Commission can recommend approval of the request, recommend denial of the request or table the request for some additional information.

Staff Recommendation

Staff would recommend approval of the Comprehensive Plan Amendment from “Low Density Residential” to “Highway Commercial” and Rezoning from R1 – Single Family Residential to RC – Regional (Highway) Commercial. Staff would recommend approval of the Site Plan subject to at least the conditions in the attached resolution.

Supporting Documents Attachments

- Resolution No. 16-01 Comp
- Resolution No. 16-01 Rezone
- Resolution No. 16-01 Site Plan
- Location Map
- Comprehensive Plan Pages
- Land Use Plan
- Zoning Map
- Site Plan Maps
- Traffic Study
- Correspondence

STATE OF MINNESOTA

COUNTY OF CARLTON

CITY OF CLOQUET

Commissioner _____ offered the following Resolution and moved its adoption.

RESOLUTION NO. 16-01 Comp

A RESOLUTION RECOMMENDING THE CITY COUNCIL OF CLOQUET APPROVE THE COMPREHENSIVE PLAN AMENDMENT (LAND USE PLAN) FROM “LOW DENSITY RESIDENTIAL” TO “HIGHWAY COMMERCIAL”

WHEREAS, Kwik Trip is proposing a Comprehensive Plan Amendment (Land Use Plan) from “Low Density Residential” to “Highway Commercial”; and

WHEREAS, As required by ordinance, notification was advertised in the Pine Journal. A public hearing was held to consider the application at the regular meeting of the Cloquet Planning Commission on February 9, 2016 at which time Zoning Case / Development Review No. 16-01 was heard and discussed; and

WHEREAS, the property of the proposed Comprehensive Plan Amendment (Land Use Plan) is located east of 900 Washington Avenue and is legally described as follows:

The Westerly 35 feet of the North 343.70 feet of the Northwest Quarter of the Northeast Quarter of the Northeast Quarter (NW ¼ of NE ¼ of NE ¼) of Section Twenty-six (26), Township Forty-nine (49), North of Range Seventeen (17), West of the Fourth Principal Meridian, Carlton county, Minnesota. Except the North 33.00 feet thereof for right of way purposes.

WHEREAS, the Planning Commission reviewed the staff report and recommends approval of the Comprehensive Plan Amendment (Land Use Plan).

NOW, THEREFORE, BE IT RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF CLOQUET, MINNESOTA, that the Planning Commission recommends approval of Zoning Case 16-01 to the Cloquet City Council.

The foregoing motion was duly seconded by Commissioner _____ and being put to vote members voted: AYE: ____ NAY: ____ ABSENT: ____

JESSE BERGLUND	_____	BRYAN BOSTA	_____
CHUCK BUSCHER	_____	MICHAEL HAUBNER	_____
KELLY JOHNSON	_____	JOHN SANDERS	_____
URIAH WILKINSON	_____		

Approved this 9th day of February 2016.

CITY OF CLOQUET

JESSE BERGLUND
CHAIR

ATTEST: _____
Alan Cottingham
City Planner/Zoning Administrator

STATE OF MINNESOTA

COUNTY OF CARLTON

CITY OF CLOQUET

Commissioner _____ offered the following Resolution and moved its adoption.

RESOLUTION NO. 16-01 Rezone

**A RESOLUTION RECOMMENDING THE CITY COUNCIL OF CLOQUET APPROVE
THE REZONING FROM “R1 – SINGLE FAMILY RESIDENTIAL” TO “RC –
REGIONAL (HIGHWAY) COMMERCIAL”**

WHEREAS, Kwik Trip is proposing a Rezoning from “R1 – Single Family Residential” to “RC – Regional (Highway) Commercial”; and

WHEREAS, As required by ordinance, notification was advertised in the Pine Journal. A public hearing was held to consider the application at the regular meeting of the Cloquet Planning Commission on February 9, 2016 at which time Zoning Case / Development Review No. 16-01 was heard and discussed; and

WHEREAS, the property of the proposed Rezoning is located east of 900 Washington Avenue and is legally described as follows:

The Westerly 35 feet of the North 343.70 feet of the Northwest Quarter of the Northeast Quarter of the Northeast Quarter (NW ¼ of NE ¼ of NE ¼) of Section Twenty-six (26), Township Forty-nine (49), North of Range Seventeen (17), West of the Fourth Principal Meridian, Carlton county, Minnesota. Except the North 33.00 feet thereof for right of way purposes.

WHEREAS, the Planning Commission reviewed the staff report and recommends approval of the Rezoning.

NOW, THEREFORE, BE IT RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF CLOQUET, MINNESOTA, that the Planning Commission recommends approval of Zoning Case 16-01 to the Cloquet City Council.

The foregoing motion was duly seconded by Commissioner _____ and being put to vote members voted: AYE: ____ NAY: ____ ABSENT: ____

JESSE BERGLUND	_____	BRYAN BOSTA	_____
CHUCK BUSCHER	_____	MICHAEL HAUBNER	_____
KELLY JOHNSON	_____	JOHN SANDERS	_____
URIAH WILKINSON	_____		

Passed this 9th day of February 2016.

CITY OF CLOQUET

JESSE BERGLUND
CHAIR

ATTEST: _____
Alan Cottingham
City Planner/Zoning Administrator

STATE OF MINNESOTA

COUNTY OF CARLTON

CITY OF CLOQUET

Commissioner _____ offered the following Resolution and moved its adoption.

RESOLUTION NO. 16-01 Site Plan

A RESOLUTION RECOMMENDING APPROVAL OF A SITE PLAN IN THE RC – REGIONAL (HIGHWAY) COMMERCIAL DISTRICT FOR KWIK TRIP, INC.

WHEREAS, Kwik Trip, Inc. is proposing a Site Plan in the RC – Regional (Highway) Commercial District; and

WHEREAS, the property of the proposed Site Plan is located at 900 Washington Avenue and is legally described as follows:

That part of the Northeast Quarter of the Northwest quarter of the Northeast Quarter of Section 26, Township 49 North, Range 17 West, Carlton, Minnesota, described as follows: Commencing at the northeast corner of said Section 26; thence on an assumed bearing of South 89 degrees 11 minutes 41 seconds West, along the north line of the Northeast Quarter of said Section 26 for a distance of 1333.77 feet to the northeast corner of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter of said Section 26, said point being the Point of Beginning of the parcel herein described; thence continue South 89 degrees 11 minutes 41 seconds West, along the north line of said Northeast Quarter of the Northwest Quarter of the Northeast Quarter for a distance of 270.56 feet to the intersection with a line which bears North 04 degrees 49 minutes 55 seconds East from a point designated as B12 on the Minnesota Department of Transportation Right of Way Plat No. 09-5; according to the recorded plat thereof, Carlton County, Minnesota; thence South 04 degrees 49 minutes 55 seconds West 33.16 feet to said point B12, said point also being on the southerly right of way line of County State Aid Highway 16, also known as Washington Avenue; thence continue South 04 degrees 49 minutes 55 seconds West, along easterly line of said Minnesota Department of Transportation Right of Way Plat No. 09-5 for a distance of 69.31 feet to a point designated as B13 on said Minnesota Department of Transportation Right of Way Plat No. 09-5; thence southwesterly for a distance of 164.71 feet, along said easterly line of Minnesota Department of Transportation Right of Way Plat No. 09-5, along a tangential curve, concave to the northwest, having a radius of 175.00 feet and a central angle of 53 degrees 55 minutes 42 seconds to a point designated as B14 on

said Minnesota Department of Transportation Right of Way Plat No. 09-5; thence South 58 degrees 45 minutes 37 seconds West, along said easterly line of Minnesota Department of Transportation Right of Way Plat No. 09-5, a distance of 79.94 feet to a point designated as B15 on said Minnesota Department of Transportation Right of Way Plat No. 09-5; thence southwesterly for a distance of 68.09 feet, along said easterly line of Minnesota Department of Transportation Right of Way Plat No. 09-5, along a non-tangential curve, concave to the southeast, having a radius of 175.00 feet, the chord of which bears South 47 degrees 33 minutes 52 seconds West and a chord length of 67.91 feet; thence North 89 degrees 21 minutes 46 seconds East 200.14 feet; thence continue North 89 degrees 21 minutes 46 seconds East 16.16 feet; thence South 02 degrees 06 minutes 14 seconds East 21.01 feet to the north line of the south 315.00 feet of said Northeast Quarter of the Northwest Quarter of the Northeast Quarter; thence North 89 degrees 21 minutes 46 seconds East, along the north line of the south 315.00 feet of the Northeast Quarter of the Northwest Quarter of the Northeast Quarter for a distance of 266.96 feet to the east line of said Northeast Quarter of the Northwest Quarter of the Northeast Quarter; thence North 00 degrees 27 minutes 10 seconds West, along said east line of the Northeast Quarter of the Northwest Quarter of the Northwest Quarter for a distance of 343.71 feet to the Point of Beginning. EXCEPT the northerly 33.00 feet thereof for right of way purposes.

AND

That part of the Northwest Quarter of the Northeast Quarter of the Northeast Quarter of Section 26, Township 49 North, Range 17 West of the Fourth Principal Meridian, Carlton County, Cloquet, Minnesota, described as follows: The West 35.00 feet of the North 343.70 feet of the Northwest Quarter of the Northeast Quarter of the Northeast Quarter of said Section 26, EXCEPT the North 33.00 feet thereof for right of way purposes.

WHEREAS, the Planning Commission reviewed the staff report and recommends approval of the Site Plan.

NOW, THEREFORE, BE IT RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF CLOQUET, MINNESOTA, that the Planning Commission recommends approval of Zoning Case 16-01 for a site plan for Kwik Trip, Inc. subject to the following conditions:

1. The site plan shall be revised so the impervious surface does not exceed 70%.
2. An irrigation plan will need to be submitted prior to the building permit being issued.
3. A new landscape plan must be submitted prior to the building permit being issued.
4. The site plan shall be revised to show a sidewalk along Washington Avenue and constructed as part of this project.
5. Easements from the property to the southeast must be submitted for the storm water runoff before a building permit is issued.
6. The required easements, inspection and maintenance agreements, inspection and maintenance plan, financial guarantee and other items as required for the stormwater BMPs must be submitted before a building permit is issued
7. The administrative adjustment of the three parcels shall be filed with Carlton County prior to the building permit being issued.
8. Utility easements shall be provided over the water and sewer lines that extend across the Taco Johns parcel.
9. The westerly access onto Washington Avenue shall be a right in only.

10. Copies of the access permit from Carlton County must be submitted prior to the issuance of the building permit.

11. Cross easement documents must be filed for the shared driveway with Zion Lutheran Evangelical Church.

12. The P.A. system must be shut off between the hours of 10 pm and 7 am.

The foregoing motion was duly seconded by Commissioner _____ and being put to vote members voted: AYE: ____ NAY: ____ ABSENT: ____

JESSE BERGLUND _____ BRYAN BOSTO _____

CHUCK BUSCHER _____ MICHAEL HAUBNER _____

KELLY JOHNSON _____ JOHN SANDERS _____

URIAH WILKINSON _____

Passed and adopted this 9th day of February 2016.

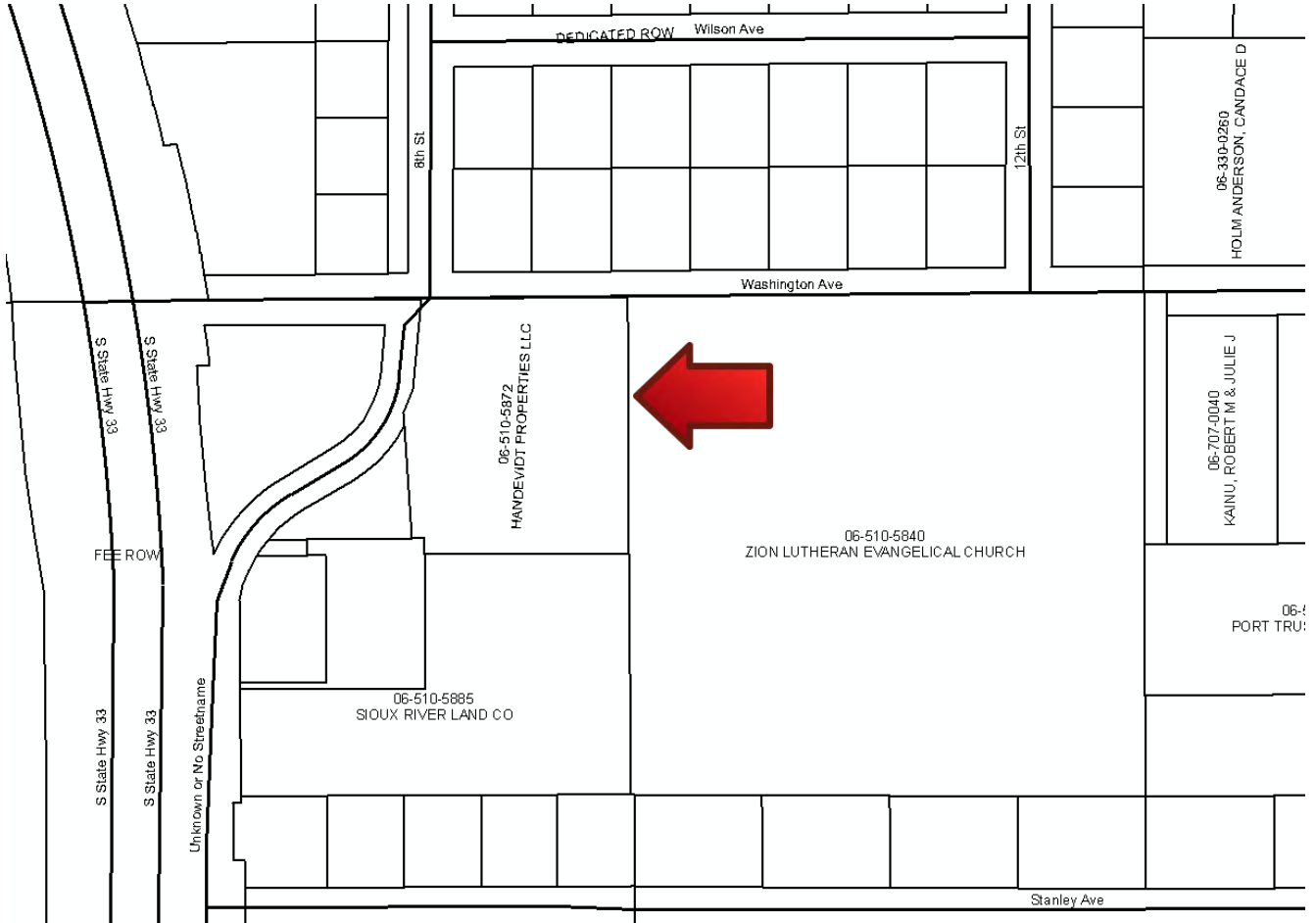
CITY OF CLOQUET

JESSE BERGLUND
CHAIR

ATTEST: _____
Alan Cottingham
City Planner/Zoning Administrator

LOCATION MAP

KWIK TRIP



No Scale

Comprehensive Plan

Low Density Residential

Township. Unlike the rural residential development to the north, the Otter Creek subdivision is outside Cloquet's Drinking Water Supply Management Area (refer to Chapter 5: Utilities and Community Facilities for additional information). Therefore, the Otter Creek Subdivision is a unique subdivision that the City does not anticipate serving with sewer and water before 2027.

Low-Density Residential

The Comprehensive Plan guides most of the area within the anticipated 2027 public sewer and water service boundary for low-density residential use. Acceptable land uses in this area include single-family detached residences, duplexes, twinhomes, religious institutions, parks, essential services, and

Adopted by the City Council: August 21, 2007

3-13

other public and semi-public uses that can be sensitively integrated into a low-density residential neighborhood. Low-density residential uses should have a density of one to five dwelling units per acre.

The Comprehensive Plan guides a significant amount of existing agricultural or rural residential land for future low-density residential use. However, as the City prepares detailed plans to provide public sewer and water to these existing rural areas of the city, the City may find that it is not feasible to serve certain existing rural development with public sewer and water. In those cases, the City could possibly amend this Comprehensive Plan and guide those areas for suburban residential use rather than for future low-density residential use.

Moderate-Density to High-Density Residential

The Comprehensive Plan continues to guide existing townhomes, mobile home parks, condominiums, and apartments for moderate-density to high-density residential use. The Plan does not specifically guide additional parcels for moderate to high-density residential use. Rather, it promotes sensitive integration of these uses into the city center, planned mixed residential, and the

Comprehensive Plan

Highway Commercial

Highway 33), and a market analysis to determine viable uses for the area.

Highway Commercial

The Comprehensive Plan guides two primary areas for highway commercial use: 1) an area along State Highway 33 south of the St. Louis River, and 2) an area along Highway 33 north of the St. Louis River. The Comprehensive Plan also guides existing scattered highway commercial use on Cloquet Avenue, Washington Avenue, and Big Lake Road for continued highway commercial use. The following provides an overview of the two primary areas for highway commercial use.

Highway Commercial South of the St. Louis River. Most existing highway commercial use in Cloquet is along Highway 33 south of the St. Louis River. This area includes a large discount department store, a grocery store/shopping center, a variety of restaurants and retail shops, motels, a car dealership, and a movie theater. The Comprehensive Plan supports and integrates the recommendations of Cloquet's 1998 Community Revitalization Plan to improve the existing highway commercial uses in this area. Those recommendations include improving vehicular and pedestrian circulation, integrating the natural landscape into the built environment, redeveloping distressed areas and areas with conflicting uses, and applying design guidelines or standards to existing and proposed development.

Specific recommendations for this area include the following:

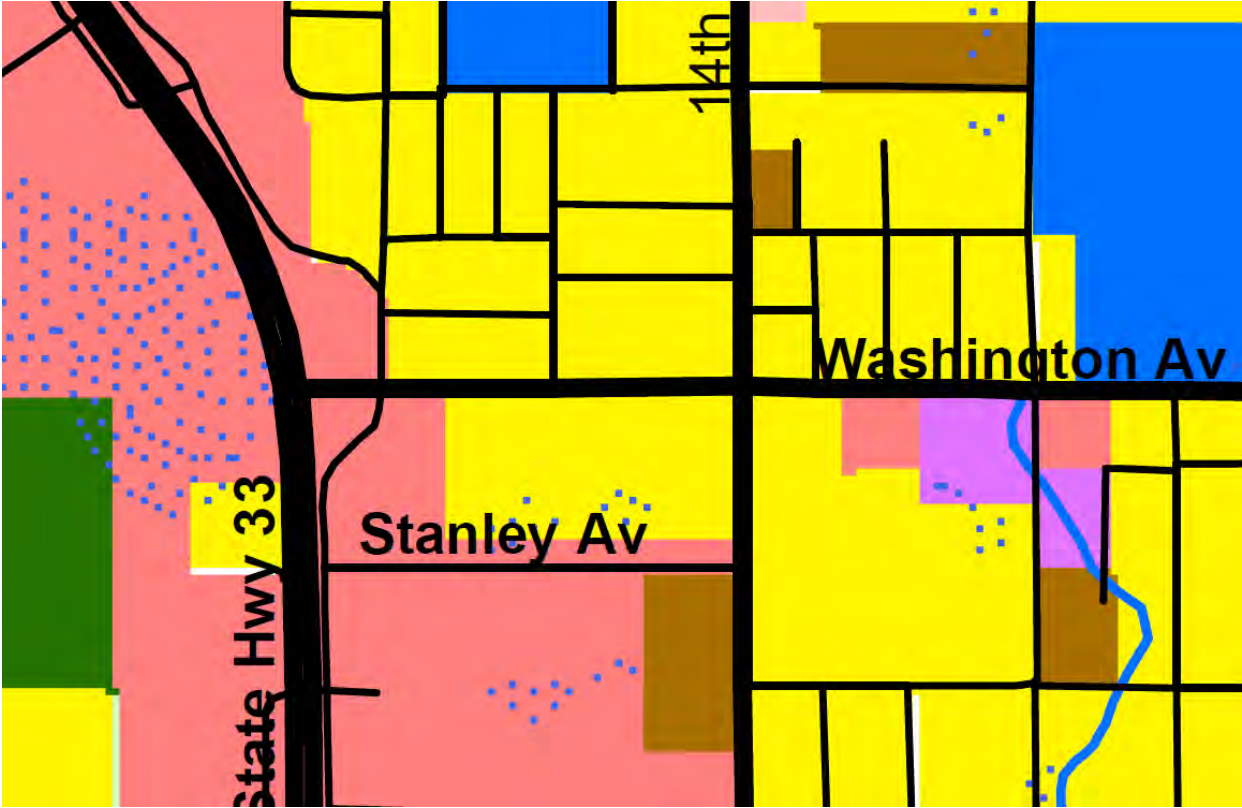
- Work with developers and landowners to study the feasibility of relocating the existing concrete block plant and Minnesota Department of Natural Resources facility to more suitable locations in the city. Explore opportunities for commercial redevelopment of the sites.
- Work with the Minnesota Department of Transportation to improve vehicular and pedestrian circulation in the area, particularly at the intersection of Doddridge Avenue and State Highway 33.

Highway Commercial North of the St. Louis River. The Sunnyside area near the intersection of State Highway 33 and North Road (North Cloquet Road) contains several existing highway commercial uses. The Comprehensive Plan supports and integrates the recommendations of Cloquet's 1998 Community Revitalization Plan to improve the existing highway commercial uses in this area. In addition, the Comprehensive Plan guides a largely undeveloped area on the west side of State Highway 33 north of the existing Sunnyside development for future highway commercial use. The City, in coordination with the Minnesota Department of Transportation, affected property owners, and other interested parties, should consider developing a conceptual master plan for this area that addresses access issues, future roads (that may include a "backage" road that would run parallel to Highway 33), and a market analysis to determine viable uses for the area.

The Comprehensive Plan guides a roughly 1,200-foot deep area on the west side of Highway 33 for future highway commercial use that could accommodate "big box" highway commercial use if desired and feasible. Other smaller highway commercial uses could be integrated around a big box anchor.

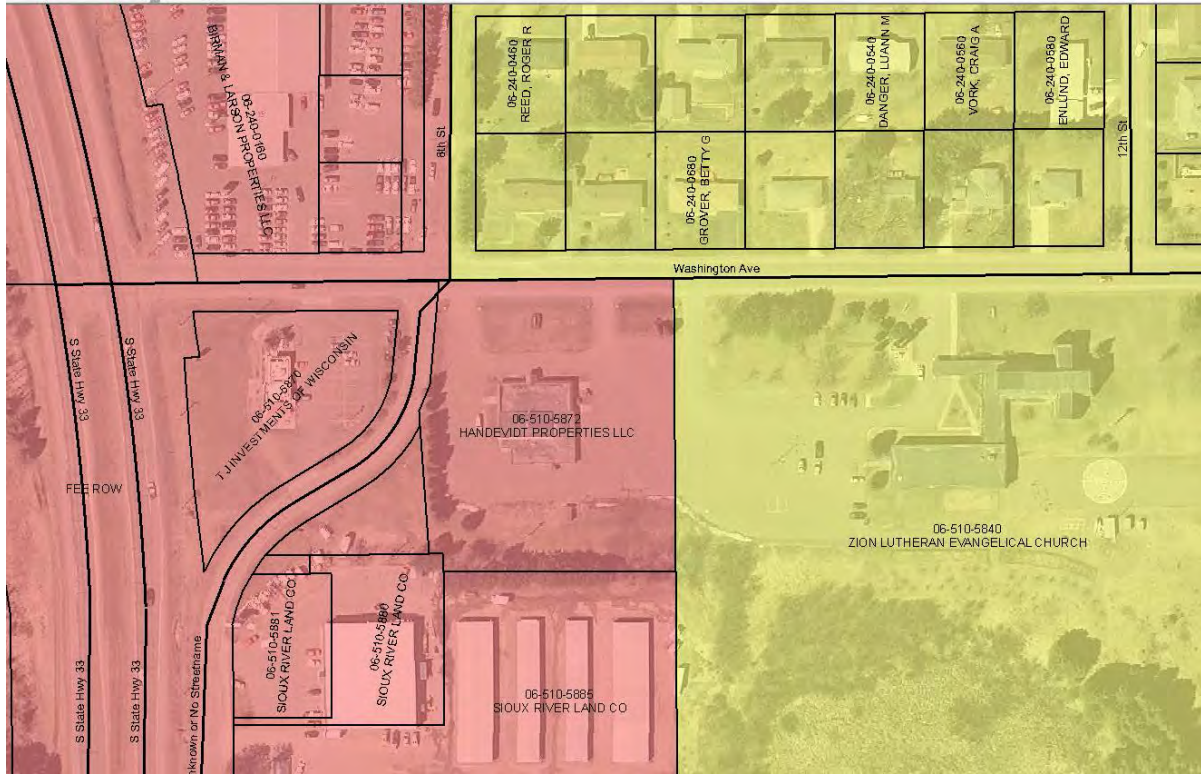
Comprehensive Plan

Land Use Plan

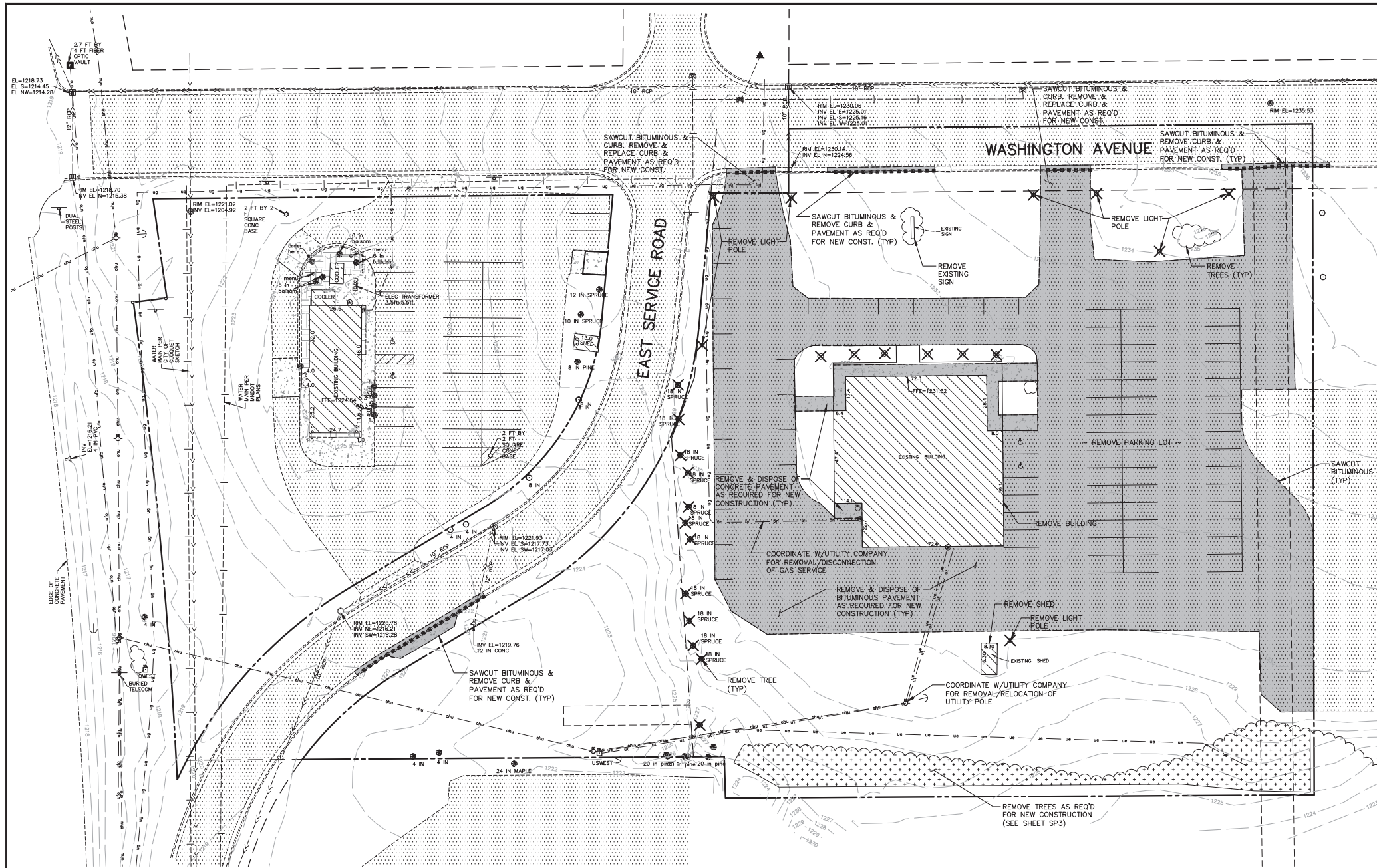


No Scale

Zoning Map



No Scale



PLAN LEGEND

EXISTING	REMOVAL
CURB	---
BITUMINOUS	-----
CONCRETE WALK	-----
PROPERTY LINE	-----
EASEMENT LINE	-----
STORM SEWER	---<<--->>---
SANITARY SEWER	---<<--->>---
WATER MAIN	---<<--->>---
UNDERGROUND GAS	---<<--->>---
UNDERGROUND ELECTRIC	---<<--->>---
UNDERGROUND TELEPHONE	---<<--->>---
UNDERGROUND FIBEROPTICS	---<<--->>---
UNDERGROUND TELEVISION	---<<--->>---
OVERHEAD UTILITIES	---<<--->>---
OVERHEAD ELECTRIC	---<<--->>---
MANHOLE	○
HYDRANT	⊗
GATE VALVE	⊗
POWER POLE	⊗
GUY WIRE	⊗
LIGHT POLE	⊗
HAND HOLE	⊗
TELEPHONE BOX	⊗
GUARD POST	⊗
SIGN	⊗

- REMOVAL PLAN NOTES**
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND TYPES OF EXISTING UTILITIES AND TO NOTIFY THE OWNER AND ENGINEER IMMEDIATELY OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
 2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, APPURTENANCES AND STRUCTURES NOT INDICATED FOR REMOVAL. DAMAGE CAUSED BY DEMOLITION OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
 3. CONTRACTOR TO REMOVE/RELOCATE EXISTING PRIVATE UTILITIES AS NECESSARY. THE CONTRACTOR SHALL COORDINATE THESE ACTIVITIES WITH THE UTILITY COMPANIES.
 4. THE CONTRACTOR IS RESPONSIBLE FOR ALL THE REMOVALS SHOWN ON THE PLANS AND SHALL CONFORM/ADHERE TO ALL GOVERNING STATE AND LOCAL REGULATIONS. ALL PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

- SHEET INDEX**
- SP1 - EXISTING CONDITIONS & REMOVALS PLAN
 - SP2 - SITE LAYOUT PLAN
 - SP2.1 - SITE KEYNOTE PLAN
 - SP3 - GRADING & EROSION CONTROL PLAN
 - SP4 - UTILITY PLAN
 - SP4.1 - UTILITY PLAN (STORM SEWER)
 - SP5 - STORMWATER POLLUTION PREVENTION PLAN
 - SP6 - DETAILS
 - SP7 - DETAILS
 - SP8 - DETAILS
 - SP9 - DETAILS
 - L1 - LANDSCAPE PLAN
 - L2 - LANDSCAPE SITE
 - E1 - PHOTOMETRIC SITE PLAN

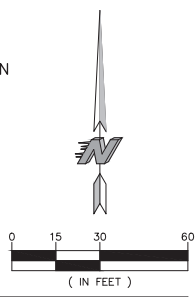
UNLESS OTHERWISE NOTED, REMOVE ALL EXISTING FEATURES ON SITE INCLUDING, BUT NOT LIMITED TO, BUILDINGS, FOUNDATIONS, PAVEMENTS, UTILITIES, UNDERGROUND TANKS, POWER POLES, & ELECTRIC METERS.

ALL SMALL UTILITIES (GAS, ELECTRIC, TELEPHONE, ETC.) SHALL BE REMOVED FROM THE SITE. COORDINATE WITH UTILITY COMPANIES FOR REMOVAL.



BENCHMARKS

1. TOP NUT OF HYDRANT LOCATED IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF WASHINGTON AVENUE AND 8TH STREET. ELEVATION: 1232.18 (NAVD 88)



KWIK TRIP STORES

KWIK STAR STORES

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
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FAX (608) 781-8960

Carlson McCain

ENVIRONMENTAL ENGINEERING SURVEYING
3890 Pheasant Ridge Dr., #100, Blaine, MN 55449
Phone: 763-489-7900 Fax: 763-489-7959

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Name: Joseph T. Radach, P.E.
Signature: *J. Radach*
Date: 01/08/16 License #: 45889

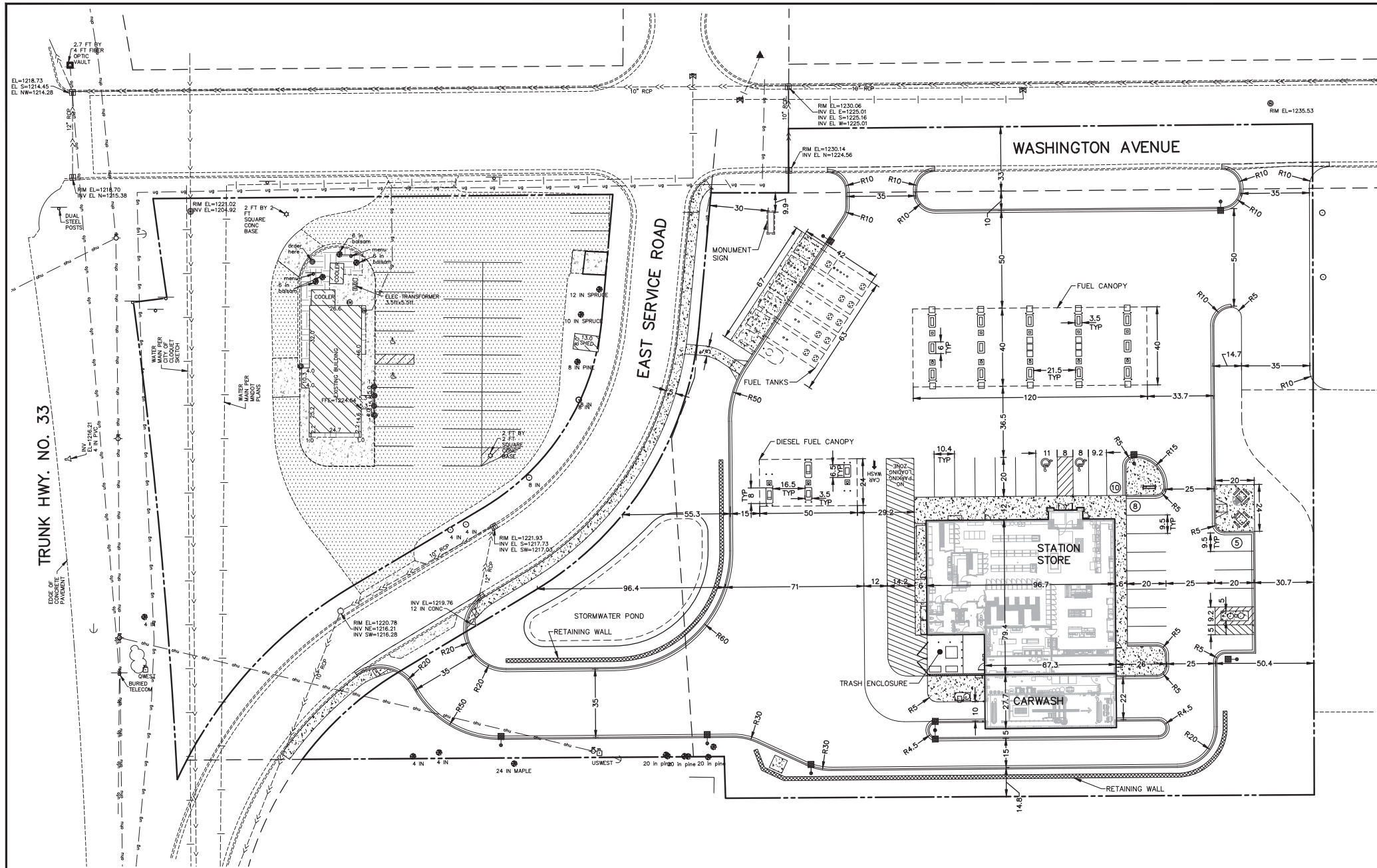
EXISTING CONDITIONS & REMOVALS PLAN

CONVENIENCE STORE #144 WITH SIDE DIESEL

WASHINGTON AVENUE CLOQUET, MINNESOTA

#	DATE	DESCRIPTION

DRAWN BY: JTR
SCALE: GRAPHIC
PROJ. NO.: 5919-00
DATE: 2016-01-08
SHEET: 144 SP1



PLAN LEGEND

EXISTING	PROPOSED
CURB	---
BITUMINOUS	----
CONCRETE WALK	----
PROPERTY LINE	----
EASEMENT LINE	----
STORM SEWER	---
SANITARY SEWER	---
WATER MAIN	---
UNDERGROUND GAS	---
UNDERGROUND ELECTRIC	---
UNDERGROUND TELEPHONE	---
UNDERGROUND FIBEROPTICS	---
UNDERGROUND TELEVISION	---
OVERHEAD UTILITIES	---
OVERHEAD ELECTRIC	---
MANHOLE	○
HYDRANT	⊗
GATE VALVE	⊗
POWER POLE	⊗
GUY WIRE	---
LIGHT POLE	⊗
HAND HOLE	⊗
TELEPHONE BOX	⊗
GUARD POST	⊗
SIGN	⊗

- SITE PLAN NOTES**
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - CONCRETE CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
 - IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES PRIOR TO THE START OF SITE WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES OR VARIATIONS FROM THE PLAN.
 - UNLESS OTHERWISE SHOWN ON THIS DRAWING, CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINT AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND DRIVES PER THE FOLLOWING REQUIREMENTS:
 - CONTROL JOINT MAX. SPACING: WALKS-8' O.C. ALL OTHERS-10' O.C.
 - SAW CUT CONTROL JOINTS MINIMUM 1/4" CONCRETE THICKNESS.
 - EXPANSION JOINT MAX. SPACING: WALKS-24' O.C. *ALL OTHERS-40' O.C.
- *ALL POINTS WHERE A CHANGE IN PAVEMENT THICKNESS OCCURS SHALL HAVE AN EXPANSION JOINT.
- DOVELL ALL EXPANSION JOINTS: 24" O.C. MAX.
- CONCRETE SEALER SHALL BE TK-26UV.

SITE DATA

ZONING:	RC-REGIONAL COMMERCIAL
PARCEL AREA:	122,708 SF
NET AREA (LESS ROW):	113,847 SF
HARD SURFACE AREA:	
STATION STORE:	7,156 SF 6%
CARWASH:	1,863 SF 2%
PAVEMENT:	74,404 SF 65%
TOTAL:	83,423 SF 73%
PERVIOUS SURFACE AREA:	30,424 SF 27%
BUILDING HEIGHTS	
STATION STORE:	24.0 FT
CARWASH:	14.0 FT
FUEL CANOPIES:	15.5 FT

PARKING SUMMARY

STANDARD STALLS	21
HANDICAP STALLS	2
FUEL CANOPY STALLS	20
DIESEL CANOPY STALLS	2
TOTAL STALLS	45

BENCHMARKS

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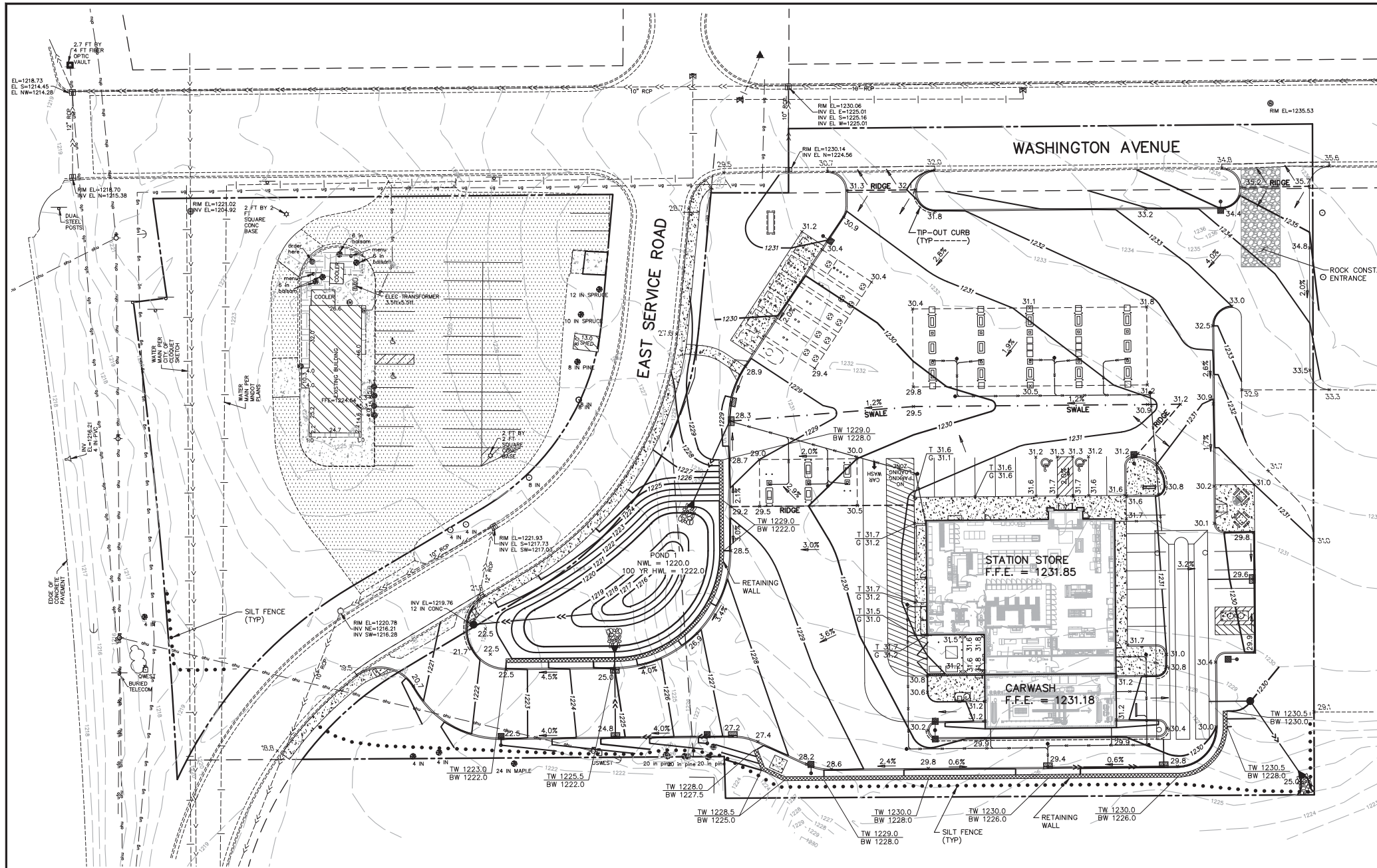
SITE PLAN (LAYOUT)

CONVENIENCE STORE #144 WITH SIDE DIESEL

WASHINGTON AVENUE CLOQUET, MINNESOTA

#	DATE	DESCRIPTION

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 SCALE: GRAPHIC
 PROJ. NO.: 5919-00
 DATE: 2016-01-08
 SHEET: 144 SP2



PLAN LEGEND

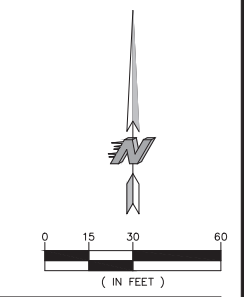
EXISTING	PROPOSED
CURB	
BITUMINOUS	
CONCRETE WALK	
PROPERTY LINE	
EASEMENT LINE	
STORM SEWER	
SANITARY SEWER	
WATER MAIN	
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OVERHEAD UTILITIES	
OVERHEAD ELECTRIC	
MANHOLE	
HYDRANT	
GATE VALVE	
POWER POLE	
GUY WIRE	
LIGHT POLE	
HAND HOLE	
TELEPHONE BOX	
GUARD POST	
SIGN	
5' CONTOUR	
1' CONTOUR	
SPOT ELEVATION (CURB ELEVATIONS ARE TO GUTTER LINE)	
SILT FENCE	
TOP OF ISLAND ELEVATION	

GOVERNING SPECIFICATIONS

- THE LATEST EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION".
- THE LATEST EDITION OF THE CITY OF CLOQUET STANDARD DETAILS AND SPECIFICATIONS.
- THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).
- THE LATEST EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD SPECIFICATIONS.

GRADING NOTES

- SILT FENCE AND EXISTING CATCH BASIN INLET PROTECTION SHALL BE INSTALLED PRIOR TO GRADING CONSTRUCTION, AND SHALL BE MAINTAINED UNTIL SITE HAS BEEN STABILIZED.
- CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES PRIOR TO THE START OF GRADING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES OR VARIATIONS FROM THE PLAN.
- CONTRACTOR SHALL STRIP, STOCKPILE AND RESPREAD SUFFICIENT TOPSOIL TO PROVIDE A MINIMUM OF 4" OF TOPSOIL OVER ALL DISTURBED AREAS THAT WILL BE SODDED, SEEDDED OR LANDSCAPED.



BENCHMARKS

- TOP NUT OF HYDRANT LOCATED IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF WASHINGTON AVENUE AND 8TH STREET. ELEVATION: 1232.18 (NAVD 88)



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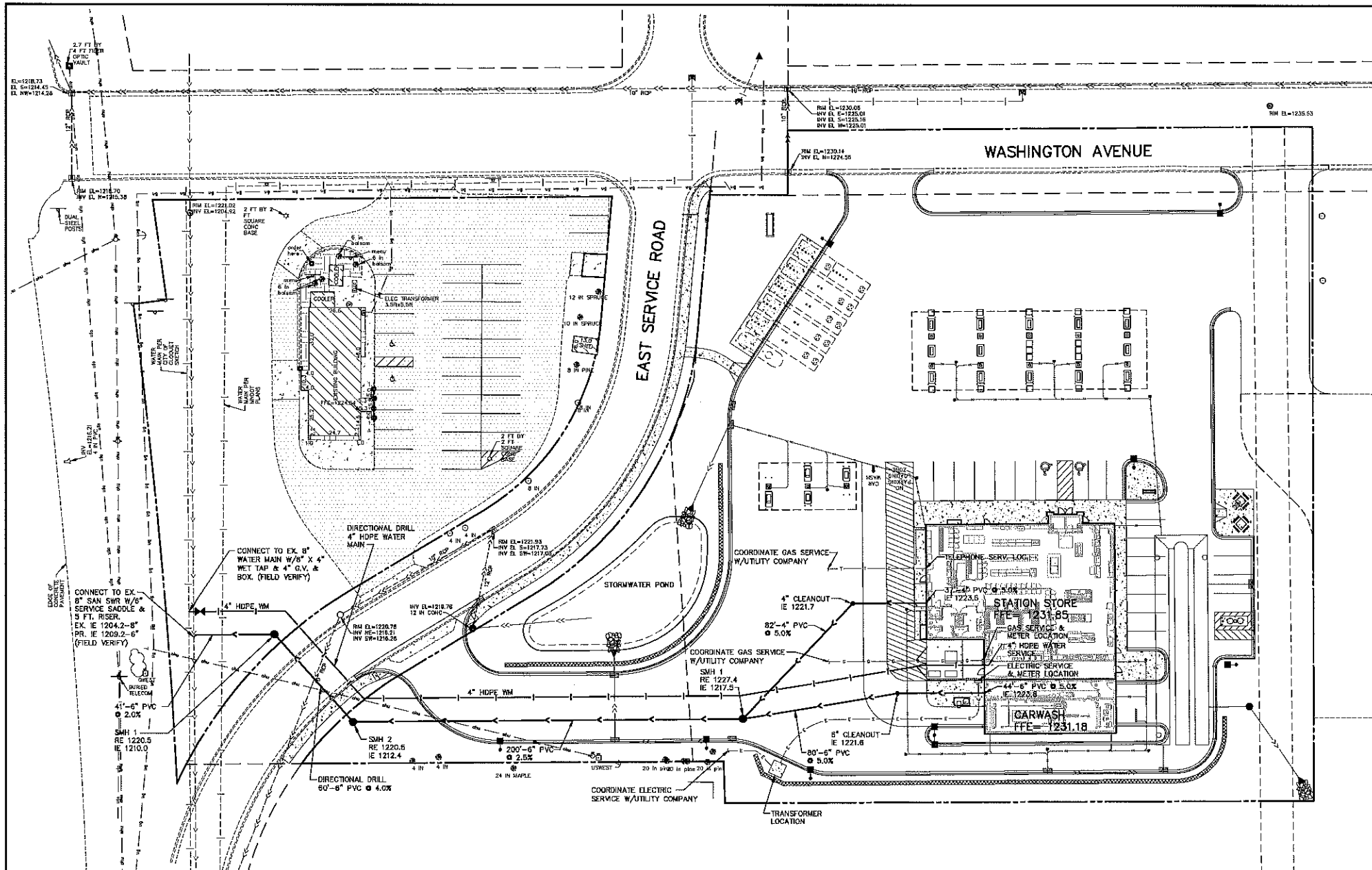
GRADING & EROSION CONTROL PLAN

CONVENIENCE STORE #144 WITH SIDE DIESEL

WASHINGTON AVENUE
CLOQUET, MINNESOTA

#	DATE	DESCRIPTION

DRAWN BY: JTR
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SHEET: 144 SP3



GENERAL:

1. **Obtain Specifications:** The latest editions of the Minnesota Department of Transportation "Standard Specifications for Construction", the City Engineers Association of Minnesota (CEAM) Standard Specifications, the City of Cloquet Standard Specifications and the Minnesota Plumbing Code.
2. **Comply with the work safety practices** specified by the Occupational Safety and Health Administration (OSHA). Comply with all applicable local, state, and federal safety regulations. OSHA penalties may be levied against anyone who violates these regulations. Construction safety is solely the responsibility of the Contractor, who is also solely responsible for the means, methods, and sequencing of the construction operations.
3. **Perform all utility work in accordance with State and City requirements.**
4. **Contact the City of Cloquet Public Works Department for inspection of all utility work.**
5. **Contact to existing sanitary sewer MIs by connecting.** Contact to existing storm sewer MIs by either connecting or bypassing. Meet all City standards and specifications for the connection. Record all inverts after installation. Use water stop gaskets in order to provide watertight seals when penetrating a structure wall with a pipe. Take measures before beginning construction to ensure that service connections do not cut into maintenance access structure joints or pipe down joints.
6. **Perform trench excavations for all utilities in accordance with the requirements of OSHA 29 CFR, Part 1926, Subpart P, "Excavations and Trenches."** (www.osha-slc.gov)
7. **Coordinate building utility connection locations at 5 ft. out from the proposed building with the Interior Plumbing Contractor prior to construction.** Verify water and sewer service locations and elevations with the Mechanical Engineer prior to construction.
8. **The locations of existing utilities shown on this plan are from record information and field as-built data.** The Engineer does not guarantee that all existing utilities are shown or that the locations indicated on the plan. It is the Contractor's responsibility to verify the vertical and horizontal location of all existing utilities (including water service lines and appurtenances). Notify the Engineer of any discrepancies.
9. **Contact utility companies for locations of all public and private utilities within the work area prior to beginning construction.** Contact BIA for locations of existing utilities at least 72 hours from including water/gas or hydro/gas before beginning any construction. Obtain latest number and mark with non-corrosive material of the various utilities at the site. Provide the Owner with the latest number information.
10. **Follow to verify the location of existing underground facilities of a sufficient number of locations in order to assure that no conflict with the proposed work exists and that sufficient clearance is available.**
11. **Where existing gas, electric, cable, or telephone utilities conflict with the work, coordinate the abandonment, relocation, offset, or support of the existing utilities with the appropriate utility companies.** Coordinate gas meter and gas line installation, electric meter and electric service installation, cable service and telephone service relocation with the local utility companies.
12. **Remove and store or dispose of all excess soil, waste material, debris, and all materials not designated for salvage.** Waste material and debris include tires, stumps, logs, brush, rocks, concrete, masonry, etc., or other waste material from the construction operation. Obtain the right to use waste areas for disposal of suitable or surplus materials either shown or not shown on the plan. All work in disposing of waste material shall be considered independent of the work. All disposal must conform to applicable local, state, and federal regulations. Obtain necessary permits as a part of the Owner.

13. **Straight line saw-cut existing bituminous or concrete surfacing at the perimeter of pavement removal areas.** Use saw that provides water to the blade. Tack, and finish of connections to existing bituminous pavement.
14. **Relocate overhead power, telephone, and cable lines as required.**
15. **All materials required for this work shall be new material conforming to the requirements for class, size, grade, size, quality, and other details specified herein or as shown on the Plans.** Do not use recycled or salvaged aggregate, asphalt pavement, crushed concrete, or scrap plastics. Unless otherwise indicated, the Contractor shall furnish all required materials.
16. **Restore the public right-of-way.** Replace any concrete curb and gutter, bituminous pavement, sidewalk, or vegetable lawn damaged by the construction activity. Restore damaged turf with soil within the public right-of-way. The work area shown is general and may need to be adjusted in the field.
17. **When sawing or drilling concrete or masonry, use saws that provide water to the blade.** Do not allow the slurry produced by this process to be tracked outside of the immediate work area or discharged into the street system.
18. **Adjust all curb slopes, valve boxes, manhole hole castings, catch basin castings, cleanout covers, and similar items to finished grade.**
19. **Install all pipe with the ASTM identification numbers on the top for inspection.** Commence pipe laying at the lowest point in the proposed sewer line. Lay the pipe with the bed end or receiving groove end of the pipe pointing up. When connecting to an existing pipe, uncover the existing pipe in order to allow any adjustments in the proposed line and grade before laying any pipe.
20. **Obtain and pay for all permits, tests, inspections, etc. required by agencies that have jurisdiction over the work.** The Contractor is responsible for all permits, letters of credit, or open accounts related to the work. Exercise and inspect work in accordance with all local and state codes, rules, ordinances, and regulations pertaining to the particular type of work involved.

WATER DISTRIBUTION SYSTEM:

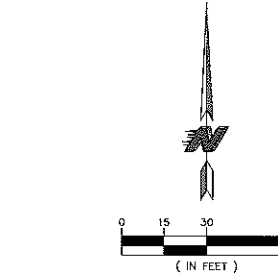
1. **Location of Water and Sewer:** Provide a minimum horizontal separation of 10 feet between all water and sewer lines. Provide a minimum separation of 10 inches of air clear space over the sewer line crossing.
2. **Minimums:** Minimum 7.5 feet of cover over the top of the water line to the finished grade. Verify elevation of proposed and existing water lines at all utility crossings. Install the water lines at greater depths in order to clear storm sewers, sanitary sewers, or other utilities as required. Include costs to lower water lines in the base bid.
3. **Disturbance:** Disturb all completed waterlines in accordance with AWWA Standard C901-05 and the City specifications. Water lines shall be marked prior to excavation, except when marked in the field.
4. **Testing:** Pressure test and perform bacteriological tests on all water lines under the supervision of the City Public Works Department. Notify the City at least 24 working hours prior to any testing. Pressure the entire line to 100 psi (C901) pipe grade pressure (measured at the point of lowest elevation) by means of a pump connected to the pipe in a satisfactory manner. Maintain the test pressure for a minimum of 2 hours. Do not add water to the waterline in order to maintain the required pressure during the watermain pressure testing. The test section of pipe is acceptable with a pressure drop of 7 psi (1 psi) or less. Electrical conductivity testing shall be performed as directed by the City.
5. **Use AWWA C100/A20.11** (Thiessen Class 62 Double End Pipe) with push-on joints for all waterlines unless otherwise noted. All watermain fittings shall meet the requirements of AWWA C103, latest edition. Bells and nuts shall be "Con-Lon" mating AWWA C111, latest edition.
6. **Where allowed by the municipality, use Polypropylene Chloride Pipe (PVC) conforming to AWWA C900** for 4-inch to 12-inch diameter pipe in lieu of 60" pipe. The pipe shall be pressure tested with a DR rating of 18 and conforming with the outside diameter dimensions of cast iron pipe. All materials shall meet the specifications and approvals of the Underwriters Laboratories Factory Mutual and the National Sanitation Foundation standards.
7. **Use mechanical joint restraint devices for joint restraint on all watermain bends having a vertical or horizontal deflection of 22-1/2 degrees or greater, all valves, elbows, tees, crosses, plugs, all hydrant valves, and all hydrants in accordance with City requirements.** Use "Series 1100 Repeating" manufactured by DWA, Inc., Ltd., Ltd., latest or approved equal. Installed in accordance with the manufacturer's recommendations for restraint on Double End Pipe.
8. **All air valve locations which require a 12" or smaller valve, install gate valves which are of the compression resistant tested (CRT) type.** Gate valves shall conform to AWWA C518. Install cast iron valve boxes conforming to ASTM A88 at each valve location. Valve boxes shall be the heavy-duty type with 3/4" x 1/4" bolts and the word "water" on the lid. Use Type 4300 with 4-inch deep lid, or approved equal. Valve boxes shall have at least 6" of adjustment above and below finished grade.
9. **Copper service pipe shall be Type K, seamless copper water tubing, soft annealed temper and conform to the requirements of ASTM B88.** If high density polyethylene (HDPE) water service will be used in lieu of copper, it shall conform to ASTM D2737, for "Drop-In" Water Service Tubing, PE 3408-200 psi, SDR 7 (PDS), as manufactured by Sidel Industries complying with ASTM D2774.
10. **BRACER WIRES:** Tracer wire for all non-metallic pipe shall be No. 8 AWG gauge, single or multiple strand plastic coated copper wire. Wire splices shall be made with a mechanical water proof connector such as "M-808" or approved equal. Tracer wire shall be fastened to the hydrant with Hydrant Tracer Wire Brackets as manufactured by Sidel Industries or approved equal.

SANITARY SEWER:

1. **Pipe:** Use vitrified clay, 300-35, ASTM D2034 (or approved equal) Polypropylene Chloride (PVC) pipe for all designated PVC sanitary sewer service unless otherwise noted. Pipe for service shall meet the requirements of ASTM D2685 for Schedule 40. Joints for all sanitary sewer shall be gasketed, bell-and-spigot, push-on joints with rubber gaskets meeting the requirements of ASTM D3212, except for service lateral pipe connections to pipes, lines, vaults, manholes, or fittings which shall have solvent-cemented joints meeting the requirements of ASTM D2035 and ASTM D2322. Lay all PVC pipe on a continuous granular bed. Installation must comply with ASTM D2321.
2. **Spacing:** Install cleanouts on all sanitary sewer services. The distance between cleanouts in horizontal piping shall not exceed 100 feet for pipes 4-inch and over in size. Cleanouts shall be of the same nominal size as the pipe they serve. Include frost stems and concrete frame and pipe support. Install a meter base frame and valve lid (Perman-R-184-A, or approved equal) over all cleanouts, unless otherwise noted.
3. **Testing:** Pressure test all sanitary sewer lines per the City requirements. Test all sanitary sewer lines for infiltration after the sewer has been installed and before has been in place for at least 30 days. No pipe shall exceed a deflection of 0.5% if the test pipe, meet necessary requirements and notes.
4. **Unless otherwise indicated, use reinforced, precast, concrete manhole boxes conforming to ASTM C127, finished with precast boxes.** Sanitary sewer manhole boxes shall be supplied with pre-formed frames and flexible neoprene gaskets meeting the requirements of ASTM D3212 (15-inch) in diameter or less, unless otherwise indicated. Joints for all precast manhole box sections shall have gasketed, rubber "O"-ring gaskets in accordance with ASTM C922. The inside bore diameter shall not be less than 48 inches.
5. **Install flexible watertight frames/drainage seals on all sanitary sewer manhole boxes.** Use either Manufactured Maintenance Hole Frame/Drainage Seals or Elastomeric Waterproofing Frame/Drainage Seals.
6. **Use the Hennek Flangeless Cast-In-Place concrete manhole boxes unless otherwise noted.** Covers shall bear the "Sanitary Sewer" label.

PLAN LEGEND

EXISTING	PROPOSED
CURB	---
BITUMINOUS	---
CONCRETE WALK	---
PROPERTY LINE	---
EASEMENT LINE	---
STORM SEWER	---
SANITARY SEWER	---
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HAND HOLE	---
TELEPHONE BOX	---
GUARD POST	---
SIGN	---



BENCHMARKS

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Signature: [Signature]
Date: 01/08/16 License #: 45889

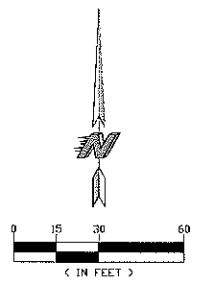
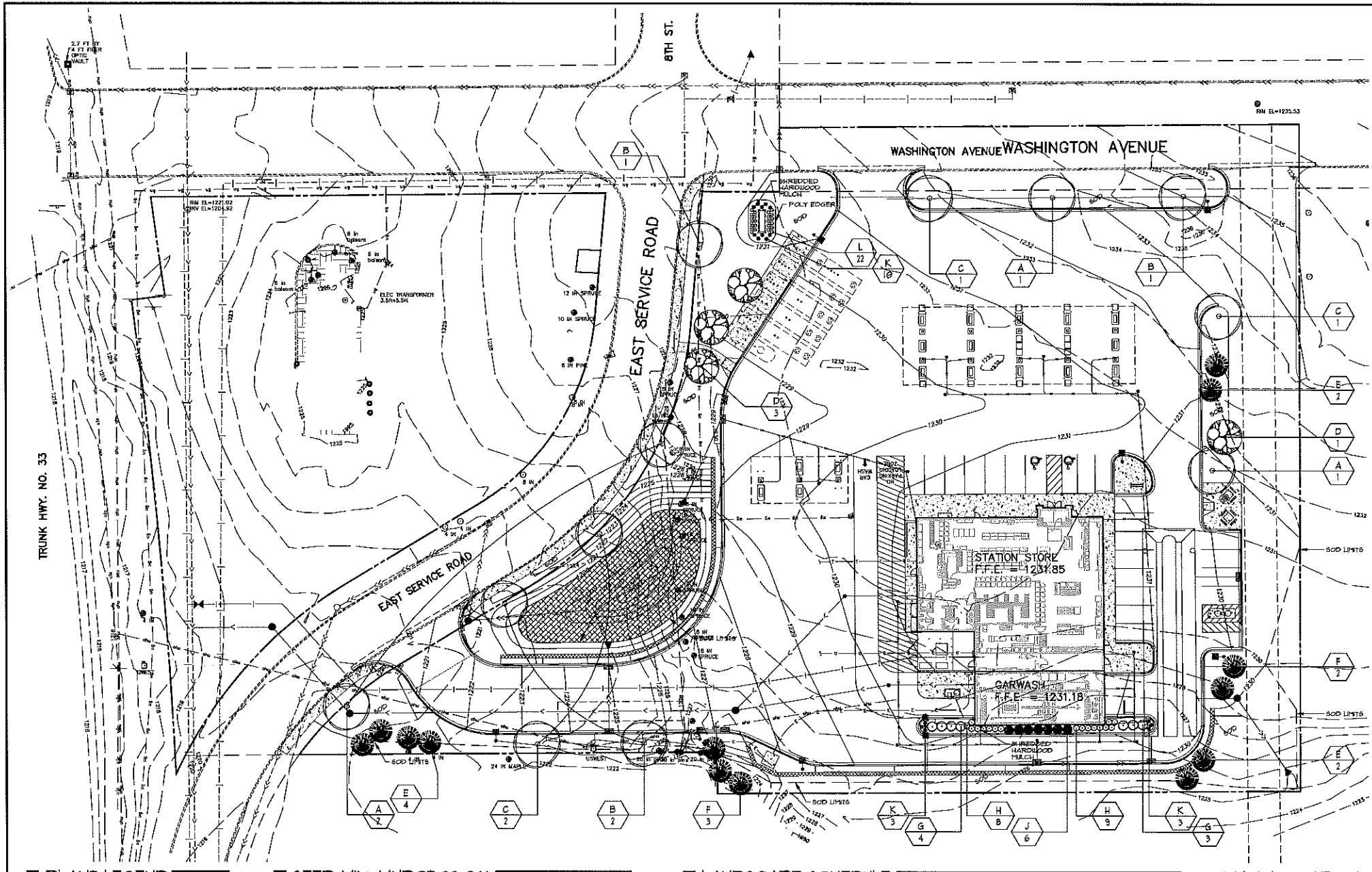
UTILITY PLAN

CONVENIENCE STORE #144 WITH SIDE DIESEL

WASHINGTON AVENUE
CLOQUET, MINNESOTA

#	DATE	DESCRIPTION

DRAWN BY: JTR
SCALE: GRAPHIC
PROJ. NO.: 5919-00
DATE: 2016-01-08
SHEET: 144 SP4



KWIK TRIP STORES

KWIK STAR STORES

KWIK TRIP, Inc.
 P.O. BOX 2107
 1626 OAK STREET
 LA CROSSE, WI 54602-2107
 PH. (608) 781-8988
 FAX (608) 781-8960

Carlson McCain
 ENVIRONMENTAL • ENGINEERING • SURVEYING
 3890 Pheasant Ridge Dr., #100, Blaine, MN 55449
 Phone: 763-469-7969 Fax: 763-469-7959

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly-licensed landscape architect under the laws of the State of Minnesota.

Name: _____
 Signature: _____
 Date: 1/11/16 License #: 00647

LANDSCAPE PLAN

CONVENIENCE STORE #144
 WITH SIDE DIESEL

WASHINGTON AVENUE
 CLOQUET, MINNESOTA

#	DATE	DESCRIPTION

DRAWN BY: SDB
 SCALE: GRAPHIC
 PROJ. NO.: 6919-00
 DATE: 2016-01-11
 SHEET: 144 L1

PLANT LEGEND

- OVERSTORY TREE
2.5" CAL
- ORNAMENTAL TREE
1.5" CAL
- CONIFEROUS TREE
6" HT
- SHRUB / GROUNDCOVER
12", 24" 3.6" HT.
- ▨ SEED MIX
MNDOT 33-261
- - - SOD/SEED LIMITS

SEED MIX: MNDOT 33-261

Common Name	Scientific Name	Rate (lb/ton)	Rate (kg/ha)	% of Mix (by weight)	Seeds/sq ft
big bluestem	<i>Andropogon gerardii</i>	2.00	2.24	5.72%	7.35
fringed broms	<i>Bromus ciliatus</i>	2.00	2.24	5.72%	8.10
virginia wild rye	<i>Elymus virginicus</i>	1.00	1.12	2.86%	3.21
low bluestem	<i>Poa polystrachia</i>	1.00	1.12	2.86%	29.70
slender wheatgrass	<i>Elymus trachycaulus</i>	1.00	1.12	2.86%	2.63
switchgrass	<i>Panicum virgatum</i>	0.30	0.34	0.87%	1.33
panicum capillare	<i>Panicum capillare</i>	0.30	0.34	0.87%	0.81
indian grass	<i>Sorghastrum nutans</i>	0.12	0.13	0.35%	0.53
bluejoint	<i>Calamagrostis canadensis</i>	0.05	0.07	0.19%	0.40
grass Subtotal		8.50	9.53	24.29%	87.70
red-tailed hawk	<i>Caryx stipitata</i>	0.25	0.28	0.71%	1.10
dark green bulrush	<i>Scirpus atrovirens</i>	0.10	0.11	0.29%	0.70
wetgrass	<i>Scirpus caryocarpus</i>	0.05	0.07	0.19%	0.30
Beds & Rushes Subtotal		0.50	0.55	1.43%	2.10
golden alexanders	<i>Zizia aurea</i>	0.20	0.22	0.58%	0.70
autumn anemone	<i>Fibula autumnalis</i>	0.13	0.15	0.39%	0.37
marsh milkweed	<i>Asclepias incarnata</i>	0.11	0.12	0.32%	0.20
red-top	<i>Elymus canadensis</i>	0.11	0.12	0.32%	0.20
Canada anemone	<i>Anemone canadensis</i>	0.07	0.08	0.21%	0.20
obedient plant	<i>Physalis virginiana</i>	0.07	0.08	0.21%	0.20
tall cornflower	<i>Helianthus scaberrimus</i>	0.07	0.08	0.21%	0.20
New England aster	<i>Aster novae-angliae</i>	0.07	0.08	0.21%	0.20
blue-topped aster	<i>Doellingeria umbellata</i>	0.05	0.07	0.17%	0.20
spotted Joe-pye weed	<i>Eurochloa maculatum</i>	0.05	0.07	0.18%	0.20
blue vervain	<i>Verbena hastata</i>	0.05	0.06	0.16%	0.20
Forbs Subtotal		1.00	1.12	2.89%	15.13
Oaks		25.00	28.03	74.43%	11.14
Cover Crop Subtotal		25.00	28.03	74.43%	11.14
Total		35.00	39.23	100.00%	160.85

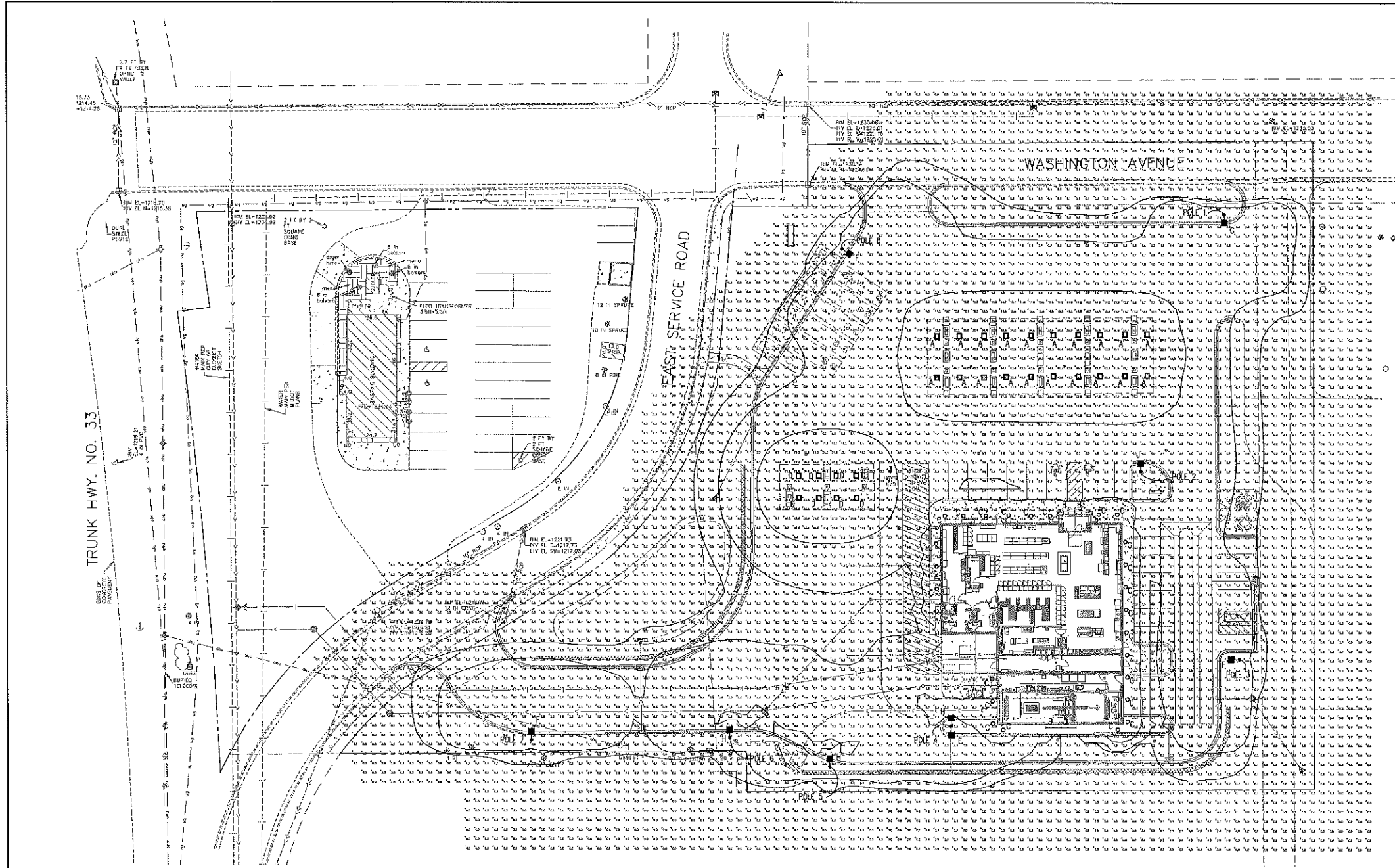
Purpose: Stormwater pond edges, temporarily flooded dry ponds, and temporarily flooded ditch borders.
 Planting Area: Tallgrass Aspen Parklands, Prairie Parkland, and Eastern Broadleaf Forest Provinces, MNDOT Districts 2, 3, 4, Metro, 6, 7 & 8.

LANDSCAPE SCHEDULE:

CODE	QTY	COMMON NAME/LATIN	SIZE	ROOT	REMARKS
A	4	AUTUMN SPIRE MAPLE	2.5"	B&B	STRAIGHT LEADER AND FULL CROWN
B	4	ACER RUBRUM 'AUTUMN SPIRE'	2.5"	B&B	STRAIGHT LEADER AND FULL CROWN
C	4	DAKOTA PINNACLE BIRCH	2.5"	B&B	STRAIGHT LEADER AND FULL CROWN
D	4	BETULA PLATYPHYLLA 'FARGO'	2.5"	B&B	STRAIGHT LEADER AND FULL CROWN
E	4	SWAMP WHITE OAK	2.5"	B&B	STRAIGHT LEADER AND FULL CROWN
F	4	QUERCUS BICOLOR	2.5"	B&B	STRAIGHT LEADER AND FULL CROWN
G	4	ROYAL RANDROPS CRABAPPLE	1.5"	B&B	STRAIGHT LEADER AND FULL CROWN
H	4	MALUS X 'ROYAL RANDROPS'	1.5"	B&B	STRAIGHT LEADER AND FULL CROWN
I	4	BLACK HILLS SPRUCE	6"	B&B	FULL FORM TO GRADE
J	4	PICEA GLAUCÁ DENDA	6"	B&B	FULL FORM TO GRADE
K	4	SCOTCH PINE	6"	B&B	FULL FORM TO GRADE
L	4	FINUS SYLVESTRIS	6"	B&B	FULL FORM TO GRADE
M	1	GROW LOW FRAGRANT BUMAC	3"	CONT.	PLANT 3" O.C. SPACE EVENLY
N	11	RUBUS AROMATICUS 'GROW LOW'	3"	CONT.	PLANT 3" O.C. SPACE EVENLY
O	11	BIRCH LEAF SPRUCE	3"	CONT.	PLANT 3" O.C. SPACE EVENLY
P	6	STRAEVA BETULIFOLIA 'TOR'	3"	CONT.	PLANT 3" O.C. SPACE EVENLY
Q	6	HANEY JUNPER	3"	CONT.	PLANT 3" O.C. SPACE EVENLY
R	6	JANPERUS CHINENSIS 'HANEY'	3"	CONT.	PLANT 3" O.C. SPACE EVENLY
S	16	KARL FOERSTER FEATHER REED GRASS	3"	POT	STRAIGHT LEADER AND FULL CROWN
T	16	CALAMAGROSTIS X ACUTIFOLIA 'KARL FOERSTER'	3"	POT	STRAIGHT LEADER AND FULL CROWN
U	22	STELLA D'ORO DAYLILY	3"	POT	STRAIGHT LEADER AND FULL CROWN
V	22	HEMEROCALLIS 'STELLA D'ORO'	3"	POT	STRAIGHT LEADER AND FULL CROWN

QUANTITIES SHOWN IN THE PLANTING SCHEDULE ARE FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR TO VERIFY QUANTITIES SHOWN ON THE PLAN.

- LANDSCAPE NOTES**
- GENERAL:
- IRRIGATION SHALL BE PROVIDED FOR ALL SOD AND LANDSCAPE AREAS.
 - SOD AND IRRIGATE ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
 - ROCK MULCH = 1-1/2" DRESSER TRAP ROCK WHERE NOTED.
 - HEAVY COMMERCIAL GRADE POLY EDGER SHALL BE USED AROUND THE PERIMETER OF LANDSCAPE BEDS NOTED ON PLAN.
 - REFER TO DETAIL SHEET L2 FOR GENERAL NOTES, PLANTING SPECIFICATIONS, PLANTING NOTES, IRRIGATION NOTES, AND PLANTING DETAILS.
 - REFER TO GRADING PLAN FOR GRADES AND EROSION CONTROL.
 - REMOVE ANY BURLAP, TWINE, ROPES AND/OR WIRING FROM THE TOP AND SIDES OF ROOTBALL FOR ALL BALLED AND BURLAPPED PLANTS.
 - REMOVE CONTAINERS AND CUT CIRCLING ROOTS IF PLANTS ARE CONTAINER GROWN.
 - ALL PLANTINGS SHALL RECEIVE FERTILIZER AS FOLLOWS: 0-20-20 GRANULAR FERTILIZER APPLIED AT THE TIME OF PLANTING AT A RATE OF 12 OZ PER 2.5 CALIPER INCHES OF TREE AND 6 OZ PER SHRUB.
- LANDSCAPE QUANTITIES**
- SHREDDED HARDWOOD MULCH (545 SF) @ 3" DEPTH = 5.1 CY
 - SEED = 3,193 SF
 - SOD 2,819 SF
 - POLY EDGER = 64 LF



FIXTURE QUANTITIES

- A - 20
- B - 4
- C - 26
- D - 8
- E - 1
- F - 1
- G - 1
- H - 1
- J - 1

PROVIDE A TOTAL OF (8) 15' POLES

CALCULATION STATISTICS

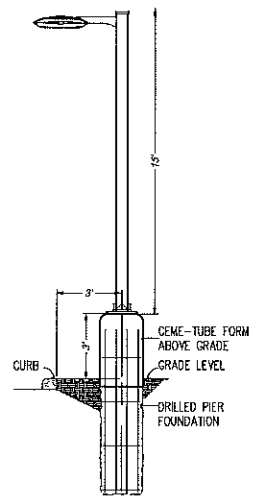
AVERAGE: 3.1fc
 MAXIMUM: 58.8fc
 MINIMUM: 0.0fc

FIXTURE SYMBOLS:

- A & D RECESSED LED LIGHT MOUNTED UNDER CANOPY
- B LED STRIP LIGHT
- C RECESSED LED DOWNLIGHT
- E, F, G, H & J POLE MOUNTED LED FIXTURE

FIXTURE TYPES:

- A - CREE LIGHTING: CAN-304-SL-RS-06-E-UL-W1-700
MOUNTING HEIGHT - 16'-0"
- B - LED STRIP LIGHT
LITHONIA - ZLI-196-L9840
MOUNTING HEIGHT: SEE ARCHITECTURAL ELEVATIONS
- C - RECESSED LED DOWNLIGHT
GOTHAM EVO-41/29-BAR-120-TRW
- D - CREE LIGHTING: CAN-228-SL-RM-06-0-UL-BK-700
MOUNTING HEIGHT - 16'-0"
- E - CREE LIGHTING: ARE-EDG-2M-DA-04-E-UL-WH-350
POLE MOUNTED AT A TOTAL HEIGHT OF 18'-0"
- F - CREE LIGHTING: ARE-EDG-3MB-DA-12-E-UL-WH-350
POLE MOUNTED AT A TOTAL HEIGHT OF 18'-0"
- G - CREE LIGHTING: ARE-EDG-4MB-DA-08-E-UL-WH-350
POLE MOUNTED AT A TOTAL HEIGHT OF 18'-0"
- H - CREE LIGHTING: ARE-EDG-4MB-DA-12-E-UL-WH-350
POLE MOUNTED AT A TOTAL HEIGHT OF 18'-0"
- J - CREE LIGHTING: ARE-EDG-5M-DA-12-E-UL-WH-350
POLE MOUNTED AT A TOTAL HEIGHT OF 18'-0"



LOT LIGHT ELEVATION DETAIL
 NOT TO SCALE

PHOTOMETRIC SITE PLAN
 SCALE: 1" = 30'-0"

C19001
CZARNECKI ENGINEERING INCORPORATED
 1121 MARLIN COURT, SUITE B - WAUKESHA, WI 53186
 VOIC: (262) 543-2020 FAX: (262) 543-2023
 WEB PAGE: www.czemg.com

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 3990 Pheasant Ridge Dr., #100, Blaine, MN 55449
 Phone: 763-489-7900 Fax: 763-489-7959

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.

Name: Gregory J. Schuch, P.E.
 Signature: [Signature]
 Date: 10/20/15 License #: 45889

PHOTOMETRIC SITE PLAN

CONVENIENCE STORE #144 WITH SIDE DIESEL

WASHINGTON AVENUE CLOQUET, MINNESOTA

#	DATE	DESCRIPTION

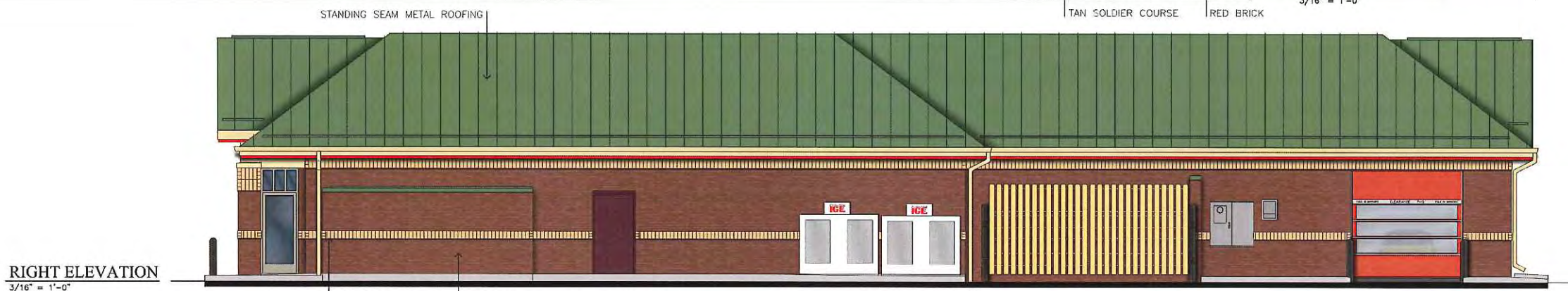
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 DATE: 2016-01-08
 SHEET: E1



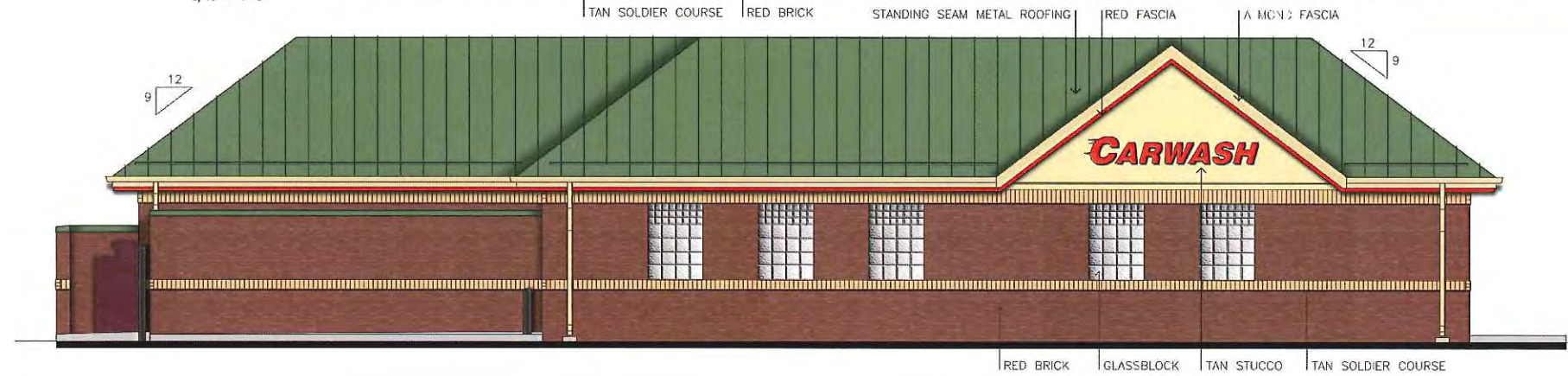
RED BRICK | TAN SOLDIER COURSE | TAN STUCCO | STANDING SEAM METAL ROOFING | **FRONT ELEVATION**
 $1/8" = 1'-0"$



LEFT ELEVATION
 $3/16" = 1'-0"$



RIGHT ELEVATION
 $3/16" = 1'-0"$



BACK ELEVATION
 $3/16" = 1'-0"$



LH COMBO
 PROTOTYPE



Building a Better World
for All of Us®

MEMORANDUM

TO: Brad Fry
KWIK TRIP Inc.

FROM: Thomas A. Sohrweide, PE, PTOE
Chad M. Jorgenson, EIT

DATE: November 2, 2015

RE: Kwik Trip Traffic Impact Study
SEH No. KWIKT 134413

This technical memorandum provides findings related to a traffic impact analysis performed to evaluate the proposed Kwik Trip gasoline and convenience store in the City of Cloquet, MN.

This study includes analysis of the impact of this development on the following intersections:

- MN TH 33 and CSAH 16 (Washington Avenue)
- CSAH 16 and 8th Street/TH 33 Frontage Road
- Future intersection of CSAH 16 and Kwik Trip Driveway #A1
- Future intersection of CSAH 16 and Kwik Trip Driveway #A2
- Future intersection of TH 33 Frontage Road and Kwik Trip Driveway #A3

The development site is shown in the attached Figure 1.

Data Collection

Existing traffic turning movement counts were collected for the AM and PM peak hours at the intersection of CSAH 16 and 8th Street/TH 33 Frontage Road and an AM peak hour turning movement count was conducted for the intersection of TH 33 & CSAH 16 on October 1, 2015. The PM peak hour count for this intersection was collected on September 15, 2015 as part of the TH 33 corridor study. The AM and PM peak hours for these intersections were found to be 7:30 AM - 8:30 AM and 4:15 PM – 5:15 PM. The existing traffic turning movements are shown in the attached Figure 2.

Existing Conditions

The existing geometrics and traffic control for the study intersections are as follows:

- MN TH 33 and CSAH 16
 - Un-signalized T-intersection with stop control for westbound CSAH 16
 - Two through lanes northbound and southbound with a southbound left turn lane and northbound right turn lane
 - A left and right turn lane for westbound CSAH 16
- CSAH 16 and 8th Street/TH 33 Frontage Road
 - Northbound and southbound stop control on 8th Street/TH 33 Frontage Road
 - Single lane approach for all approaches

TH 33 has a speed limit of 45 mph while CSAH 16 has a speed limit of 30 mph.

Traffic Forecasting, Trip Generation and Distribution

Traffic forecasting, trip generation and distribution was completed for six study scenarios. The proposed Kwik Trip lot will be redeveloped to replace the funeral home with a Kwik Trip gas station as shown in Table 1.

**Table 1
 Proposed Kwik Trip Gas Station Plan**

Location	Land Use	Unit	Quantity	Completion Year
SE of CSAH 16 and TH 33 East Frontage Road	Gas Station with Convenience Market and Car Wash	Fueling positions	20 gas 2 diesel	2016

The study scenarios to be analyzed in this study are as follows:

S1: 2016 No Development:

- Existing conditions as of 2015
- Assuming no redevelopment in the study area.

S2: 2016 Development

- S1, plus
- Assuming completion of redevelopment in the study area

S3: 2036 No Development:

- S1,
- Only experience background growth in the study area

S4: 2036 Development

- S3,
- Assuming completion of redevelopment in the study area

S5: 2036 No Development with Mitigations

- S3,
- With Mitigations

S6: 2036 Development with Mitigations

- S4,
- With Mitigations

The daily traffic forecasts for major roadway segments in the study area under no development conditions were developed based on the historical Average Daily Traffic (ADT) volumes and they were consistent with the TH 33 corridor study. Based on the analysis, an annual background growth rate of 2% was assumed for TH 33, 1% for CSAH 16 and 0.75% for 8th Street/TH 33 East Frontage Road. The background growth factors were applied to existing turning movements to develop peak hour turning movement forecasts under no development conditions. Some adjustments were made to account for different growth rates at different approaches. Figure 3 illustrates the turning movement forecasts for 2016 no redevelopment scenario.

Trip generation was completed using the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 9th Edition. The current proposal for the Kwik Trip site includes 22 fueling positions. Trips were generated assuming a Gas Station with Convenience Market and Car Wash use from the ITE Trip Generation Manual. Table 2A, 2B and 2C respectively summarize the trip generation calculations for AM peak hour, PM peak hour, and daily trips.

Table 3 summarizes assumed directional distributions for the new trips and their uses via three accesses. The turning movement traffic forecasts under development condition were estimated by combining the new trips using the study intersections and the turning movements under no development conditions. Figure 4 illustrates the turning movement forecasts for 2016 development scenario. Figure 5 illustrates the turning movement forecasts for 2036 no development scenario. Figure 6 illustrates the turning movement forecasts for 2036 development scenario.

Table 2A
Trip Generation for Planned Land Use in the study area (AM Peak)

Location	Land Use	ITE Code	Quantity	Units	Rate	% in	%out	Trips	In	Out
Southeast Quadrant of CSAH 16 and TH 33 Frontage Rd East	Twik Trip Gas Station with Car Wash	946	22	positions	13.32	51%	49%	293	149	144
	Total				100%		for assignment	293	149	144

Table 2B
Trip Generation for Planned Land Use in the study area (PM Peak)

Location	Land Use	ITE Code	Quantity	Units	Rate	% in	%out	Trips	In	Out
Southeast Quadrant of CSAH 16 and TH 33 Frontage Rd East	Twik Trip Gas Station with Car Wash	946	22	positions	14.52	50%	50%	319	160	159
	Total				100%		for assignment	319	160	159

Table 2C
Trip Generation for Planned Land Use in the study area (Daily)

Location	Land Use	ITE Code	Quantity	Units	Rate	% in	%out	Trips	In	Out
Southeast Quadrant of CSAH 16 and TH 33 Frontage Rd East	Twik Trip Gas Station with Car Wash	946	22	positions	152.84	50%	50%	3,362	1,681	1,681
	Total				100%		for assignment	3,362	1,681	1,681

Table 3
Directional Distributions of the New Trips using Study Intersection

Direction To/From	Trips-In	Trips-Out	Trips-In via Access			Trips-Out via Access		
			A1	A2	A3	A1	A2	A3
TH 33 North	10%	30%	70%	20%	10%	50%	50%	0%
TH 33 South	30%	10%	70%	20%	10%	50%	50%	0%
Frontage Rd North	10%	10%	80%	10%	10%	50%	50%	0%
Frontage Rd South	25%	25%	0%	0%	100%	0%	0%	100%
CSAH 16 East	25%	25%	20%	80%	0%	20%	80%	0%
Total	100%	100%						

Operational Analysis

Synchro/SimTraffic was used in the analysis with the reporting of SimTraffic results for an average of five runs. Under existing conditions the synchro model was calibrated to match delays and queue lengths that were observed in the field during the data collection period. This included adding the traffic signal immediately to the south at the intersection of TH 33/Gillette Road to produce the platooning of vehicles at the intersection of TH 33/CSAH 16. Also observed in the field was westbound vehicles making two-stage left turns at the intersection of TH 33/CSAH 16. SimTraffic does not model two stage left turns and therefore the gap acceptance factors in SimTraffic were adjusted to reflect a two-stage left turn. The turning movement traffic volumes for each of the analyzed scenarios is shown in the attached in Figures 2-6.

Existing Condition

All intersections operate at a LOS A in both peak hours as shown in the attached Table A1. The worst movements at any intersection operate at a LOS E for the westbound left turn vehicles at TH 33/CSAH 16 and all average and maximum queue lengths are contained within the storage lengths available.

2016 No Build Condition

The 2016 No Build Condition includes only forecasted background traffic. All intersections operate at a LOS A in both peak hours as shown in the attached Table A2. The worst movement is the westbound left turn at TH 33/CSAH 16 operating at a LOS E in the AM peak hour and LOS F in the PM peak hour. All average and maximum queue lengths are contained within the storage lengths available.

2016 Build Condition

The 2016 Build Condition includes forecasted background traffic and trips generated from Kwik Trip. All intersections operate at a LOS A in both peak hours as shown in the attached Table A3. The worst movement is the westbound left turn at TH 33/CSAH 16 operating at a LOS F in the AM peak hour and LOS F in the PM peak hour and all average and maximum queue lengths are contained within the storage lengths available.

2036 No Build Condition

The 2036 No Build Condition includes only forecasted background traffic. All intersections operate at a LOS C or better in both peak hours as shown in the attached Table A4. The worst movements at any intersection operate at a LOS F. In the PM peak hour, queueing issues develop due to the westbound approach at TH 33/CSAH 16 backing up past the intersection of CSAH 16/8th Street/TH 33 Frontage Road causing the northbound and southbound approaches of 8th Street/TH 33 Frontage Road to incur significant delay.

2036 Build Condition

The 2036 Build Condition includes forecasted background traffic and trips generated from the Kwik Trip. Intersections in both the AM and PM peak hour experience poor operations as shown in the attached Table A5. The worst movements at any intersection operate at a LOS F due to the queuing issues that develop from the westbound traffic at the intersection of TH 33/CSAH 16 in both the AM and PM peak hours.

2036 No Build Mitigations Condition

The 2036 No Build Condition with Mitigations includes only forecasted background traffic. A future signal warrant analysis was conducted for the intersection of TH 33/CSAH 16 using the existing turning movement count data, the forecasted ADT's for TH 33 and CSAH 16, and MnDOT's *Hourly Distribution of Traffic by vehicle Type 1998-2014* Table.

MnDOT generally does not include right turn traffic volumes in signal warrant analysis. However, in certain circumstances such as high right turning volume, MnDOT allows for the inclusion of 50% of the minor street right turning traffic in the analysis. Based upon this MnDOT guidance the right-turning volume exceeds 70% of its potential capacity for the PM peak hour and therefore 50% of the right-turning volume was added back into the analysis.

Based on the 2036 No Build forecast traffic demands a traffic signal is warranted due to the volume threshold being met for 15 hours out of a minimum required 8 hours.

With the addition of the traffic signal at the intersection of TH 33/CSAH 16, intersections in both the AM and PM peak hour operate at a LOS B or better in both peak hours as shown in the attached Table A5. All average and maximum queue lengths are contained within the storage lengths available.

2036 Build Mitigations Condition

The 2036 Build Condition includes forecasted background traffic and trips generated from the Kwik Trip. All intersections operate at a LOS B or better in both peak hours as shown in the attached Table A6.

Site Plan Review

The site plan is very typical for this type of use and therefore will function well with familiarity for its users. Having access onto two roadways is beneficial and does not create any traffic operational problems.

Generally, a driveway near an intersection, such as the CSAH 16 westerly driveway, is not desirable. However, our analysis did not show any traffic operational problems with this and it is needed to best accommodate truck traffic to and from the diesel pumps.

We recommend that consideration be given to aligning the TH 33 frontage road site driveway with the existing driveway on the opposite side.

Findings and Conclusion

The traffic volumes from the proposed Kwik Trip site do not create unacceptable traffic operations. All proposed driveway locations for the Kwik Trip operate acceptably in the 2016 year of opening conditions and in 2036 with the addition of a traffic signal.

Consideration should be given to the aligning the TH 33 frontage road site driveway with the existing driveway on the opposite side.

CMJ

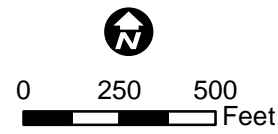
Attachments:

Figures 1-6

Tables A1-A6



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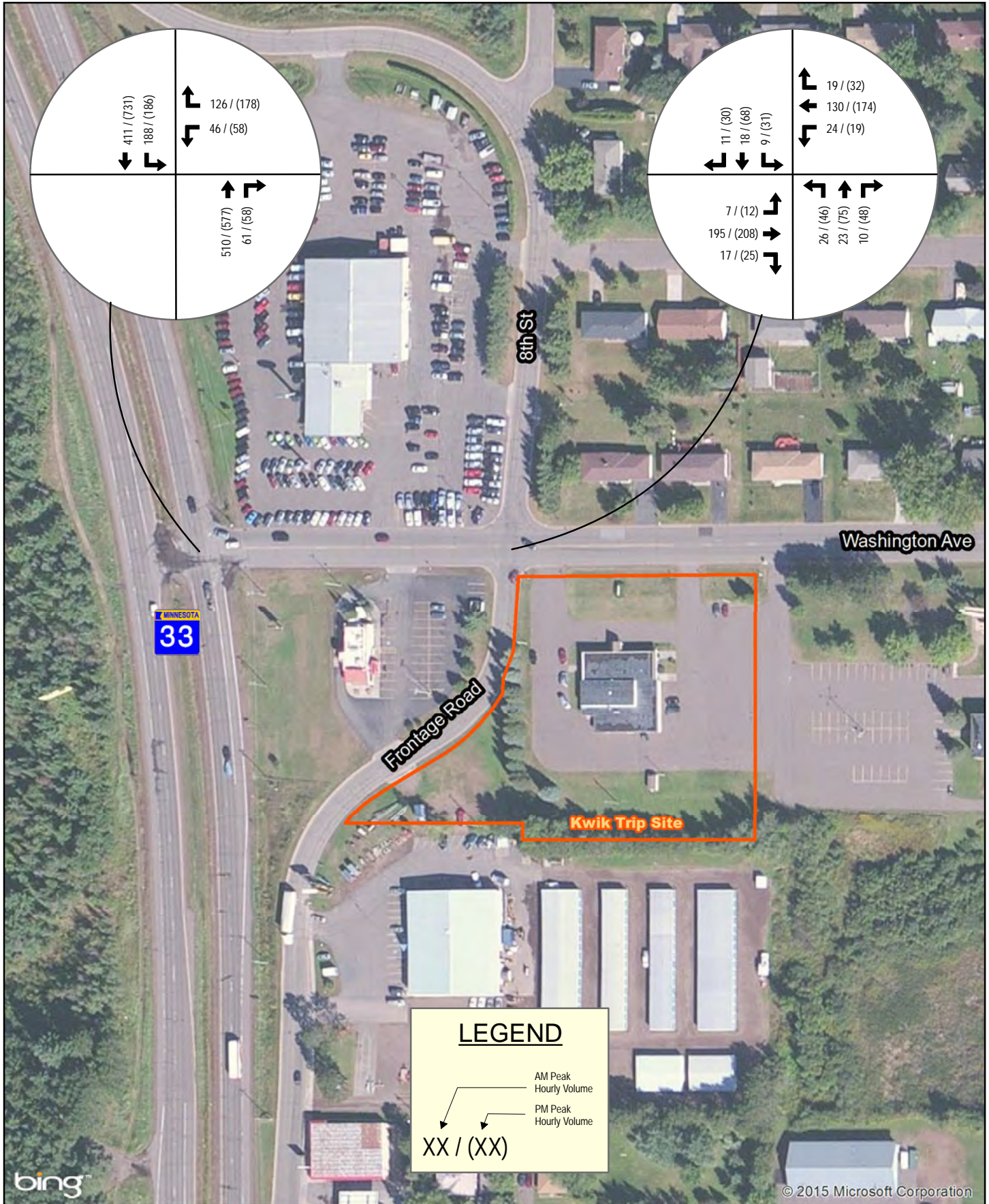


Project: KWKI 134413
 Print Date: 10/20/2015
 Map by: mstuernagel
 Projection: Olmstead County
 Coordinates
 Source: MnDOT, ESRI

SITE LOCATION MAP
 KWIK TRIP STUDY
 Cloquet, MN

Figure
 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



LEGEND

AM Peak
Hourly Volume

PM Peak
Hourly Volume

XX / (XX)

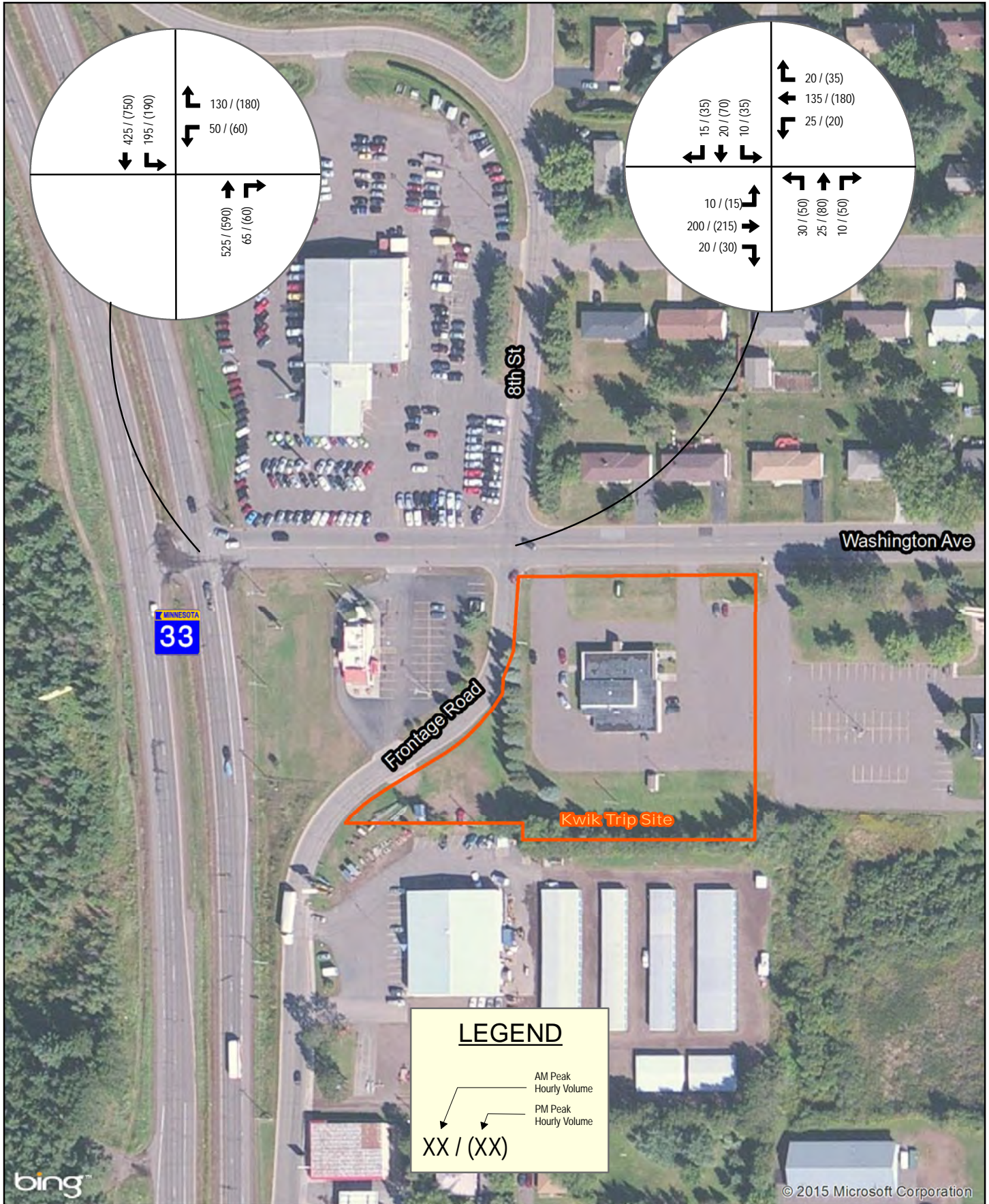
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	 0 75 150 Feet	Project: KWIKT 134413 Print Date: 10/20/2015	<i>EXISTING TURN MOVEMENT VOLUMES</i> KWIK TRIP STUDY Cloquet, MN	Figure 2
		Map by: mstuernagel Projection: Olmstead County Coordinates Source: MnDOT, ESRI		

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LEGEND

AM Peak Hourly Volume
 PM Peak Hourly Volume

XX / (XX)

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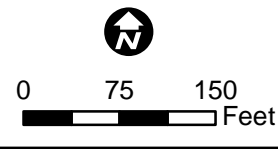
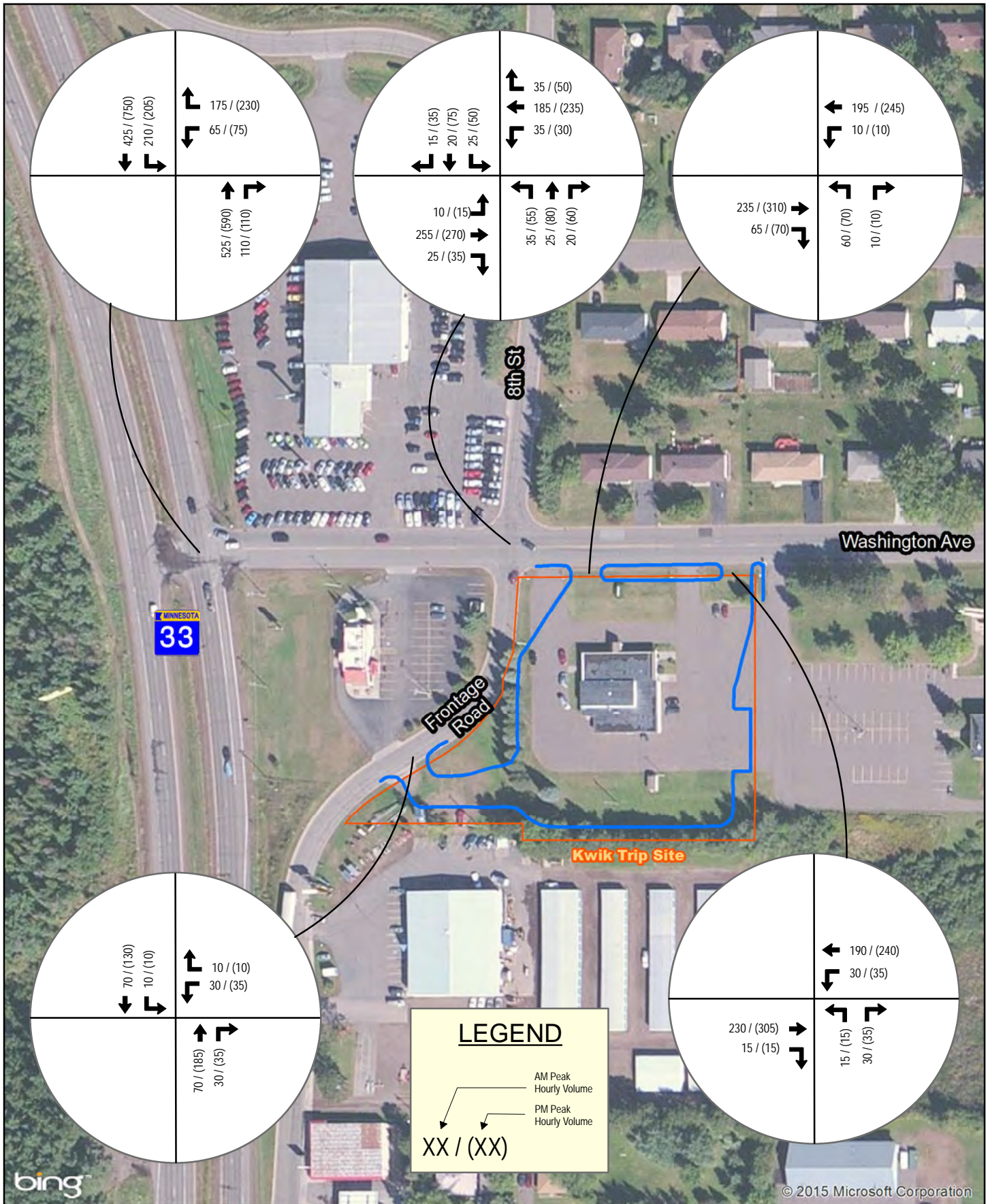
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	 0 75 150 Feet	Project: KWKIT 134413 Print Date: 10/20/2015	<i>2016 NO BUILD TURN MOVEMENT VOLUMES</i> KWIK TRIP STUDY Cloquet, MN	Figure 3
		Map by: mstuernagel Projection: Olmstead County Coordinates Source: MnDOT, ESRI		

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Project: KWIKT 134413
 Print Date: 10/20/2015

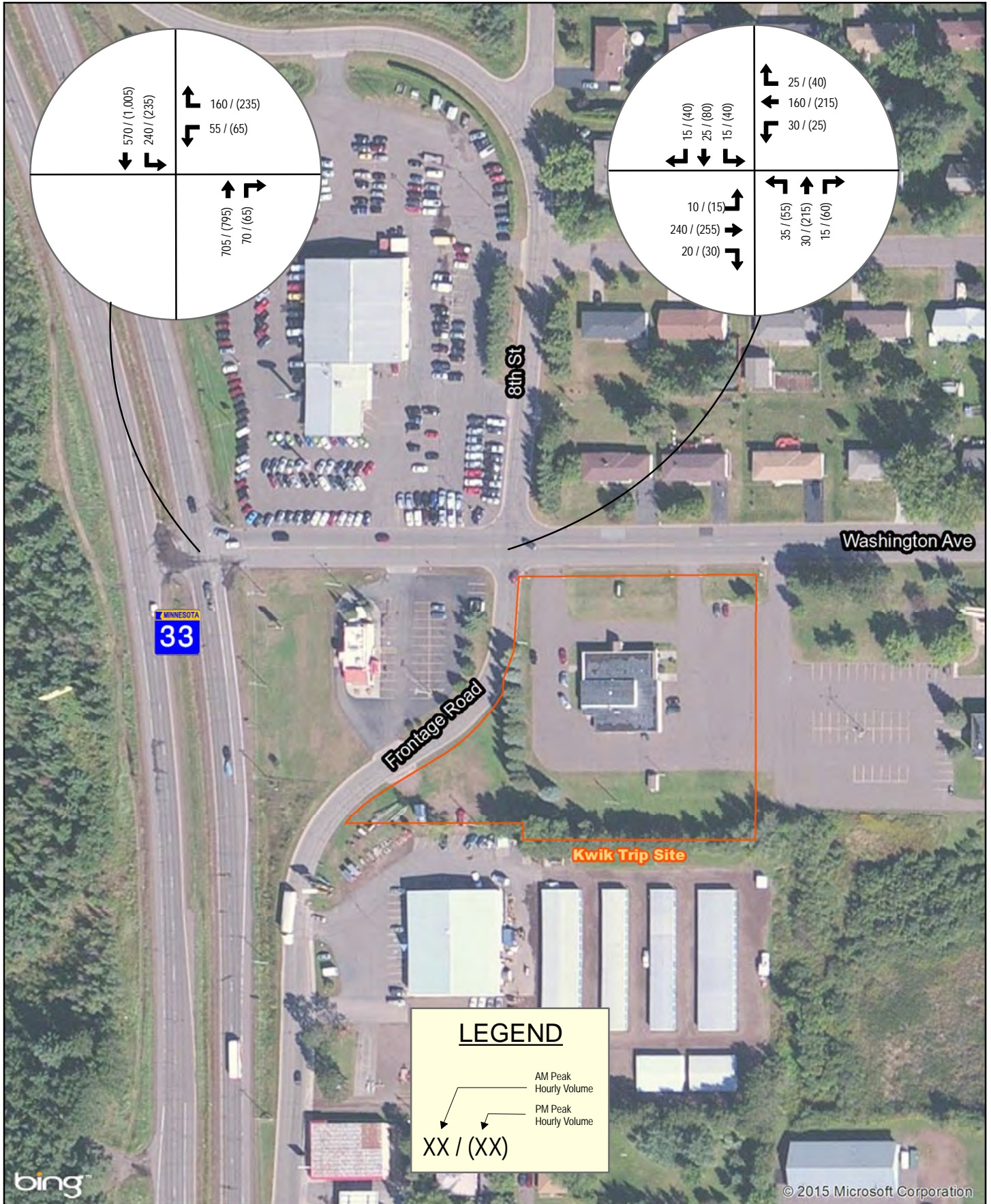
Map by: mstuernagel
 Projection: Olmstead County
 Coordinates
 Source: MnDOT, ESRI

2016 BUILD TURN MOVEMENT VOLUMES

KWIK TRIP STUDY
Cloquet, MN

Figure
4

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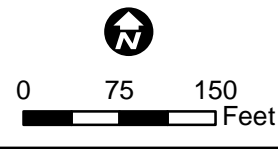
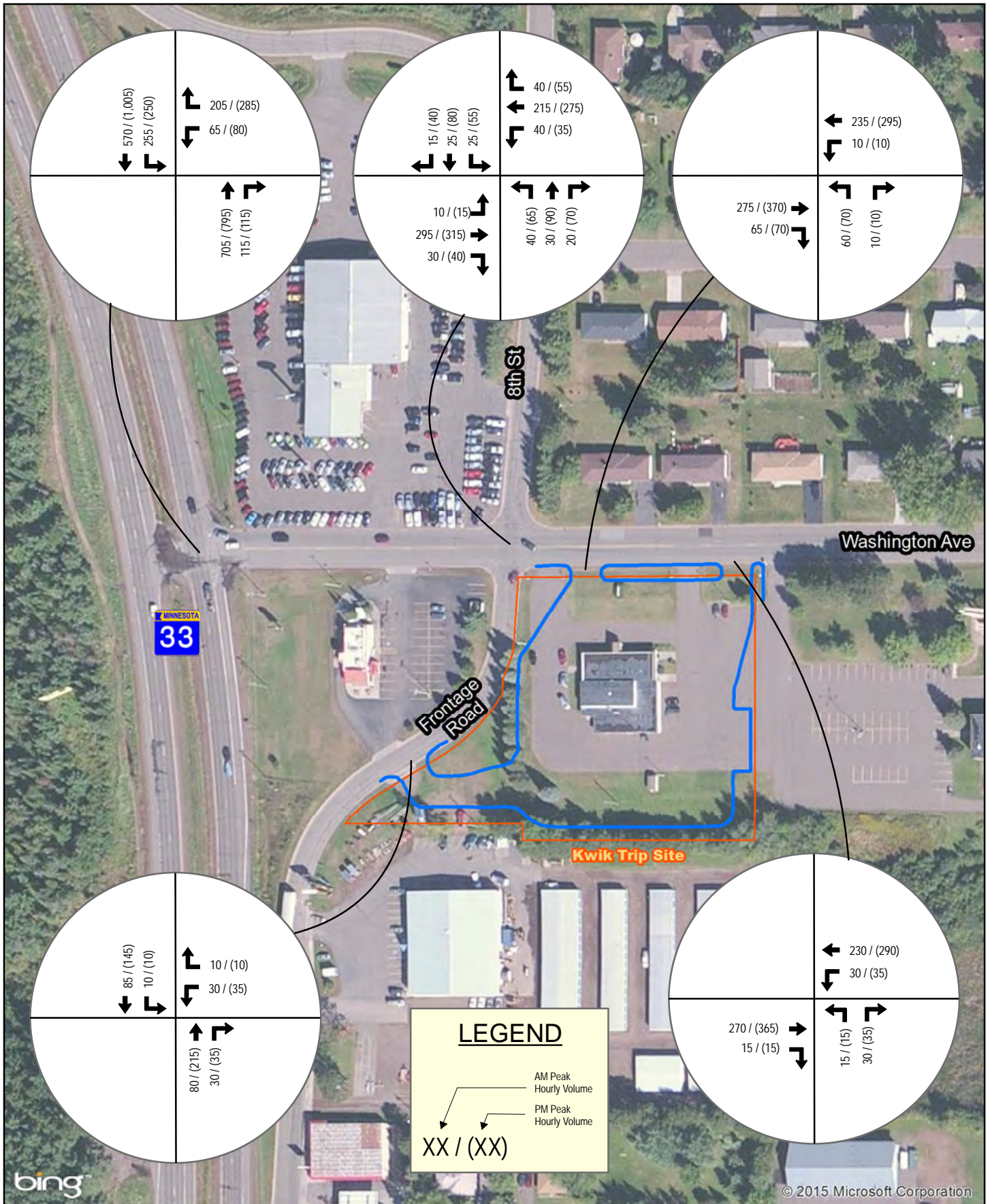


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	 0 75 150 Feet	Project: KWIKT 134413 Print Date: 10/20/2015	<i>2036 NO BUILD TURN MOVEMENT VOLUMES</i> KWIK TRIP STUDY Cloquet, MN	Figure 5
		Map by: mstuernagel Projection: Olmstead County Coordinates Source: MnDOT, ESRI		

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Project: KWK134413
 Print Date: 10/20/2015

Map by: mstuernagel
 Projection: Olmstead County
 Coordinates
 Source: MnDOT, ESRI

2036 BUILD TURN MOVEMENT VOLUMES

KWIK TRIP STUDY
Cloquet, MN

Figure 6

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Table A1
Scenario 1: Existing Conditions
2015
Cloquet, MN

Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Queuing Information (feet)								
																		Left Turn			Through			Right Turn		
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max	
AM Peak Hour	TH 33 at CSAH 16	NB	0	510	61	571	0.0	A	2.2	A	2.1	A	2.2	A	5.1	A	0			1078			300	1	27	
		SB	188	411	0	599	10.4	B	2.5	A	0.0	A	5.0	A			300	48	108	1078			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	46	0	126	172	46.7	E	0.4	A	4.2	A	15.7	C			390	34	92	390			200	25	66	
	CSAH 16 at TH 33 Frontage Road	NB	26	23	10	59	5.8	A	6.6	A	3.6	A	5.7	A	1.6	A	0			242	27	60	0			
		SB	9	18	11	38	6.4	A	7.1	A	2.5	A	5.7	A			0			400	21	51	0			
		EB	7	195	17	219	2.6	A	0.8	A	0.5	A	0.8	A			0			282	1	28	0			
		WB	24	130	19	173	1.8	A	0.2	A	0.0	A	0.4	A			0			100	5	30	0			
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.2	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	214	0	214	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0			
		WB	0	173	0	173	0.0	A	0.4	A	0.0	A	0.4	A			0			103	2	35	0			
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	214	0	214	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0			
		WB	0	173	0	173	0.0	A	0.1	A	0.0	A	0.1	A			0			500			0			
	CSAH 16 at Entrance 3	NB	0	59	0	59	0.0	A	0.0	A	0.0	A	0.0	A	0.5	A	0			500			0			
		SB	0	59	0	59	0.0	A	1.0	A	0.0	A	1.0	A			0			300			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0			
PM Peak Hour	TH 33 at CSAH 16	NB	0	577	58	635	0.0	A	2.8	A	2.9	A	2.8	A	5.5	A	0			1078		4	300	3	29	
		SB	186	731	0	917	10.8	B	3.5	A	0.0	A	5.0	A			300	48	122	1078			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	58	0	178	236	49.7	E	0.6	A	5.0	A	14.4	B			390	38	109	390			200	31	87	
	CSAH 16 at TH 33 Frontage Road	NB	46	75	48	169	8.0	A	8.7	A	4.8	A	7.3	A	3.3	A	0			242	46	116	0			
		SB	31	68	30	129	8.4	A	9.0	A	5.1	A	7.9	A			0			400	40	94	0			
		EB	12	208	25	245	3.2	A	1.0	A	0.6	A	1.0	A			0			282	3	47	0			
		WB	19	174	32	225	1.9	A	0.3	A	0.1	A	0.4	A			0			100	4	30	0			
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.4	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	287	0	287	0.0	A	0.3	A	0.0	A	0.3	A			0			100			0			
		WB	0	225	0	225	0.0	A	0.5	A	0.0	A	0.5	A			0			103	2	35	0			
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	287	0	287	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0			
		WB	0	225	0	225	0.0	A	0.2	A	0.0	A	0.2	A			0			500			0			
	CSAH 16 at Entrance 3	NB	0	169	0	169	0.0	A	0.1	A	0.0	A	0.1	A	0.7	A	0			500			0			
		SB	0	112	0	112	0.0	A	1.5	A	0.0	A	1.5	A			0			300			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0			

Table A2
Scenario 2: No Build
2016
Cloquet, MN

Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Queuing Information (feet)									
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Left Turn			Through			Right Turn				
																	Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max		
AM Peak Hour	TH 33 at CSAH 16	NB	0	525	65	590	0.0	A	2.3	A	1.9	A	2.3	A	5.1	A	0			1078			4	300	2	31	
		SB	195	425	0	620	10.3	B	2.5	A	0.0	A	5.0	A			300	52	118	1078							
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0							
		WB	50	0	130	180	47.7	E	0.5	A	4.4	A	14.4	B			390	32	94	390				200	27	71	
	CSAH 16 at TH 33 Frontage Road	NB	30	25	10	65	5.8	A	6.9	A	3.5	A	5.8	A	1.6	A	0			242	27	52	0				
		SB	10	20	15	45	6.3	A	7.8	A	3.3	A	6.2	A			0			400	22	58	0				
		EB	10	200	20	230	2.8	A	0.8	A	0.5	A	0.8	A			0			282	1	28	0				
		WB	25	135	20	180	1.6	A	0.2	A	0.0	A	0.3	A			0			100	4	30	0				
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.3	A	0			100			0				
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
		EB	0	220	0	220	0.0	A	0.2	A	0.0	A	0.2	A			0			100			6	0			
		WB	0	180	0	180	0.0	A	0.4	A	0.0	A	0.4	A			0			103	1	25	0				
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0				
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
		EB	0	220	0	220	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0				
		WB	0	180	0	180	0.0	A	0.1	A	0.0	A	0.1	A			0			500			0				
CSAH 16 at Entrance 3	NB	0	65	0	65	0.0	A	0.0	A	0.0	A	0.0	A	0.5	A	0			500			0					
	SB	0	65	0	65	0.0	A	1.0	A	0.0	A	1.0	A			0			300			0					
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0					
	WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0					
PM Peak Hour	TH 33 at CSAH 16	NB	0	590	60	650	0.0	A	2.9	A	2.6	A	2.9	A	5.9	A	0			1078			300	2	28		
		SB	190	750	0	940	11.5	B	3.7	A	0.0	A	5.3	A			300	50	104	1078			0				
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
		WB	60	0	180	240	53.8	F	0.6	A	4.7	A	15.2	C			390	43	137	390			200	32	76		
	CSAH 16 at TH 33 Frontage Road	NB	50	80	50	180	8.2	A	9.6	A	5.6	A	8.1	A	3.6	A	0			242	49	100	0				
		SB	35	70	35	140	9.1	A	9.7	A	4.7	A	8.3	A			0			400	42	86	0				
		EB	15	215	30	260	2.8	A	1.1	A	0.6	A	1.1	A			0			282	5	39	0				
		WB	20	180	35	235	1.5	A	0.3	A	0.1	A	0.4	A			0			100	3	26	0				
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.4	A	0			100			0				
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
		EB	0	300	0	300	0.0	A	0.3	A	0.0	A	0.3	A			0			100			6	0			
		WB	0	235	0	235	0.0	A	0.5	A	0.0	A	0.5	A			0			103	1	25	0				
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0				
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
		EB	0	300	0	300	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0				
		WB	0	235	0	235	0.0	A	0.2	A	0.0	A	0.2	A			0			500			0				
CSAH 16 at Entrance 3	NB	0	180	0	180	0.0	A	0.2	A	0.0	A	0.2	A	0.7	A	0			500			0					
	SB	0	120	0	120	0.0	A	1.5	A	0.0	A	1.5	A			0			300			0					
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0					
	WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0					

Table A3
Scenario 3: Build
2016
Cloquet, MN

Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Queuing Information (feet)								
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Left Turn			Through			Right Turn			
																	Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max	
AM Peak Hour	TH 33 at CSAH 16	NB	0	525	110	635	0.0	A	2.4	A	2.2	A	2.4	A	6.3	A	0			1078			300	6	42	
		SB	210	425	0	635	12.3	B	2.7	A	0.0	A	5.9	A			300	55	139	1078			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	65	0	175	240	57.9	F	0.0	A	5.0	A	18.5	C			390	45	140	390			200	33	99	
	CSAH 16 at TH 33 Frontage Road	NB	35	25	20	80	6.9	A	7.5	A	4.8	A	6.5	A	1.9	A	0			242	29	62	0			
		SB	25	20	15	60	8.1	A	8.0	A	3.5	A	6.8	A			0			400	23	65	0			
		EB	10	255	25	290	2.7	A	1.1	A	0.6	A	1.1	A			0			282	2	34	0			
		WB	35	185	35	255	2.2	A	0.5	A	0.3	A	0.7	A			0			100	10	30	0			
	CSAH 16 at Entrance 1	NB	60	0	10	70	7.9	A	0.0	A	4.4	A	7.4	A	1.4	A	0			100	32	62	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	235	65	300	0.0	A	0.4	A	0.2	A	0.4	A			0			100			12	0		
		WB	10	195	0	205	2.9	A	0.7	A	0.0	A	0.8	A			0			103	6	44	0			
	CSAH 16 at Entrance 2	NB	15	0	30	45	6.7	A	0.0	A	3.3	A	4.3	A	0.9	A	0			100	24	50	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	230	15	245	0.0	A	0.3	A	0.1	A	0.3	A			0			100			6	0		
		WB	30	190	0	220	2.5	A	0.6	A	0.0	A	0.9	A			0			500	5	56	0			
	CSAH 16 at Entrance 3	NB	0	70	30	100	0.0	A	0.3	A	0.1	A	0.2	A	1.3	A	0			500			0			
		SB	10	70	0	80	2.1	A	0.8	A	0.0	A	1.0	A			0			300	1	12	0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	30	0	10	40	4.8	A	0.0	A	2.6	A	4.3	A			0			100	26	57	0			
PM Peak Hour	TH 33 at CSAH 16	NB	0	590	110	700	0.0	A	3.0	A	2.8	A	3.0	A	7.3	A	0			1078			300	4	48	
		SB	205	750	0	955	12.2	B	3.8	A	0.0	A	5.5	A			300	53	114	1078			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	75	0	230	305	83.4	F	0.0	A	6.1	A	22.2	C			390	63	188	390			200	43	137	
	CSAH 16 at TH 33 Frontage Road	NB	55	80	60	195	11.5	B	10.5	B	7.3	A	9.9	A	4.1	A	0			242	51	105	0			
		SB	50	75	35	160	11.0	B	11.0	B	6.5	A	10.0	B			0			400	48	94	0			
		EB	15	270	35	320	2.8	A	1.2	A	0.6	A	1.2	A			0			282	4	49	0			
		WB	30	235	50	315	2.0	A	0.7	A	0.3	A	0.8	A			0			100	11	40	0			
	CSAH 16 at Entrance 1	NB	70	0	10	80	9.7	A	0.0	A	5.6	A	9.2	A	1.7	A	0			100	32	62	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	310	70	380	0.0	A	0.6	A	0.2	A	0.5	A			0			100			12	0		
		WB	10	245	0	255	3.0	A	0.9	A	0.0	A	1.0	A			0			103	6	44	0			
	CSAH 16 at Entrance 2	NB	15	0	35	50	7.4	A	0.0	A	3.8	A	4.8	A	1.0	A	0			100	24	50	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	305	15	320	0.0	A	0.4	A	0.1	A	0.4	A			0			100			6	0		
		WB	35	240	0	275	2.9	A	0.6	A	0.0	A	0.9	A			0			500	5	56	0			
	CSAH 16 at Entrance 3	NB	0	185	35	220	0.0	A	0.5	A	0.3	A	0.5	A	1.4	A	0			500			0			
		SB	10	130	0	140	3.2	A	1.4	A	0.0	A	1.5	A			0			300	2	31	0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	35	0	10	45	5.8	A	0.0	A	3.1	A	5.3	A			0			100	24	57	0			

Table A4
Scenario 4: No Build
2036
Cloquet, MN

															Queuing Information (feet)										
Intersection	Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Left Turn			Through			Right Turn		
		L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max	
AM Peak Hour	TH 33 at CSAH 16	NB	0	705	70	775	0.0	A	2.7	A	2.1	A	2.6	A	9.3	A	0			1078			300	2	26
		SB	240	570	0	810	18.7	C	3.2	A	0.0	A	7.8	A			300	74	213	1078			0		
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		WB	55	0	160	215	151.1	F	0.0	A	7.4	A	37.8	E			390	70	185	390			200	45	154
	CSAH 16 at TH 33 Frontage Road	NB	35	30	15	80	6.5	A	7.6	A	3.9	A	6.4	A	1.9	A	0			242	31	59	0		
		SB	15	25	15	55	8.7	A	7.7	A	3.3	A	6.8	A			0			400	24	58	0		
		EB	10	240	20	270	2.4	A	0.9	A	0.6	A	0.9	A			0			282	1	14	0		
		WB	30	160	25	215	1.8	A	0.5	A	0.1	A	0.6	A			0			100	8	34	0		
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.5	A	0			100			0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	270	0	270	0.0	A	0.2	A	0.0	A	0.2	A			0			100			0		
		WB	0	215	0	215	0.0	A	0.9	A	0.0	A	0.9	A			0			103	3	40	0		
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	270	0	270	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0		
		WB	0	215	0	215	0.0	A	0.2	A	0.0	A	0.2	A			0			500	1	10	0		
CSAH 16 at Entrance 3	NB	0	80	0	80	0.0	A	0.1	A	0.0	A	0.1	A	0.5	A	0			500			0			
	SB	0	75	0	75	0.0	A	0.9	A	0.0	A	0.9	A			0			300			0			
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
	WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0			
PM Peak Hour	TH 33 at CSAH 16	NB	0	795	65	860	0.0	A	3.7	A	3.3	A	3.7	A	13.2	B	0			1078		6	300	4	38
		SB	235	1005	0	1,240	16.0	C	4.7	A	0.0	A	6.8	A			300	68	146	1078			0		
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		WB	65	0	235	300	302.1	F	0.0	A	16.4	C	67.8	F			390	162	297	390			200	97	225
	CSAH 16 at TH 33 Frontage Road	NB	55	215	60	330	35.7	E	39.0	E	26.8	D	36.2	E	19.8	C	0			242	129	238	0		
		SB	40	80	40	160	60.0	F	51.2	F	60.6	F	55.9	F			0			400	101	287	0		
		EB	15	255	30	300	3.1	A	1.3	A	0.9	A	1.3	A			0			282	5	43	0		
		WB	25	215	40	280	2.3	A	3.6	A	0.3	A	3.0	A			0			100	16	42	0		
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	4.5	A	0			100			0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	355	0	355	0.0	A	0.4	A	0.0	A	0.4	A			0			100			0		
		WB	0	280	0	280	0.0	A	10.0	B	0.0	A	10.0	B			0			103	3	40	0		
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	10.1	B	0			100			0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	355	0	355	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0		
		WB	0	280	0	280	0.0	A	23.3	C	0.0	A	23.3	C			0			500	1	10	0		
CSAH 16 at Entrance 3	NB	0	205	0	205	0.0	A	21.5	C	0.0	A	21.5	C	13.4	B	0			500	36	313	0			
	SB	0	135	0	135	0.0	A	1.5	A	0.0	A	1.5	A			0			300			0			
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
	WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0			

Table A5
Scenario 5: Build
2036
Cloquet, MN

Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Queuing Information (feet)								
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Left Turn			Through			Right Turn			
																	Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max	
AM Peak Hour	TH 33 at CSAH 16	NB	0	705	115	820	0.0	A	2.8	A	2.6	A	2.8	A	13.4	B	0			1078		4	300	6	38	
		SB	255	570	0	825	22.5	C	3.2	A	0.0	A	9.0	A			300	86	218	1078		6	0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			6	0		
		WB	65	0	205	270	219.3	F	0.0	A	14.3	B	58.1	F			390	115	290	390				200	83	225
	CSAH 16 at TH 33 Frontage Road	NB	40	30	20	90	33.5	D	23.8	C	41.4	E	31.0	D	5.6	A	0			242	48	135	0			
		SB	25	25	15	65	10.8	B	13.2	B	7.3	A	11.1	B			0			400	30	87	0			
		EB	10	295	30	335	3.2	A	1.2	A	0.7	A	1.2	A			0			282	2	32	0			
		WB	40	215	40	295	2.2	A	1.9	A	0.3	A	1.7	A			0			100	15	46	0			
	CSAH 16 at Entrance 1	NB	60	0	10	70	49.7	E	0.0	A	28.2	D	45.9	E	6.8	A	0			100	51	194	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100	2	25	0			
		EB	0	275	65	340	0.0	A	0.5	A	0.1	A	0.4	A			0			103	17	99	0			
		WB	10	235	0	245	10.7	B	4.6	A	0.0	A	4.9	A			0			100	27	69	0			
	CSAH 16 at Entrance 2	NB	15	0	30	45	20.9	C	0.0	A	4.6	A	10.8	B	5.7	A	0			100	27	69	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100	5	5	0			
		EB	0	270	15	285	0.0	A	0.4	A	0.1	A	0.4	A			0			500	31	241	0			
		WB	30	230	0	260	18.3	C	10.2	B	0.0	A	11.0	B			0			100	24	51	0			
CSAH 16 at Entrance 3	NB	0	80	30	110	0.0	A	6.2	A	6.5	A	6.3	A	4.0	A	0			500	5	44	0				
	SB	10	85	0	95	2.1	A	0.9	A	0.0	A	1.0	A			0			300	1	18	0				
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
	WB	30	0	10	40	4.7	A	0.0	A	5.9	A	5.1	A			0			100	24	51	0				
PM Peak Hour	TH 33 at CSAH 16	NB	0	795	115	910	0.0	A	3.7	A	3.6	A	3.7	A	19.1	C	0			1078		6	300	6	50	
		SB	250	1005	0	1,255	19.7	C	4.7	A	0.0	A	7.8	A			300	81	214	1078			0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	80	0	285	365	493.4	F	0.0	A	36.3	E	110.9	F			390	258	305	390			200	163	225	
	CSAH 16 at TH 33 Frontage Road	NB	65	90	70	225	270.2	F	210.6	F	218.9	F	231.4	F	76.1	F	0			242	213	250	0			
		SB	55	80	40	175	361.9	F	362.7	F	374.7	F	365.3	F			0			400	340	444	0			
		EB	15	315	40	370	4.5	A	1.5	A	0.8	A	1.5	A			0			282	5	70	0			
		WB	35	275	55	365	3.2	A	10.1	B	1.7	A	8.1	A			0			100	32	66	0			
	CSAH 16 at Entrance 1	NB	70	0	10	80	507.7	F	0.0	A	672.4	F	530.8	F	53.1	F	0			100	51	194	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	370	70	440	0.0	A	0.6	A	0.2	A	0.5	A			0			100	2	25	0			
		WB	10	295	0	305	30.5	D	33.8	D	0.0	A	33.7	D			0			103	17	99	0			
	CSAH 16 at Entrance 2	NB	15	0	35	50	330.1	F	0.0	A	155.1	F	205.1	F	56.1	F	0			100	27	69	0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	365	15	380	0.0	A	0.5	A	0.2	A	0.5	A			0			100	5	5	0			
		WB	35	290	0	325	98.6	F	96.4	F	0.0	A	96.6	F			0			500	31	241	0			
CSAH 16 at Entrance 3	NB	0	215	35	250	0.0	A	334.3	F	245.1	F	323.2	F	174.9	F	0			500	350	514	0				
	SB	10	145	0	155	3.2	A	1.2	A	0.0	A	1.3	A			0			300	1	19	0				
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
	WB	35	0	10	45	213.9	F	0.0	A	508.8	F	257.3	F			0			100	90	225	0				

Table A6
Scenario 6: No Build Mitigations
2036
Cloquet, MN

Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Queuing Information (feet)								
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Left Turn			Through			Right Turn			
																Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max		
AM Peak Hour	TH 33 at CSAH 16 (Signal)	NB	0	705	70	775	0.0	A	12.1	B	5.0	A	11.5	B	9.5	A	0			1078	76	182	300	20	53	
		SB	240	570	0	810	12.7	B	5.5	A	0.0	A	7.6	A			300	60	123	1078	31	83	0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	55	0	160	215	14.9	B	0.0	A	7.1	A	8.5	A			390	23	63	390			200	36	113	
	CSAH 16 at TH 33 Frontage Road	NB	35	30	15	80	6.8	A	7.0	A	4.1	A	6.3	A	1.9	A	0			242	32	67	0			
		SB	15	25	15	55	6.4	A	8.0	A	3.6	A	6.6	A			0			400	23	61	0			
		EB	10	240	20	270	2.6	A	1.0	A	0.8	A	1.0	A			0			282	2	26	0			
		WB	30	160	25	215	1.8	A	0.2	A	0.1	A	0.4	A			0			100	6	28	0			
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.3	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	270	0	270	0.0	A	0.2	A	0.0	A	0.2	A			0			100			0			
		WB	0	215	0	215	0.0	A	0.5	A	0.0	A	0.5	A			0			103	2	30	0			
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	270	0	270	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0			
		WB	0	215	0	215	0.0	A	0.2	A	0.0	A	0.2	A			0			500			0			
CSAH 16 at Entrance 3	NB	0	80	0	80	0.0	A	0.0	A	0.0	A	0.0	A	0.5	A	0			500			0				
	SB	0	75	0	75	0.0	A	1.0	A	0.0	A	1.0	A			0			300			0				
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
	WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0				
PM Peak Hour	TH 33 at CSAH 16 (Signal)	NB	0	795	65	860	0.0	A	15.7	B	6.5	A	15.0	B	11.7	B	0			1078	101	188	300	22	65	
		SB	235	1005	0	1,240	15.4	B	8.9	A	0.0	A	10.1	B			300	64	129	1078	63	149	0			
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		WB	65	0	235	300	15.4	B	0.0	A	7.4	A	8.6	A			390	27	79	390			200	50	115	
	CSAH 16 at TH 33 Frontage Road	NB	55	215	60	330	12.9	B	14.3	B	10.1	B	13.2	B	5.8	A	0			242	89	174	0			
		SB	40	80	40	160	11.7	B	10.3	B	6.4	A	9.6	A			0			400	47	114	0			
		EB	15	255	30	300	3.3	A	1.3	A	0.8	A	1.3	A			0			282	5	39	0			
		WB	25	215	40	280	2.4	A	0.4	A	0.1	A	0.5	A			0			100	8	44	0			
	CSAH 16 at Entrance 1	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.5	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	355	0	355	0.0	A	0.3	A	0.0	A	0.3	A			0			100			0			
		WB	0	280	0	280	0.0	A	0.7	A	0.0	A	0.7	A			0			103	2	30	0			
	CSAH 16 at Entrance 2	NB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0			100			0			
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
		EB	0	355	0	355	0.0	A	0.1	A	0.0	A	0.1	A			0			100			0			
		WB	0	280	0	280	0.0	A	0.2	A	0.0	A	0.2	A			0			500			0			
CSAH 16 at Entrance 3	NB	0	205	0	205	0.0	A	0.2	A	0.0	A	0.2	A	0.7	A	0			500			0				
	SB	0	135	0	135	0.0	A	1.5	A	0.0	A	1.5	A			0			300			0				
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0				
	WB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			100			0				

Table A7
Scenario 7: Build Mitigation
2036
Cloquet, MN

															Queuing Information (feet)										
Intersection	Approach	Demand Volumes				Delay (s/veh)				LOS By Approach		LOS By Intersection		Left Turn			Through			Right Turn					
		L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage	Avg.	Max	Link Length	Avg.	Max	Storage	Avg.	Max	
AM Peak Hour	TH 33 at CSAH 16 (Signal)	NB	0	705	115	820	0.0	A	14.8	B	5.8	A	13.5	B	11.0	B	0			1078	86	220	300	32	84
		SB	255	570	0	825	15.5	B	6.5	A	0.0	A	9.3	A			300	76	152	1078	42	96	0		
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		WB	65	0	205	270	15.2	B	0.0	A	7.3	A	8.6	A			390	26	66	390			200	45	120
	CSAH 16 at TH 33 Frontage Road	NB	40	30	20	90	7.3	A	8.4	A	6.0	A	7.4	A	2.4	A	0			242	33	66	0		
		SB	25	25	15	65	10.8	B	10.2	B	3.9	A	9.0	A			0			400	31	73	0		
		EB	10	295	30	335	3.8	A	1.4	A	0.8	A	1.4	A			0			282	4	37	0		
		WB	40	215	40	295	2.2	A	0.5	A	0.3	A	0.7	A			0			100	10	36	0		
	CSAH 16 at Entrance 1	NB	60	0	10	70	11.5	B	0.0	A	6.1	A	10.6	B	1.8	A	0			100	33	79	0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	275	65	340	0.0	A	0.6	A	0.2	A	0.5	A			0			100	2	32	0		
		WB	10	235	0	245	2.3	A	0.8	A	0.0	A	0.9	A			0			103	7	61	0		
	CSAH 16 at Entrance 2	NB	15	0	30	45	6.6	A	0.0	A	3.3	A	4.3	A	0.8	A	0			100	24	52	0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	270	15	285	0.0	A	0.4	A	0.1	A	0.4	A			0			100			0		
		WB	30	230	0	260	2.8	A	0.5	A	0.0	A	0.7	A			0			500	5	61	0		
CSAH 16 at Entrance 3	NB	0	80	30	110	0.0	A	0.3	A	0.2	A	0.3	A	1.2	A	0			500			0			
	SB	10	85	0	95	2.2	A	0.9	A	0.0	A	1.0	A			0			300	1	29	0			
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
	WB	30	0	10	40	5.0	A	0.0	A	2.5	A	4.4	A			0			100	22	51	0			
PM Peak Hour	TH 33 at CSAH 16 (Signal)	NB	0	795	115	910	0.0	A	16.5	B	6.7	A	15.2	B	11.9	B	0			1078	101	188	300	32	76
		SB	250	1005	0	1,255	15.8	B	9.2	A	0.0	A	10.5	B			300	68	134	1078	68	130	0		
		EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		WB	80	0	285	365	15.5	B	0.0	A	8.0	A	8.8	A			390	31	77	390			200	60	146
	CSAH 16 at TH 33 Frontage Road	NB	65	90	70	225	14.6	B	14.0	B	10.9	B	13.2	B	5.0	A	0			242	66	153	0		
		SB	55	80	40	175	13.0	B	13.6	B	8.0	A	12.1	B			0			400	52	106	0		
		EB	15	315	40	370	3.8	A	1.6	A	0.9	A	1.6	A			0			282	9	60	0		
		WB	35	275	55	365	3.1	A	0.6	A	0.3	A	0.8	A			0			100	14	47	0		
	CSAH 16 at Entrance 1	NB	70	0	10	80	11.4	B	0.0	A	5.8	A	10.8	B	1.7	A	0			100	33	79	0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	370	70	440	0.0	A	0.6	A	0.2	A	0.5	A			0			100	2	32	0		
		WB	10	295	0	305	2.9	A	0.9	A	0.0	A	1.0	A			0			103	7	61	0		
	CSAH 16 at Entrance 2	NB	15	0	35	50	7.9	A	0.0	A	3.8	A	5.0	A	1.0	A	0			100	24	52	0		
		SB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0		
		EB	0	365	15	380	0.0	A	0.4	A	0.2	A	0.4	A			0			100			0		
		WB	35	290	0	325	3.3	A	0.7	A	0.0	A	1.0	A			0			500	5	61	0		
CSAH 16 at Entrance 3	NB	0	215	35	250	0.0	A	0.7	A	0.3	A	0.6	A	1.5	A	0			500			0			
	SB	10	145	0	155	3.3	A	1.5	A	0.0	A	1.6	A			0			300	2	25	0			
	EB	0	0	0	0	0.0	A	0.0	A	0.0	A	0.0	A			0			0			0			
	WB	35	0	10	45	6.1	A	0.0	A	3.2	A	5.4	A			0			100	27	62	0			

Al Cottingham

From: dan unulock <danunulock@yahoo.com>
Sent: Friday, January 22, 2016 11:36 AM
To: Al Cottingham
Subject: Kwik Trip comment

Concerning another Kwik Trip on Washington Ave. Perhaps the company should be informed of plans for possibly new configurations of the Hwy 33 South corridor. For example, extending Tall Pine Lane out to Hwy 33. This might be a better intersection/location they would be interested in considering, if they would be willing to hold off for a couple of years. As for the proposed location on Washington Ave., I think it would create more congestion, noise pollution, and light pollution for the residents across the street, not only on Washington Ave., but also the residents behind them on Wilson Ave. It would probably be impractical to construct a barrier as was done at the Sunnyside location.

Thanks for your efforts,

Dan Unulock
1001 15th Street
Cloquet, MN
879-7866

LETTER: Do we really need another Kwik Trip?

Posted on Jan 25, 2016 at 8:13 a.m.

Email

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To the Editor:

I question the decision to place another Kwik Trip on Washington Avenue in Cloquet, Minn. It is already hard to get onto Washington from the frontage road behind the Taco John's. There is already a problem and many accidents there as well as by the freeway and Highway 33, then to add another problem off Washington doesn't make sense. Washington Avenue is a busy road with Taco John's and the car dealership on the corner as well as the church. We already have two of these stations in Cloquet. How will this affect our smaller businesses? Do we really need another Kwik Trip in Cloquet? Then, of course, there is the school proposal on the other end of Washington Avenue. How much more traffic will there be and where do we consider the safety of our residents?

ADVERTISEMENT

Tom Lindevig, Cloquet

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OPINION



Community Development Department

1307 Cloquet Avenue • Cloquet MN 55720
Phone: 218-879-2507 • Fax: 218-879-6555

To: Planning Commission
From: Al Cottingham, City Planner/Zoning Administrator
Date: February 3, 2016

ITEM DESCRIPTION: ZONING CASE 16-02: ZONING ORDINANCE TEXT AMENDMENTS – ENTIRE ORDINANCE

Background

The City of Cloquet is proposing to amend/update Section 17 of the City Code (Zoning Ordinance). The last time the entire Ordinance was updated was in 2008 with the changes taking effect on January 1, 2009.

Members of the Planning Commission worked with staff during 2015 to review the entire Ordinance and come up with possible changes. These proposed changes were then reviewed with the entire Planning Commission. Once they felt they were satisfied with the document they scheduled a public hearing in order to take the first step in adoption of the changes.

A public hearing will be held on Tuesday, February 9, 2016 to consider the possible amendments to Section 17. A legal notice was published in the Pine Journal on January 28, 2016, along with a press release/story that was in the paper on February 4, 2016. Property owners were not sent a notice of the hearing since this is a textual amendment.

Policy Objectives

As times change amendments to the Ordinance are made to try to stay current with things.

Financial Impacts

The Zoning Ordinance Text Amendment fee is \$300. These fees were not paid since the City is doing the request.

Advisory Committee Action Requested

The Planning Commission should listen to the testimony that is presented at the public hearing and review the proposed language changes. Following this review the Planning Commission can recommend approval of the request, recommend denial of the request or table the request for some additional information.

Staff Recommendation

Staff would recommend approval of the Zoning Ordinance Text Amendments as identified in the redlined Ordinance.

Supporting Documents Attachments

- Resolution No. 16-02

STATE OF MINNESOTA

COUNTY OF CARLTON

CITY OF CLOQUET

Commissioner _____ offered the following Resolution and moved its adoption.

RESOLUTION NO. 16-02

**A RESOLUTION RECOMMENDING THE CITY COUNCIL OF CLOQUET APPROVE
THE ATTACHED ORDINANCE RELATING TO CHANGES TO THE ENTIRE
ZONING ORDINANCE**

WHEREAS, The City of Cloquet is proposing to amend/update the Zoning Ordinance; and

WHEREAS, As required by ordinance, notification was advertised in the Pine Journal. A public hearing was held to consider the application at the regular meeting of the Cloquet Planning Commission on February 9, 2016 at which time Zoning Case / Development Review No. 16-02 was heard and discussed; and

WHEREAS, the Planning Commission reviewed the staff report and recommends approval of the attached Ordinance.

NOW, THEREFORE, BE IT RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF CLOQUET, MINNESOTA, that the Planning Commission recommends approval of Zoning Case 16-02 to the Cloquet City Council.

The foregoing motion was duly seconded by Commissioner _____ and being put to vote members voted: AYE: ____ NAY: ____ ABSENT: ____

JESSE BERGLUND	_____	BRYAN BOSTA	_____
CHUCK BUSCHER	_____	MICHAEL HAUBNER	_____
KELLY JOHNSON	_____	JOHN SANDERS	_____
URIAH WILKINSON	_____		

Passed and adopted this 9th day of February 2016.

CITY OF CLOQUET

JESSE BERGLUND
CHAIR

ATTEST: _____
Alan Cottingham
City Planner/Zoning Administrator

ORDINANCE NO. XXX

AN ORDINANCE CREATING, ADDING AND AMENDING CHAPTER 17 TO THE CITY CODE AS THE RELATE TO ZONING REGULATIONS

The City Council of the City of Cloquet does hereby ordain as follows:

- Section 1.** That the City has completed a review and update of its zoning ordinance.
- Section 2.** That Chapter 17 of the Cloquet City Code be deleted in its entirety and replaced with modified language as it relates to zoning.
- Section 2.** **Effective Date.** This ordinance shall take effect and be in force from and after its passage and publication in accordance with law.

Passed this 15th day of March, 2016.

CITY OF CLOQUET

By: _____
Its Mayor

ATTEST:

By: _____
Its City Administrator