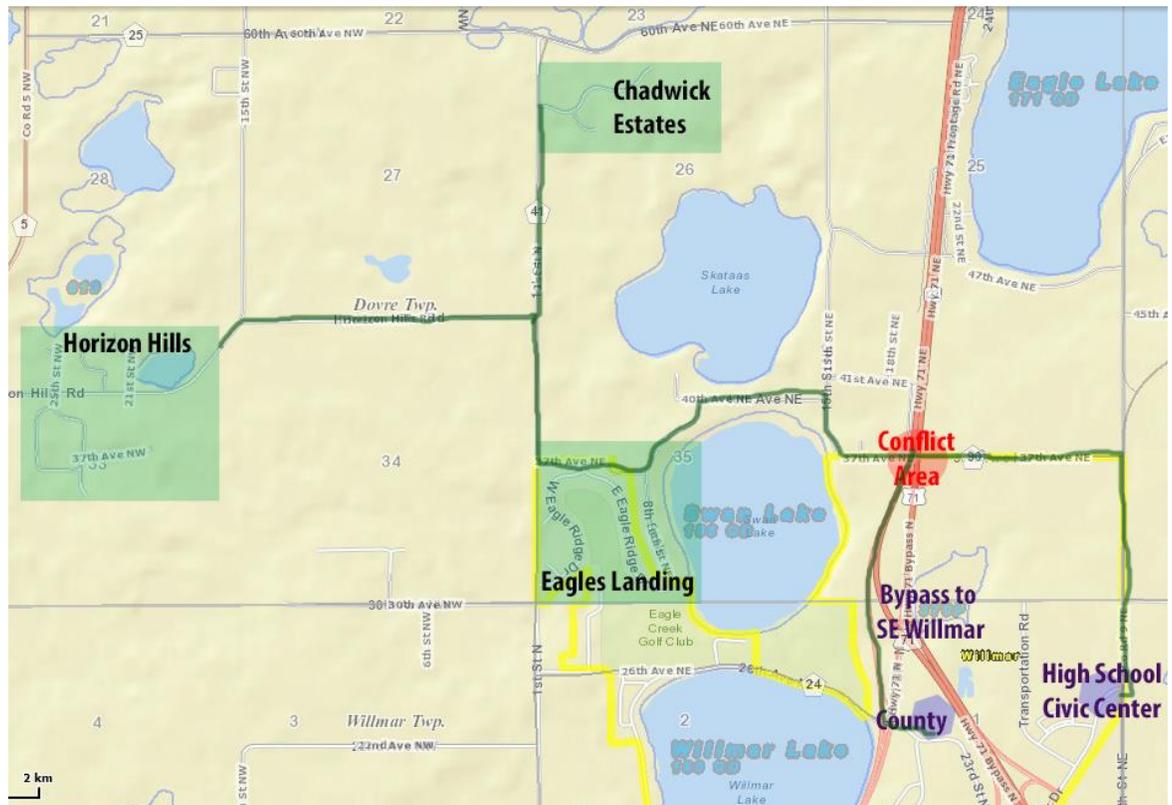


Hi All,

I am sorry I was not able to attend the November 7th meeting.

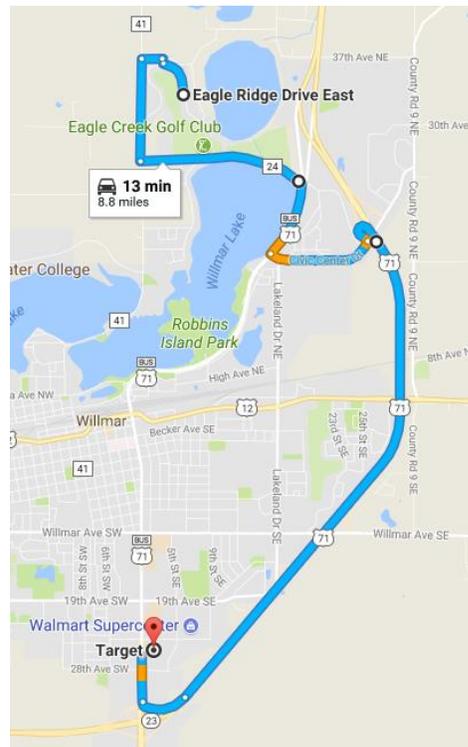
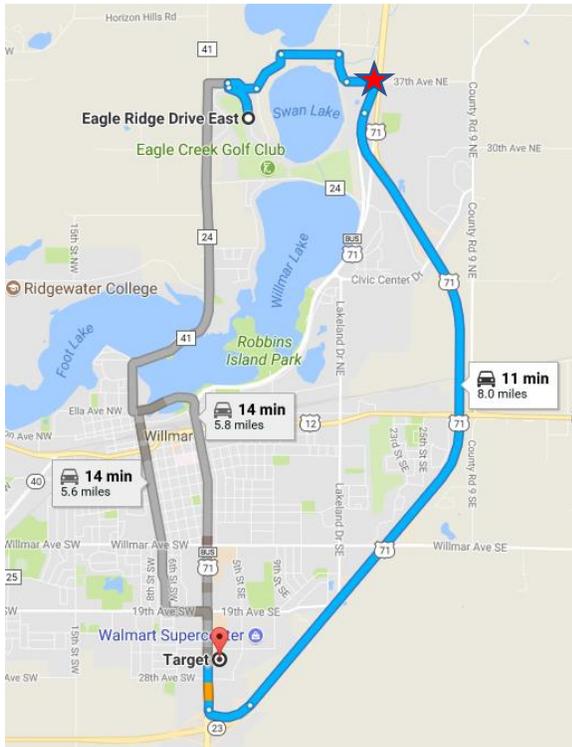
I have a few comments concerning the timeline being developed for the Kandiyohi County Board and website. I have lived in the NW Willmar area for 25 years and have been a Dovre Township Supervisor for the past 14 years. This is my historical recollection of the cumulative impacts that have brought us to this point. Dovre Township appreciates being included in technical discussions as we grapple with infrastructure planning without an engineering staff. Thank you for your patience.

1. 1990's - The history of accidents at the CR90/MN23 intersection has been an ongoing concern of all stakeholders in the area beginning in the 1990s. I believe that there are three primary contributors to increased strain upon this intersection:
 - A. The growth in NW Willmar after annexation of property from Dovre Township (Eagles Landing ~125 homes), urban sprawl north/northwest of Willmar (Horizon Hills, Chadwick Estates) and the relocation of the high school to the NE Willmar area (1994), the location of the Civic Center on the NE side of Willmar and the development of the County Government complex on the NE side of Willmar resulted in increased conflict at the point of intersection of east/west bound traffic and the NE/SW interregional transportation corridor (US71/MN23)



- B. Retail growth (Walmart, Target, etc) has been occurring in the SE Willmar area. The MN23/71 bypass was completed resulting in NW Willmar residents seeking a direct route to utilization of the bypass as a means of access to the retail/commercial SE Willmar area.

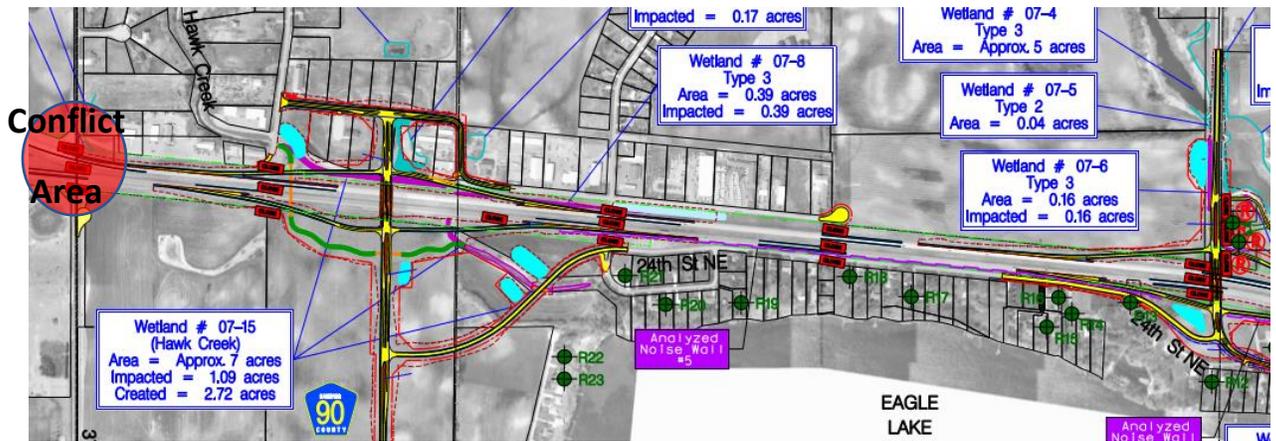
To illustrate how people from Eagles Landing get to SE Willmar I used google maps to show me various routes and the the associated estimated travel times. As you see the google preferred route goes directly through the CR90/MN23 intersection.



- C. As rail traffic increased, delays at west Willmar rail/traffic intersections were also affected. Emergency services utilized the 71/23 business corridor to service the NW Willmar developments due to potential delays caused by rail traffic.



2. 2005-2010 An EIS was conducted by MNDOT because of an anticipation of accelerated residential and commercial growth along the north corridor. As a representative for Dovre Township I served on both the PAC and TAC committees for the project. The above issues were identified and included in many stakeholder conversations during the EIS process. The EIS Final Statement released in 2010 recommended closure of access points north of Willmar along the 23/71 corridor and building interchanges at a relocated CR90 and CR25. It indicated that the time of construction was unknown and dependent upon state funding availability.

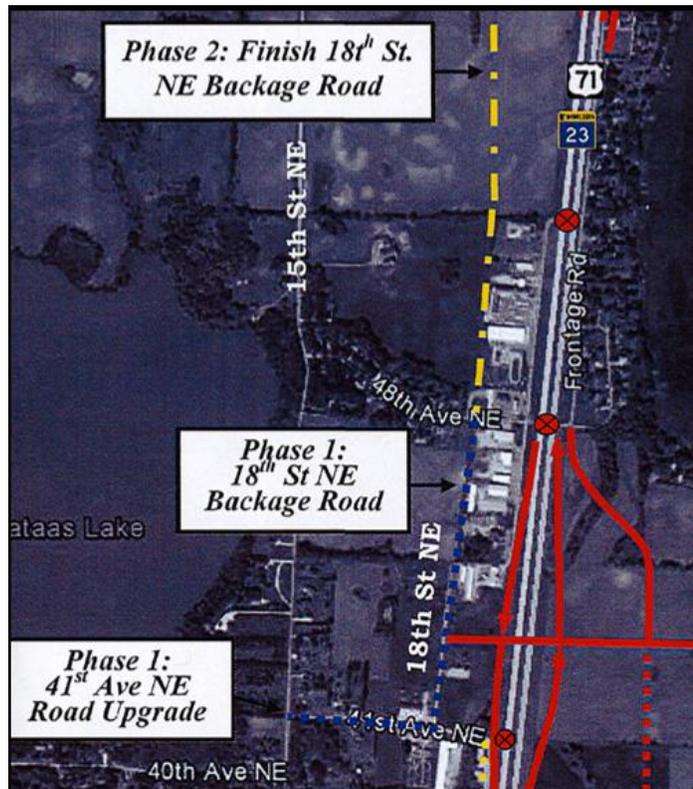


3. 2009 MNDOT closed the median at the 41st Ave/MN23 intersection redirecting northbound and southbound 23/71 traffic that was utilizing this intersection to alternate routes including 37th/CR90 and 48th Ave. Because a significant portion of the traffic that was redirected included truck traffic, residential land use in the area was negatively impacted. Also, northbound business access to 41st Ave businesses was adversely affected. Potential additional traffic conflicts at CR90/37th Ave and 48th Ave were identified due to increased traffic load and vehicle variety.

4. 2011-2015 Dovre Township evaluated infrastructure needs in the area bounded by 37th Ave and CR25 on the south and north and 15th Street NE and MN23/71 on the west and east. This study was conducted utilizing input from area stakeholders (both residential and commercial) and with the support information provided by the DNR, Hawk Creek Watershed, MNDot, Kandiyohi County, Mid-Minnesota Development Commission and the City of Willmar. Existing county and city comprehensive plans and the EIS final statement were utilized as guiding documents for the Dovre Township planning process.

5. This process established an informal infrastructure planning partnership between the affected government agencies, MNDOT, Kandiyohi County, City of Willmar and Dovre Township, with the goal of reducing tax payer impact and to provide for a collaborative process that could identify and respond to present and future infrastructure needs resulting from the land use decision making process in the north central region of Kandiyohi County.

6. 2015-2017 As a result of this collaboration, MNDOT, Kandiyohi County and Dovre Township partnered in the improvement of 41st Ave and the construction of the south end of 18th street as the first phase of establishing a route that both separates and supports the commercial and residential land uses in the area. Both 41st Ave and 18th Street were built to a 10 ton standard and are designated as the preferred truck route servicing the area businesses. Dovre Township received an LRIP grant from MNDOT for approximately 3/5 of the project (\$500,000) and contributed \$350,000 of township taxes to construction costs. Kandiyohi County acted as the fiscal agent and provided engineering services to the project. Phase 1 of the project will be completed with the placement of the final wear coat in 2018. ****The above diagram includes an overlay of the EIS preferred transportation plan.



7. Jan. 2015 While the 41st Ave/18th Street NE project addressed residential and commercial traffic conflict, it did not address the ongoing safety issues at the CR90/Hwy71/MN23 intersection. With the understanding that funding for the preferred EIS plan would not be available for at least 10 years, Dovre Township initiated discussion between the infrastructure partners to seek an interim solution to mitigate the safety issues at the intersection.

8. 2015-2016 MNDOT conducted an ICE study to evaluate the intersection issues. Dovre Township provided input in this process

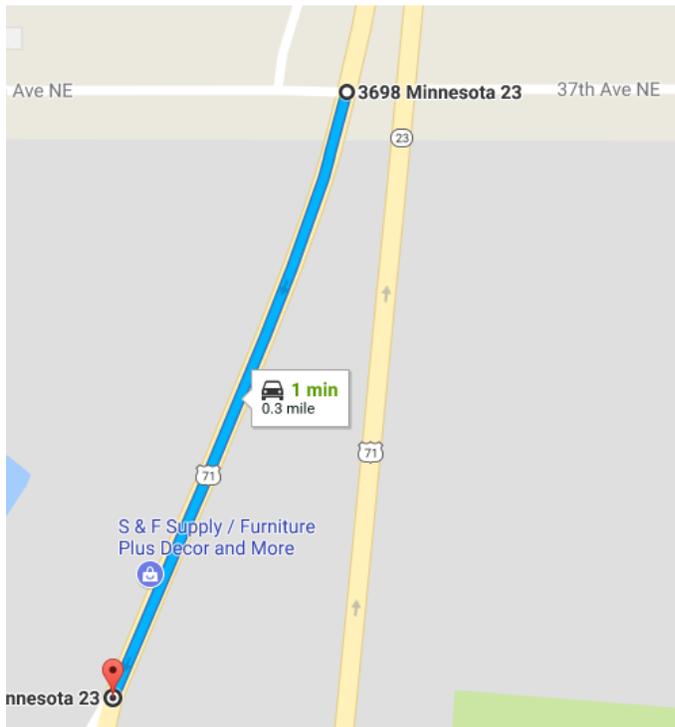
9. 2016 A preliminary configuration for a reduced conflict modified T intersection utilizing 37th Ave and 41st Ave for east/west transport was approved. This preliminary configuration was announced in the Dovre Township 2016 newsletter that is mailed to all Dovre Township landowners.

10. Feedback was received at the 2016 Dovre Township annual meeting as well as informally in neighborhood discussions which culminated in a letter of support submitted by Dovre Township for the HSIP funding.

11. October 2017 The infrastructure partners and SEH began meeting to review the ICE study and design layout.

Additional comments:

As I was reflecting on the ICE study something that always seemed an oddity in the accident statistics was the age of the crash victims, particularly the over 75 year olds. I believe that the



present design addresses the more inexperienced/younger drivers whose destination is the high school or the civic center. The discussion in 1B on page 1 may give some insight into the final destination of the over 75 group. In our discussions we had always discussed 2 destinations from this intersection, 1) across the intersection to access the high school and 2) vehicles coming or going to Willmar that utilize this intersection through a turning maneuver. My assumption was that they were utilizing the business 71 route, however I think it is far more likely they are utilizing this intersection to access the bypass. I am concerned that the design currently preferred in the ICE study may not address the elderly accidents/sideswipes that occur from the 37th Ave right hand turn and then the lane changes to get over to the bypass exit to the left

(crossing 3 lanes and accelerating)

I also have concerns about emergency vehicle access to the NW Willmar area due to Business 71 being used at the preferred method of transport because of potential rail traffic delays as outlined in 1C.

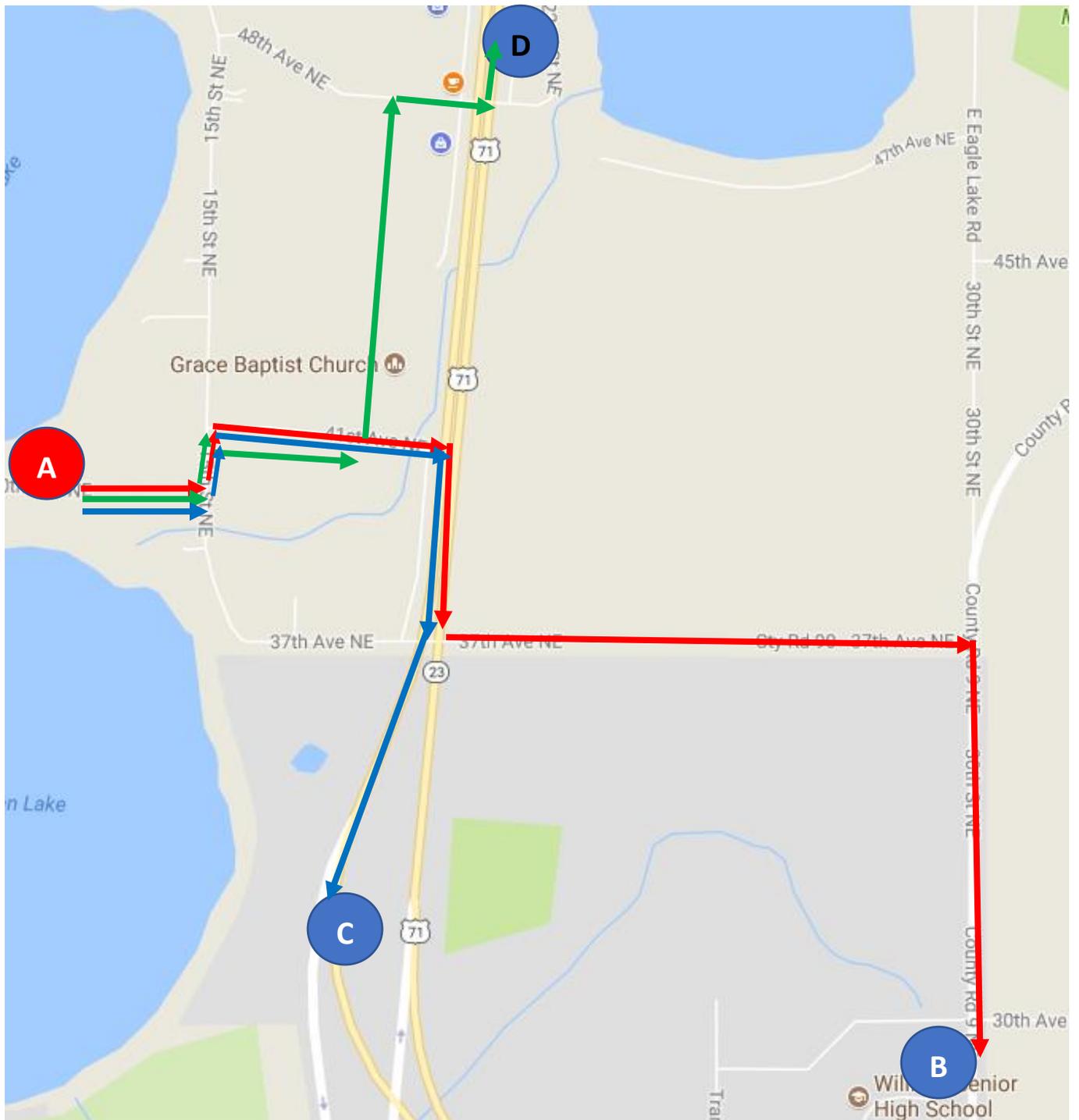
I would like to throw out another possible configuration for traffic flow from the NW Willmar area to the East Willmar school/government area and the SE Willmar retail area via the bypass.

I have identified 12 permutations of traffic patterns based on one point at an address in Eagles Landing (POINT A-NW), and other points at the Willmar High School (POINT B-East), the Willmar Bypass (POINT C-SE), and Spicer (POINT D-North).

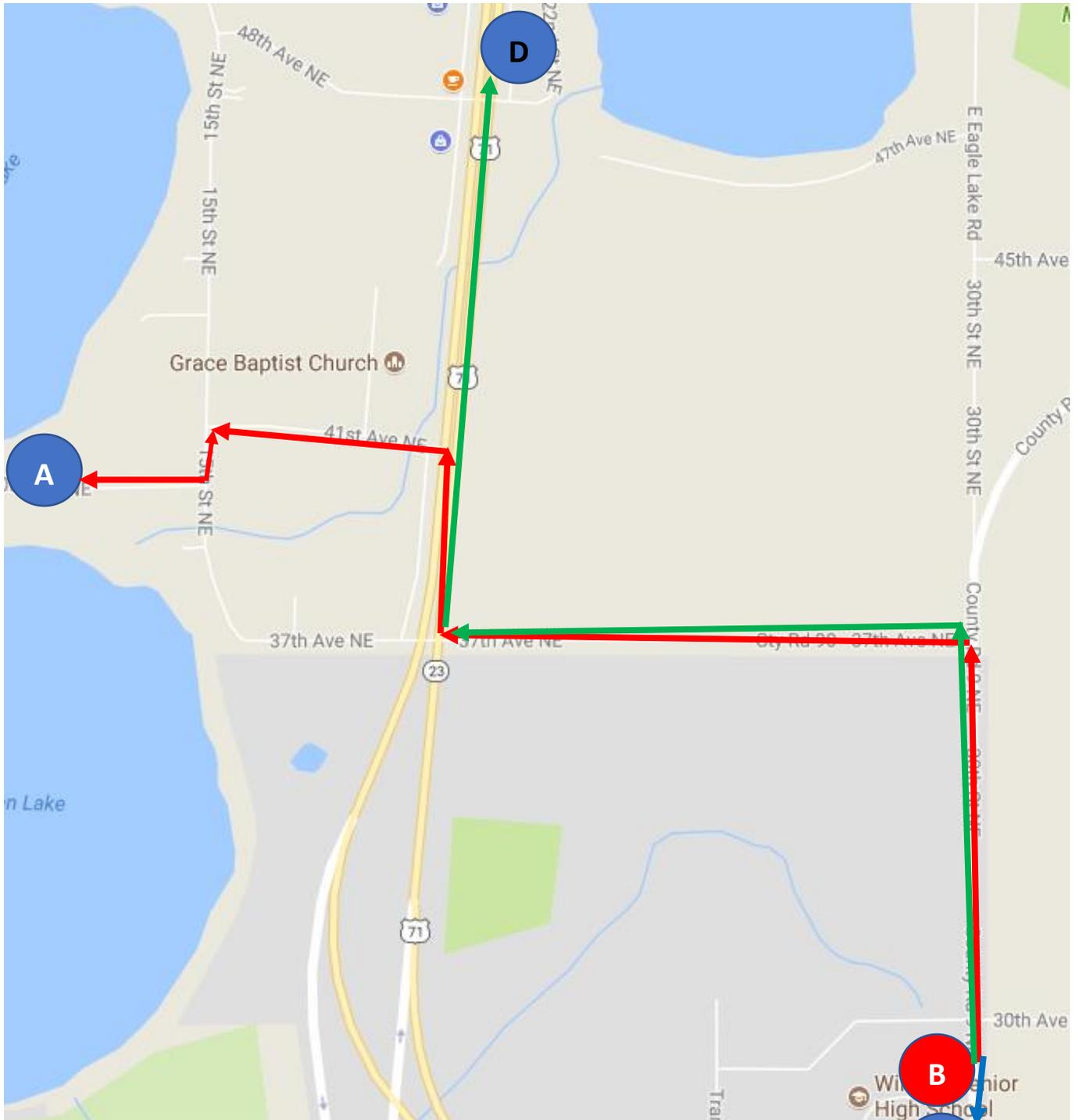
1. POINT A-POINT B: Utilize T offset intersection from 41st Ave to CR90.
2. POINT A-POINT C: Utilize 41st Ave right out to southbound MN23, this increases lane change and acceleration time prior to the bypass. (This would eliminate the need for a right turn from 37th Ave – maybe this could be a merge lane for southbound emergency vehicles only.
3. POINT A-POINT D: Utilize 41st Ave, turn left on 18th Street, turn right on 48th Ave, cross southbound MN23 heading northbound on MN23.
4. POINT B-POINT A: Utilize T offset intersection from CR90 to 41st Ave.
5. POINT B-POINT C: Utilize CR90 southbound to bypass.
6. POINT B-POINT D: Utilize CR90 heading northbound on MN23.
7. POINT C-POINT A: Utilize Northbound MN23 to 41st Ave.
8. POINT C-POINT B: Utilize Northbound MN23 to CR90.
9. POINT C-POINT D: Utilize Northbound MN 23.
10. POINT D-POINT A: Utilize Southbound MN23 to 41st Ave.
11. POINT D-POINT B: Utilize Southbound MN23 to CR90.
12. POINT D-POINT C: Utilize Southbound MN23.

With this configuration 37th Ave would be closed, CR90 would have a right in, right out and one-way eastbound access from MN23 southbound, 41st Ave would have a right in, right out and one-way westbound access from MN23 northbound.

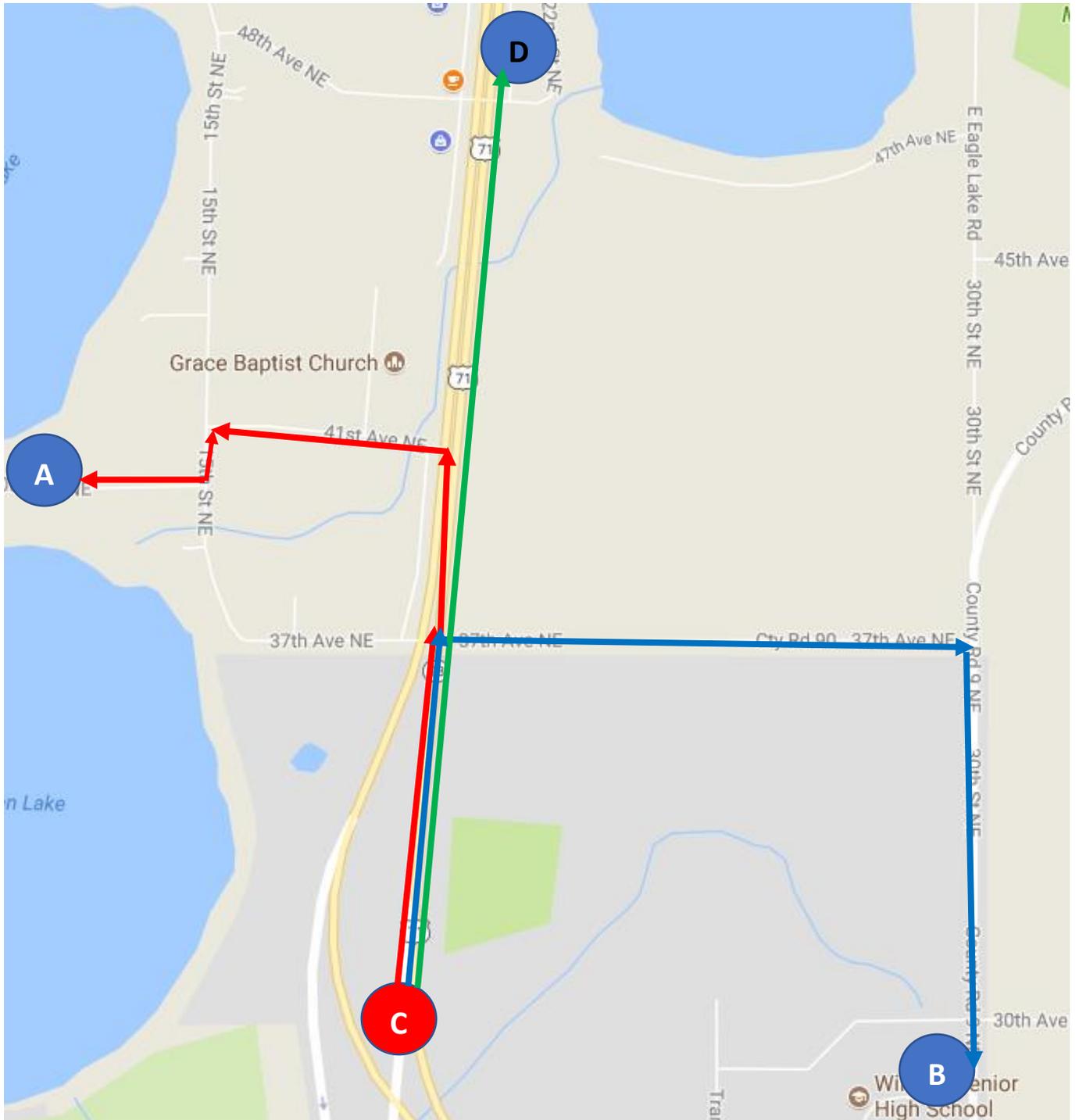
It would utilize the newly built 18th Ave/48th St corridor. U Turn maneuvers at CR90 and 41st Ave would be unnecessary. These adaptations should result in reduced cost and hopefully improve safety. The only downside I see is an increased trip time for emergency services to 17th Street. Perhaps MNDOT, Dovre Township and Kandiyohi County could once again collaborate to build a frontage road between 41st Ave and 37th Ave. This road is currently referred to as Three Fingers Road. Dovre Township has a prescribed easement of approximately 50 feet. The businesses serviced could be accessed a portion of the cost because they would have an improved road (Currently there are 2 owners of the properties in that development). Dovre Township could contribute a portion to improve circulation and provide better access to 17th Street for emergency vehicles. MNDOT would see decreased cost with the ICE project and be more consistent with the EIS goal of reducing access points to MN23. I have included a diagram of the required infrastructure on the following page.



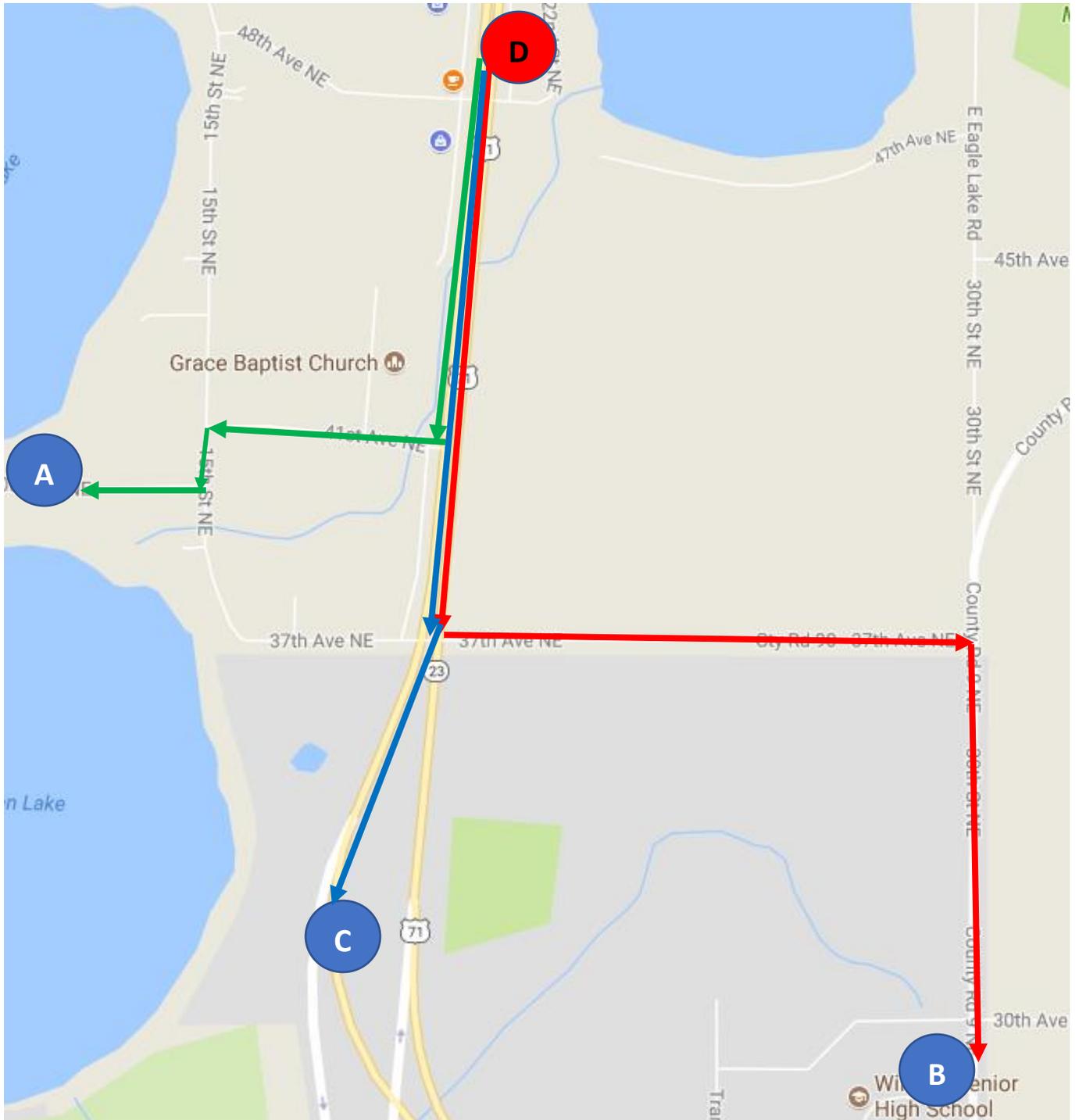
Origination Point A



Origination Point B



Origination Point C



Origination Point D

This is a very crude drawing. I don't have the fancy CAD software ☹️ But hopefully it will convey my thoughts adequately

