

Local Road Improvement Program Solicitation:

2020 Application Dovre Township

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A. Applicant Information		
1. Name (First & Last):	2. Phone Number:	
3. E-mail:	4. Agency Type:	
5. Agency Name:		
6. Street Address:		
7. City:	8. State: MN	9. Zip Code:
10. Sponsoring County and County Engineer name (required if applicant is small city or township)		

B. Project Location	
1. MnDOT District:	2. County:
3. City:	4. Township:
5. Name of Road:	6. Type of Road:
7. Road Authority Type <i>(which agency owns and has jurisdiction of the road)</i> :	
8. Project Termini: From	9. To:

C. Project Description
1. Type of Project.
2. Select the LRIP Account requested for funding.
3. Provide a summary of the proposed project and the transportation deficiencies that will be eliminated, including a description of operational and general safety benefits of the project. Projects seeking funding from the Rural Road Safety Account will need to provide a more detailed description of safety issues and benefits under Section D3.

D. LRIP Account Considerations and Eligibility

D1. Trunk Highway Corridor Account Considerations and Eligibility

1. Describe the state trunk highway project and how the local road(s) will be impacted by the trunk highway project. Funds from this account are for local road improvements impacted by trunk highway projects where local agencies have cost responsibility. It is not intended to be used for improvements or projects on the trunk highway or within the trunk highway corridor right of way that require local cost sharing per MnDOT's Cost Participation Policy.

D2. Routes of Regional Significance Account Considerations and Eligibility

1. For Routes of Regional Significance projects, which of the following criteria does your project meet (select all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Farm to Market route | <input type="checkbox"/> Part of a 10-ton route network |
| <input type="checkbox"/> Part of an economic development plan | <input type="checkbox"/> Connect to regional tourist destination |
| <input type="checkbox"/> Provides capacity or congestion relief to a parallel trunk highway system or county road | <input type="checkbox"/> Is a connection to the regional system, trunk highway, or a county road |

2. Describe the number of persons and potential multiple local agencies that will be positively impacted by the project and how they will benefit.

D2. Routes of Regional Significance Account Considerations and Eligibility

3. Describe the project contribution to the local, regional or state economy, and economic development or redevelopment efforts.

D3. Rural Road Safety Account Considerations and Eligibility (Only County State Aid Highways are eligible)

1. Is this project on a County State Aid Highway?

2. Is this project or components of this project identified in a County Road Safety Plan?

3. Identify the appropriate focus area that your project/safety strategy aligns with in the [Minnesota Strategic Highway Safety Plan](#).

D3. Rural Road Safety Account Considerations and Eligibility (Only County State Aid Highways are eligible)

4. Identify the type of crash or safety hazard this project is trying to address. Respond even if project is in a county safety plan or the Minnesota Strategic Highway Safety Plan.

5. Describe how this project improves safety, reduce traffic crashes, fatalities, injuries, and property damages. Respond even if project is in a county safety plan or the Minnesota Strategic Highway Safety Plan.

E. Project Readiness and Ability to Maintain

1. Estimated Construction Year:

2. Are there railroad impacts (RR xing or RR tracks within 600' of the project)?

3. What is the status of the engineering and design work on the project?

4. Has this project been selected for federal funding, and if so what year in the STIP?

5. Is right of way acquisition required? If so, describe the status of these efforts.

6. Describe the local agency's ability to adequately provide for the safe operation and maintenance of the facility upon completion.

F. Multimodal/Complete Streets

Identify infrastructure improvements for non-motorized and/or transit users on this project.

G. Estimated Project Cost

Source of Funding

1. LRIP Request:
2. Federal Funds:
3. State Aid Funds:
4. Local/Other Funds:
5. MnDOT Trunk Highway Funds:
6. Total Project Cost:

H. Attachments

- At least one project location map with routes and project termini labeled
- Engineer's Estimate with an itemized breakdown
- Project schedule
- Local agency resolution
- Resolution of support from sponsoring county agreeing to be sponsor and agreeing to perform sponsor tasks as identified above in section "Project Selection" (required for applications by townships and cities under 5,000 population)
- Other letters of concurrence or support

When you are ready to submit the application, save the application form with LRIP, agency and road in the name of the document; e.g. LRIP_RamseyCounty_CSAH30.pdf.

The application and attachments are due by 4:00 p.m. on **March 3, 2021**. Applications and attachments should be submitted electronically to saltirhelp.dot@state.mn.us. Please limit the file size transmitted via email to no more than 10 MB. State Aid will send a reply acknowledging receipt of the application. If you haven't received a reply from State Aid within a few days of submittal, send an email to saltirhelp.dot@state.mn.us to inquire about the status of the application.

More information is available at:

- LRIP website at: <http://www.dot.state.mn.us/stateaid/lrip.html>.
- PowerPoint on LRIP at: <http://www.dot.state.mn.us/stateaid/training/lrip.pptx>

If you have questions regarding this solicitation, contact Marc Brieese at 651-366-3802 or marc.brieese@state.mn.us.

DOVRE TOWNSHIP -MN 23/US 71 CORRIDOR GOALS

SAFETY, EFFICIENCY and SUSTAINABLE GROWTH

- Develop Infrastructure supportive of MNDOT's long range plans for an **efficient and safe** MN 23/US 71 trunk highway corridor through Dovre Township as identified during the 2010 EIS process.
- Provide **safe** transport of residential developments on the west side of MN 23/US 71 to the Willmar High School Complex and trunk highway corridor and bypass.
- Provide **sustainable** 10 Ton road infrastructure to serve the trunk highway corridor commercial zone and provide last mile 10 ton access to MN 23/US 71 for the agricultural and residential areas west of the corridor.
- Develop **safe** truck routes that minimize conflict between commercial/agricultural and residential traffic and land uses that encourages **sustainable growth** of all types of land uses within the corridor.
- Eliminate 15th Street NE bridge.
- Provide connections between residential, commercial and school zones that encourage pedestrian routes via an expanded bike trail system.

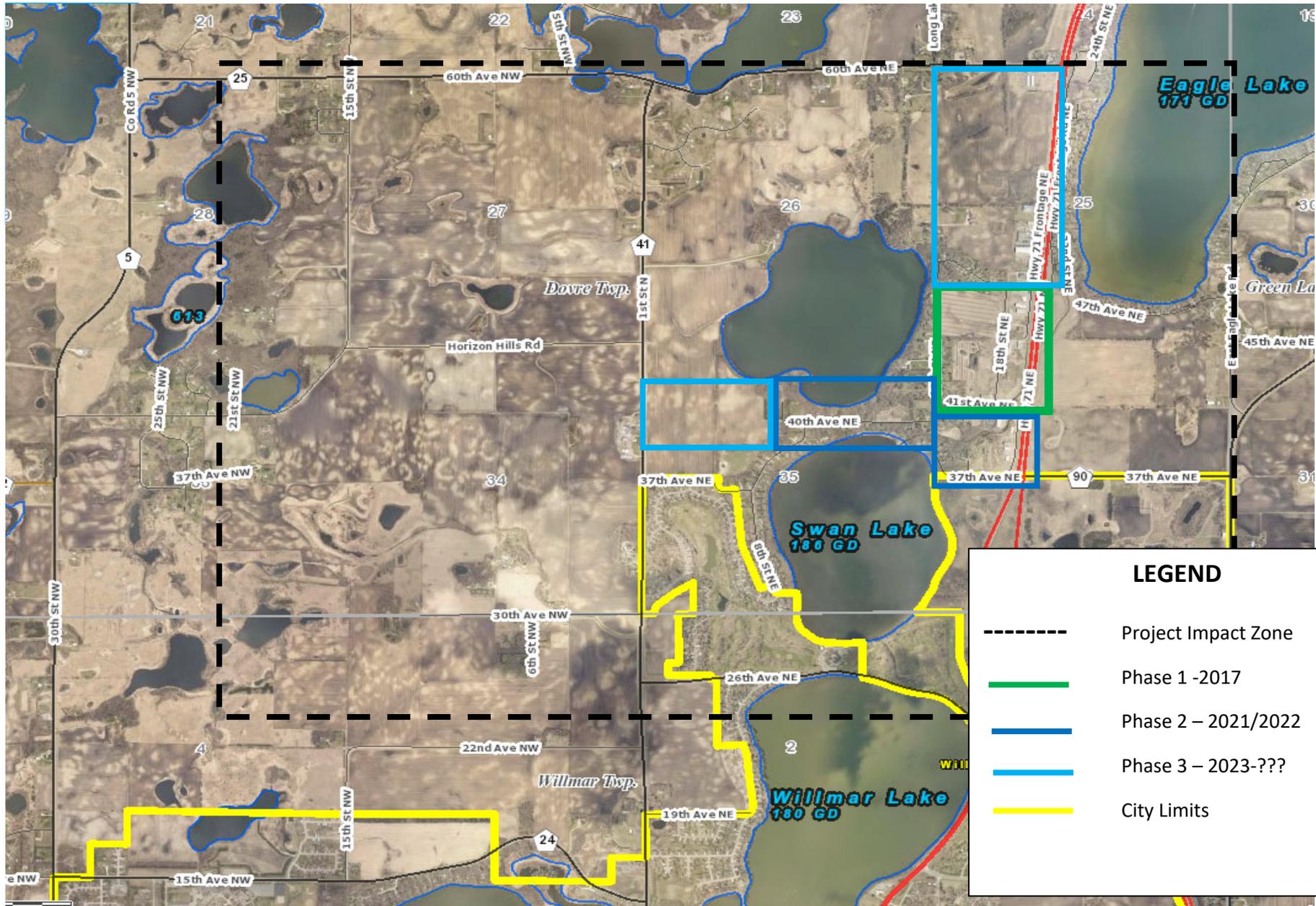
The Dovre Township guiding principles contained within the Comprehensive Land Use Plan are supportive of diverse land uses within the township. Particularly encouraging the "rural character" and "balanced economic development".

Because of the proximity to the city of Willmar and the access to an interregional trunk highway corridor, Dovre Township has strived to provide safe, efficient and affordable infrastructure that supports all types of land uses. We are particularly aware of providing infrastructure in the eastern sections of the township, that are accessible to MN 23/US 71, that supports small farmers whose market is primarily to the metro areas east of Willmar or along the trunk highway corridor utilizing small stores or food/garden locations. Small "boutique" type farms are compatible with a diverse use of the land and has the potential for sustainable economic development for our large Hispanic and Somalian emigrant population in the Willmar area.

Excerpt from the Dovre Comprehensive Plan:

*c. **Balanced Economic Development:** Economic Development within Dovre Township must be guided in an appropriate manner whereby existing community resources are not unduly overtaxed beyond their tolerance or capacity. Conflicts between neighboring properties and neighboring municipalities are not promoted and the people of the township may continue to live and function in a safe, harmonious and stress-free environment.*

Dovre Township—Highway MN 23/ US 71 Regional Project Impact Zone

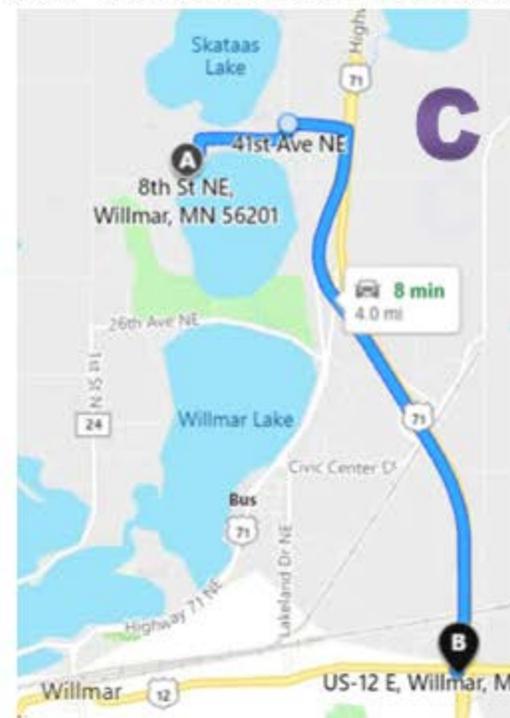
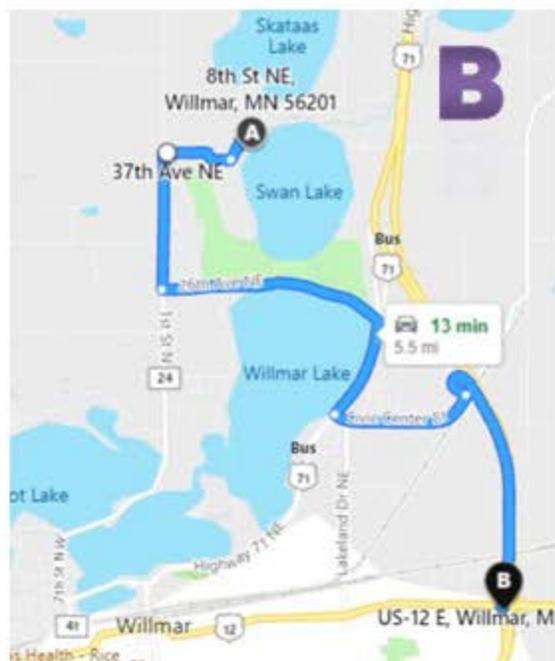
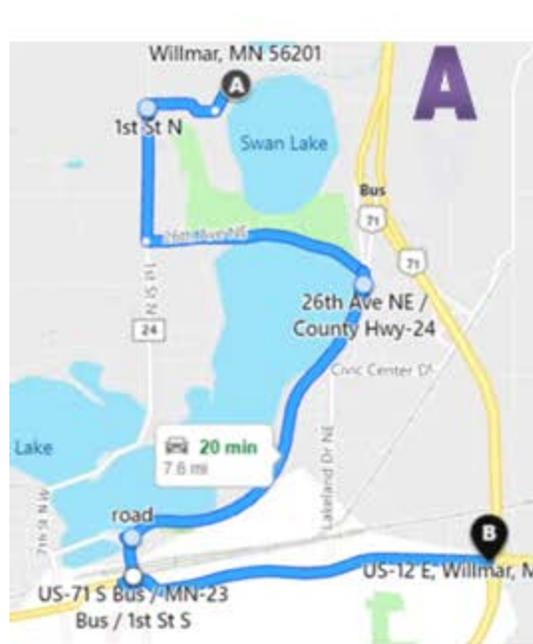


The map shows three possible routes that are supportive of transport to the trunk highway for farm to market use from 8th Street NE to US-12. All routes avoid crossing railroad tracks which could delay traffic an additional 10 minutes.

Route A uses County Road 41, County Road 24, Business US 71 and US-12 E to access the Willmar bypass (23/71).

Route B uses County Road 41 and County Road 24 to gain access to the bypass trunk highway. There are multiple turns, a stop light and city traffic/speed zones contained on this route. The majority of the transit time is spent on city roads.

Route C (**PREFERRED**) uses County Road 41 and the newly configured 40th/41st Ave transit to the trunk highway. There will be no stop signs between along the 40th/41st Ave route after construction of the 10 ton road.



The following page is a map of the impact zone of the LRIP grant application indicating the current land use within the zone.

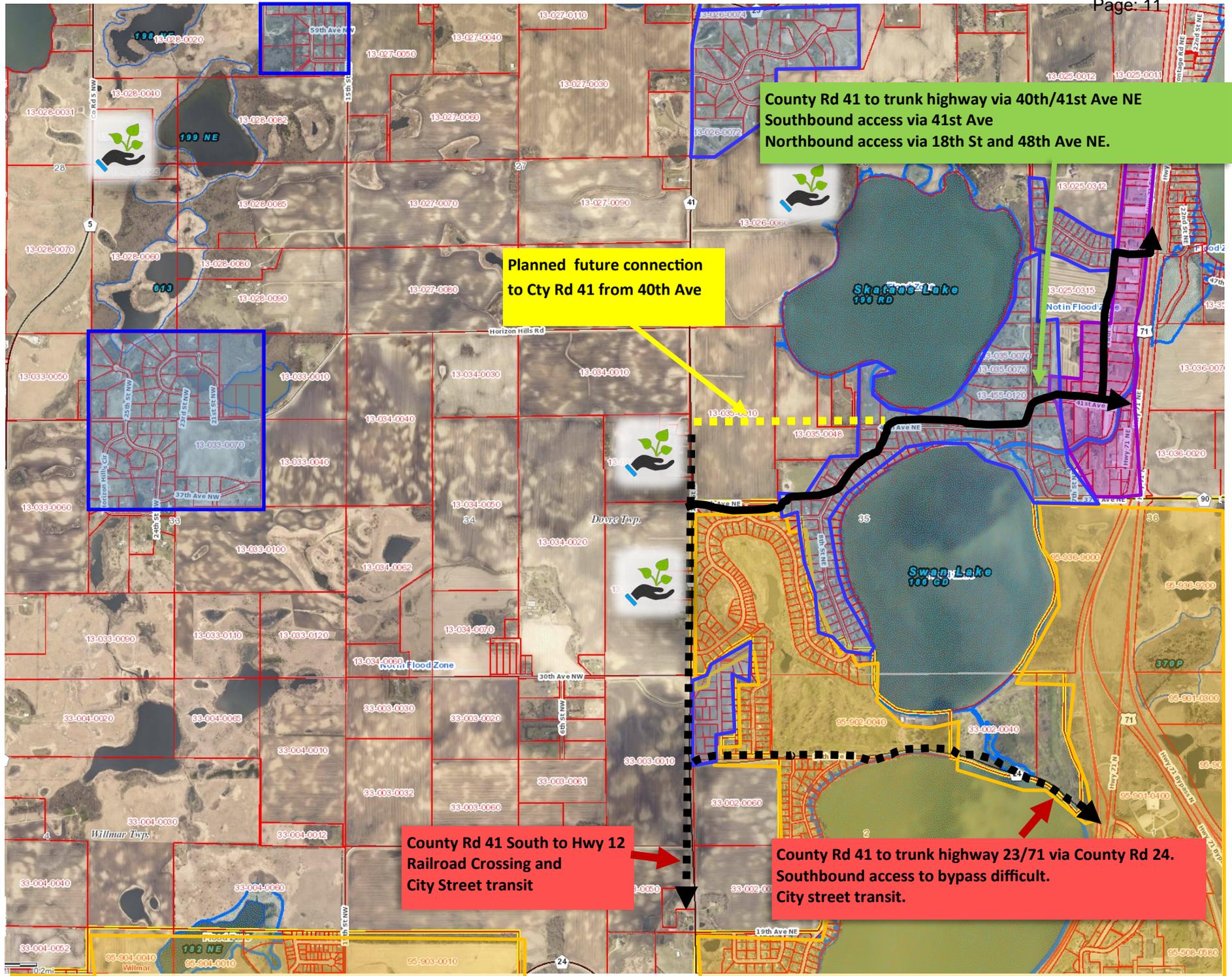
- The blue shaded areas are residential developments.
- The yellow shaded area is annexed high density city property that utilizes Dove Township infrastructure to access the trunk highway MN 23/US 71.
- The purple shaded area is a commercial zone abutting the trunk highway.
- All non-shaded areas are currently supporting agricultural uses. The icon of a hand holding a plant indicates major farm locations.

County Rd 41 to trunk highway via 40th/41st Ave NE
Southbound access via 41st Ave
Northbound access via 18th St and 48th Ave NE.

Planned future connection
to Cty Rd 41 from 40th Ave

County Rd 41 South to Hwy 12
Railroad Crossing and
City Street transit

County Rd 41 to trunk highway 23/71 via County Rd 24.
Southbound access to bypass difficult.
City street transit.



2006-2010	EIS conducted by MNDOT for 3.5 mile zone from MN 23/US 71 split to CR 90. The preferred alternative (Figure #1) included reducing access points of County and Township Roads to Hwy 71. Dovre Township was a participated as a stakeholder on the PAC and TAC committees. Dovre Township, in its infrastructure planning, has utilized the EIS document as a guide for achieving safe and efficient travel for the region as its residents interface with MN 23/US 71. (Figure #2)
2009	CLOUSRE OF MEDIAN AT 41st Ave and MN 23/US 71
2010	41st Ave NE, 37th Ave NE, 40th Ave NE and the Frontage Road T484 are added to the Federally Adjusted Urban Area.
2014	Dovre Township hired Mid-Minnesota Development to conduct a State Highway 23 Transportation Issues Study. (Appendix A) This study identified Dovre Township infrastructure needs that came into focus by the closure of the median at 41st Ave. (Figure #3).
2015	LRIP Grant approved to improve 41st Ave NE and construct 18th Ave NE between 41st Ave and 48th Ave to improve truck traffic flow. (Figure 3) -
2017	Construction completed improving 41st Ave NE and constructing 18th Ave NE as 10 ton roads with 4 foot paved shoulders to be used as bike trails. This route services truck traffic from the commercial properties , agricultural farm to market traffic from the western sections of Dovre Township and the township and city residential traffic as it crosses MN 23/US 71 to get to the Willmar High School and accesses the Willmar 23/71 bypass. (Figure #4)
2017	ICE study for intersection at US 71/CR 90 began. Dovre Township participated as major stakeholder at the PMT. (Appendix B)
2020	Secured 66 foot ROW Easement between 15 St NE and Hwy 71 Frontage Road . Petition received from 8th Ave NE and 40th Ave NE residents for improvement of 40th Ave NE.
2021	Construction of Reduced Conflict Intersection at US 71/CR 90 utilizing a J-turn. (Figure 5)
2021	Preliminary design for improvement of 40th Ave to 10 ton road standard and alignment of 40th and 41st Ave as a collector thru traffic route with stop signs relocated to 15th Street north and southbound. LRIP grant applied for to assist in extending 41st Ave to the west utilizing 40th Ave NE.
2021	Maintenance performed on bridge to allow for bike/walking trail use. Preliminary design for elimination of 15th Street NE bridge for traffic and reconstruct frontage road (19th Street NE) to provide northbound access to US 71 for 37th Ave residents and 19th street NE via 18th Ave NE and 48th Ave.
2022	Reconstruct 40th Ave as 10 ton route and connect to 41st Ave with S-Curve. Construct cul-de-sac at north terminus of 37th Ave NE and reconstruct frontage road (19th Ave NE) . (Figure 6)

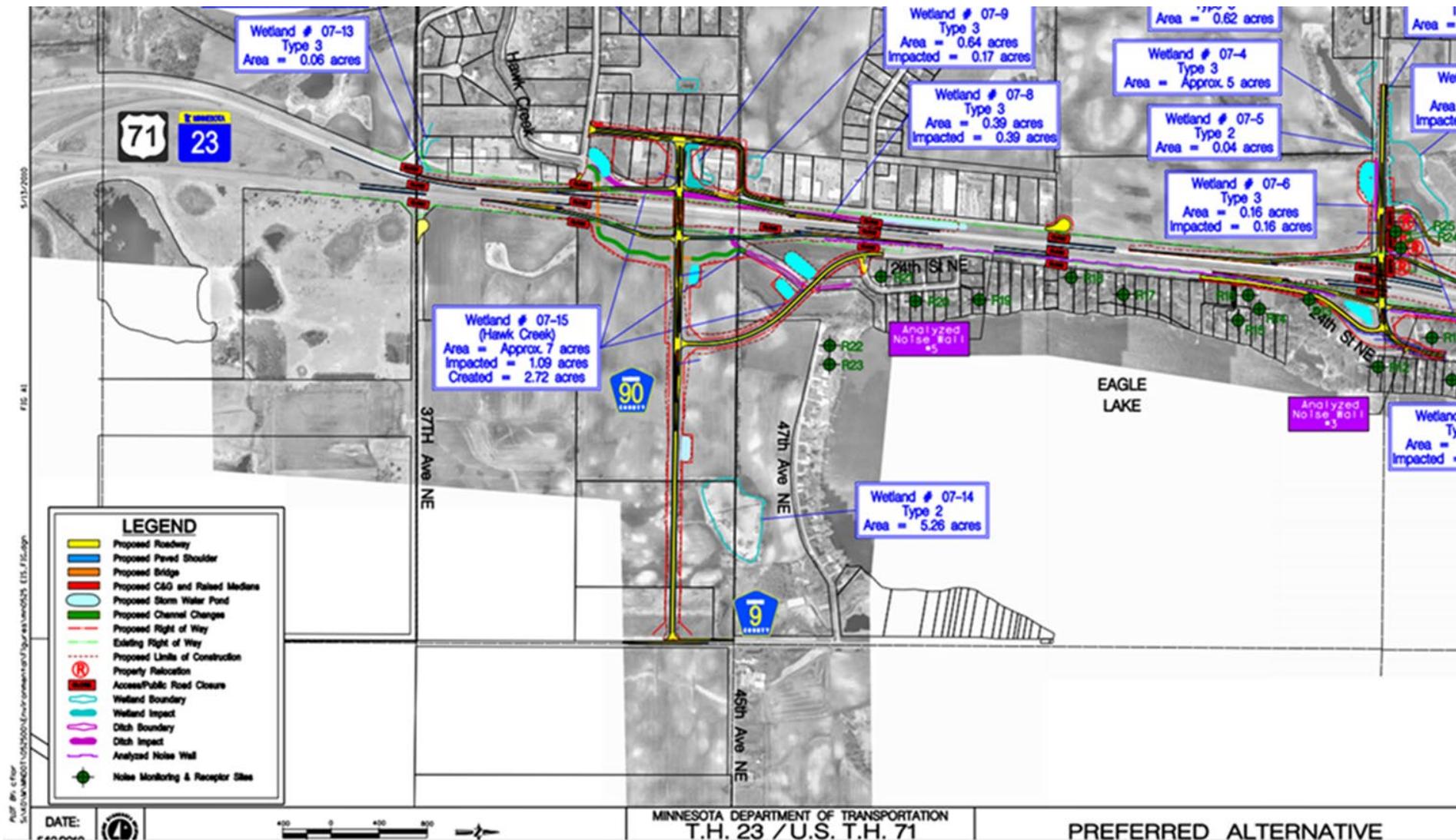
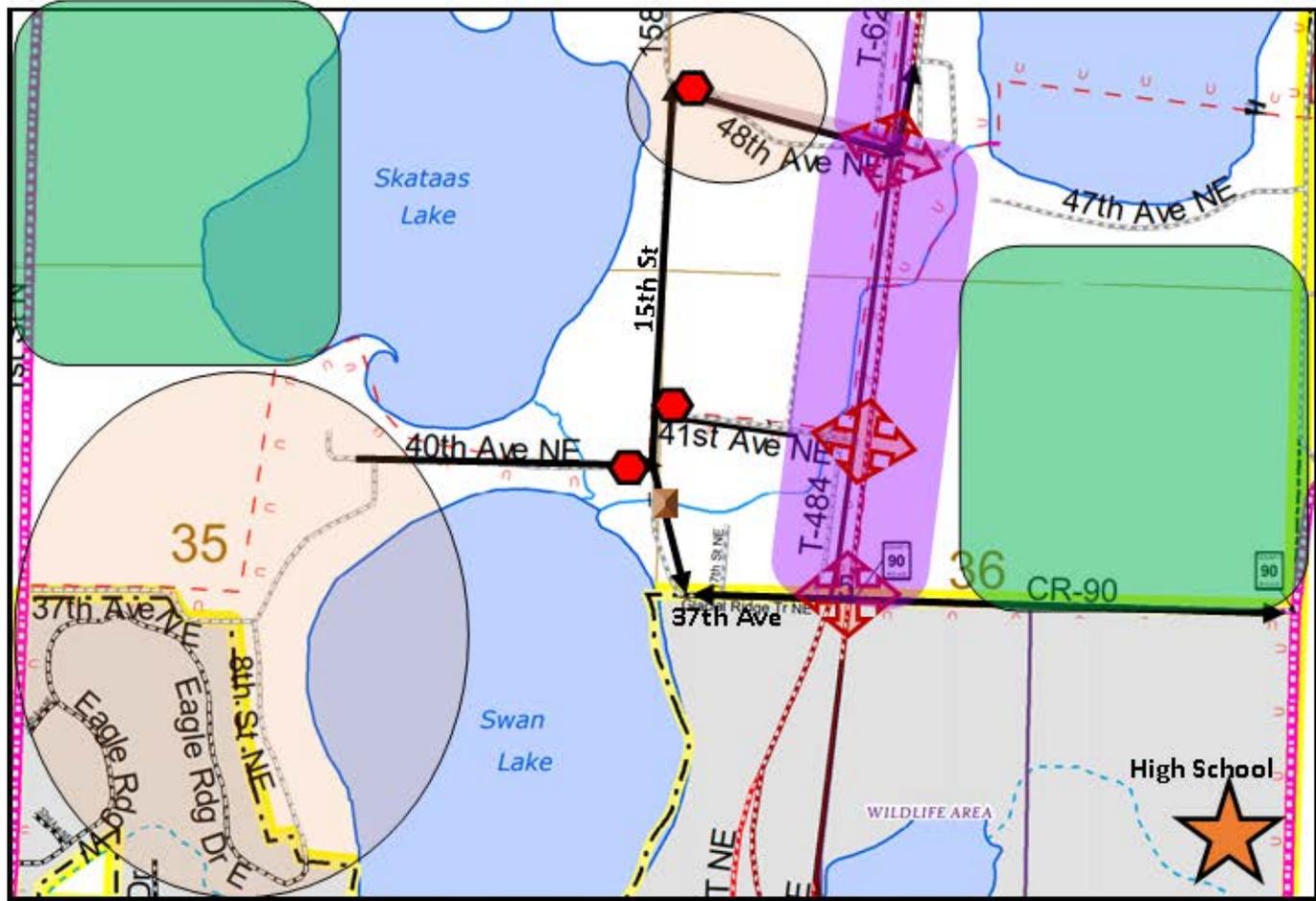


FIGURE 1—EIS Preferred Alternative for 3.5 mile section of Highway MN 23/ US 71.



From Western Township

Northbound

40th Ave-15th St-41st Ave
Turn left crossing 2 lanes.

Southbound

40th Ave-15th St-37th Ave
Turn right

Eastbound to High School

40th Ave-15th St-37th Ave
Cross 4 lanes of traffic-CR-90

From Eastern Township

Northbound

CR-90
Right turn

Southbound

CR-90
Turn left crossing 2 lanes

Westbound

CR90-37th Ave-15th St-40th Ave
Cross 4 lanes of traffic

(Figure #2) - 2008 Status

Dovre Township Infrastructure deficiencies:

- * 40th Ave 5 Ton road with unstable culvert
- * 41st Ave substandard
- * Bridge deficiencies
- * No shoulders on township roads for bike or pedestrian use
- * High accident rate at 37th Ave/CR-90 intersection
- * T-484 frontage road minimum maintenance status.

LEGEND

Commercial Zone

Agriculture Use

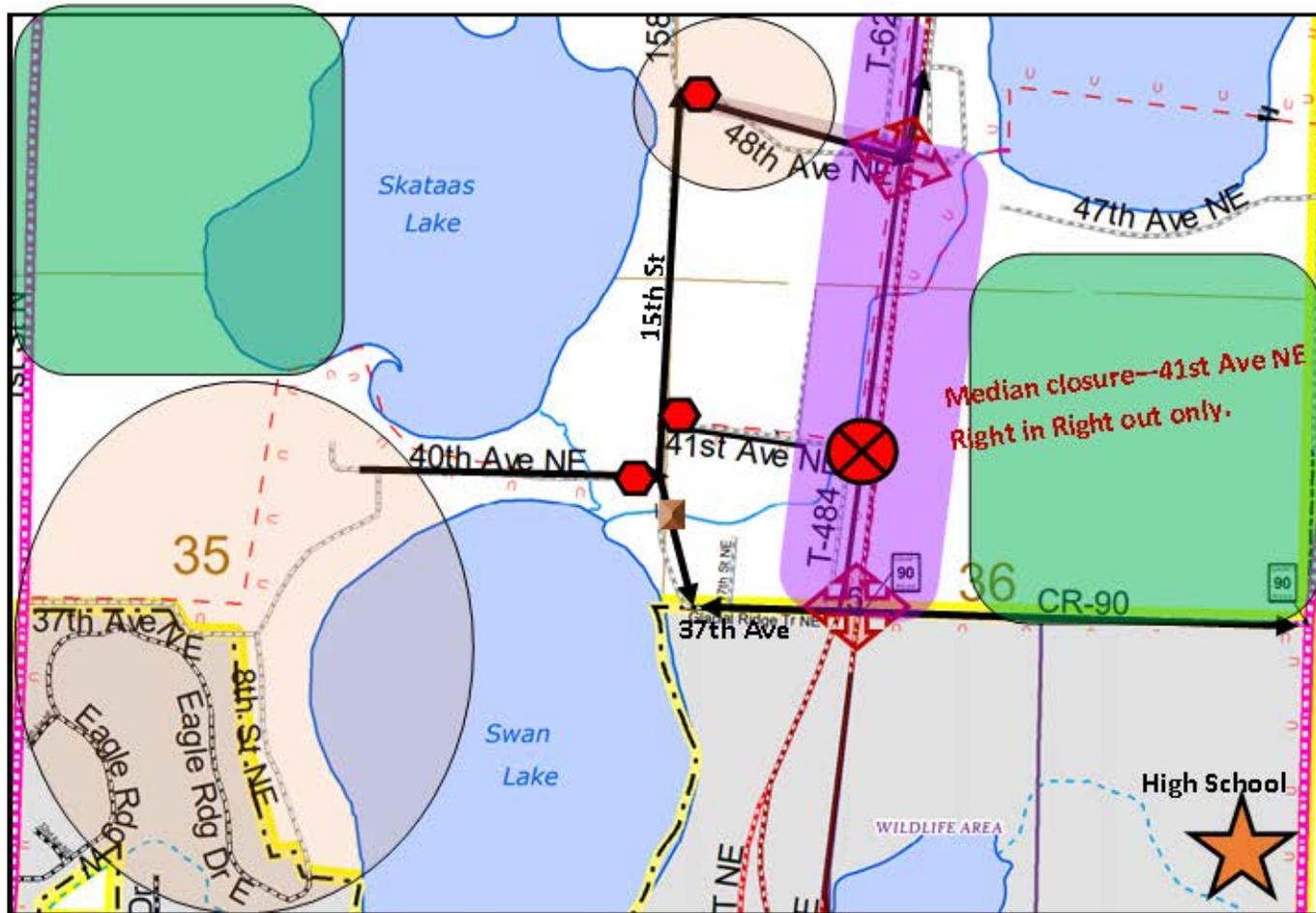
High Density Residential

Stop sign intersections

Bridge

Open median Trunk Highway Intersection





From Western Township

Northbound

40th Ave-15th St-48th Ave
Turn left crossing 2 lanes

Truck traffic redirected thru residential

Southbound

40th Ave-15th St-37th Ave
Turn right

Eastbound to High School

40th Ave-15th St-37th Ave
Cross 4 lanes of traffic-CR-90

From Eastern Township

Northbound

CR-90
Right turn

Southbound

CR-90
Turn left crossing 2 lanes

Westbound

CR90-37th Ave-15th St-40th Ave
Cross 4 lanes of traffic

(Figure #3) - 2009 after median closure at 41st Ave NE

Dovre Township Infrastructure deficiencies:

- * 40th Ave 5 Ton road with unstable culvert
- * 41st Ave substandard
- * Bridge deficiencies
- * No shoulders on township roads for bike or pedestrian use
- * High accident rate at 37th Ave/CR-90 intersection
- * T-484 frontage road minimum maintenance status

LEGEND

Commercial Zone

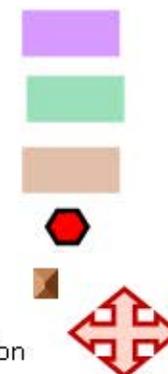
Agriculture Use

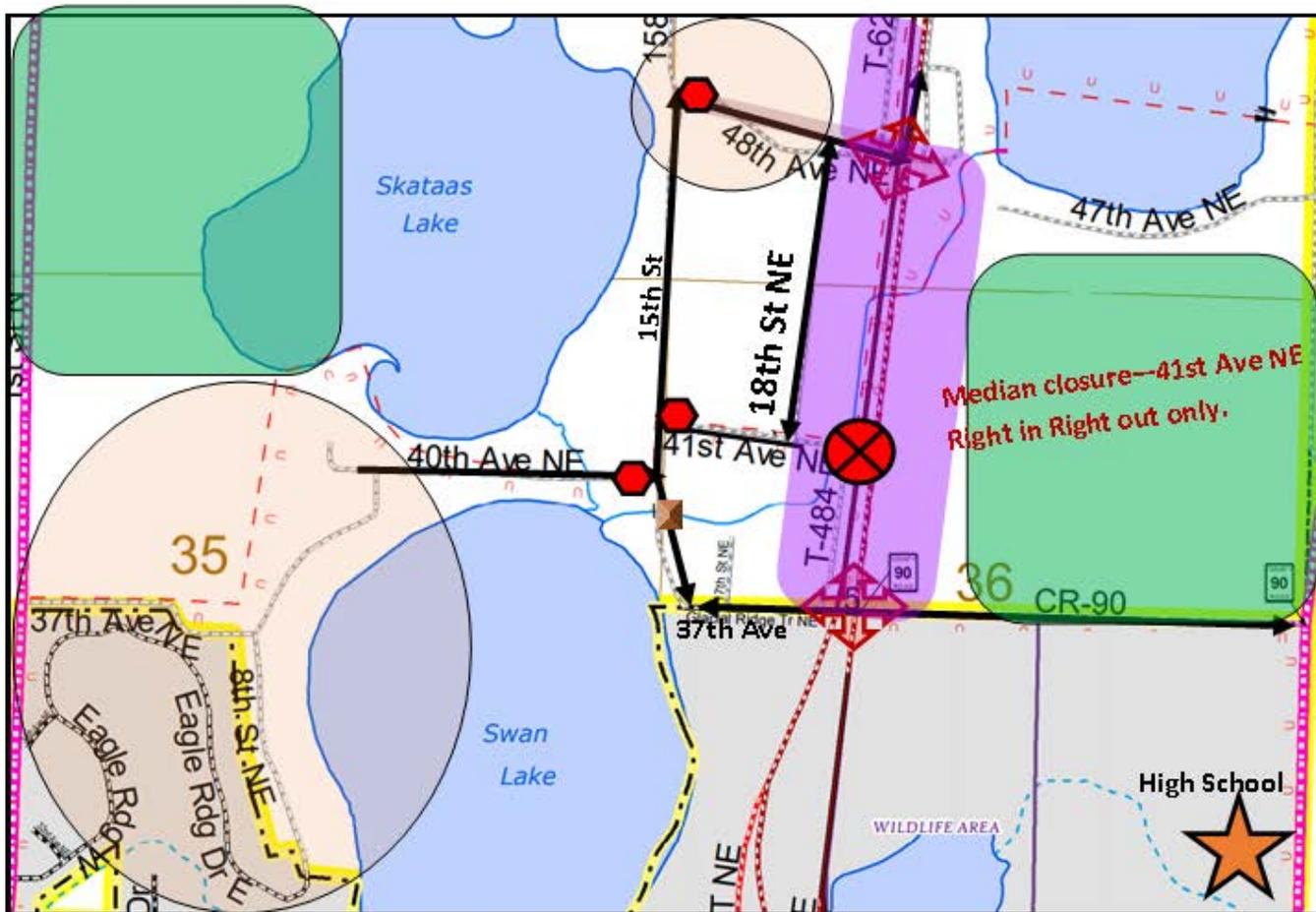
High Density Residential

Stop sign intersections

Bridge

Open median Trunk Highway Intersection





From Western Township

Northbound

40th Ave-18th St-48th Ave
Turn left crossing 2 lanes

Truck traffic uses 18th St.

Southbound

40th Ave-15th St-37th Ave
Turn right

Eastbound to High School

40th Ave-15th St-37th Ave
Cross 4 lanes of traffic-CR-90

From Eastern Township

Northbound

CR-90
Right turn

Southbound

CR-90
Turn left crossing 2 lanes

Westbound

CR90-37th Ave-15th St-40th Ave
Cross 4 lanes of traffic

(Figure #4) - 2017 after LRIP grant construction-Phase 1

Dovre Township Infrastructure deficiencies & improvements

- * 40th Ave 5 Ton road with unstable culvert
- * **41st Ave upgraded to 10 ton road w/4 foot paved shoulders**
- * **18th Street constructed with paved shoulders eliminating truck traffic thru residential area.**
- * Bridge deficiencies
- * No shoulders on 40th or 37th for bike or pedestrian use

LEGEND

Commercial Zone

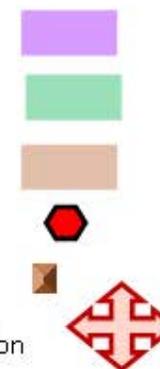
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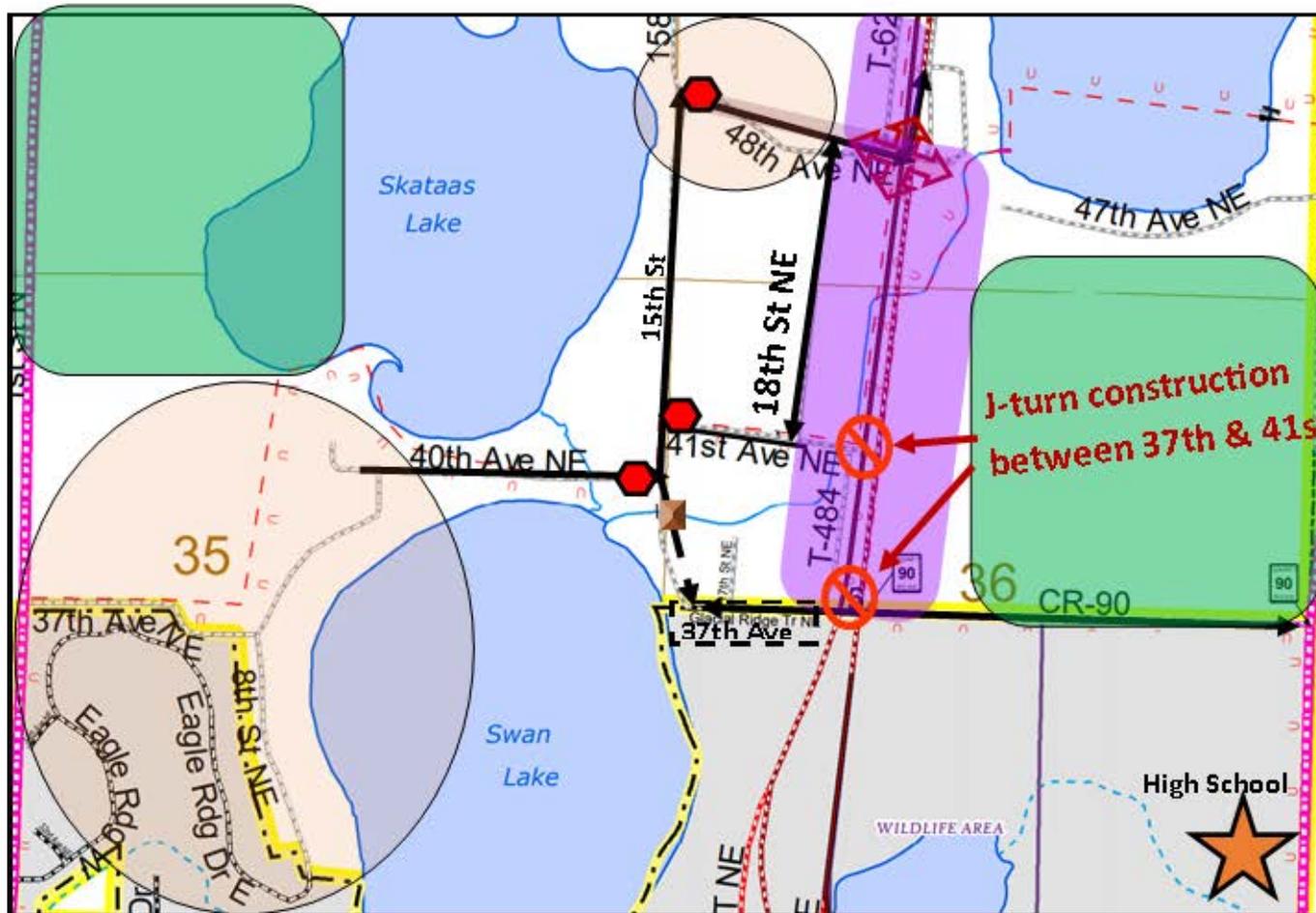
High Density Residential

Stop sign intersections

Bridge

Open median Trunk Highway Intersection





From Western Township

Northbound

40th Ave-18th St-48th Ave
Turn left crossing 2 lanes

Southbound

40th Ave-15th St-37th Ave
Turn right

Eastbound to High School

40th Ave-15th St-41st Ave

Utilize J-turn

From Eastern Township

Northbound

CR-90
Right turn

Southbound

CR-90
Turn left crossing 2 lanes

Westbound

CR90-37th Ave-15th St-40th Ave
Cross 4 lanes of traffic

(Figure #5) - 2021 J-Turn Construction

Dovre Township Infrastructure deficiencies & **improvements**

- * 40th Ave 5 Ton road with unstable culvert
- * **All eastbound traffic uses 41st Ave & J-tum to get to school.**
- * Bridge deficiencies
- * **Reduce traffic on 37th**
- * No shoulders on 40th or 37th for bike or pedestrian use
- * **Accident rate at 37th Ave/CR-90 intersection decreased**

LEGEND

Commercial Zone

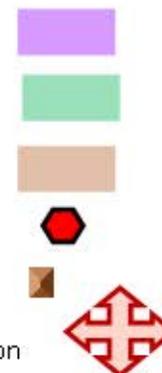
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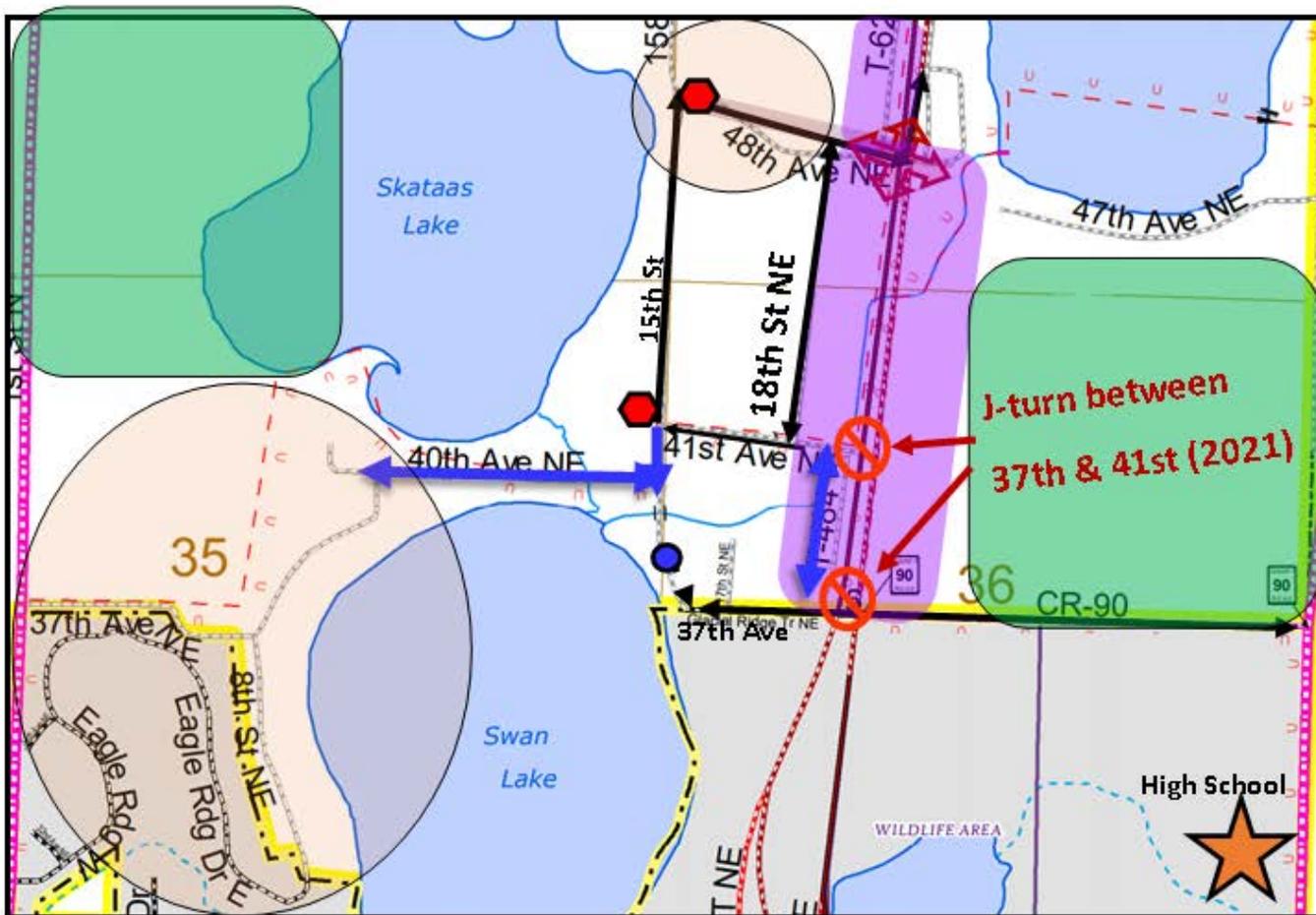
High Density Residential

Stop sign intersections

Bridge

Open median Trunk Highway Intersection





From Western Township

Northbound

40th Ave-18th St-48th Ave
Turn left crossing 2 lanes

Southbound

40th Ave-15th St-37th Ave
Turn right

Eastbound to High School

40th Ave-15th St-41st Ave
Utilize J-turn

From Eastern Township

Northbound

CR-90
Right turn

Southbound

CR-90
Turn left crossing 2 lanes

Westbound

CR90-37th Ave-15th St-40th Ave
Cross 4 lanes of traffic

2022-23 LRIP Construction

Dovre Township Infrastructure **improvements (Blue highlight)**

- * 40th Ave upgraded to 10 ton road with 4 foot paved shoulders
- * Bridge converted to bike & walking only.
- * Construct frontage road for northbound access of 37th Ave residents.
- * Stop sign relocated to southbound 15th St NE.
- * Traffic does not stop as it curves from 40th to 41st Ave increasing safety for school transit.

LEGEND

Commercial Zone

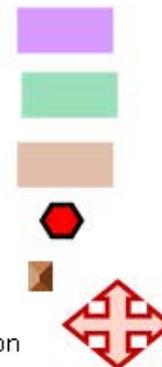
Agriculture Use

High Density Residential

Stop sign intersections

Bridge

Open median Trunk Highway Intersection



2021 LRIP GRANT APPLICATION
15TH STREET 40TH AVENUE HIGHWAY 71 FRONTAGE - DOVRE TOWNSHIP
PRELIMINARY ENGINEER'S ESTIMATE

PREPARED BY HAKANSON ANDERSON, INC.
 FEBRUARY 23, 2021

ITEM NO.	ITEM DESCRIPTION	QTY	UNIT	UNIT PRICE	EXTENSION
1	MOBILIZATION	1	LS	\$25,000.00	\$ 25,000.00
2	CLEARING AND GRUBBING	0.3	ACRE	\$12,000.00	\$3,600.00
3	REMOVE BITUMINOUS PAVEMENT (DRIVEWAYS)	440	SY	\$5.00	\$ 2,200.00
4	REMOVE CONCRETE PAVEMENT (DRIVEWAYS)	160	SY	\$5.00	\$800.00
5	SAWING BITUMINOUS PAVEMENT	280	LF	\$2.00	\$ 560.00
6	SAWING CONCRETE PAVEMENT	90	LF	\$5.00	\$450.00
7	REMOVE CULVERT	144	LF	\$15.00	\$ 2,160.00
8	SALVAGE AND REINSTALL MAILBOXES	17	EACH	\$150.00	\$2,550.00
9	RELOCATE E911 SIGN	17	EACH	\$75.00	\$ 1,275.00
10	SALVAGE CLASS 5 AGGREGATE	1040	CY	\$10.00	\$10,400.00
11	COMMON EXCAVATION	7100	CY	\$5.00	\$35,500.00
12	HAUL FULL DEPTH RECLIMATION	2400	CY	\$8.00	\$19,200.00
13	SUBGRADE PREPERATION	43	RDSTA	\$100.00	\$ 4,300.00
14	SUBGRADE EXCAVATION	200	CY	\$25.00	\$5,000.00
15	CLASS 5 AGGREGATE BASE	2760	TON	\$25.00	\$ 69,000.00
16	BITUMINOUS PAVEMENT RECLAMATION (P)	7100	SY	\$2.00	\$ 14,200.00
17	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	1400	TON	\$65.00	\$91,000.00
18	TYPE SP 12.5 NON WEARING COURSE MIXTURE (2,B)	1850	TON	\$65.00	\$ 120,250.00
19	BITUMINOUS DRIVEWAY PAVEMENT 2.5" THICK	440	SY	\$22.00	\$9,680.00
20	CONCRETE DRIVEWAY PAVEMENT 6" THICK	160	SY	\$70.00	\$ 11,200.00
21	BITUMINOUS MATERIAL FOR TACK COAT (0.05 GAL/SY)	760	GAL	\$3.50	\$2,660.00
22	CONCRETE CURB AND GUTTER	2700	LF	\$25.00	\$ 67,500.00
23	18" RC PIPE APRON	5	EACH	\$1,000.00	\$5,000.00
24	36" RC PIPE APRON	2	EACH	\$2,000.00	\$4,000.00
25	18" RC PIPE CULVERT	780	LF	\$65.00	\$ 50,700.00
26	36" RC PIPE CULVERT	56	LF	\$130.00	\$7,280.00
27	CATCH BASIN	4	EACH	\$2,500.00	\$10,000.00
28	CATCH BASIN MANHOLE	2	EACH	\$3,500.00	\$ 7,000.00
29	RANDOM RIPRAP	40	CY	\$95.00	\$ 3,800.00
30	SILT FENCE	1500	LF	\$2.00	\$3,000.00
31	STABILIZED CONSTRUCTION ENTRANCE	1	LS	\$1,000.00	\$1,000.00
32	TRAFFIC CONTROL	1	LS	\$7,500.00	\$7,500.00
33	INSTALL SIGN	8	EACH	\$350.00	\$2,800.00
34	SELECT TOPSOIL BORROW	330	CY	\$40.00	\$ 13,200.00
35	TURF ESTABLISHMENT	3	ACRE	\$3,500.00	\$10,500.00
ESTIMATED CONSTRUCTION COST SCHEDULE "A"					\$ 624,265.00
ENGINEERING, LEGAL, AND ADMINISTRATIVE (22%)					\$137,300.00
TOTAL ESTIMATED PROJECT COST					\$ 761,565.00

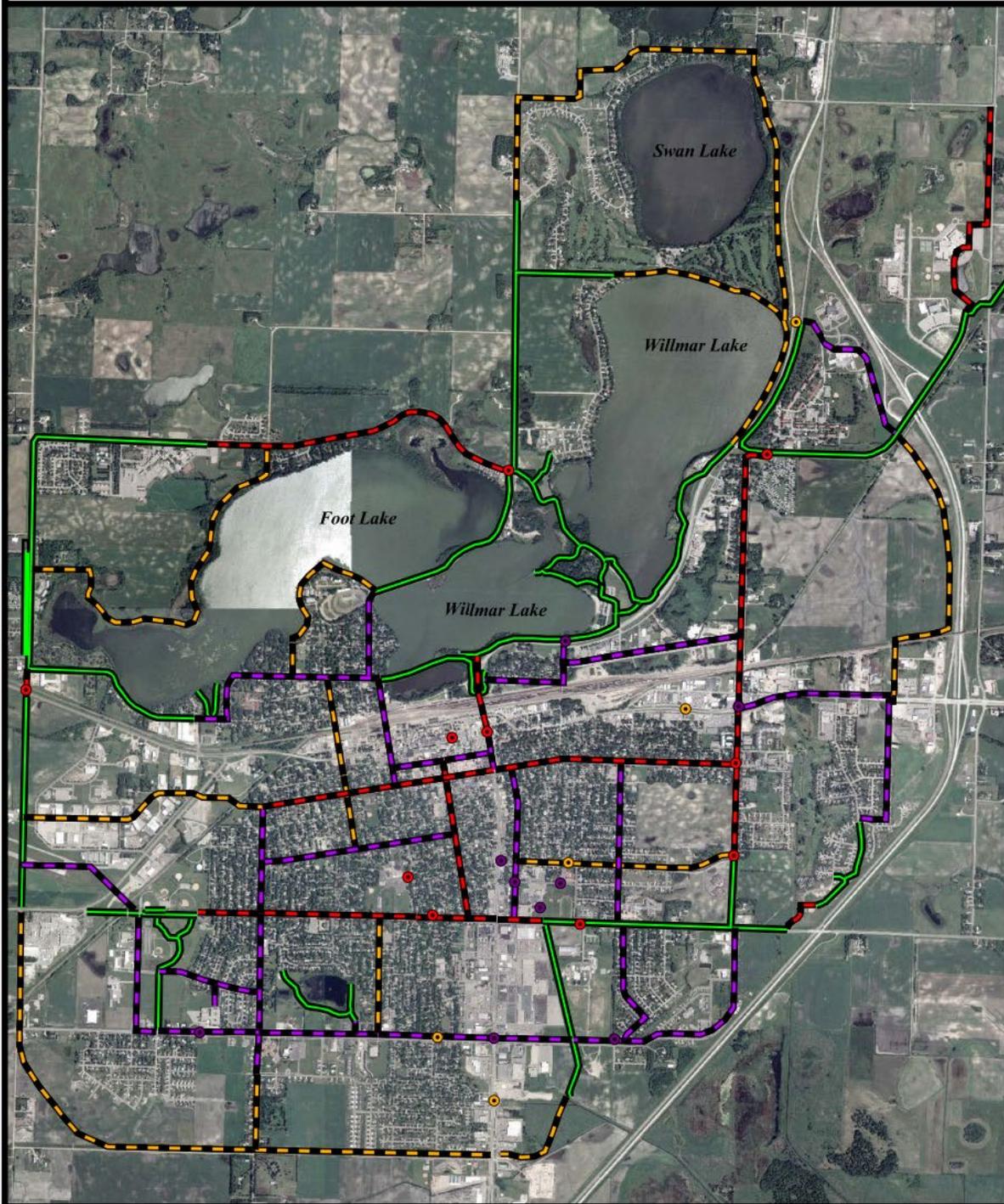


Bike trail extension:

Distance Point A (Residential) to Point B (High School) - 2.5 miles by bike.

Distance Point A (Residential) to Point C (Grocery/Café) - 1.5 miles by bike.

Map 6A: City of Willmar Trails & Pedestrian Plan



 Existing Trail*



0.25 0 0.25 0.5 Miles

Trail* & Safety Projects**



Short-Term Trail
Medium-Term Trail
Long-Term Trail

● Short-Term Safety
● Medium-Term Safety
● Long-Term Safety

* Trails can also be on-street bicycle routes.

**Please refer to the text for trail and safety project descriptions.



MnDOT District 8
2505 Transportation Road
Willmar, MN 56201

February 19, 2021

Marie Ostby
Supervisor
Dovre Township
7430 Long Lake Road
Willmar, MN 56201

Dear Ms. Ostby,

Thank you for the opportunity to review the project you are putting forward for MnDOT's Local Road Improvement Program (LRIP) funding. MnDOT staff appreciates that Dovre Township coordinates with MnDOT on any projects that may have an impact on the state highway.

Upgrading these local roads adjacent to Highways 23 and 71 in Dovre Township will improve connections and traffic flow in the area, as well as support improved safety and mobility along the highway. MnDOT completed an Environmental Impact Statement (EIS) in 2010 for Highways 23 & 71 in this area and while MnDOT does not have plans to implement the projects identified in the EIS due to funding constraints, we understand the Township has used that EIS for planning local connections along Highways 23 and 71 that are consistent with future expansion of the Highway.

In addition, a j-turn is planned for the intersection of Highway 23/71 and County Road 90 in 2021. The Township's project would improve local traffic flow and connections as a result of this planned safety project.

MnDOT supports the efforts of the Township to complete this project, which will provide a well-coordinated improvement with the Highway 23/71 and County Road 90 j-turn project.

Sincerely,

A handwritten signature in blue ink that reads 'Susann Karnowski'.

Susann Karnowski, P.E.
District 8 Assistant District Engineer – Program Delivery

CC: Lindsey Bruer, District 8 Planning Director
Todd Broadwell, District 8 State Aid Engineer

Equal Opportunity Employer

**RESOLUTION 2021-14
KANDIYOHI COUNTY RESOLUTION OF SUPPORT
LOCAL ROAD IMPROVEMENT PROGRAM**

WHEREAS, Dovre Township, Kandiyohi County, is applying for Local Road Improvement Program funds from the Minnesota Department of Transportation to reconstruct 0.5 miles of 40th Ave NE, 0.1 miles of 15th St NE, and 0.25 miles of 19th Street NE, all located northeast of Swan Lake; and

WHEREAS, Kandiyohi County agrees that this project provides capacity and congestion relief to State Highway 23/US Highway 71, and

WHEREAS, the reconstruction of said segments of Dovre Township roads are compatible with MnDOT's planned R-CUT intersection at 37th Avenue NE and State Highway 23/US Highway 71, and

THEREFORE, BE IT RESOLVED, that Kandiyohi County hereby supports Dovre Township's pursuit of Local Road Improvement Program funds for the reconstruction 0.5 miles of 40th Ave NE, 0.1 miles of 15th St NE, and 0.25 miles of 19th Street NE, and agrees to sponsor Dovre Township's Local Road Improvement Program application to MnDOT and act as the Township's fiscal agent for this project.

Dated at Willmar, Minnesota, this 2nd day of March, 2021.

Attest:

By the Board

Mark Thompson
Mark Thompson
Auditor

George "Corky" Berg
George "Corky" Berg, Chairman
County Board of Commissioners

CERTIFICATION

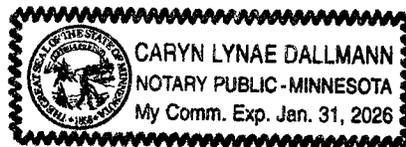
State of Minnesota)
)ss
County of Kandiyohi)

I, Mark Thompson, County Auditor in and for the County of Kandiyohi, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the County Board of Kandiyohi County on the 2nd day of March 2021.

Mark Thompson
Mark Thompson
Auditor

Subscribed and sworn to before me
On this 2 day of March, 2021

Caryn Lynae Dallmann
NOTARY PUBLIC





**PUBLIC WORKS DEPARTMENT
DIRECTOR/CITY ENGINEER**

**333 SW 6TH ST
WILLMAR, MN 56201
320-235-4202
FAX 320-235-4917**

March 3, 2021

Marc Briese
Minnesota Department of Transportation
State Aid Division
395 John Ireland Boulevard
St. Paul, MN 55155

RE: Dovre Township LRIP Grant Application

Mr. Briese,

Please accept this letter as confirmation of the City Of Willmar extending its full support for the grant application to the Local Road Improvement Program fund program. Dovre Township has discussed their project scope and the benefits specifically of the construction of the intersection of 40th Ave NE and 15th St NE. The Township is also making significant improvements to the frontage road along TH 23/71. The geometric enhancements and modifications in this area alone will greatly increase the safety of the traveling public and provide a multimodal aspect that has not been available previously.

This section of road is adjacent to Corporate Limits for the City of Willmar and therefore within the **"influence" area for review. The City of Willmar and Dovre Township often discuss improvement projects within this "influence" area and support each other's' projects.**

Dovre Township provides ongoing maintenance for this section of road. The Township is providing the matching funds for this grant and are committed to maintaining the section of road into the foreseeable future. With proper pavement maintenance this section of road could service the general public for more than 50 years. This grant will serve as a great Return on Investment for Dovre Township.

If you have any questions, **please don't hesitate to contact me.**

Sincerely,

CITY OF WILLMAR

Sean E. Christensen, PE
Director of Public Works/City Engineer

KANDIYOHI COUNTY PUBLIC WORKS DEPARTMENT

1801 E Highway 12 • Willmar, MN 56201
• Phone 320-235-3266 • Fax 320-235-0055 • E-mail: highway@kcmn.us

Melvin W. Odens, P.E., Public Works Director

March 2, 2021

Marc Briese
Minnesota Department of Transportation
State Aid Division
395 John Ireland Boulevard
St. Paul, MN 55155

I am writing this letter in support of Dovre Township's application to receive Local Road Improvement Program funds. The Township would like to reconstruct 40th Ave.NE to create a dependable east/west collector for the area as well as improve the frontage road along TH 23/71.

This routing will support the goal of MnDOT as they make improvements on TH 23/71 along this corridor. In 2021, MnDOT is installing a J-Turn at the main entrance/exit points of the area which will reduce conflict points for safety. Dovre Township recognizes the regional significance of the improvements as well as the safety these improvements play for both heavy commercial and local traffic.

As the Kandiyohi County Public Works Director, I also find the proposed project to be compatible with the County's long-term transportation needs. If you have any questions, please don't hesitate to contact me.

Sincerely,



Melvin Odens, PE
Kandiyohi County Public Works Director



An Equal Opportunity Employer

Dovre Township
Resolution 2021-002
RESOLUTION TO APPLY FOR LRIP FUNDING FOR ROADWORK
ON 40th Ave NE, 15th Street NE and 19th Ave NE,
WILLMAR, KANDIYOHI COUNTY, MINNESOTA

WHEREAS, 40th Ave NE is a route of regional significance that connects County Road 41 with MN 23/US 71 north of Willmar (MN); and

WHEREAS, 40th Ave NE will be connected to 41st Ave NE via 15th Street utilizing an S-Turn that will complete the last mile of a 10 ton route between County Road 41 and US 71/MN 23; and

WHEREAS, 19th Street NE (Highway 71 frontage road) parallels the trunk highway and relieves traffic on the trunk highway between 37th Ave NE and 41st Ave NE and will be the northbound access to the trunk highway after the J-turn installation restricts 37th Ave NE to a right in/right out only access point; and

WHEREAS, 40th Ave NE and 19th Street NE (Highway 71 frontage road) are in need of significant repair and rebuild and are located in environmentally sensitive areas with poor drainage; and

WHEREAS, MNDOT is altering the access to US 71/MN 23 at 41st Ave NE and 37th Ave NE by installing a modified J-Turn which affects the traffic flow across the trunk highway; and

WHEREAS, 40th Ave NE is heavily trafficked because motorists use this road as a way to travel from a significant residential area (Eagles Landing) to the Willmar High School; and

WHEREAS, 40th Ave NE serves multiple farmers who move heavy machinery along this route to access the trunk highway and agricultural land east of US 71/MN 23; and

WHEREAS, 40th Ave NE is a major route to support the agricultural businesses west of the trunk highway for receiving inputs and transporting their products to market; and

WHEREAS, 19th Street NE is a high visibility commercial development whose access will be altered by the J-turn construction requiring the use of 19th Street NE as a northbound transit route; and

WHEREAS, the Local Road Improvement Program (LRIP) administered by the Minnesota Department of Transportation makes funds available to apply towards projects on local roads that are regionally significant, result in safety improvements, and address transportation deficiencies;

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of Dovre Township, Kandiyohi County, Minnesota, supports the LRIP application for funding for 40th Ave NE, 15th Street NE and 19th Ave NE, Kandiyohi County, Minnesota.

Adopted this 2nd day of March, 2021

BY THE DOVRE TOWN BOARD OF SUPERVISORS

SIGNATURE ON FILE

Supervisor _____

Sherry Jean Larson, Chair

ATTEST:

SIGNATURE ON FILE

Pat Jacobs, , Town Clerk, NOTARY PUBLIC



February 26, 2021

Sherry Jean Larson, Chairperson
Dovre Township Board of Supervisors
2196 66th Street NE
Willmar, MN 56201

Dear Members of the Dovre Township Board,

I am writing in support of **Dovre Township in Kandiyohi County and the 2021 Local Road Improvement Program (LRIP) grant application.**

As Business Development Manager for the Kandiyohi County & City of Willmar Economic Development Commission, I am aware of just how important the area north of Willmar, in Dovre Township is for economic development. Several essential businesses already exist along the frontage road in Dovre Township and next to MN 23/US 71. The proximity of this area relative to the City of Willmar makes the business corridor in Dovre Township essential for the expansion of retail and service businesses that serve the greater region including all of Kandiyohi County and the surrounding counties.

MNDOT construction is planned for this area in 2021, with a goal of decreasing access points along MN 23/US 71 to 37th Avenue. This will affect access to the frontage road along the existing businesses and travel to and from the west of the highway.

The project proposed by Dovre Township will secure adequate roadways to enhance the economic development opportunities even as access is reduced by the MNDOT construction. Dovre township will enhance existing roads and build an access to the frontage road at the south end. In addition, the project will provide routing alternatives to 37th Avenue utilizing 41st Avenue from the west of MN 23/US 71 to access the highway and travel into the Willmar area business and school districts.

Please support this road improvement project which has capacity to support existing commercial businesses and future economic development.

Sincerely,

A handwritten signature in black ink that reads "Connie Schmoll". The signature is written in a cursive style.

Connie Schmoll
Business Development Manager

March 2nd, 2021

To whom it may concern:

Dovre Township is applying for the Local Road Improvement Program (LRIP) grant funding support to address the imperative needs for replacement accesses to the main arterial route for its residents, U.S. Highways 71/23. Dovre Township residents and businesses will soon be losing a number of the existing access points to this heavily relied transportation route due to the Minnesota Department of Transportation's (MNDOT) current plans of restricting intersecting roads, most of them owned by Dovre Township.

With its close proximity to the county seat of Kandiyohi County, and for the fact that the City of Willmar accounts for half of the County's population, Dovre Township has experienced significant residential growth over the years. And even though Dovre Township is the second most populated township in the County, it still remains the fact that the Township is heavily dependent on its agricultural foundation.

Likewise, is a fact that our crop production industry is heavily reliant on the availability of essential road accesses for the efficient transportation of our inputs of fertilizer, seed and herbicide deliveries for our crop production in the spring. In turn, during fall harvest, the resulting production of these crops need indispensable access to the roads in the Township, that are designed with heavier load capabilities, for marketing and storage destinations. Beyond the Fall, we continue with our deliveries to grain elevators throughout the county the rest of the year. Those of us that are livestock and poultry producers, rely on the proficient transportation conveyance for young stock and feed and deliveries to our livestock/poultry farm. Our marketable animals and poultry, along with milk and other associated animal/poultry production, require reliable, competitive transportation routes to bring this production to market.

As individual agricultural businesses, we as owners of those businesses, provide a significant portion of the Township/County tax base, as well as our revenue support to the State of Minnesota. It is well recognized, that production agricultural in the rural counties of the State are considered the economic engine that contributes the most significantly in impacting the augmentation of associated businesses. Just as we as farmers are relied upon for these contributions to our State and local economies, we must rely on the support provided by those who have the ability to respond to our needs for efficient and reliable transportation infrastructure.

Therefore, we the undersigned agricultural producers of Dovre Township, are not only indicating our full support for this collaborative funding, but are expressing that our ability to remain competitively viable hinges on the critical replacement for the forthcoming delineations of accesses to U.S. Highways 71/23 by MNDOT.

We thank you for your consideration in awarding Dovre Township the LRIP grant funding,



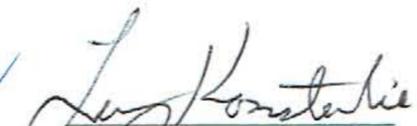
Joshua Larson



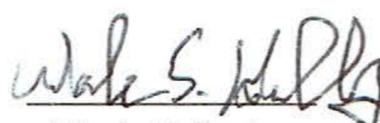
Robert Osteen



Allen Carlson



Larry Konsterlie



Wade Kallevig



James Larson



Jamie Swenson



Todd Birkland

Dovre Township Residents Petition for Road Repair

We, the undersigned, tax payers in Dovre Township and current residents of either 40th Avenue NE, 8th Street NE or 37th Avenue NE demand that Dovre Township repair and restore the driving quality of the 40th Avenue NE road in the low-lying area to the west of 15th Street NE.

We, the residents of this area, declare the above mentioned roadway to be a hazard to public safety and we demand its Immediate repair with a completion date not later than October 31, 2020. This is not our first appeal.

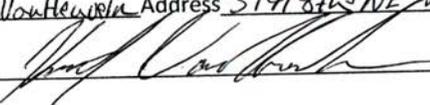
Petition received March 2020

Signatures on file for additional residents listed below.

* We request that this be done without special assessment to residents of the above mentioned streets and avenue because the source of traffic using this roadway is noted to be far beyond local residents and assessment to local resident, only, would be unfair.

Name CALVIN MINER Address 3971 NE 8th ST Date Feb 25 2020
 Signature 

Name RICHARD OLSEN Address 40th AVE Date 2-26-2020
WINTERING IN NEVADA
 Signature R.O. Contacted By CAL MINER 4:25 PM

Name Kirby VanHellvein Address 3791 8th St NE Willmar Date 3/1/2020
6:00 PM
 Signature 

Name _____ Address _____ Date _____

Signature _____

Name _____ Address _____ Date _____

Signature _____

- | | | | |
|---------------------|---------------------------------|-------------------------|----------------------------------|
| Kirby VanHellvein | 3791 8th Street NE, Willmar, MN | Clark & Cathie Helland | 3772 8th Street NE, Willmar, MN |
| Calvin Miner | 3971 8th Street NE, Willmar, MN | Steve & Jennifer Leitch | 3355 8th Street NE, Willmar, MN |
| Richard Olsen | 40th Ave NE, Willmar, MN | Paul Nordin | 1191 40th Ave NE, Willmar, MN |
| Steve Trochlil | 3959 8th Street NE, Willmar, MN | Larry Miller | 3270 8th Street NE, Willmar, MN |
| Pat Chatleain | 9361 8th Street NE, Willmar, MN | Dustin Adugaard | 3898 8th Street NE, Willmar, MN |
| Jeff Willis | 462 37th Ave, NE, Willmar, MN | Ed & Barb Downey | 3377 8th Street NE, Willmar, MN |
| Brent Pederson | 3777 8th Street NE, Willmar, MN | Chad Nelson | 3130 8th Street NE, Willmar, MN |
| Nancy Strand | 3821 8th Street NE, Willmar, MN | Irma Cockeril | 3101 8th Street NE, Willmar, MN |
| Evan Wilson | 440 37th Ave NE, Willmar, MN | Darwin Thile | 3333 8th Street NE, Willmar, MN |
| Stacey Porter | 3533 8th Street, Willmar, MN | Carrie Olson | 3299 8th Street NE, Willmar, MN |
| Jeff Johnson | 3991 8th St NE, Willmar, MN | Russ Emberland | 3925 8th Street NE, Willmar, MN |
| Andrew | | Dan & Carol Emberland | 3900 15th Street NE, Willmar, MN |
| & Kailee Hoffman | 750 37th Ave NE, Willmar, MN | Michael Trongaard | 804 40th Ave NE, Willmar, MN |
| Julie Eide | 6333 37th Ave NE, Willmar, MN | Douglas | |
| Shauna Voss | 3855 8th Street NE, Willmar, MN | & Shannon Mittag | 1077 40th Ave NE, Willmar, MN |
| Greg Likness | 3855 8th Street NE, Willmar, MN | Sharon Totzman | 994 40th Ave NE, Willmar, MN |
| Jodi & Ryan Thielen | 3271 8th Street NE, Willmar, MN | Patrick Walter | 3911 8th Street NE, Willmar, MN |
| Ron Gilbertson | 3965 8th Street NE, Willmar, MN | Jon Folkedahl | 4000 15th Street NE, Willmar, MN |
| Jacob Mootz | 3691 8th Street NE, Willmar, MN | Jeff, Sherry, | |
| | | & Dan Colehour | 1160 40th Ave NE, Willmar, MN |



March 3, 2021

Sherry Jean Larson, Chairperson
Dovre Township Board of Supervisors
2196, 66th Street NE
Willmar, MN 56201

Dear Members of the Dovre Township Board,

My name is Kyle Ten Napel and I am the Mid-Minnesota Development Commission's (MMDC) transportation-focused planner. The MMDC is a regional development organization and serves the four Minnesota counties of Kandiyohi, McLeod, Meeker, and Renville. With funding provided by the Minnesota Department of Transportation (MnDOT) my transportation planning role includes assisting communities as they plan infrastructure upgrades to improve safety, commerce, and quality of life. The purpose of this letter is to express the MMDC's support of the Dovre Township application for Local Road Improvement Program funds.

MMDC supports road construction projects that improve driver and pedestrian safety. These projects are particularly beneficial when they come with positive economic impacts. Upon review, we believe, with the reconstruction of 40th Ave NE, 15th St NE and 19th St NE, that points of impact, both vehicle-to-vehicle and vehicle-to-pedestrian, will be greatly reduced. This will result in improved safety for our transportation network as well as those who live in, work in, or visit this area. The reconstruction involved with this project will also provide improved access to businesses located along the busy highway corridor.

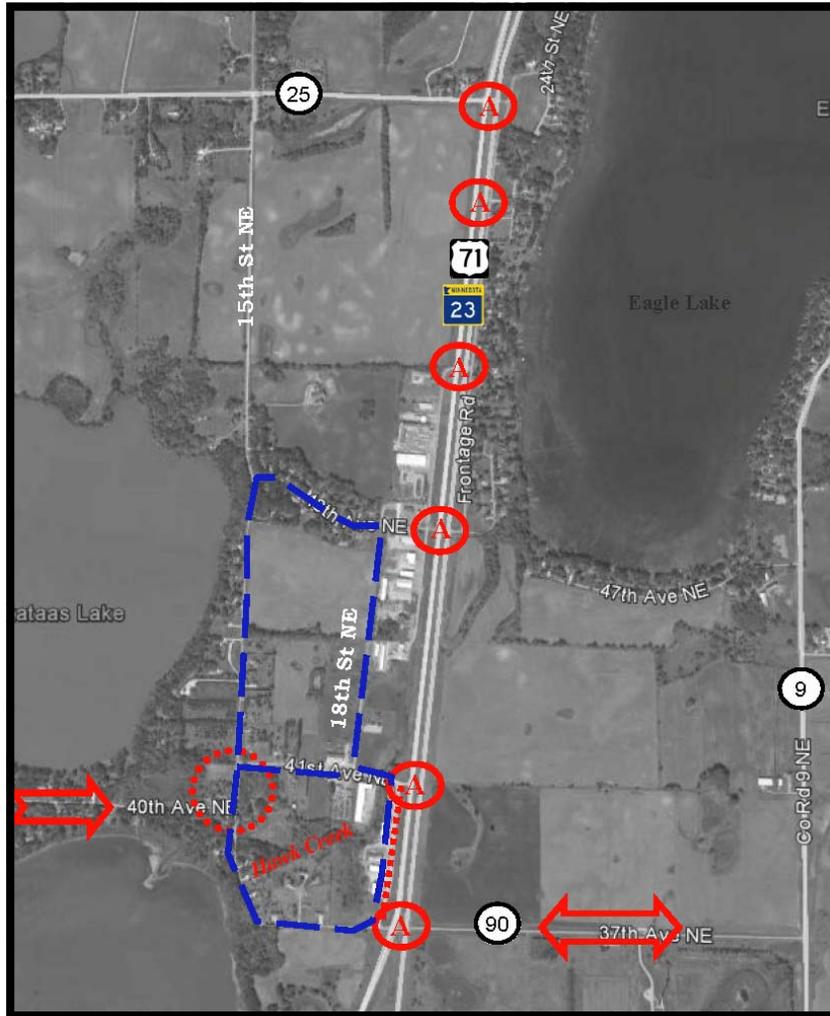
This project aligns with long-term goals presented in the City of Willmar's Comprehensive Plan and the City of Willmar's Trails and Pedestrian Plan. It also supports Kandiyohi County's long-term transportation goals. Therefore, as a regional development organization, the MMDC fully-supports the reconstruction plan presented to improve this transportation corridor. Thank you for your consideration of this recommendation.

Sincerely,

Kyle Ten Napel
MMDC Transportation/Community Planner

Dovre Township, Minnesota

State Highway 23 Transportation Issues Study



Draft Date: December 31, 2014

***Prepared by Dovre Township and
the Mid-Minnesota Development Commission***

Dovre Township, Minnesota, Transportation Study

Purpose: Increasing traffic and development north of Willmar along State Highway 23 has resulted in a number of transportation issues that need to be addressed. The purpose of this document is to identify these issues so that stakeholders can ultimately implement mitigation measures.

Stakeholders: The key stakeholders involved with preparing this study are Dovre Township, the City of Willmar, Kandiyohi County, the Minnesota Department of Transportation, and the Mid-Minnesota Development Commission.

Scope and Outline: The Dovre Township, Minnesota, State Highway Transportation Issues Study has the following three sections:

1. Dovre Township and Study Area Profile
2. Current and Anticipated Planning Issues
3. Future Land Use and Implementation Plan

Section A: Dovre Township and Study Area Profiles

Dovre Township Profile

Dovre Township is located in north-central Kandiyohi County in west-central Minnesota (refer to Figure 1). The U.S. Census indicates the township has a total area of 34.5 square miles (89 km²), of which 27.2 square miles (70 km²) is land, leaving 7.3 square miles of water (19 km²). According to the 2010 Census, there are approximately 2,119 people living in 788 households.

The Township has an extensive roadway network consisting of township roads, county roads, and state and federal highways. Figure 2, which is Kandiyohi County's Zoning Map for Dovre Township, shows the location of the following major roadways:

- State Highway 23/U.S. Highway 71
- County State Aid Highways 5, 25, 27, 41, and 90

**Figure 1:
Dovre Township**

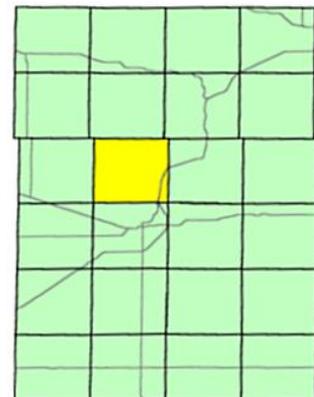
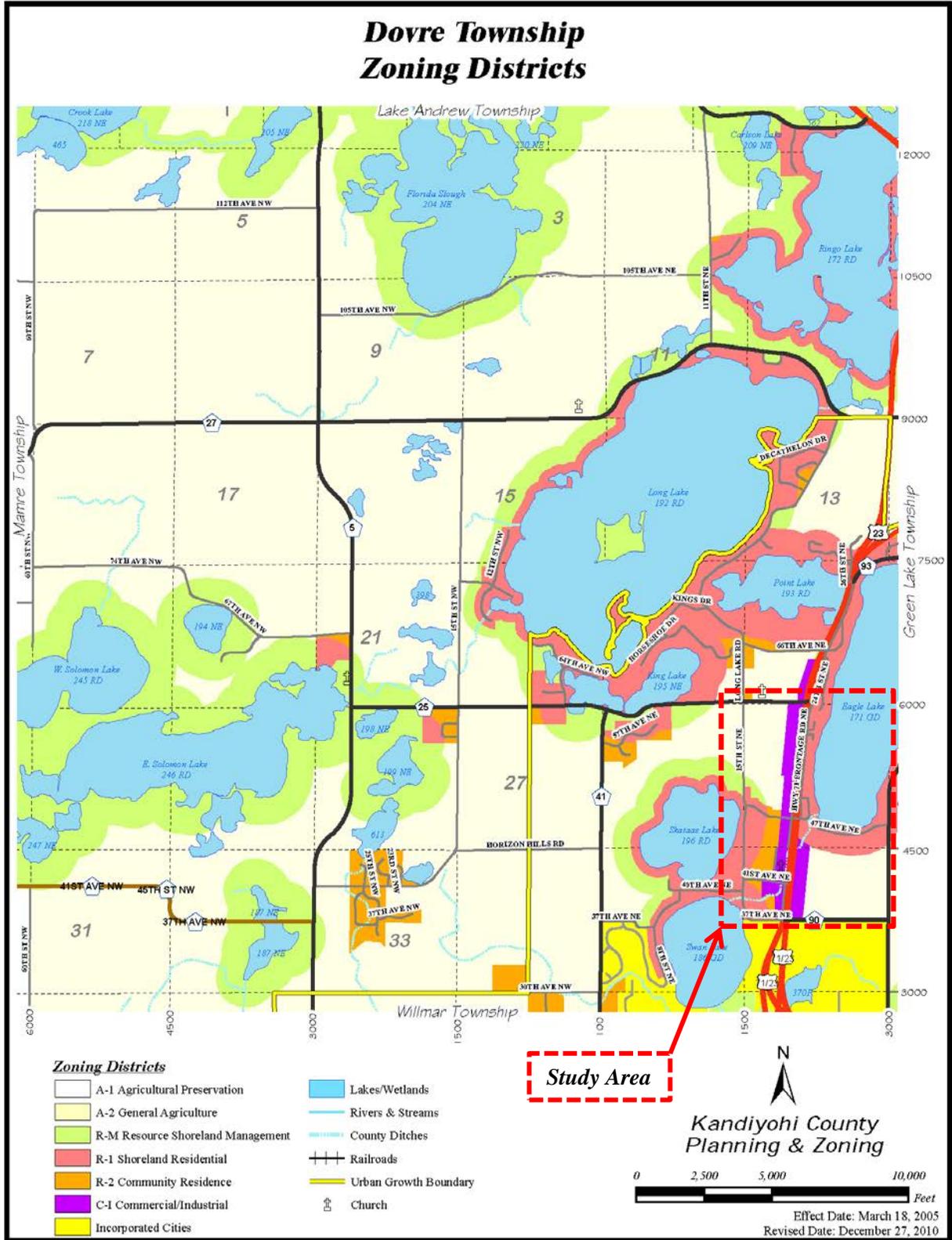


Figure 2: Dovre Township Zoning



Study Area Profile

The study area in Dovre Township borders the City of Willmar and CSAH 90 to the south (refer to Figures 3 and 4), CSAH 25 to the north, Swan and Skataas Lakes to the west, and CSAH 9 to the east. The current land use is a mix of highway commercial/industrial, single family housing, and agricultural land. There are 80 housing units within the study area. In the 2010 Census, the average household size for Dovre Township was 2.69 people. As a result, the estimated population for the study area is approximately 215 people. In addition, there is a more sizable population just to the west and southwest of the study area. There are housing units on both the south side of Skataas Lake, on the north side of Swan Lake, and surrounding Eagle Lake. On the west side of Swan Lake is a large Willmar neighborhood around the Eagle Creek Golf Course north of CSAH 24 (26th Ave. NE). There are approximately 180 housing units within that area, with an estimated population of approximately 500 residents. Many people living within this area use 40th Avenue NE to drive through the study area on their way north or east, especially teenagers traveling to and from the Willmar High School.

Figure 3:
Study Area Current Zoning

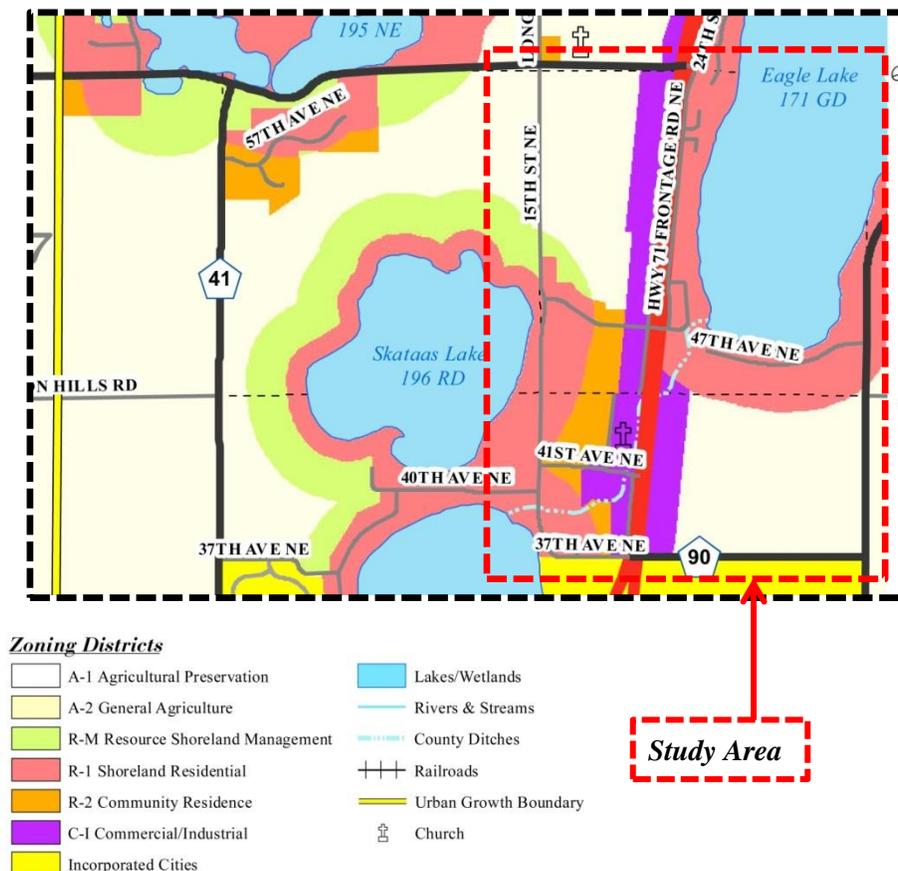
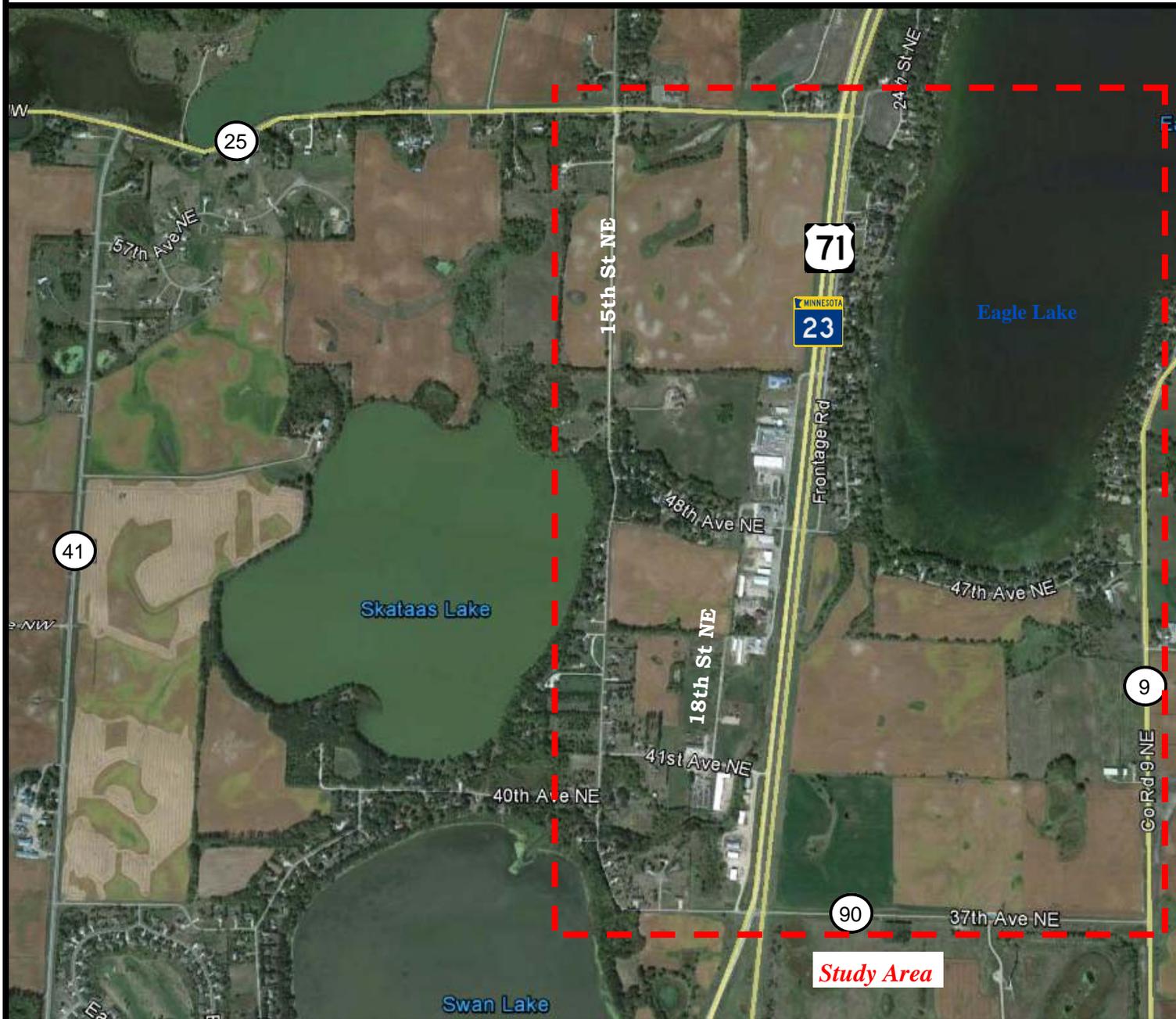


Figure 4: Dovre Township Study Area



Legend



U.S. Highway 71



State Highway 23

County State Aid Highways:

9, 25, 90

Township Roads:

- 37th Ave NE**
- 40th Ave NE**
- 41st Ave NE**
- 48th Ave NE**
- 15th St NE**
- 18th St NE**

Dovre Township Sections 25 & 26 and the north half of Sections 35 & 36



*Prepared by the Mid-Minnesota Development Commission
~ November 24, 2014 ~*

One Half Mile

Average Daily Traffic (ADT) Counts

The Minnesota Department of Transportation (MnDOT) conducts regular daily traffic counts on State, Federal, and County State Aid Highways. The results of the study area are presented in Table 1.

Table 1:
MnDOT Average Daily Traffic Counts

Roadway Segment	2010	2012	2014*
State Highway 23/U.S. 71 (from CSAH 25 to Willmar)	16,300	15,900	16,400
CSAH 25 (from CSAH 41 to State Highway 23/U.S. 71)	1,800	N/A	1,950
CSAH 41 (from CSAH 24 to CR 25)	1,550	N/A	N/A
CSAH 90 (from State Highway 23/U.S. 71 to CSAH 90)	830	N/A	910

*DRAFT 2014 Average Daily Traffic counts

Figure 5:
Project Area ADT (August 2014)

In August 2014, the Kandiyohi County Highway Department conducted Average Daily Traffic counts in the project area. The results are shown in Figure 5. At the time these counts were taken, Willmar High School was not in session and student traffic to and from the high school would not be reflected in the results. The Kandiyohi County Highway Department has agreed to conduct a follow-up count in order to capture the high school traffic numbers.

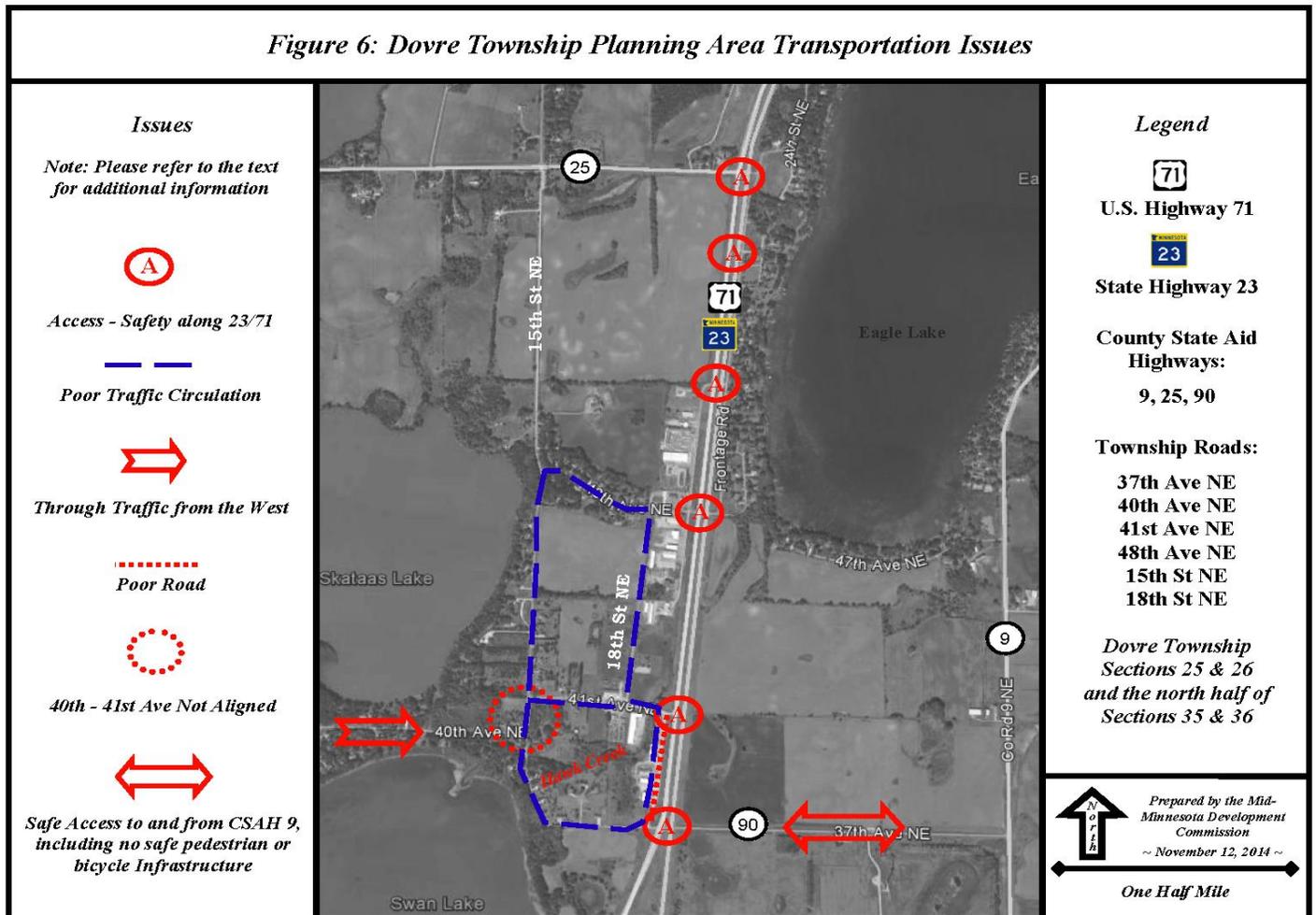


Section B: Current and Anticipated Planning Issues

The Dovre Township Board identified the following six transportation-related issues found in the study area (refer to Figure 6).

1. Safety Concerns along State Highway 23/U.S. Highway 71
2. Poor Internal Traffic Flow within the Study Area
3. Increased External Traffic Flow through the Study Area
4. Lack of “Frontage Road” between 37th and 41st Avenues NE
5. Pedestrian and Bicycle Access
6. City of Willmar’s Long Range Plan
7. Environmental Concerns

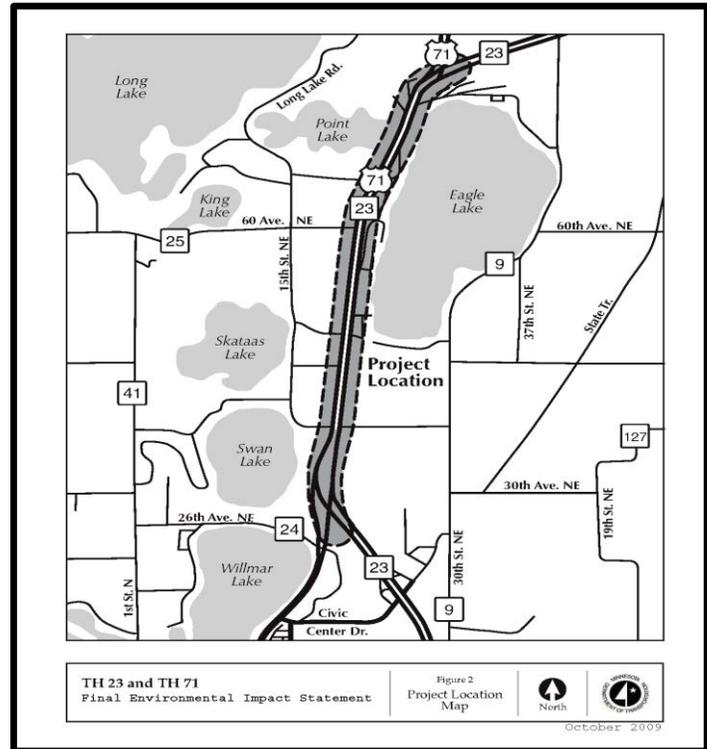
Figure 6: Dovre Township Planning Area Transportation Issues



1. Safety Concerns along State Highway 23/U.S. Highway 71

The Minnesota Department of Transportation (Mn/DOT) prepared and Environmental Impact Statement (EIS) for proposed access management improvements to the Highway 23/71 Corridor in Kandiyohi County, Minnesota, in July 2010. Improvements examined included a grade-separated bridge crossings of Highway 23/71, driveway and median closures, and adjacent frontage road and local roadway construction. The EIS project limits extended from Highway 294 and Highway 23/71 divergence, approximately 0.5 miles north of the Civic Center Drive interchange, to the divergence of Highways 23 and 71 in Dove Township, northeast of the City of Willmar (Refer Figure 7). The total length of the project corridor in the EIS was approximately 3.5 miles.

**Figure 7: Trunk Highway 23
& U.S. Highway 71 Project Location
(Figure 2 in EIS)**

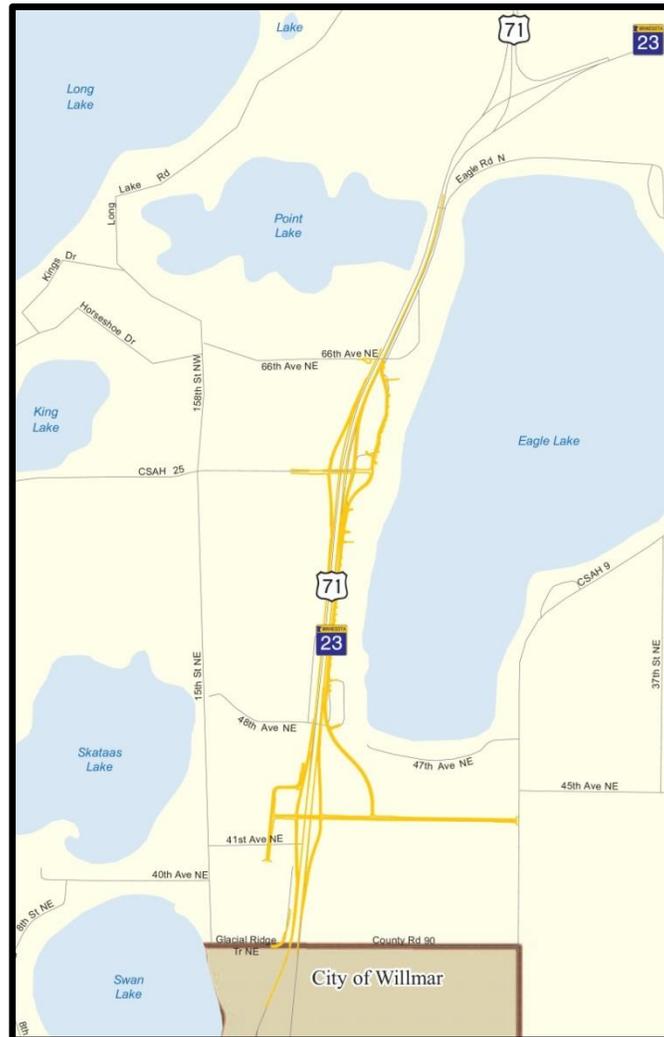


The purpose of the EIS was to identify an environmentally and socially sensitive alternative for a transportation system improvement consistent with meeting the following needs:

- Improve Safety
- Maintain Performance
- Address Future Land Use

The draft EIS considered four primary build alternatives and a No-Build Alternative. Figure 7 shows alternative 2B in the EIS, which was selected as the Preferred Alternative. The highlights of Alternative 2B include an interchange at County State Aid Highway (CSAH) 25 and at a relocated County Road 90.

**Figure 7:
EIS Preferred Alternative (Alternative 2B)**



Alternative 2B was identified as the preferred alternative because it fulfilled the project purpose and need objectives including the following:

- Alternative 2B provides for safe and efficient travel through the 3.5 mile common section of Highways 23 and 71 by providing the high-speed limit access (freeway section) roadway through the project.
- The two proposed interchanges at relocated Kandiyohi CR 90 and CSAH 25 provide the best long-term solution for local operational issues because the two interchanges along with the supporting local roadways will adequately and efficiently serve future land uses (i.e., commercial and residential developments) within the study area.

- The anticipated social, economic, and environmental impacts associated with Alternative 2B are not substantially greater or less than other alternatives/options considered.
- Alternative 2B has the greatest amount of support from the public and local governmental agencies.

2. Poor Internal Traffic Flow within the Study Area

One of the main traffic related problems is the poor internal flow of traffic throughout the study area. Commercial trucks often frequent 48th Avenue NE, which is heavily residential. The remaining traffic flow areas of concern are shown in Figure 7.

3. Increased External Traffic Flow through the Study Area

Many residents living to the west of the study area use 40th, 41st, and 37th Avenues NE to access County Road 9. This includes a vast amount of students going to and from the Willmar High School.

4. Lack of “Frontage Road” between 37th and 41st Avenues NE

Currently the 'frontage road' between 37th and 41st Avenue NE presents a significant a maintenance challenge to the township. As a result, the condition is extremely poor and no clear access points to the existing businesses are apparent.

5. Pedestrian and Bicycle Access

Surrounding the target area of this study, there is an extensive network of trails that exist or will be built in the near future. The current and future expanded residential population needs to be able to safely connect to this trail network. To the east of the study area is the future Eagle Lake South Trail and the Glacial Lakes State Trail. When completed the two trails shall create a six mile loop trail system just a short distance from the study area. The Eagle Lake South Trail will connect to Willmar’s extensive trail system at the area of the Willmar High School and extend north to the Eagle Lake residential area along CSAH 9. Plans call for this trail to connect to the Glacial Lakes State Trail by following CSAH 26. The State Trail connects Willmar to Spicer, New London, Paynesville and beyond. There are also side trail connections that travel around Green Lake and Lake Koronis, and a plan connection from New London to Sibley State Park.

To accommodate the possibility of connecting the study area to the Eagle Lake South Trail and the Glacial Lakes State Trail, any future plans in the area that propose bridge crossings over TH 71/23 should include space on the structure to accommodate bikers and pedestrians. Plans need to be prepared where best to connect the areas residents to this trail system. In addition to the need to connect to trails to the east, there is also a long term need of pedestrian/bicycle access to the west and south. A County trail currently extends along CSAH 41 in Willmar up to Eagle Ridge Drive North. Future planning should connect a trail system from the study area to this CSAH 41 existing trail. Whenever significant improvements are made to 40th Avenue NE, the right-of-way should be designed to accommodate a future trail.

6. City of Willmar's Long Range Plan

The Study Area has been identified in the City of Willmar's long-term Urban Growth Area. Based upon informal discussions with the City's Planning and Zoning staff, the City is not prepared to orderly annex the area until City sewer and water services are available in the area.

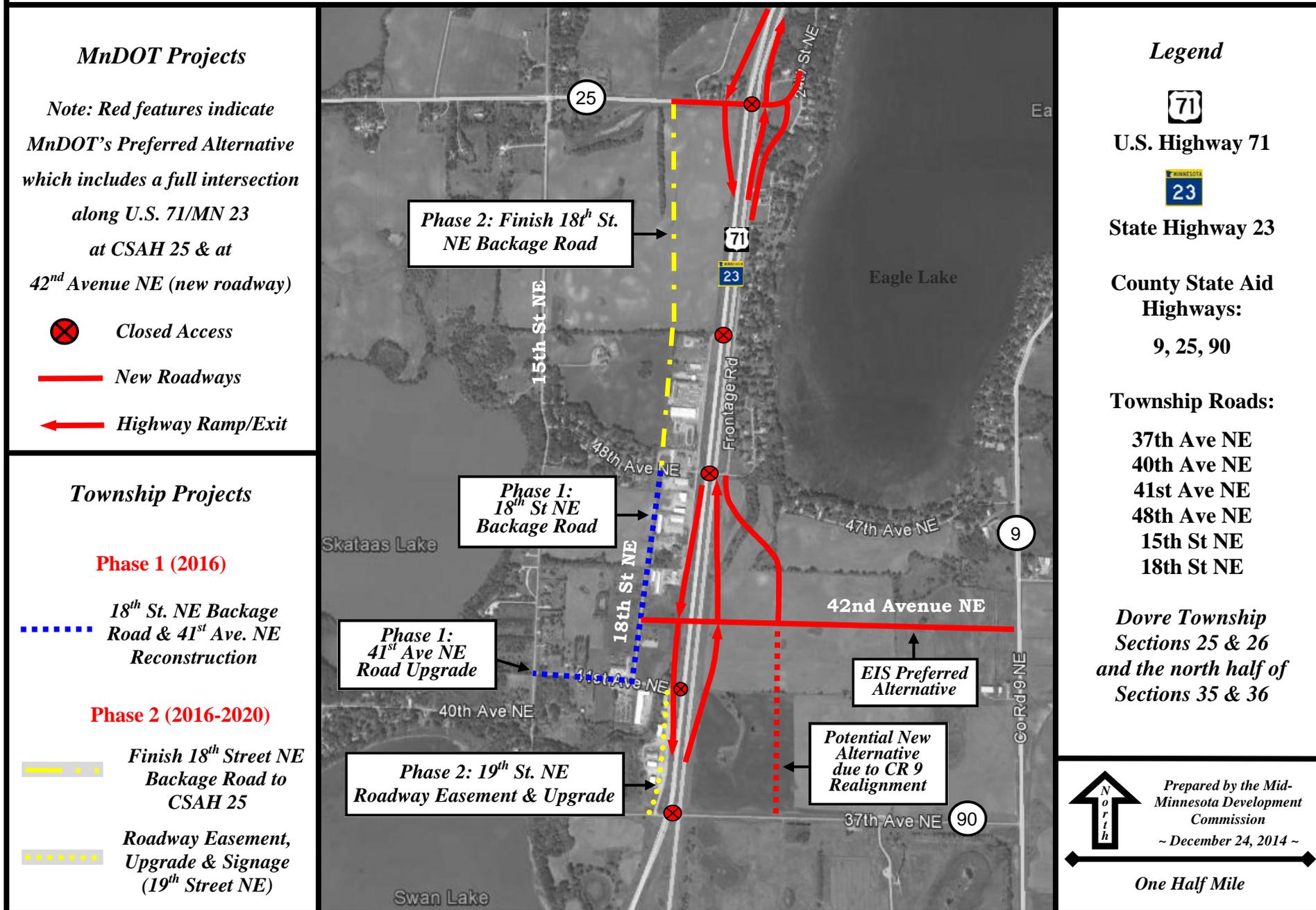
7. Environmental Concerns

Hawk Creek runs through the project area. Additional environmental concerns were identified and addressed in the *Final Environmental Impact Statement for Trunk Highway 23 and U.S. Highway 71 (2010)*.

Section C: Future Land Use and Implementation Plan

Figure 8 represents Dovre Township's Future Land Use Map for the study area. In 2016, the Township would like to build a backage road along 18th Street NE and make improvements to 41st Avenue NE. Collectively this is referred to as Phase 1. Sometime in 2016-2020, the Township would like to finish the baggage road along 18th Street NE. In addition, they would like to upgrade 19th Street NE. Collectively the latter two projects are referred to as Phase 2.

Figure 8: Dovre Township Future Land Use Plan



Potential Funding Sources for Road Improvements

The State of Minnesota offers several funding programs that may offer assistance to Dovre Township in helping pay for the identified transportation needs within the study area. The Township should work closely with the Kandiyohi County's Department of Public Works in assessing the availability of these programs and if the projects under consideration would be a good fit for seeking funding. This listing of funding sources should be considered a snap shot of what types of programs are currently available on an annual basis. New programs may be developed or the programs highlighted may be changed or not funded in a given year.

The following are a brief summary of potential funding sources. It is not intended here to give a complete guidance of these programs. Information on program specifics will need to be learned by looking at each program's application materials. Please note there are various levels of local match dollars required for each of these funding programs.

Local Road Improvement Program

The Local Road Improvement Program is a state funded program established in Minnesota Statutes 174.52, and is funded either with state bond funds or cash from the general fund. MnDOT's State Aid for Local Transportation administers the Program. There are three types of funding accounts set up under the Program. They are the Trunk Highway Corridor Projects Account, the Routes of Regional Significance, and the Rural Road Safety Account. The solicitation for funding under this program is done through a competitive application process.

The Township is required to be sponsored by the county to apply for funding under this program, with shown support of the County Board through a resolution. Applicants must address a transportation deficiency with an engineering strategy to correct the deficiency.

The roadway being improved must demonstrate the regional significance of the route by being classified as a minor collector or higher unless it meets one of the following criteria; a) identified in a regional plan as a farm-market artery, b) part of a 10-ton route system, c) part of an economic development plan, d) serves as a regional tourist destination, e) provides capacity or congestion relief to a parallel trunk highway or county road, and f) is a connection to the IRC system, trunk highway, or a county road.

Transportation Economic Development – TED Program

The TED Program is a joint effort of the Department of Transportation and the Department of Employment and Economic Development. The program's purpose is to fund construction, reconstruction and improvement of state and local transportation infrastructure in order to:

1. Create and preserve jobs
2. Improve the state's economic competitiveness
3. Increase the tax base
4. Accelerate transportation improvements to enhance safety and mobility
5. Promote partnerships with the private sector.

“The program provides state funding to close financing gaps for transportation infrastructure improvement construction costs. These improvements will enhance the statewide transportation network while promoting economic growth through the preservation or expansion of an existing business – or development of a new business.” To be competitive to receive funding under this program there would need to be shown that a significant number of jobs would be added by a private business or businesses, and that these businesses, along with the public partners, would provide a “reasonable level of financial support” for the project.

Highway Safety Improvement Program (HSIP)

The HSIP Program is a federally funded program administered by MnDOT. The Township would need to have discussions with the Kandiyohi County's Department of Public Works to determine if there is opportunity for funding under this program. The County would need to be the sponsor of any safety project that is applied for. Projects that are submitted are best to originate from the County's Road Safety Plan, as these projects are given a priority for funding. Seventy percent of the HSIP funding go for individual systemic problems. Thirty percent are for projects that are reactive to a particular need. Reactive projects must have a significant benefit/cost greater than one to be considered for funding.

Township Options to Fund Road Projects

Dovre Township has various options to proceed with funding road projects on their own. The Minnesota Association of Townships (MAT) would be the best source to contact to discuss various funding options. Below is information gathered from the 2013 Manual on Town Government from MAT.

Certificates of Indebtedness

If a project is fairly small and can be paid back in within five years this is an option that should be considered. Information on issuing certificates of indebtedness can be found under Minnesota Statutes section 366.095.

Bonds

Bonds are a common financing tool when it will take longer than 5 years for payback. Minnesota State Statutes Chapter 475 discusses issuing bonds. The Township should speak with a bond attorney if it considers this financing option. With a few exceptions, issuing bonds requires a referendum vote.

Private Property Owner(s) Assistance

Occasionally a business owner or owners express such a need for a project that they are willing to help pay for the road improvement. A township can offer to pay all of the upfront costs and assess the costs over time. While such assessment procedures have been successfully implemented in the past, they are not without risk. If a business sells his property before the obligation is repaid, the board may have a difficult time collecting any outstanding balance. An attorney should be used to determine if the board can proceed with private financing help, and to draft the best language to make the agreements as enforceable as possible.

Special Assessments

Special assessments is one of the more common methods used to undertake a public improvement project. Those property owners who directly benefit from the project can be made for part of the costs associated with the project. Special assessments are covered under Minnesota Statutes Chapter 429. Special assessment procedures may be initiated by the board on its own resolution or by a petition of the affected owners. Again, legal counsel should be consulted if the Township decides to pursue a special assessment.

Subordinate Service District

“A subordinate service district is defined area within a township that receives one or more town services, or enhanced services, provided specifically for that area and financed from revenues from the area.” A petition is needed from at least fifty percent of the property owners within the proposed district to move forward. See Minnesota Statutes Chapter 365A for a complete discussion on the law.