

WELCOME

New London Highway 23 and Highway 9 Safety Improvements

Public Open House

March 12th, 2020 – 5:30 to 7:00 PM

Welcome and introductions

MnDOT

- Mark Klema
- Mandi Lighthizer-Schmidt
- Susann Karnowski
- Ryan Barney

Kandiyohi County

- Mel Odens

SRF Consulting Group

- Leif Garnass
- Aaron Vacek
- Dan McNiel
- Beth Bartz
- Jon McPherson

What we have already heard

- **Emergency Services, Freight/Agricultural Equipment Access**
- **Speed Limits**



Agenda

- Background study (2017 Safety Assessment)
- Everything you wanted to know about J-turns
- Planned project
- Project timeline and next steps
- How you can stay involved



2017 Safety Assessment

Purpose of assessment:

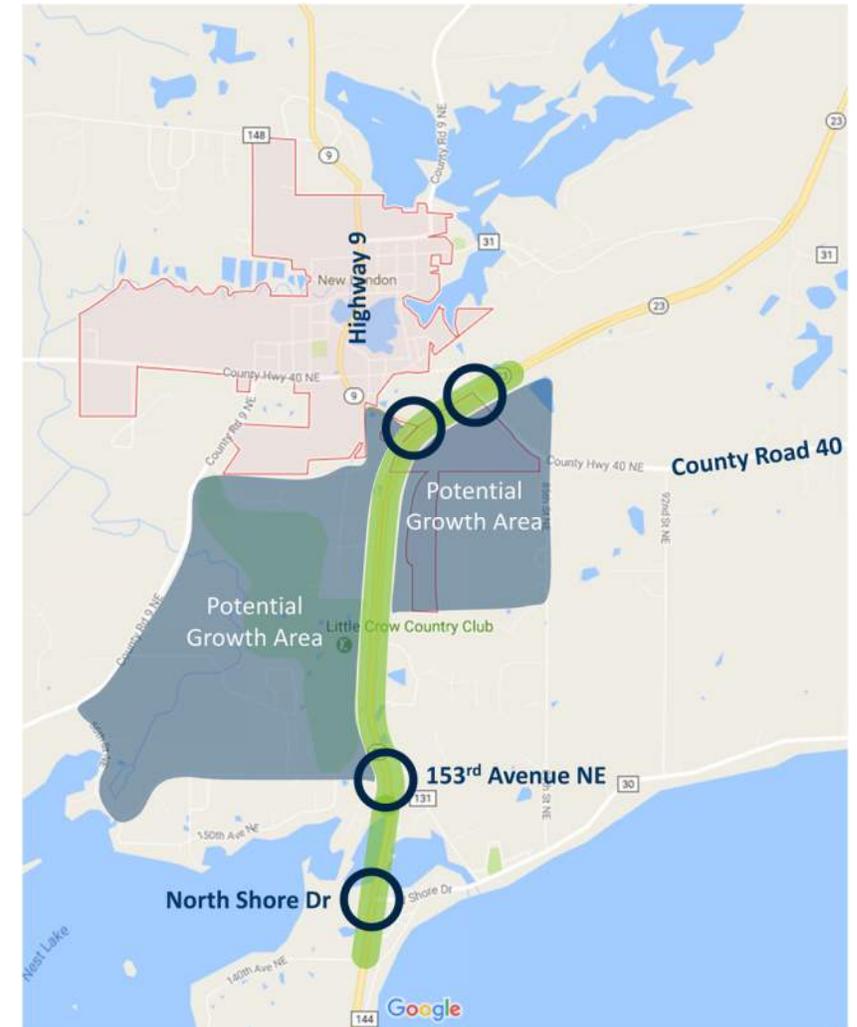
- Reduce serious and fatal crashes.
- Engage community on concerns and priorities.
- Identify safety improvements.

Schedule:

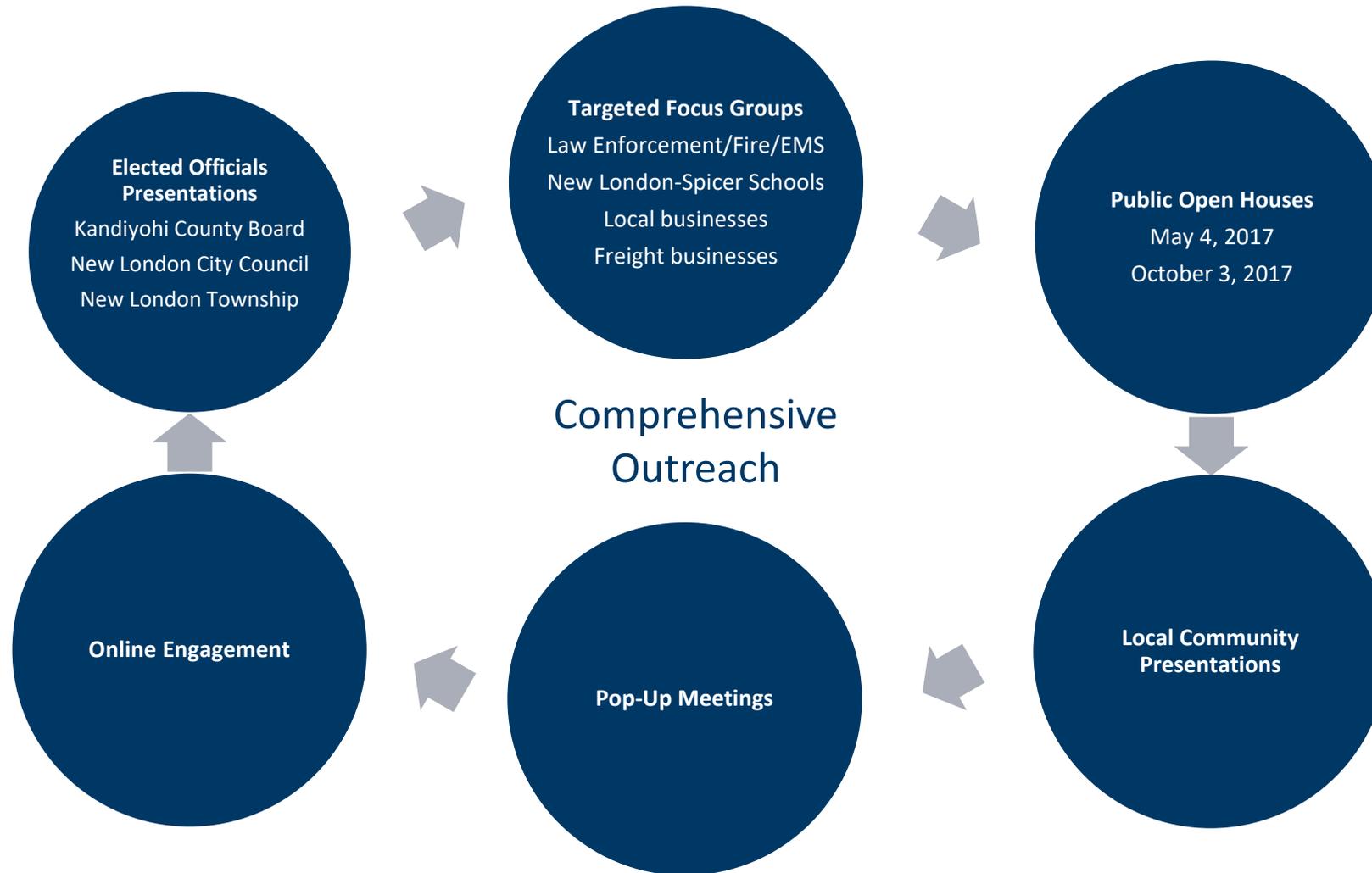
Assessment was completed in November 2017 following a three-phased approach:

- **Phase 1:** Identify the purpose and need.
- **Phase 2:** Develop and evaluate alternatives.
- **Phase 3:** Identify recommended strategies and implementation plan.

Assessment partners:



2017 Safety Assessment



2017 Safety Assessment

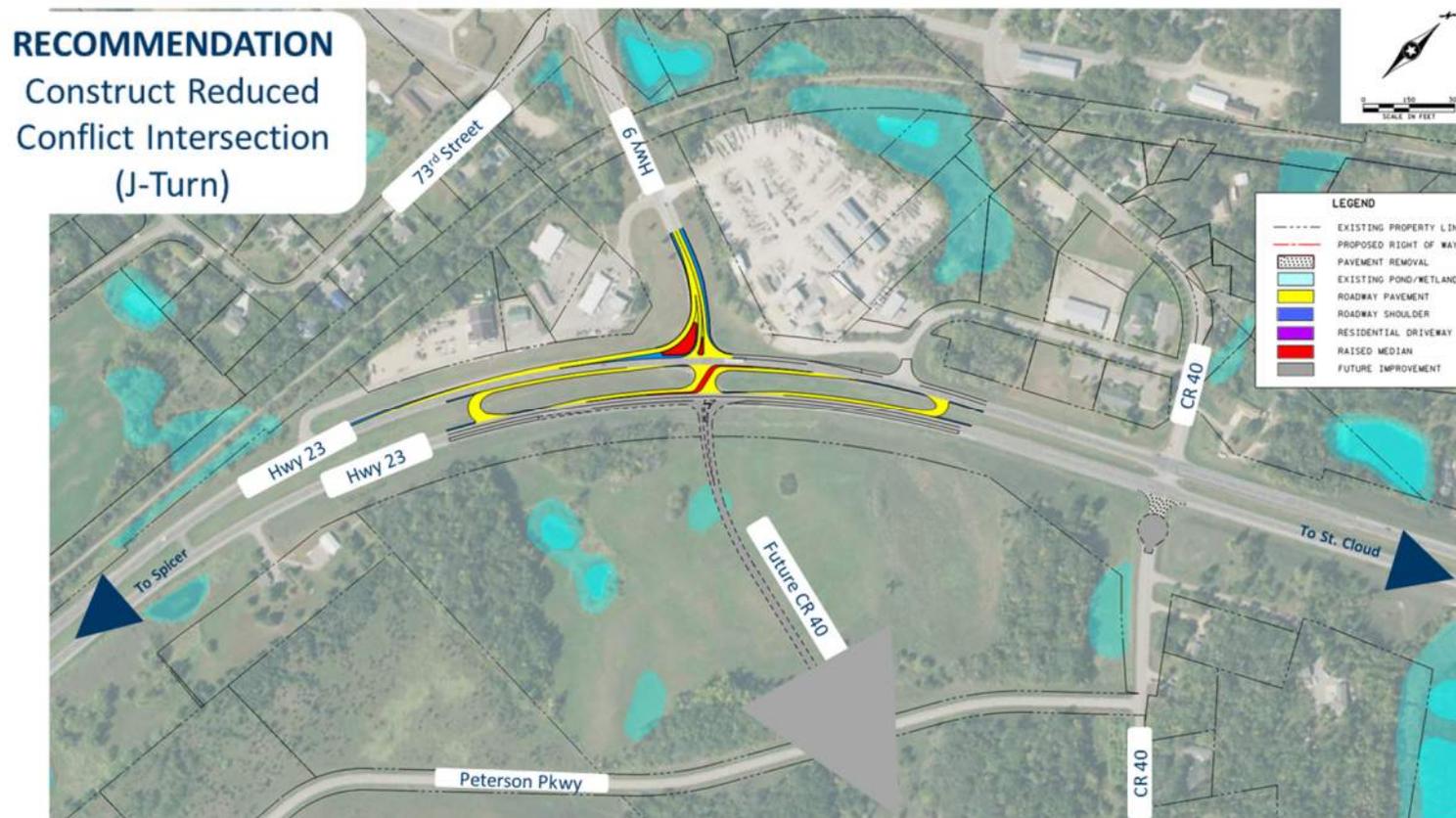
- **What we heard from the community:**

- Concerned with serious and fatal crashes at the Hwy 23 and Hwy 9 intersection.
- Traffic needs to keep moving on Hwy 23, especially trucks.
- It is difficult for trucks to wait in the median.
- The area needs to be improved for walkers and bikers, especially near the school.
- The Hwy 23 and Hwy 9 intersection is congested and has back-ups.
- Keeping the right-turn acceleration lane heading towards Spicer is important.
- Future development along Hwy 23 needs to be considered.



2017 Safety Assessment Recommendations

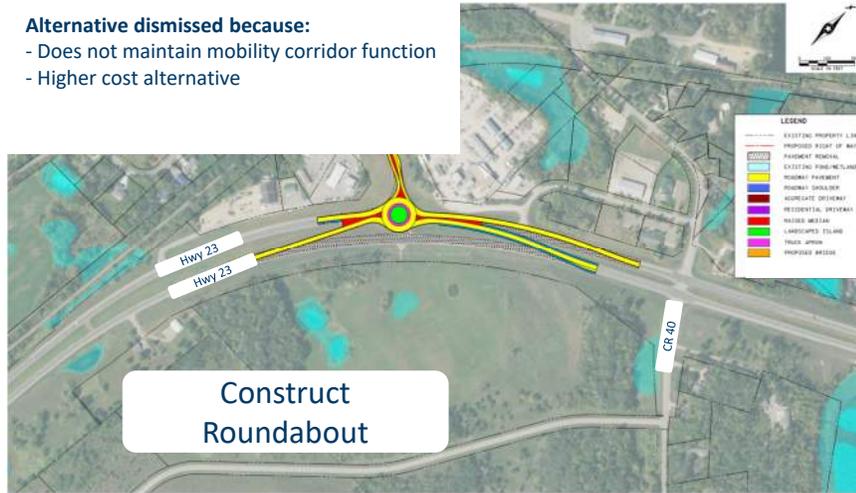
- After a thorough study of the intersection and seeking extensive feedback from the community, a J-turn was recommended at the Hwy 23 and Hwy 9 intersection.



Alternatives considered, but dismissed

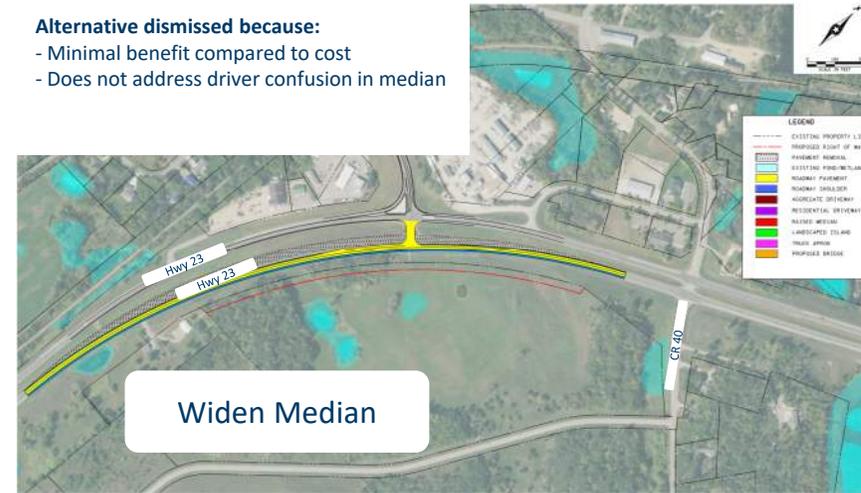
Alternative dismissed because:

- Does not maintain mobility corridor function
- Higher cost alternative



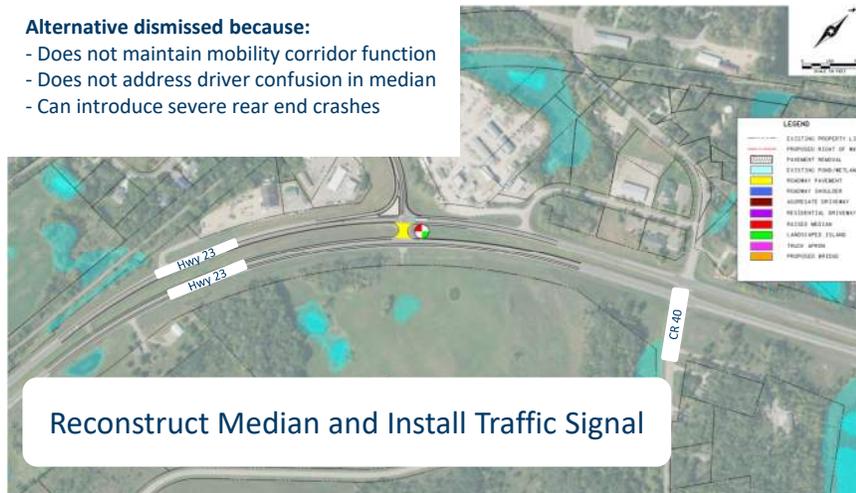
Alternative dismissed because:

- Minimal benefit compared to cost
- Does not address driver confusion in median



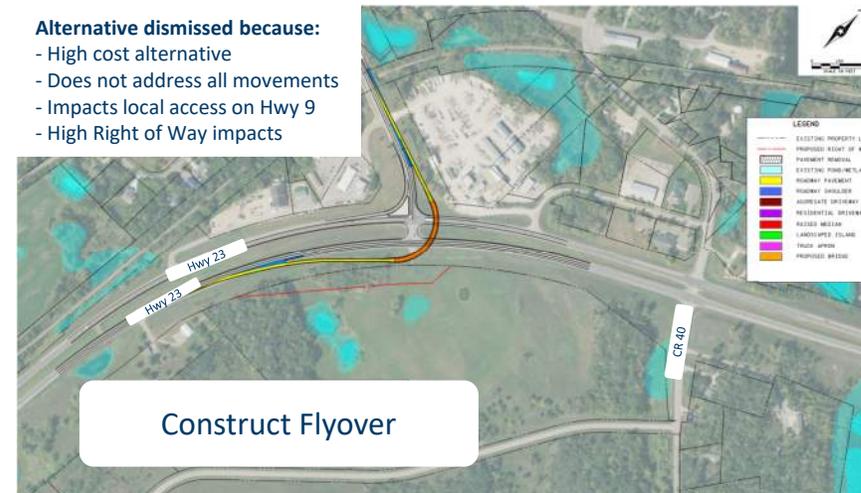
Alternative dismissed because:

- Does not maintain mobility corridor function
- Does not address driver confusion in median
- Can introduce severe rear end crashes



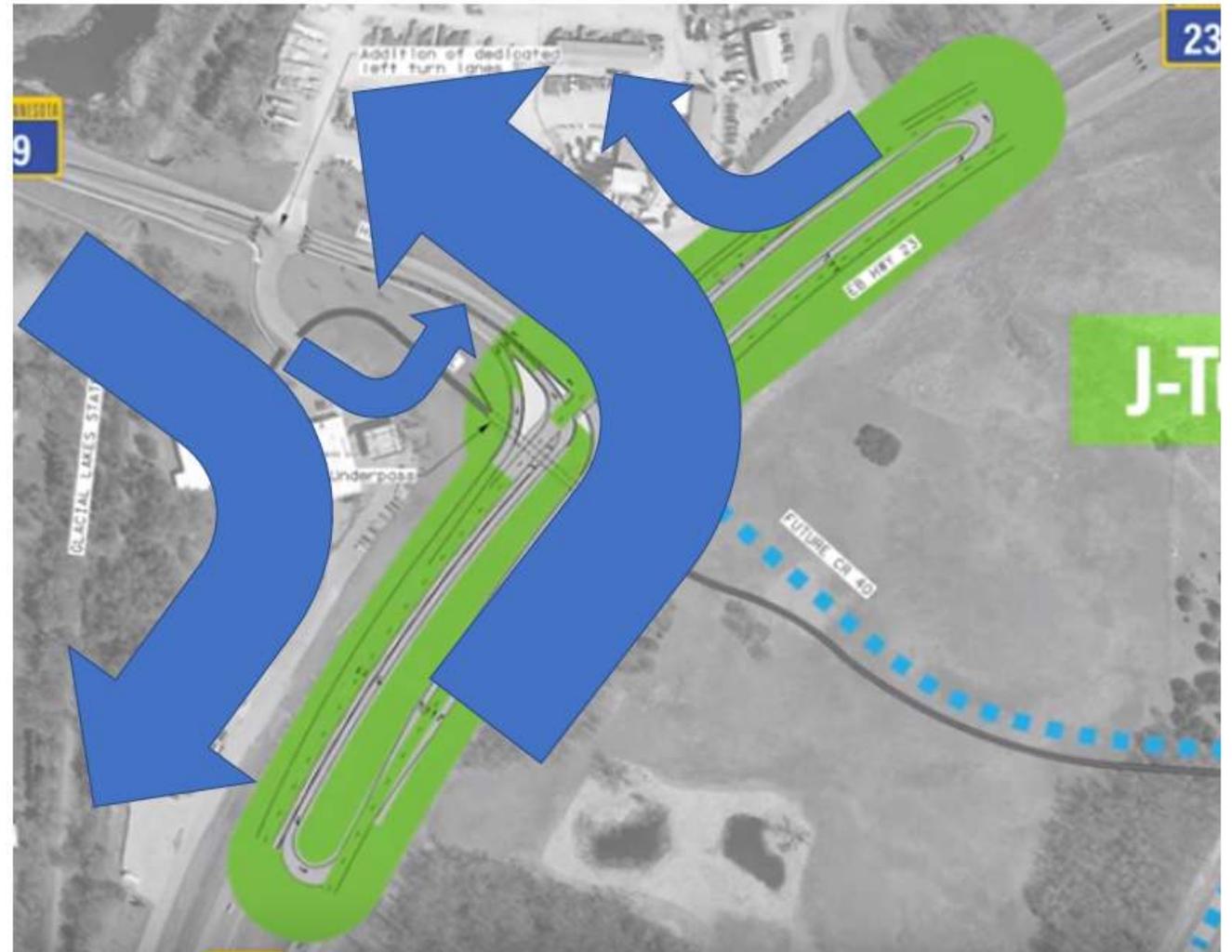
Alternative dismissed because:

- High cost alternative
- Does not address all movements
- Impacts local access on Hwy 9
- High Right of Way impacts



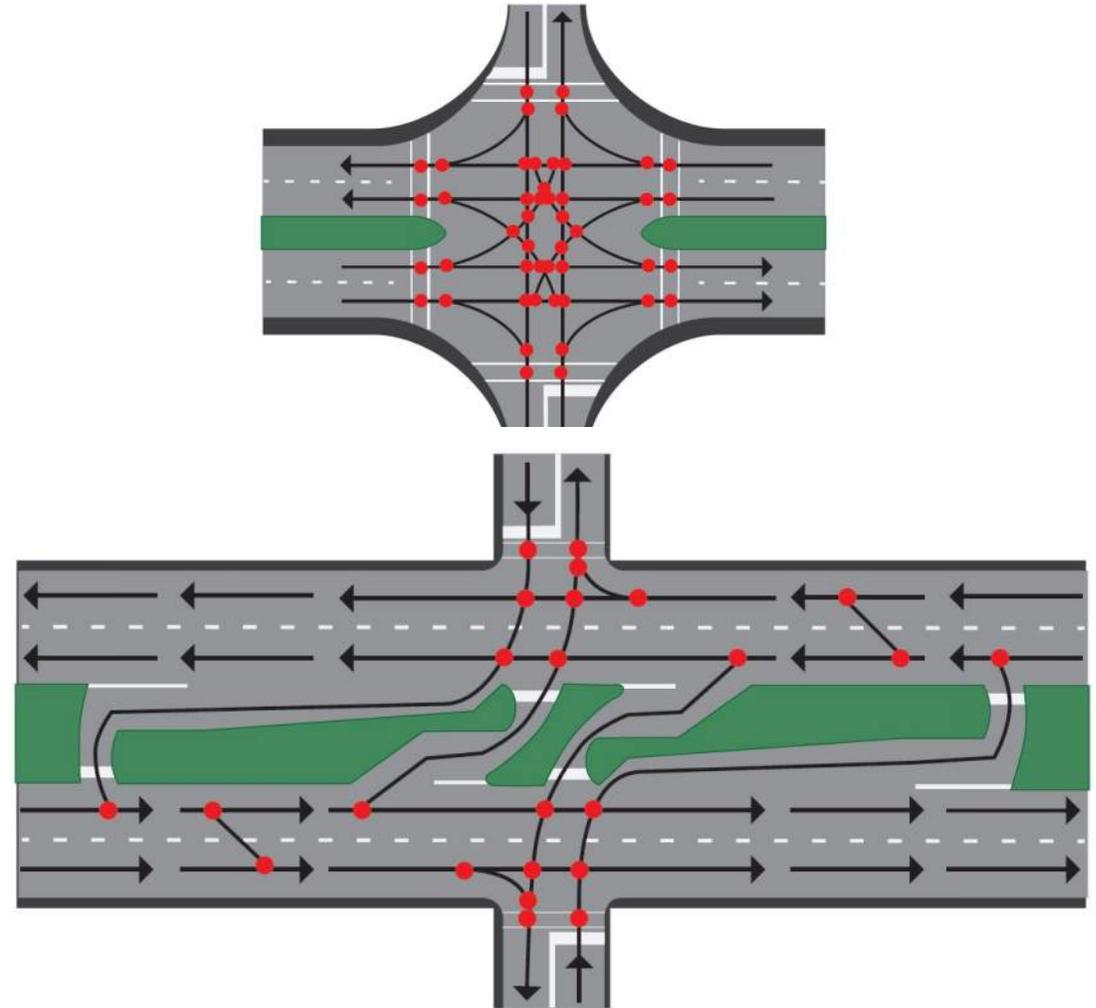
Traffic Volumes at Hwy 23 and Hwy 9

- Most of the traffic at the intersection is traveling from New London to Spicer/Willmar. (70%)
- Only drivers traveling from New London to St. Cloud will need to use the U-turn.
- A majority (over 90%) of the traffic traveling through the intersection today will not have any changes to the route they take.



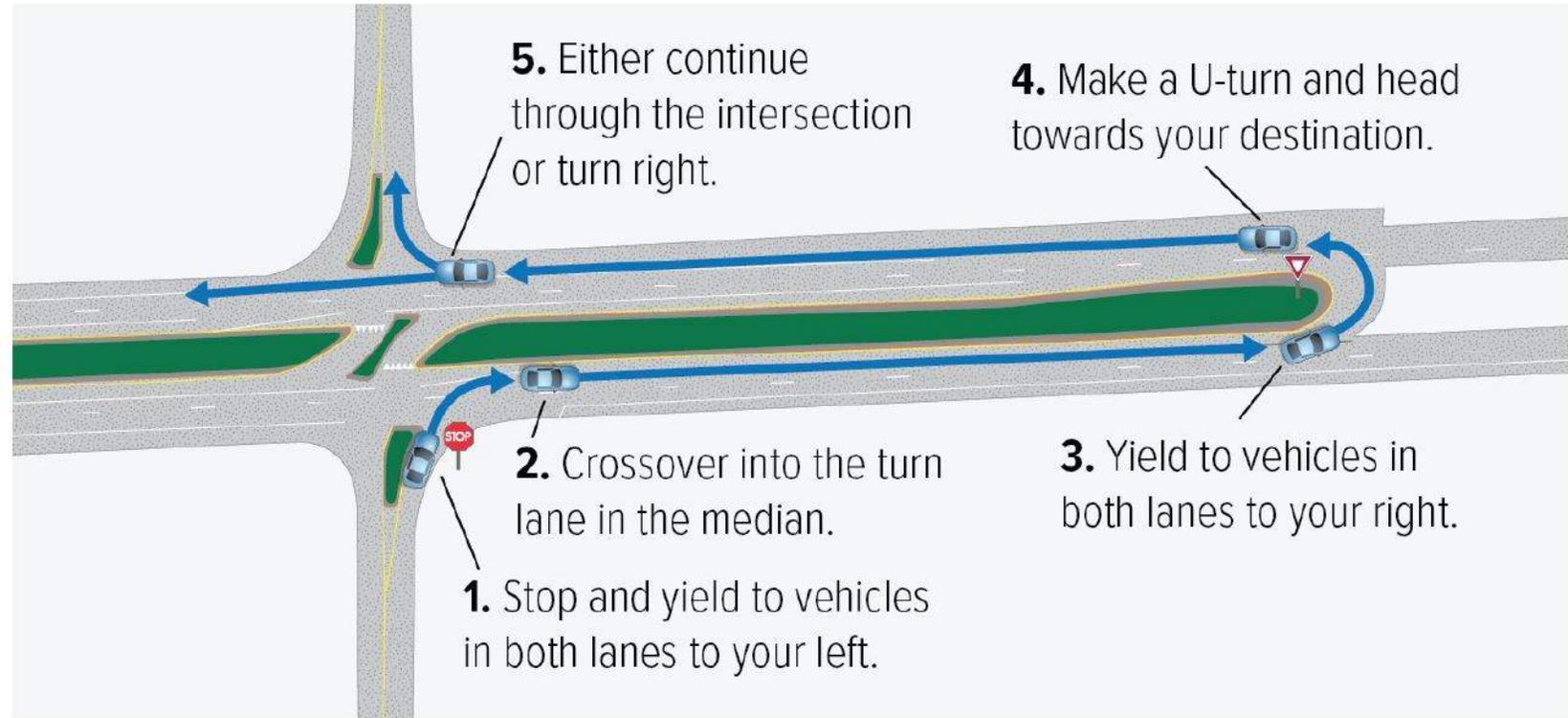
Why do J-turns work?

- Drivers only have to be concerned with one direction of traffic on the highway at a time.
- Drivers don't have to wait for an opening in traffic in BOTH directions to cross the highway.



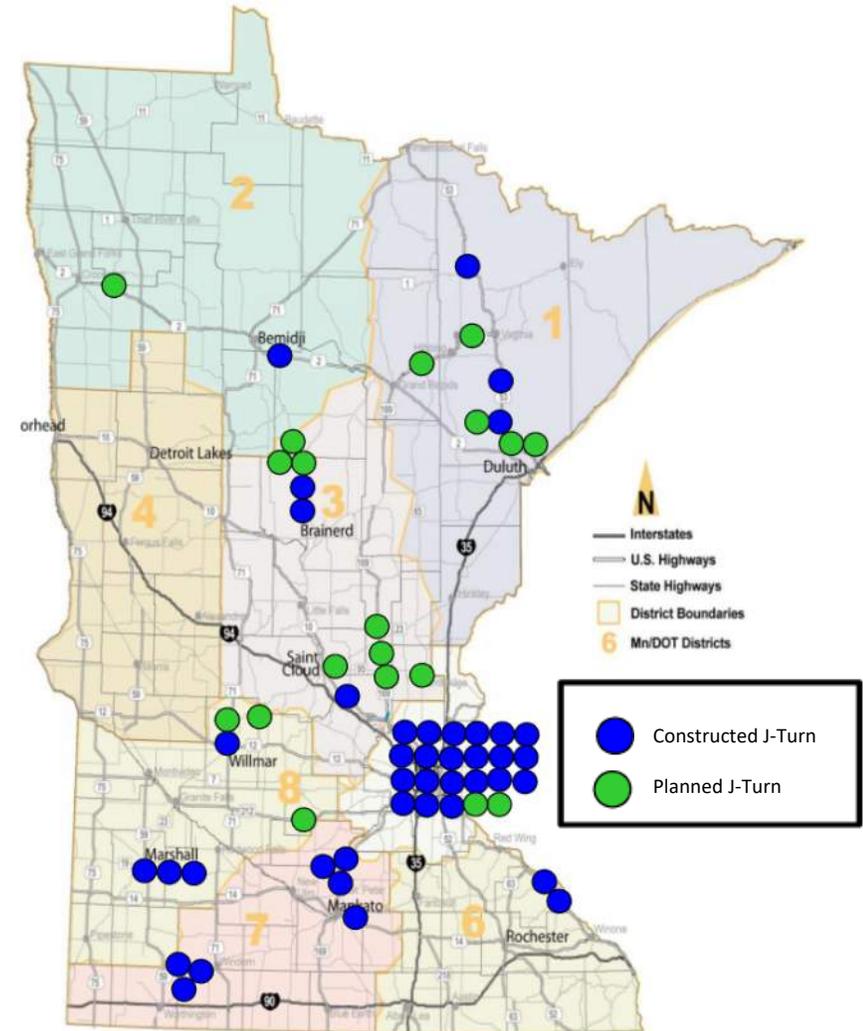
How do J-turns work?

- Drivers approaching a divided highway from a side street are not allowed to make left turns or cross the highway.
- Drivers will, however, have to travel further (about 800 feet) to make this movement, which increases overall travel time by approximately 30 seconds.



J-turns as a safety improvement in Minnesota

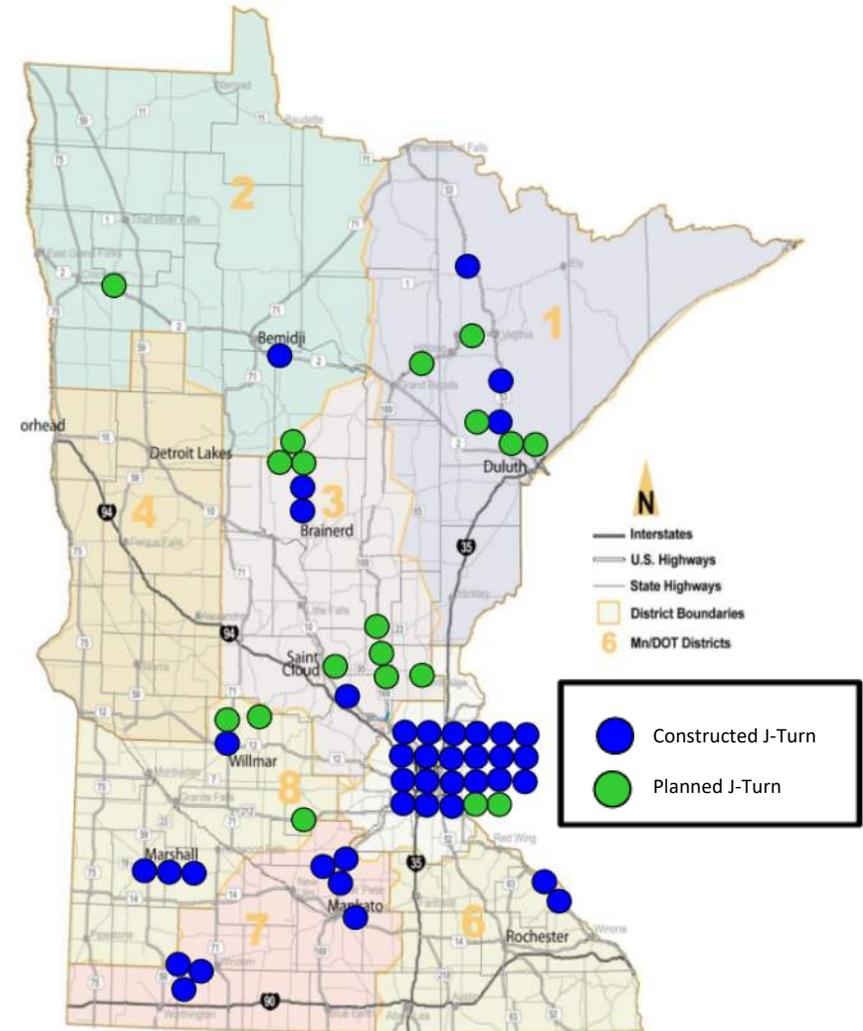
- **MnDOT has been installing J-turns in Minnesota since 2010.**
 - A 2012 nationwide safety study of J-turns showed a 70% reduction in fatal crashes and a 42% reduction in injury crashes
- **A safety study conducted in 2017 showed that J-turns in Minnesota offered the following safety benefits:**
 - An over 90% reduction of fatal and serious injury right-angle crashes
 - 77% reduction of all severity right-angle crashes
 - 50% reduction of injury crashes
- **41 have been installed in Minnesota with 23 more planned.**



J-turns as a safety improvement in Minnesota

- **Nearby J-turns include:**

- CR 24 in Willmar
- Hwy 23 and Saratoga St. in Marshall
- Hwy 23 and CR 7 in Marshall
- Hwy 23 and Lyon St. in Marshall
- US 71 and CR 90 in Willmar (planned for 2021)
- Hwy 212 and CR 1 near Glencoe (planned for 2022)
- Hwy 212 and Hwy 22 in Glencoe (planned, no date yet)



Planned project for Hwy 23 and Hwy 9



- J-turn at the intersection of Hwy 23 and Hwy 9

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- Pedestrian underpass beneath Hwy 23 for people walking and biking

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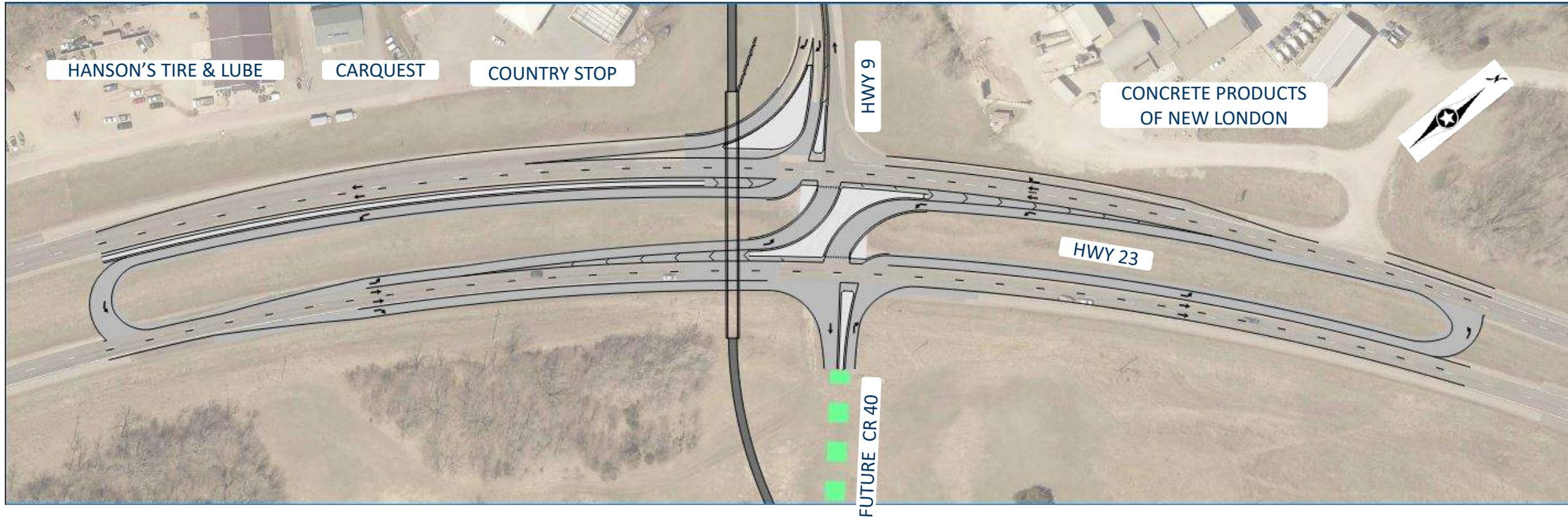
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- Pedestrian underpass beneath Hwy 23 for people walking and biking

- Highway 9 safety improvements near the New London-Spicer High School for people who walk and bike

- Dedicated left turn lanes on Hwy 9 near the Country Stop and Concrete Products of New London

Project Components (J-turn)



<https://youtu.be/aVp-Sn6D9lw>

Project timeline and next steps



How you can stay involved

THANK YOU

Project Manager

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Visit the project website:

www.dot.state.mn.us/d8/projects/hwy23newlondon