

Welcome

Highway 23 Safety Improvement Project August 2022

Project Overview

Description:

MnDOT is looking to identify a safety improvement for the intersection of Hwy 23 & Hwy 9 in New London. Several safety improvements have been developed for the community to review and offer input on.



Goals



Improve safety



Improve pedestrian safety



Allow for future growth



Support mobility on Hwy 23



Minimize impacts to nearby properties

Project History

Project History

2017

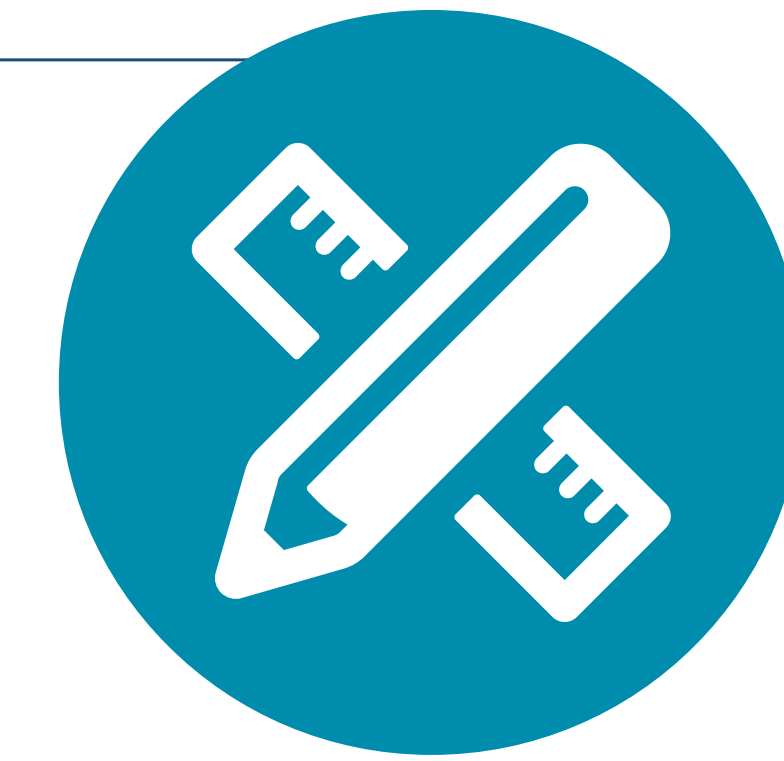
MnDOT conducted a Safety Assessment, identified potential intersection improvements, and engaged community members.

A J-turn was the recommended safety improvement.



2020

MnDOT started preliminary design of a J-turn at Hwy 23 & Hwy 9, held stakeholder conversations & conducted community engagement.



2021

Hearing concerns, MnDOT decided to pause the construction of a J-turn at the intersection and re-evaluate safety improvement options.



2022

MnDOT is facilitating a new community input process, including the formation of an advisory group, to assist in the identification of a safety improvement.

The advisory group will help analyze potential safety solutions, consider public feedback, and provide input to MnDOT on a safety improvement that can be implemented in the next five years.



Advisory Group and Community Input Process

Community Input Process

Hearing concerns, MnDOT made the decision to step back and pause the Hwy 23 Safety Improvement project in 2021.

In 2022, MnDOT secured Pamela Whitmore, Whitmore Resolution Group, to facilitate an advisory group. This group is integral in analyzing potential intersection safety improvements (concepts).

MnDOT is continuing to engage the community in a process to identify a long-term safety improvement.

Advisory Group

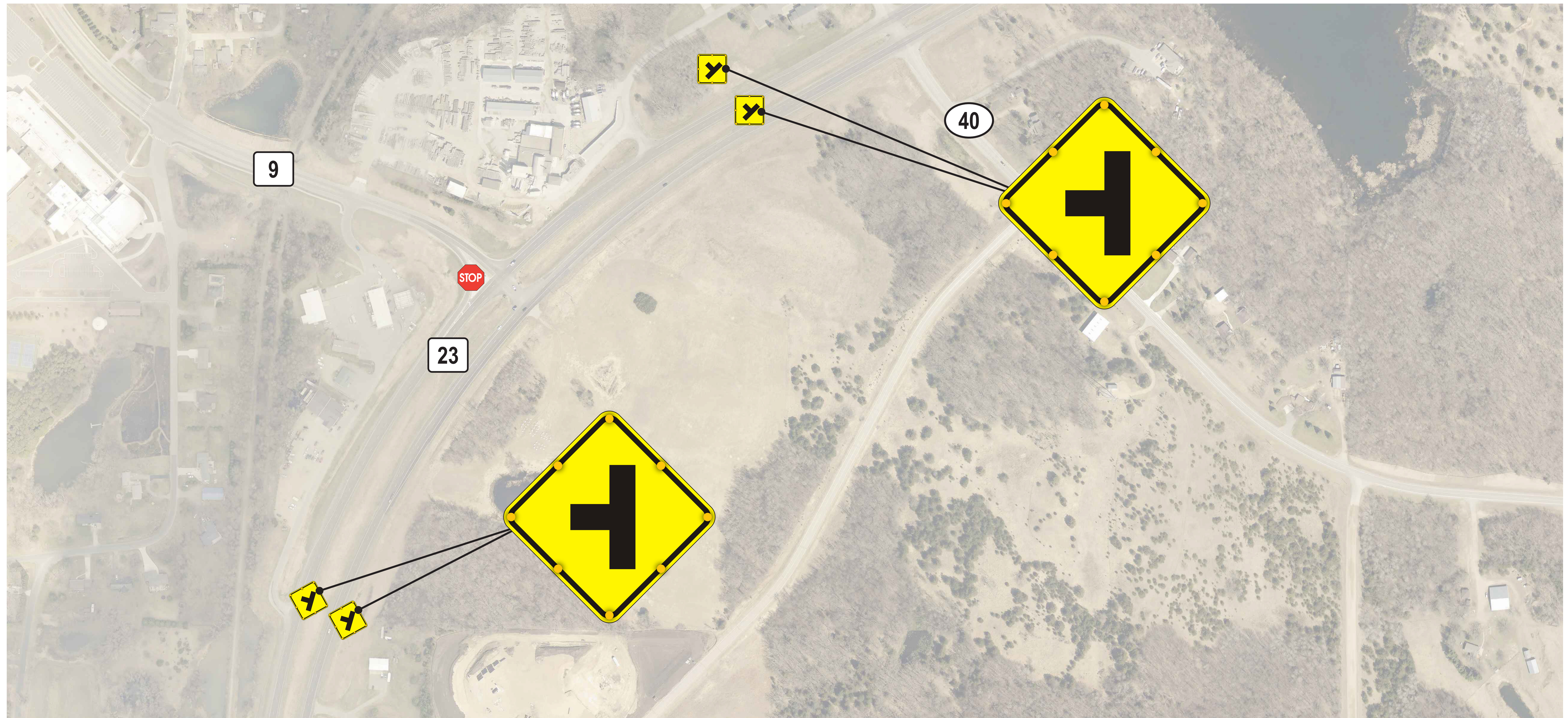
- The advisory group is integral to helping analyze potential safety solutions, considering public feedback, and providing input to MnDOT on a safety solution that can be implemented in the next five years, will allow for future growth, minimize impacts on adjacent properties and assure the flow of commerce on Highway 23.
- The advisory group has held meetings on April 11, June 13, and July 26.

Advisory group members:

- Kelly Asche, New London City Council
- Doug Dietz, New London Township
- Roger Imdieke, County Commissioner
- Randy Juhl, New London-Spicer School District
- Trooper (Josh) Monson, MN State Patrol
- Mel Odens, Kandiyohi County Engineer
- Stacy Petersen, Amcon Concrete Products
- Josh Reed, New London Chamber of Commerce President and business owner
- Anthony Rupp, New London Fire Chief
- Richard Schmidt, business owner and community member
- Darica Schneider, Hormel
- Dr. Richard Wehseler, community member

Fall 2022 Improvements

Intersection warning signs are a short-term improvement that will be installed while a long-term solution is re-evaluated. The signs are scheduled to be installed in the Fall of 2022.

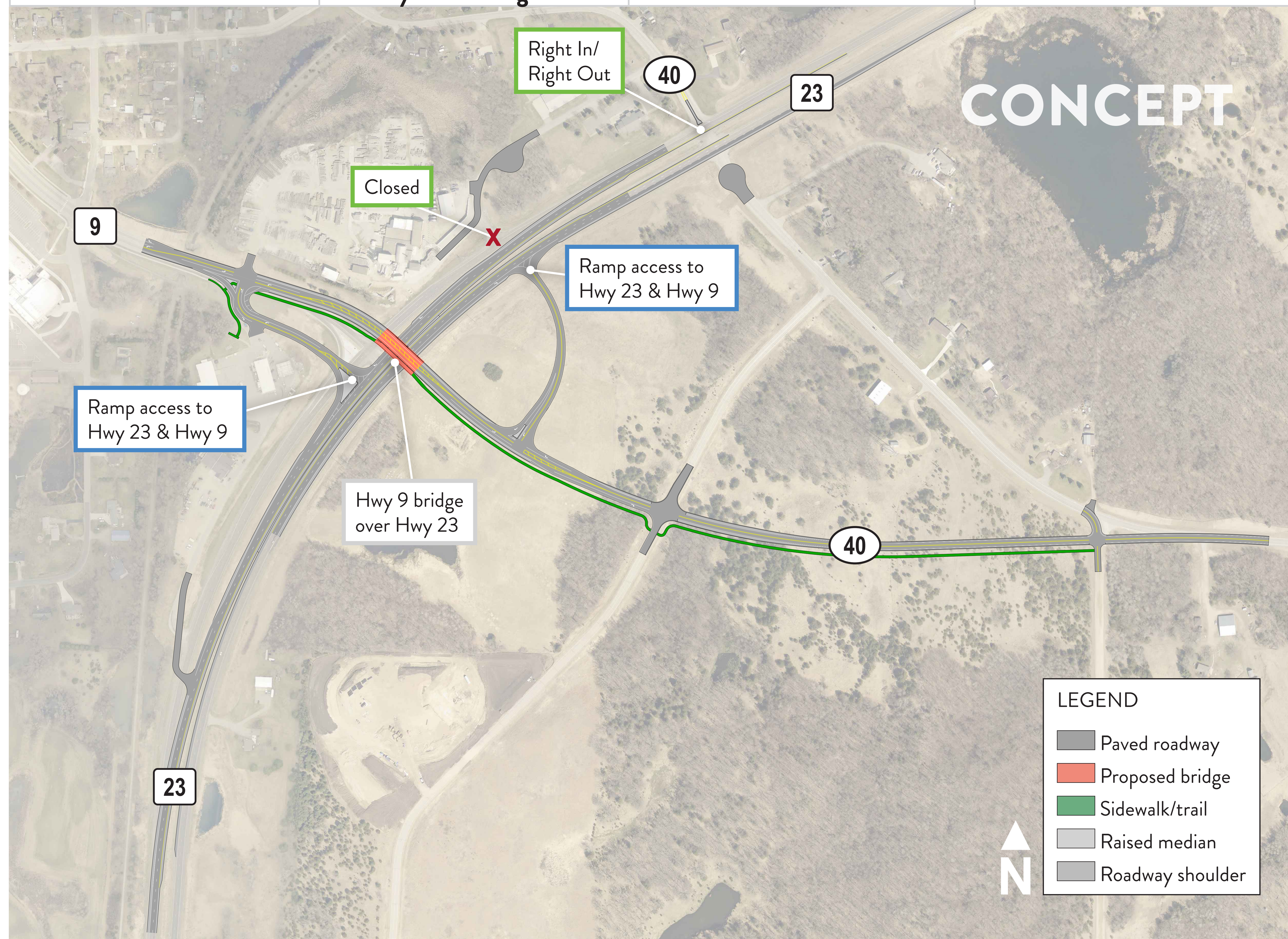


- MnDOT is moving forward with the installation of LED intersection warning signs at the intersection of Hwy 23 and Hwy 9 in New London.
- Signs will be installed approximately 1,000 feet from the intersection.
- The warning signs will alert drivers of traffic approaching the intersection.
- The warning signs are a short-term improvement that can be implemented while a long-term solution is re-evaluated.

Draft Concept: Interchange



Reduction of Serious and Fatal Crashes*	Time to secure funding	Estimated Project Delivery (after funding is secured)**	Estimated Cost (2026)***
77%	Limited funding sources available, may take up to 10 years or longer	5 years +	\$20 - \$26 million



CONCEPT

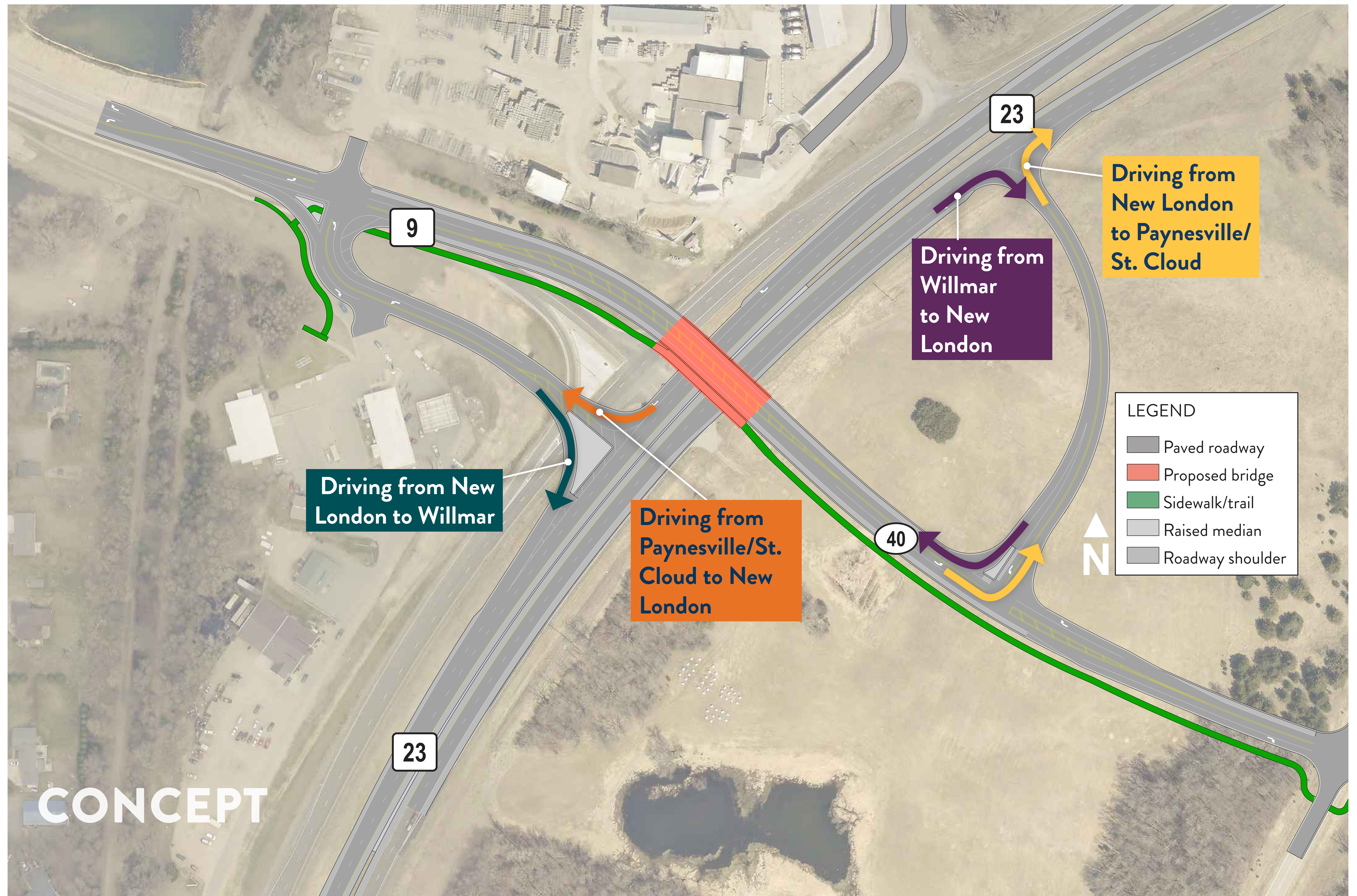
*Note - Serious and fatal crash reduction factor obtained from MnDOT's Traffic Safety Evaluation at Reduced Conflict Intersections in Minnesota (August 2021)

**Note - Project development doesn't typically start until a project is funded or in a fiscal constraint program like a Highway Improvement or Transportation Improvement Program (i.e. CHIP or STIP).

***Note - A range is provided for cost because construction costs are subject to inflation, market conditions at the time of bidding, supply issues, number of bidders, and other factors that cannot be realized until the time of bidding. Cost estimates are construction costs for all improvements shown on this exhibit, including the CR 40 improvements shown.

Description: The intersection of Hwy 23 and Hwy 9 would be redesigned with a bridge over Hwy 23 and ramp access to and from Hwy 23. The east leg of CR 40 will be realigned to connect to Hwy 9 and a cul-de-sac will be constructed on existing CR 40 east of Hwy 23. The west leg of CR 40 will be converted to a right in/right out at Hwy 23. The intersection will operate at highway speeds. A Hwy 9 bridge would include a trail across Hwy 23 for people who walk and bike.

Draft Interchange Concept: Traffic Flow



Draft Concept: J-turn



Reduction of Serious and Fatal Crashes*	Time to secure funding	Estimated Project Delivery (after funding is secured)**	Estimated Cost (2026)***
69%	Various funding sources available, may take up to 2 years or longer	1.5 – 2.5 years	\$7 - \$10 million



*Note - Serious and fatal crash reduction factor obtained from MnDOT's Traffic Safety Evaluation at Reduced Conflict Intersections in Minnesota (August 2021)

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Description: The intersection of Hwy 23 and Hwy 9 would be redesigned so that vehicles can no longer make a left turn onto Hwy 23 or drive straight across Hwy 23. The east leg of CR 40 will be realigned to connect to Hwy 9 and a cul-de-sac will be constructed on existing CR 40 east of Hwy 23. The west leg of CR 40 will be converted into a 3/4 intersection, with only the left from CR 40 onto Hwy 23 restricted. The intersection will operate at highway speeds. A trail and pedestrian underpass will be constructed under Hwy 23 for people who walk and bike.

Draft Concept: Single Lane Roundabout



Reduction of Serious and Fatal Crashes*	Time to secure funding	Estimated Project Delivery (after funding is secured)**	Estimated Cost (2026)***
83-86%	Various funding sources available, may take up to 2 years or longer	2.5 – 3.5 years	\$7 - \$10 million



*Note - Serious and fatal crash reduction factor obtained from MnDOT's A Study of the Traffic Safety at Roundabouts in Minnesota (September 2021)

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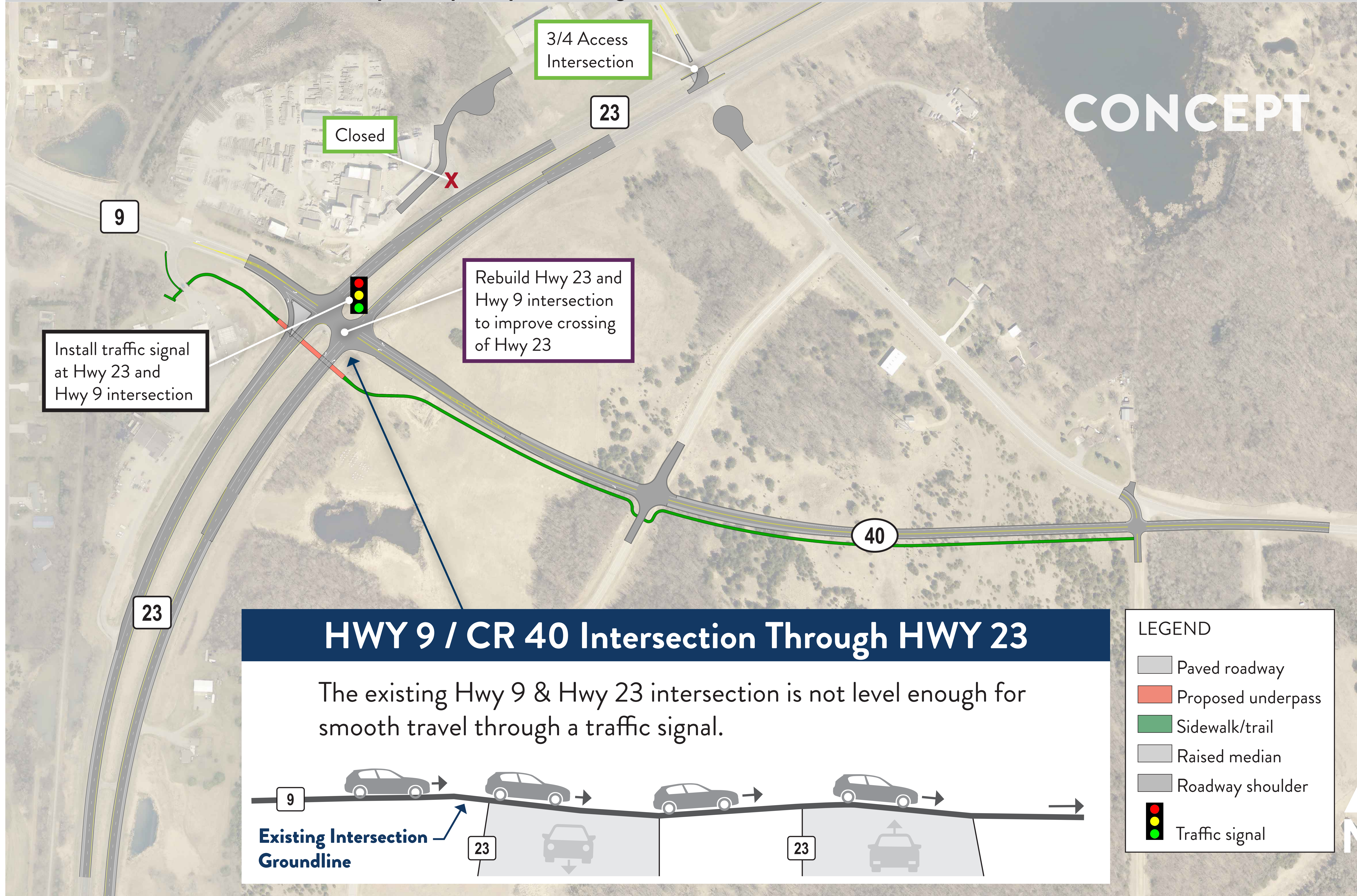
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Description: The intersection of Hwy 23 and Hwy 9 would be designed to accommodate a roundabout. The speed limit at the roundabout would be reduced to 15 or 20 MPH. The east leg of CR 40 will be realigned to connect to Hwy 9 and a cul-de-sac will be constructed on existing CR 40 east of Hwy 23. The west leg of CR 40 will be converted into a 3/4 intersection, with only the left from CR 40 onto Hwy 23 restricted. A trail and pedestrian underpass will be constructed under Hwy 23 for people who walk and bike.

Draft Concept: Traffic Signal



Reduction of Serious and Fatal Crashes*	Time to secure funding	Estimated Project Delivery (after funding is secured)**	Estimated Cost (2026)***
28% <i>increase</i>	Limited funding sources available, may take up to 5 years or longer	2.5 – 3.5 years	\$10 - \$14 million



*Note - Serious and fatal crash reduction factor obtained from MnDOT's A Study of the Traffic Safety at Roundabouts in Minnesota (September 2021)

**Note - Project development doesn't typically start until a project is funded or in a fiscal constraint program like a Highway Improvement or Transportation Improvement Program (i.e. CHIP or STIP).


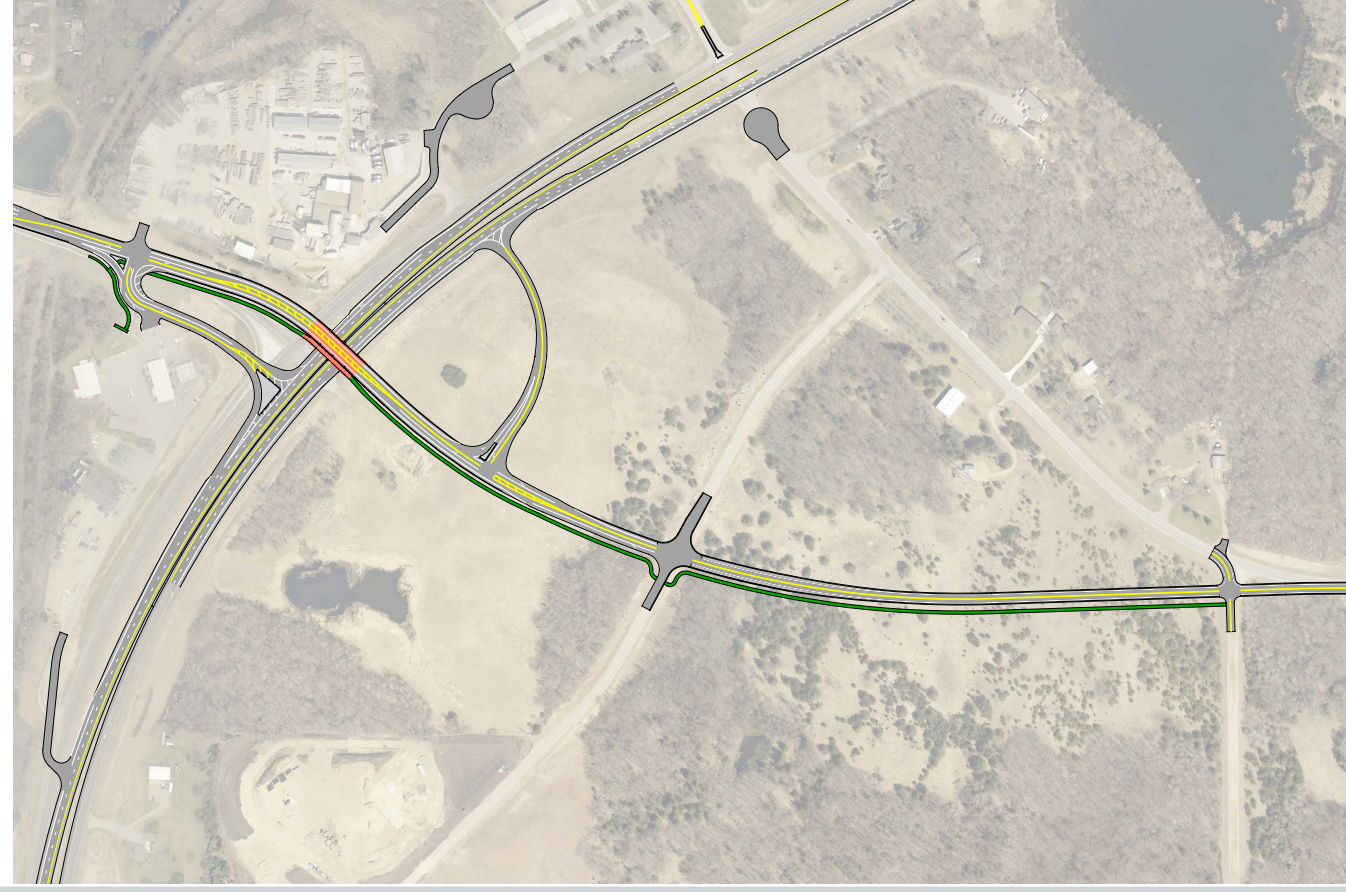
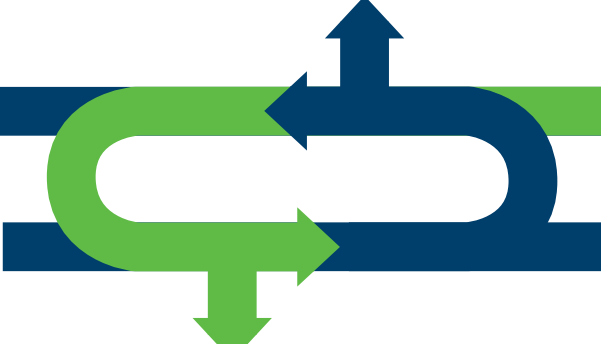
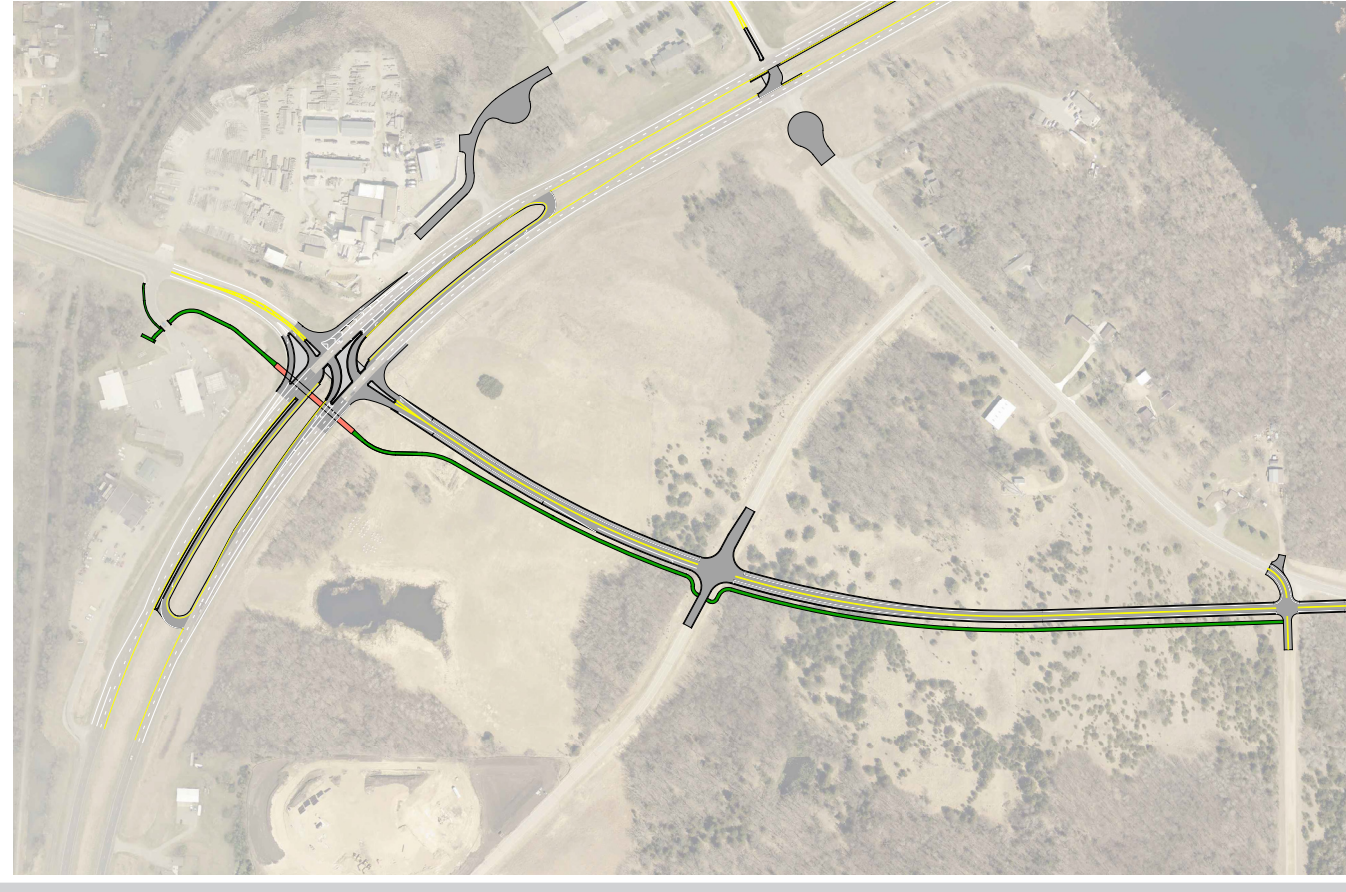




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Description: A traffic signal would be installed at the intersection of Hwy 23 and Hwy 9. The east leg of CR 40 will be realigned to connect to Hwy 9 and a cul-de-sac will be constructed on existing CR 40 east of Hwy 23. The west leg of CR 40 will be converted into a 3/4 intersection with only the left from CR 40 onto Hwy 23 restricted. The intersection will operate at highway speeds.

A trail and pedestrian underpass will be constructed under Hwy 23 for people who walk and bike. The current intersection would need to be rebuilt to level it out for vehicles to cross Hwy 23 between Hwy 9 and CR 40.

Draft Concept Comparison Table

All safety improvement concepts allow for future growth, minimize impacts on adjacent properties and assure the flow of commerce on Hwy 23. Safety improvements are being presented in alphabetical order.

		Reduction of Serious and Fatal Crashes*	Time to secure funding	Estimated Project Delivery (after funding is secured)**	Estimated Cost (2026)***
 Interchange		77%	Limited funding sources available, may take up to 10 years or longer	5 years +	\$20 - \$26 million
 J-turn		69%	Various funding sources available, may take up to 2 years or longer	1.5 – 2.5 years	\$7 - \$10 million
 Roundabout		83-86%	Various funding sources available, may take up to 2 years or longer	2.5 – 3.5 years	\$7 - \$10 million
 Traffic signal		28% <i>increase</i>	Limited funding sources available, may take up to 5 years or longer	2.5 – 3.5 years	\$10 - \$14 million

*Note - Serious and fatal crash reduction factor obtained from MnDOT's Traffic Safety Evaluation at Reduced Conflict Intersections in Minnesota (August 2021) and A Study of the Traffic Safety at Roundabouts in Minnesota (September 2021)

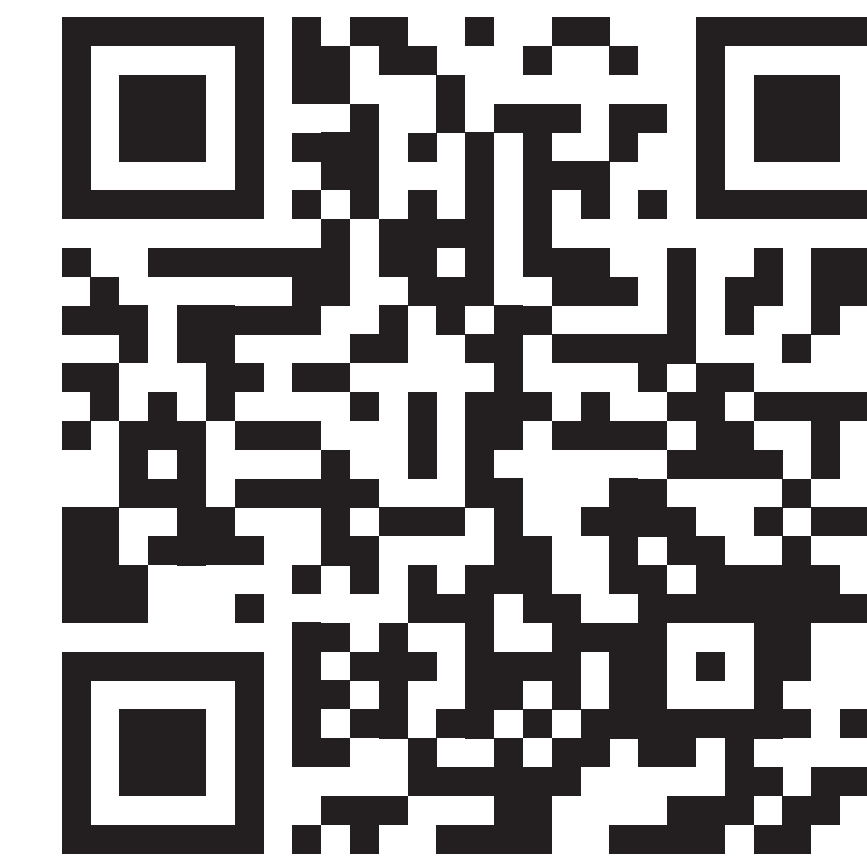
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Intersection Improvement Survey

We want to hear from you!

<https://www.surveymonkey.com/r/NewLondon>



Hwy 23 Safety Improvement Intersection Survey:

Share your input:

MnDOT, and the Advisory Group, are looking for your feedback. All safety improvements allow for future growth, minimize impacts on adjacent properties and assure the flow of commerce on Hwy 23.

To help you share accurate feedback, we've used a simple legend to communicate information on each safety improvement.



Thank you for participating. Your input is important. For more information visit www.mndot.gov/d8/projects/hwy23newlondon

We want to hear from you!

Share your feedback

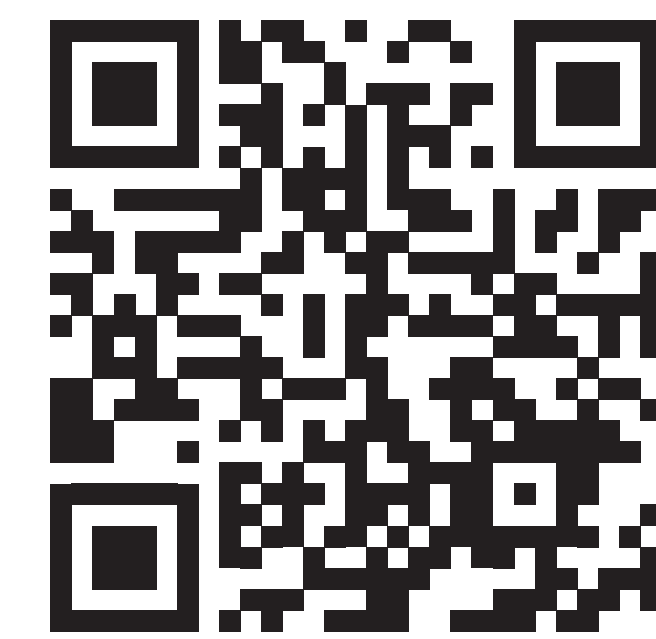


Take a brief survey

<https://www.surveymonkey.com/r/>

NewLondon

Share your thoughts on potential safety improvements concepts!



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Sign-Up



For more information about the project and to sign-up for email and text updates, please visit:

www.mndot.gov/d8/projects/hwy23newlondon

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