

Whitmore Resolution Group

MEETING OVERVIEW

October 17, 2022 | 5:30 p.m. | New London, MN

Meeting Overview

Participants of the Advisory Group met on Monday, October 17, 2022 to learn more about the feedback gathered from the public about the four draft concepts for the Hwy 23 & Hwy 9 intersection project. The meeting was held at Peace Lutheran Church in New London. The session involved (1) a discussion regarding the first round of public engagement; (2) time spent by the group reviewing the one-page summary document from MnDOT about the two concepts moving forward; and (3) additional information about the next round of public engagement, including an explanation of an anticipated education portion regarding public funding processes and common resources.

Attendees at 10/17/2022 meeting

- Richard Schmidt, Business & Public
- Josh Monson, Minnesota State Patrol
- Anthony Rupp, NL Fire and EMS
- Mel Odens, Kandiyohi County Public Works
- Roger Imdieke, Kandiyohi County Commissioner
- Darica Schneider, Trucking and Public
- Dr. Richard Wehseler, NL Clinic & Public
- Kelly Asche, NL City Council
- Tim Renner: New London Township
- Randall Juhl: New London-Spicer School District 345
- Jon Huseby, MnDOT
- Cody Brand, MnDOT
- Ryan Barney, MnDOT
- Mandi Lighthizer, MnDOT
- Aaron Vacek, SRF Consulting Group

Additional individuals on Advisory Group (unable to attend):

- Stacy Petersen, Business (at intersection), Public
 - Josh Reed, NL Chamber of Commerce
 - Doug Dietz, NL Township
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Background and Introductions

Facilitator Pam Whitmore opened the meeting and reviewed the agenda for the evening. Mandi

Lighthizer then summarized the data gathered from the public regarding the initial four options. The group learned that the public had shown support for the interchange (67%, from both in-person engagement and online engagement, with 70% from in person) and the roundabout (37%, from both in-person engagement and online engagement, with 61% from in-person engagement). The J-Turn had little to no support from the public, and the signal, although it had some public support, did not increase safety (studies show 28% increase in serious and fatal crashes).

As a reminder, the details of the two concepts moving forward include:

Draft Concept 1: Interchange

Time to secure funding: With the type funding sources that exist for this type of project, it is possible it may take 10 years or longer.

Reduction of serious and fatal crashes: 77% reduction.

Estimated project delivery (after funding is secured): 5 or more years.

Estimated (future) cost of construction: \$20-26 million.

Pedestrians: Highway 9 bridge would include a trail across Highway 23.

Speed: Highway speed.

Draft Concept 2: Roundabout

Time to secure funding: With the type of funding sources that exist for this type of project, it is possible it may take 2 years or longer.

Reduction of serious and fatal crashes: 83-86% reduction.

Estimated project delivery (after funding is secured): 2.5 to 3.5 years.

Estimated (future) cost of construction: \$7-10 million.

Pedestrians: trail and pedestrian underpass constructed under Highway 23.

Speed: Reduced speed at roundabout to 15 to 20 MPH.

The group reviewed the proposed one-page summary overview prepared by MnDOT regarding the two concepts moving forward. With the facilitator's assistance, the group engaged in a robust discussion about next engagement sessions, including some general education around the funding of public projects. The facilitator shared with the group the willingness of the area's state senator, Senator Lang, and the area's state representative, Representative Baker, to be involved in the next engagement session. The group requested the facilitator to make best efforts to schedule the next round of engagement sessions for the last week of November.

Next Steps:

- The first meeting of the funding resources educational group was scheduled for Monday, October 31, 2022, and was held.
- A second funding resources educational group is scheduled for November 15, 2022.
- Based on the discussion from the first funding resources group meeting and subsequent emails, it is possible an additional advisory group meeting will be scheduled in early December to report back on funding group discussions.
- The additional Public Engagement session (in person and remote) initially was targeted for the end of November; but, because of election day and other scheduling conflicts, the new target date is for December or early January.

Thank you and please let me know if you have any questions.