

The Minnesota Department of Transportation (MnDOT) and its partners, the City of New London, Kandiyohi County, and New London Township, initiated a safety and access assessment along Highway (Hwy) 23 in New London. The assessment included evaluating four intersections along Hwy 23: County Road (CR) 40, Hwy 9, 153rd Avenue NE, and North Shore Drive.

Purpose of Assessment:

- Identify opportunities to reduce serious and fatal crashes along Hwy 23 in New London.
- Facilitate discussion between local partners, stakeholders, and the public to seek input on concerns and priorities.
- Develop recommendations and establish priorities for improving safety that balance future development, mobility, and accessibility, in both the near- and long-term.

A range of in-person and online public engagement opportunities were offered throughout the assessment process to solicit input from local and regional users along Hwy 23 corridor in New London. Engagement opportunities were designed to be inclusive, collaborative, and convenient to allow the assessment team to reach as many people as possible. This was important to ensure all perspectives were heard and considered.

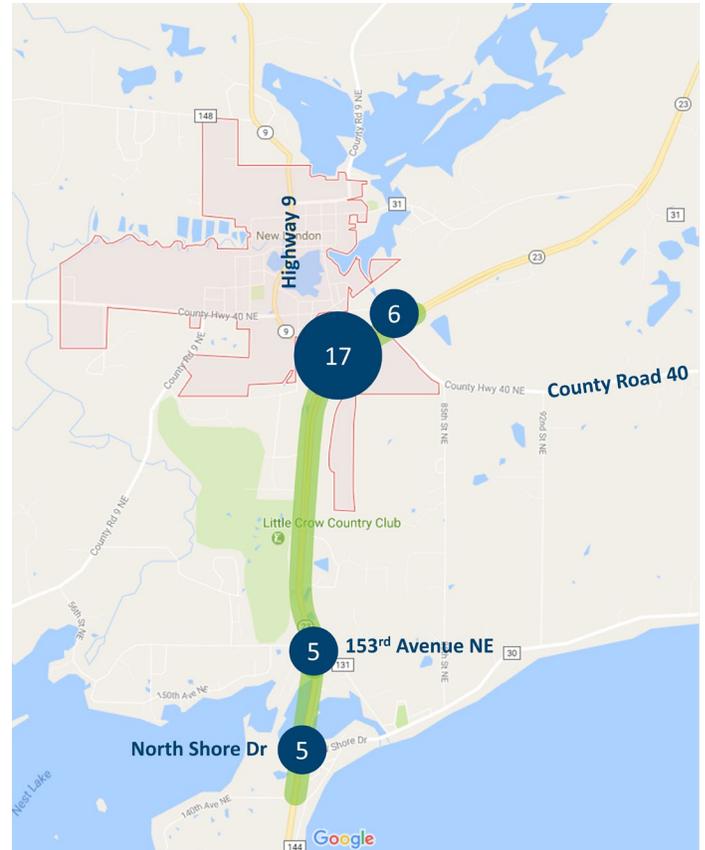
Conducting Proactive and Transparent Outreach:

- Share information broadly.
- Seek input through multiple in-person and online activities.
- Solicit input to further understand perceptions, concerns, and opportunities for improvements.
- Receive meaningful feedback to help shape the recommended improvements.
- Build consensus for a vision for Hwy 23.

The total number of crashes reported (2011-2015) at each intersection is illustrated in the graphic on the right.

The single most crash type occurring at all locations is right angle crashes. These types of crashes are typically severe along similar types of roadways, which can lead to serious and fatal crashes.

One fatality was reported at CR 40 and one was reported at Hwy 9. As previously noted, the purpose of this assessment is to address serious and fatal crashes. Although not indicated in the results in the graphic on the previous page, we understand there were additional crashes and fatalities that occurred in 2016, and we were mindful of these as we identified recommendations for Hwy 23.



In addition to the City’s plans, Kandiyohi County has expressed desires to potentially realign CR 40 from its current intersection with Hwy 23 to the southwest and form a future fourth-leg to the Hwy 9 intersection. Any safety improvement alternatives recommended need to ensure this connection can be made in the future without compromising traffic delays and safety.

J-Turns have proven to be effective addressing the safety needs identified at the Hwy 9 intersection. Further, this alternative can accommodate the potential realignment, and associated development, of CR 40. Several J-Turns have been installed throughout Minnesota as a cost-effective safety solution. The graphic on the following page summarizes how J-Turns improve safety, as well as other benefits that have been realized.

The graphics below and on the following page illustrate the recommendations along with other alternatives considered but dismissed. New London Township is currently designing the turn lanes and these improvements are planned for construction in 2018.

Completing this assessment allows the assessment partners to pursue funding and develop a detailed project scope and schedule. Design and construction can take place once funding has been identified and secured. Implementing major infrastructure projects takes time – it typically takes approximately 2 to 5 years to complete this process of developing and delivering a project.

HOW DO THEY IMPROVE SAFETY?

- ✓ Reduce right-angle crashes by decreasing conflict points
- ✓ Reduce fatalities and injuries caused by right angle crashes on 4-lane divided highways
- ✓ Studies show a 70% reduction in fatalities and a 42% reduction in injury crashes

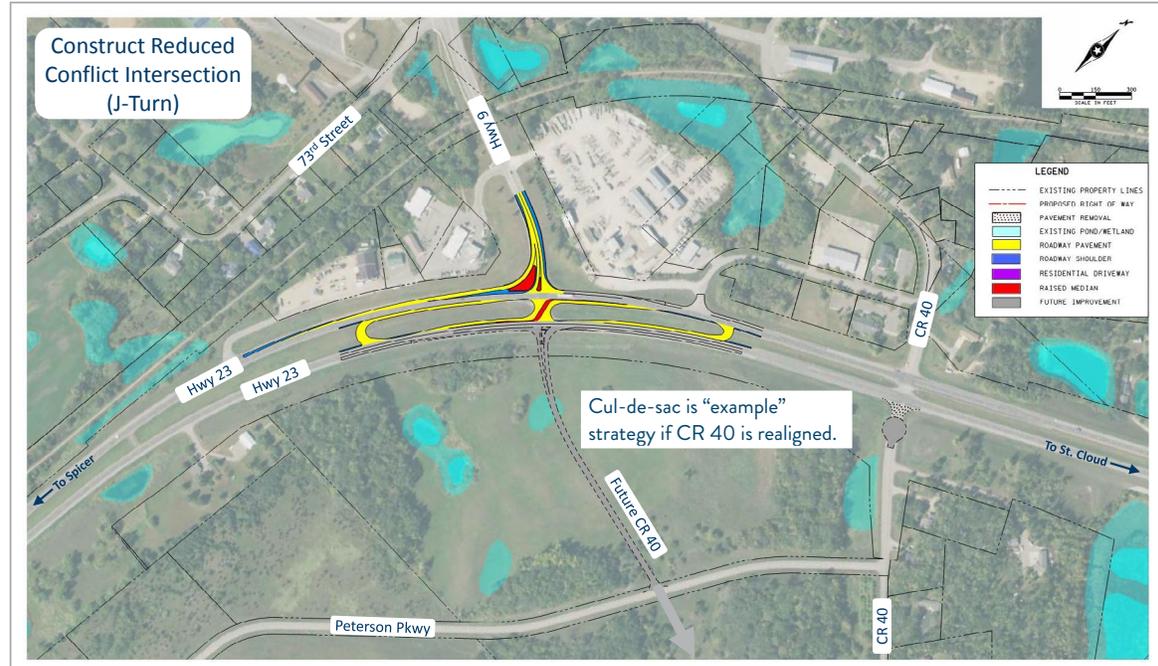
WHAT OTHER BENEFITS DO THEY OFFER?

- ✓ Can be designed and built in approximately one year
- ✓ Often less expensive than constructing an intersection with a stop light or roundabout at a fraction the cost of an interchange
- ✓ Acquiring additional land is typically not needed

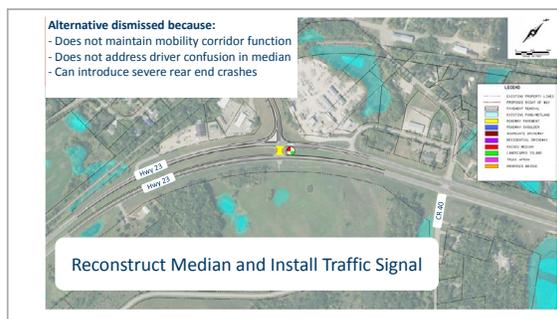
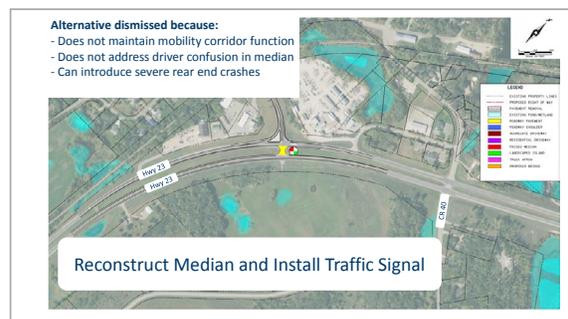
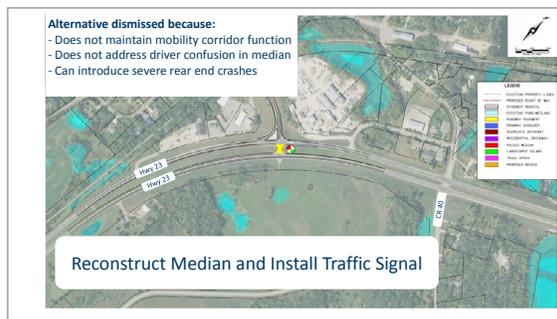
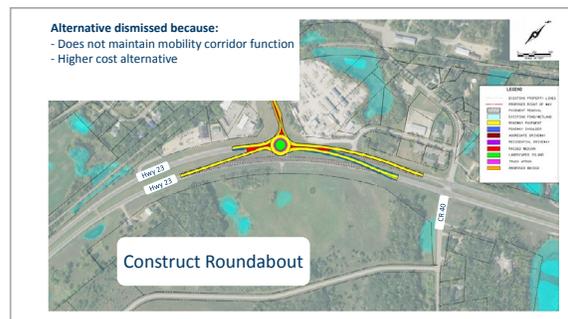


1. US 71 and County Rd 24, Wilmar
2. Hwy 212 and Hwy 284, Colgate
3. Hwy 65 and 160th Avenue, Henri Lake
4. Hwy 53 and County Rd 52, Cotton
5. Hwy 26 and Donnellville Trail, Lake Elmo
6. Hwy 189 and Hwy 22, Saint Peter
7. Hwy 189 and St. Julien St, Saint Peter
8. New Hwy 371 and County Rd 160/707, Pequot Lakes
9. Old Hwy 371 and County Rd 112, Pequot Lakes
10. Hwy 23 and Storage Street, Mound
11. US 52 and County Rd 64, Vermilion
12. US 14 and County Rd 17, Copley Lake
13. US 169 and Minnesota's Largest Candy Store, Jordan

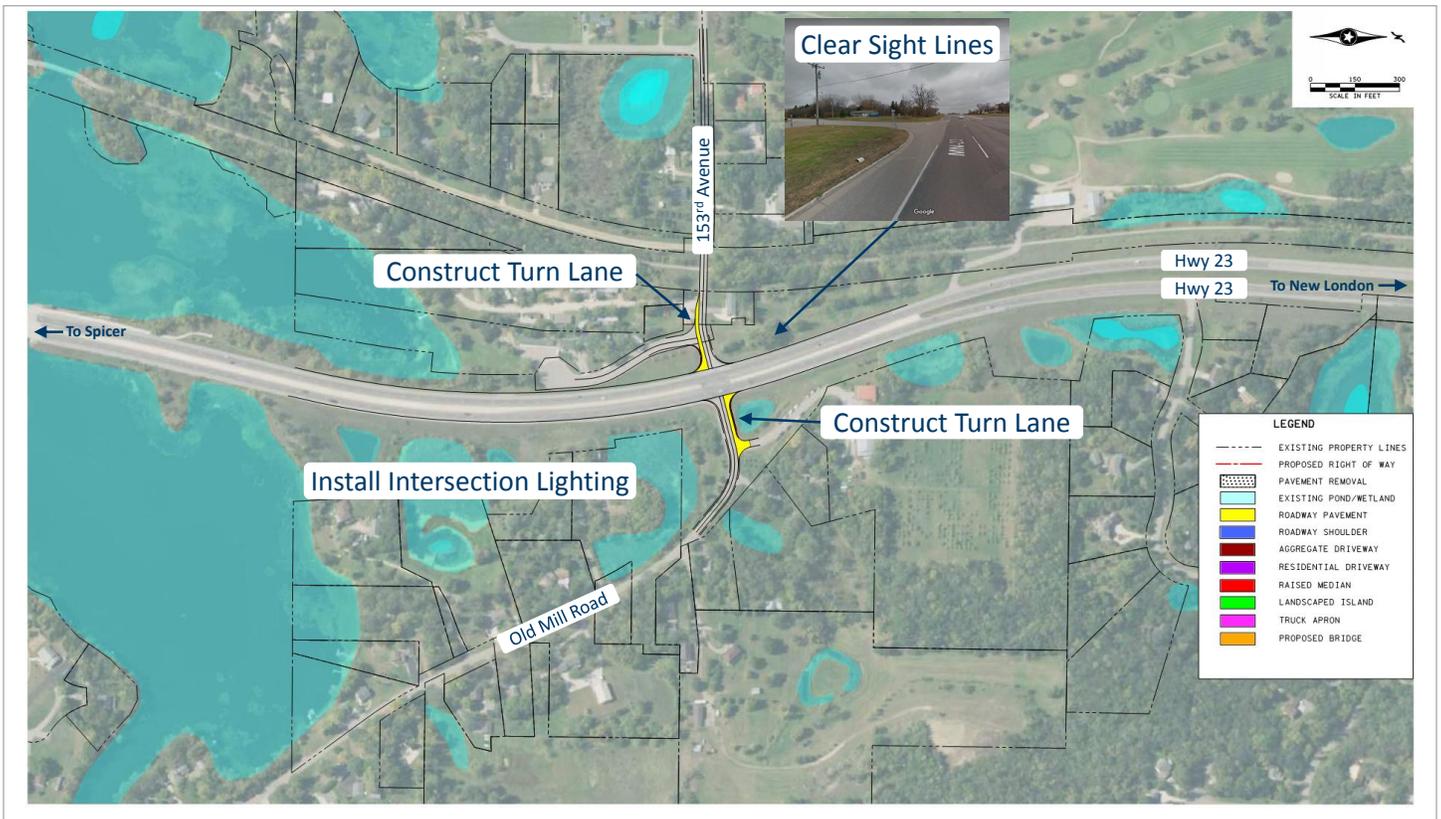
RECOMMENDATIONS: Hwy 9/CR 40 at Hwy 23



Other Alternatives Considered Hwy 9 at Hwy 23



RECOMMENDATIONS: 153rd Avenue at Hwy 23



RECOMMENDATIONS: North Shore Dr. at Hwy 23



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