

## Comment 1

June 11, 2013

Charles Zelle  
Commissioner  
Department of Transportation  
395 John Ireland Blvd  
Mailstop 100  
Saint Paul, MN 55155-1899



21370 John Milless Drive  
Rogers, MN 55374

Commissioner Zelle,

In consideration of your meeting with Representative FitzSimmons, we would like to reiterate the importance of the I-94 expansion project from Hwy. 101 in Rogers to Trunk Highway 241 in St. Michael and the positive impact such an improvement would have on our residents and especially our businesses. Please know that we are completely behind our entire legislative delegation and all that they have done for this corridor and will continue to support them in every action necessary to make the expansion of I-94 a priority project in Minnesota.

Interstate 94 from Highway 101 near Rogers to Trunk Highway 241 in St. Michael has been recognized as the most congested span of interstate in all of Minnesota. While representing only 1.6% of MnDOT's Interregional Corridor System, this stretch makes up 40% of the system's congestion. From the Fish Lake Interchange to Trunk Highway 241, crash rate and severity are double that of the state average. This particular stretch of I-94 is reduced to two lanes west of the Hwy. 101 interchange, causing a bottleneck situation, which is exacerbated by high traffic volume. Lane expansion of I-94, from two lanes to three, would help alleviate the pressure upon this stretch of interstate.

The recent passage of the Corridors of Commerce provision in the Omnibus Transportation Finance Bill offers a route through which the first section of Interstate 94 lane expansion, Highway 101 to Trunk Highway 241 may be funded. Under the specific requirements laid out in the Corridors of Commerce program, the \$30 million expansion project would both objectively meet the criteria and provide an example for future Corridors of Commerce projects. However, several key issues stand in the way of improvements to the I-94 corridor.

Ultimately, this project needs the support of MNDOT. This length of roadway spans the boundary between MNDOT's Metro District and District 3, meaning the project continues to be hampered by jurisdictional oversight. Over the past few years, jurisdictional issues between the two districts has caused a no man's land that has only served to create disdain with MNDOT and its functions among local citizens. Additionally, Met Council's moratorium on lane expansion in the metro area is quintessentially a roadblock for the I-94 expansion project. Since Met Council's jurisdiction reaches the Crow River, any lane expansion on this particular stretch of roadway must also have its approval.

MnSHIP's 20 year plan as a part of the MAP-21 guidelines is also a source of disappointment, as it does not plan any funding for interregional corridors in the next 20 years. Even more disconcerting is that MnSHIP's plan actually states that by 2033, the four interregional corridor systems will be failing to meet their performance targets, meaning traffic times will be affected. The truth about I-94 in particular, as previously mentioned, is that it is already a significant source of congestion in the interregional corridor system and population growth in the Central Minnesota region over the next 20 years will further exacerbate this issue. The time to address I-94 improvements is 2013, not 2033.

The only way to improve commerce, safety issues, and traffic delays on I-94 is through lane expansion. The citizens and businesses that rely on I-94 for travel and commerce are desperate for a solution to the current problems. MNDOT and Met Council are in the driver's seat on this project. As MNDOT's Commissioner, you have the ability to green light the lane expansion and reinstate the area's faith in your department. There are many projects warranting funding in Minnesota, but this particular project is one that will have an immediate, positive impact on our state.

Lastly, we are planning an event in our area, which will be focused on increasing awareness around the needs of I-94. If you could please provide a few dates in August that you would be available so that we can work around your schedule, it would be much appreciated.

Sincerely,



Steve Bot  
Chair  
I-94 West Corridor Coalition



Rhonda Baack  
Treasurer  
I-94 West Corridor Coalition

I-94 Corridor Coalition Board of Directors:

Rhonda Baack,  
I-94 West Chamber  
of Commerce

Jim Berge,  
King Solutions

Steve Bot,  
City of St. Michael

Tom Darkenwald,  
Darkenwald & Sons

Wayne Flam,  
Commercial Realty  
Solutions

Lori Johnson, City  
of Otsego

Adam Nafstad,  
City of Albertville

Jeff O'Neill,  
City of Monticello

Michael Potter,  
Wright County  
Commissioner

Jillian Hendrickson  
Mayor of Albertville

Steve Stahmer, City of  
Rogers

Bret Weiss, WSB  
& Associates

Comment 2



320-845-4244  
320-845-2346 Fax  
www.ci.Albany.mn.us  
email:AlbanyCity@albanytel.com  
P.O. Box 370 • 400 Railroad Avenue  
Albany, Minnesota 56307

*June 20, 2013*

***St. Cloud Area Planning  
1040 Co. Rd. 4  
St. Cloud, MN 56303-0643***

***RE: Resolution MnSHIP***

*The City Council of the City of Albany approved the enclosed Resolution which may be included in your materials to be submitted to MnDOT.*

*Good luck and I hope we are successful.*

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

*Sincerely,*

  
*Tom Schneider  
Clerk/Adm.*

***Encl:***

CITY OF ALBANY

RESOLUTION 2013-16

**REQUESTING INCLUSION OF I-94 WEST CORRIDOR EXPANSION  
IN THE MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)**

**WHEREAS;** the Minnesota Department of Transportation (MnDOT) is in the process of finalizing a new Minnesota State Highway Investment Plan (MnSHIP) that will serve as a guide for investment on the Minnesota State and Interstate highway system through the year 2033; and

**WHEREAS;** this new financially constrained plan proposes to focus the majority of future MnDOT highway investment on system preservation, with limited major expansion projects included in the Twin Cities Region and no major expansion projects included in Greater Minnesota, including the Interstate 94 West Corridor; and

**WHEREAS;** MnDOT has numerous existing and recent plans, including the I-94 Interregional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009) that all identify performance based expansion needs for the Interstate 94 West Corridor, and

**WHEREAS;** the Federal Highway Administration (FHWA) has identified the Interstate 94 West Corridor currently as "highly congested" from the Twin Cities to St. Cloud, with high freight congestion levels forecasted to extend to North Dakota by the year 2040, and

**WHEREAS;** the new federal transportation bill, "MAP-21", requires State Departments of Transportation to address freight bottlenecks such as Interstate 94 using performance based planning and investment criteria, and

**WHEREAS;** the Interstate 94 West Corridor from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT's "Interregional Corridor" (IRC) system, yet accounts for only 1.6 percent of this system; and

**WHEREAS;** crash and severity rates along Interstate 94 between Rogers and Albertville are nearly twice the statewide average; and

**WHEREAS;** the Interstate 94 West Corridor is critical to the tourism industry in Minnesota, accommodating 1.85 million visitor trips annually to the Alexandria and Brainerd Lakes Regions; and

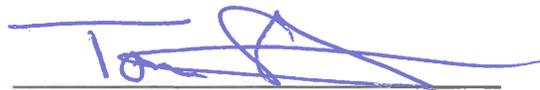
**WHEREAS;** at the request of Governor Mark Dayton, MNDOT is embarking on an advocacy campaign leading into the 2014 Legislative session to educate Minnesotans about the need for additional funding to construct many of the documented unmet State transportation needs.

**NOW, THEREFORE, BE IT RESOLVED;** the City of Albany does hereby request the Minnesota Department of Transportation to include the Interstate 94 West Corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 Minnesota State Highway Investment Plan (MnSHIP).

ATTEST:



Daron Gersch, Mayor



Tom Schneider, Clerk/Adm.

**David FitzSimmons**  
State Representative

District 30B  
St. Michael, Albertville, Ostego, Hanover  
and a portion of Dayton



**Minnesota**  
**House of**  
**Representatives**

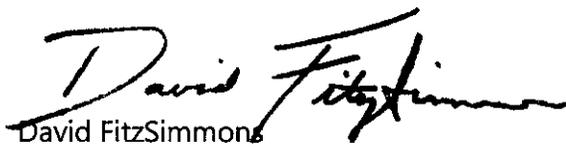
Commissioner Zelle,

As a State Legislator whose district includes Otsego, St. Michael, and Albertville, I witness the backups and congestion that I-94 causes every day. My constituents are constantly asking me to help fix I-94. In an effort to relieve congestion, I, along with all of my fellow Central Minnesota legislators, attempted to include funding for Interstate 94 in this past year's legislative session. Though unsuccessful in passing specific funding legislation for I-94, perhaps more disappointing is the fact that MnSHIP's plan has no funding for any Interregional Corridor improvements.

I-94 West is a main route of commerce and travel in Minnesota and the lack of funding in MnSHIP's 20 year plan is devastating for commuters and businesses who utilize I-94 every day. It disappoints me that, of the 10 key investment categories in the MnSHIP, the only category to not receive funding is the Interregional Corridor System, despite the fact that the other categories are slated to receive as much as \$5.4 billion over the next 20 years.

I appreciate the efforts of MnDOT and all that the department does to ensure that Minnesota has the best possible road system given the challenges our climate places upon roadways. I am also pleased with the working relationship I have had with members of the department and Commissioner Zelle. I am confident that we will continue to have open discussions about transportation projects and issues. On behalf of my constituents, I encourage MnDOT to reconsider the SHIP plan and find a way to rectify the funding gap for the Interregional Corridor System, especially I-94 West between Rogers and Albertville.

Sincerely,

  
David FitzSimmons  
State Representative



## Comment 4

Monday, July 01, 2013 at 12:47:30

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Name: Greg Thesing

Would you like an email response: Yes

Email: [gregthes@brainerd.net](mailto:gregthes@brainerd.net)

Comment: It appears that you are using 1.4% of the budget on a welfare project (Bicycle infrastructure). It has no funding source of it's own. Spending millions of dollars on a non revenue generating project is plain unwise. Roads and bridges cause gas tax, vehicle registration and sales tax revenue to be generated. While bicycle infrastrucure is "nice", it is not a "need". Remember, this is taxpayer money that special interest groups are requesting on their projects. Look at spending that affects the largest number of people.

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## Comment 5

Monday, July 01, 2013 at 17:42:06

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Name: Vernon Jorgensen

Would you like an email response: Yes

Email: [budjay@comcast.net](mailto:budjay@comcast.net)

Comment: I think the cities are going way out of line with the bike lanes, some really are obstructing traffic.

I also feel the too many bike riders are ignoring traffic laws and nothing is being done about it

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## Comment 7

Tuesday, July 02, 2013 at 14:11:43

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Name: Brian

Would you like an email response: No

Email: [nuedc@newulmtel.net](mailto:nuedc@newulmtel.net)

Comment: Not including the expansion of Hwy 14 between New Ulm and Mankato tells me that MNDOT is not in touch with the wishes of area residents. I know of no one who opposes such an expansion. Area residents know it is needed. Ask the State Troopers who patrol Hwy 14 if a four lane would be a safer highway. Ask them if a four lane is needed between Mankato and New Ulm. Maybe you will listen to them.

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## Comment 8

Wednesday, July 03, 2013 at 12:09:37

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Name: Katie Nelson

Would you like an email response: No

Email: [knelson@owatonna.org](mailto:knelson@owatonna.org)

Comment: The omission of the complete four lane Highway 14 expansion from Rochester to New Ulm shows that this plan is out of touch with the actual transportation priorities of the citizens.

This plan does not address the economic development and safety needs of our region.

Not including Highway 14 in the plan makes it harder for federal resources to be directed to the project.

Our communities have been promised the completion of Highway 14 for over 50 years and now we are being told to wait even longer.

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## Comment 9

Thursday, July 04, 2013 at 07:51:39

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Name: Joanne Sherek

Would you like an email response: No

Comment: It does look as if all bases are covered. What plans do you have for the totally unexpected that will drain resources?

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## Comment 10

Friday, July 05, 2013 at 10:45:06

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Name: Allen Lovejoy

Would you like an email response: No

Email: [allen.lovejoy@ci.stpaul.mn.us](mailto:allen.lovejoy@ci.stpaul.mn.us)

Comment: The balance of this Plan is a great step forward, particularly given the fiscal constraints the State faces. Three comments:

1. The Plan would do well to focus even more on "Accessibility", as a complement to "Mobility." MnDOT should have a vested interest in logical land use patterns that can bring workers and employment centers in greater proximity. Serving very low density areas, and shuttling commuters long distances between jobs and home is wasteful and not fiscally sustainable. Expansions in capacity within a corridor should require more responsible local administration of zoning to support such a logical land development pattern.
  2. I support the Plan's homage to Multi-Modal Transportation. Growth in Mobility - particularly in the Metro Area - will come from non-auto trips: transit, walking and bicycling. This is not only good for public health, it is fiscally responsible - as opposed to costly roadway capacity expansions.
  3. "Last mile" access to employment and manufacturing is essential to a growing economy. Some years back I believe it was MnDOT which had an "Access to Markets" program that sought to improve critical links between the NHS and industrial areas - particularly for trucks. I think the Plan discussion of "Critical Connections" should seriously consider resurrecting such a program and define those links deserving of special attention in support of our economy, such as access to barge traffic along Hwy 13 in Savage, and from BNSF Intermodal yard to I-94 in St. Paul. The current federal "Intermodal Connectors" list is a hodge-podge and does not represent a serious look at such connectors.
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## Comment 11

Sunday, July 07, 2013 at 06:30:43

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Name: Roberta Haight

Would you like an email response: Yes

Email: [Ropaulas@msn.com](mailto:Ropaulas@msn.com)

Comment: Thanks for putting this plan together.

I live in Ogilvie, MN, I would like to see more work done to connect bike paths and to have a train to at cloud and Minneapolis.

Thank you

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## Comment 12

Monday, July 08, 2013 at 10:50:38

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Name: Justin Femrite

Would you like an email response: No

Email: [jfemrite@elkrivernm.gov](mailto:jfemrite@elkrivernm.gov)

Comment: The following statement, as included in the report, speaks well to the continued comments we have provided on the plan: "The investment mix is not well-aligned with the public's preferences". We continue to advocate for additional money being invested to improve mobility on the existing Trunk Highway system.

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## Comment 13

Wednesday, July 10, 2013 at 15:46:58

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Name: Audra Shaneman

Email: [audra@newulm.com](mailto:audra@newulm.com)

Comment: As the President of the New Ulm Area Chamber of Commerce, I'm disappointed that the HWY 14 expansion from Nicollet to New Ulm is not included in the 20 year plan for MnDOT. We are shocked that the safety issues on this road are not enough to put it at the top of the list of your projects. If we add the economic impact of this road on our manufacturing industry to the equation, this road certainly should be a priority for MnDOT.

Please reconsider this decision. If you would like to discuss my concern further, please contact me.

Audra Shaneman

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## Comment 14

Thursday, July 11, 2013 at 10:46:22

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Name: Heather Bregel

Email: [jhbregel@comcast.net](mailto:jhbregel@comcast.net)

Comment: Please make the four lane expansion of Highway 14 from Rochester to New Ulm a priority! This project has been promised to southern MN for fifty years. We need this highway project to be done for safety and economic development in our area. We have waited long enough!

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## Comment 15

Thursday, July 11, 2013 at 14:13:44

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Name: Fran miller

Email: [Miller.fran@mayo.edu](mailto:Miller.fran@mayo.edu)

Comment: Please expand hwy 14 from owatonna to rochester. It is a terrible road and unsafe

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## Comment 16

Thursday, July 11, 2013 at 14:31:44

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Name: Shannon Barie

Email: [shannonclobes@hotmail.com](mailto:shannonclobes@hotmail.com)

Comment: I am saddened by the avoidance of including Highway 14 in this plan. I am a professional who chose to live in rural MN after living in Minneapolis for 10 years so I see the needs of both the metro and out-state roads. However, this Highway 14 project has been dangled in front of this region for 30 or more years with no resolution in sight. Family and loved ones continue to have to use this road as their main transportation route even though it is known as one of the deadliest highways in the state. For every leader who is concerned with the degradation of regional Minnesota, ignoring its residents will not improve the situation or the desire to live outside of the metro. Community leaders on the Highway 14 corridor have been diligently proving the dangers of this highway along with trying to find budget solutions. People in this area have been talking about fixing this highway and its accident rate for decades and it feels negligent to once again leave this region off the plan.

Sincerely,

Shannon Barie

New Ulm resident

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## Comment 17

Thursday, July 11, 2013 at 14:49:05

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Name: Edith & Alfred Jandro

Email: [efkjandro@charter.net](mailto:efkjandro@charter.net)

Comment: Hwy. 14 is the Hwy to Mayo Medical Center. We live in Owatonna, Mn. Hundreds of people travel Hwy. 14 daily- back & forth for their livelihood. Many more travel that Hwy. for Medical services. We have a daughter who in time will require a liver transplant, and I am sure there are others who depend on this hwy. for emergencies as well. Recently Hwy. 14 was completed from Mankato to Owatonna. Why was it not extended to Dodge Center? We travel early in the morning from Owatonna to Rochester for our daughter's Mayo clinic appointments. We hold our breath until we reach Dodge Center where we get onto the 4-lane, and can feel safe. Please complete this Hwy. so people can travel more safely to their jobs, and get the health care they deserve without endangering their lives because of an incomplete Hwy. Thank you- Alfred & Edith Jandro

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## Comment 18

**From:** steve burnett [burnettsteve@hotmail.com]  
**Sent:** Thursday, July 11, 2013 2:49 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** Highway 14

Hi Ryan,

I am from Waseca and I am a tax payer of Minnesota State taxes. I am very disappointed that the Highway 14 project **completion** is not part of the 20 year plan. The citizens in this area have waited patiently for over 50 years for this highway to be done completely. It is very unsafe in the portions that are still single lane and gets a tremendous amount of use. I see other highways being built around the state that I feel are not traveled like Highway 14. People have been lobbying for this highway for many years and it seems southern Minnesota projects fall on deaf ears. Please reconsider and help make southern Minnesota a safe place to live and work.

Thanks for listening and your consideration in this area.

Steve Burnett  
[burnettsteve@hotmail.com](mailto:burnettsteve@hotmail.com)

RESOLUTION NO.: 2013 - 40

CITY OF OTSEGO  
COUNTY OF WRIGHT, MINNESOTA

REQUESTING INCLUSION OF I-94 WEST CORRIDOR EXPANSION  
IN THE MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)

**WHEREAS;** the Minnesota Department of Transportation (MnDOT) is in the process of finalizing a new Minnesota State Highway Investment Plan (MnSHIP) that will serve as a guide for investment on the Minnesota State and Interstate highway system through the year 2033; and

**WHEREAS;** this new financially constrained plan proposes to focus the majority of future MnDOT highway investment on system preservation, with limited major expansion projects included in the Twin Cities Region and no major expansion projects included in Greater Minnesota, including the Interstate 94 West Corridor; and

**WHEREAS;** MnDOT has numerous existing and recent plans, including the I-94 Interregional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009) that all identify performance based expansion needs for the Interstate 94 West Corridor, and

**WHEREAS;** the Federal Highway Administration (FHWA) has identified the Interstate 94 West Corridor currently as "highly congested" from the Twin Cities to St. Cloud, with high freight congestion levels forecasted to extend to North Dakota by the year 2040, and

**WHEREAS;** the new federal transportation bill, "MAP-21", requires State Departments of Transportation to address freight bottlenecks such as Interstate 94 using performance based planning and investment criteria, and

**WHEREAS;** the Interstate 94 West Corridor from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT's "Interregional Corridor" (IRC) system, yet accounts for only 1.6 percent of this system; and

**WHEREAS;** crash and severity rates along Interstate 94 between Rogers and Albertville are nearly twice the statewide average; and

**WHEREAS;** the Interstate 94 West Corridor is critical to the tourism industry in Minnesota, accommodating 1.85 million visitor trips annually to the Alexandria and Brainerd Lakes Regions; and

**WHEREAS;** at the request of Governor Mark Dayton, MNDOT is embarking on an advocacy campaign leading into the 2014 Legislative session to educate Minnesotans about the need for additional funding to construct many of the documented unmet State transportation needs.

**NOW, THEREFORE, BE IT RESOLVED;** the City of Otsego does hereby request the Minnesota Department of Transportation to specifically include the Interstate 94 West Corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 Minnesota State Highway Investment Plan (MnSHIP).

**MOTION BY:** Heidner

**SECOND BY:** Warehime

**ALL IN FAVOR:** Stockamp, Heidner, Warehime, Schroeder

**THOSE OPPOSED:** None

ADOPTED by the City Council of the City of Otsego this 8th day of July, 2013.

CITY OF OTSEGO

BY: Jessica Stockamp  
Jessica Stockamp, Mayor

ATTEST: Tami Loff  
Tami Loff, City Clerk



## Comment 20

Friday, July 12, 2013 at 13:56:42

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Name: Alexis Leitgeb

Email: [aleitgeb@ely.k12.mn.us](mailto:aleitgeb@ely.k12.mn.us)

Comment: As the Superintendent for ISD #696, I am very concerned about HWY 169 from Tower, Mn. to Ely, Mn. Daily we send school buses to Tower/Soudan from Ely and they make return trips each afternoon. Four trips a day for our drivers. This is a very dangerous area for the transportation of children on a daily basis. There are no shoulder areas for emergency situations and the road, in the icy weather, is especially slippery and dangerous. I hope that the safety of our children in North East Minnesota will be at the top of your priority list as you work through the future plans for spending funds and for correcting area highways.

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RESOLUTION NO. 39-2013

**REQUESTING INCLUSION OF I-94 WEST CORRIDOR EXPANSION  
IN THE MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)**

**WHEREAS;** the Minnesota Department of Transportation (MnDOT) is in the process of finalizing a new Minnesota State Highway Investment Plan (MnSHIP) that will serve as a guide for investment on the Minnesota State and Interstate highway system through the year 2033; and

**WHEREAS;** this new financially constrained plan proposes to focus the majority of future MnDOT highway investment on system preservation, with limited major expansion projects included in the Twin Cities Region and no major expansion projects included in Greater Minnesota, including the Interstate 94 West Corridor; and

**WHEREAS;** MnDOT has numerous existing and recent plans, including the I-94 Interregional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009) that all identify performance based expansion needs for the Interstate 94 West Corridor, and

**WHEREAS;** the Federal Highway Administration (FHWA) has identified the Interstate 94 West Corridor currently as “highly congested” from the Twin Cities to St. Cloud, with high freight congestion levels forecasted to extend to North Dakota by the year 2040, and

**WHEREAS;** the new federal transportation bill, “MAP-21”, requires State Departments of Transportation to address freight bottlenecks such as Interstate 94 using performance based planning and investment criteria, and

**WHEREAS;** the Interstate 94 West Corridor from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT’s “Interregional Corridor” (IRC) system, yet accounts for only 1.6 percent of this system; and

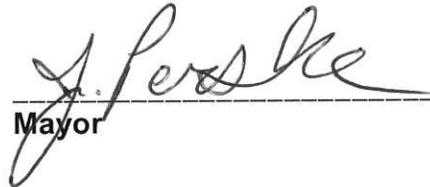
**WHEREAS;** crash and severity rates along Interstate 94 between Rogers and Albertville are nearly twice the statewide average; and

**WHEREAS;** the Interstate 94 West Corridor is critical to the tourism industry in Minnesota, accommodating 1.85 million visitor trips annually to the Alexandria and Brainerd Lakes Regions; and

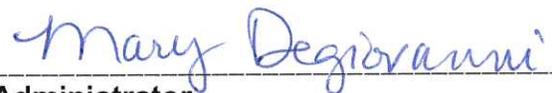
**WHEREAS;** at the request of Governor Mark Dayton, MNDOT is embarking on an advocacy campaign leading into the 2014 Legislative session to educate Minnesotans about the need for additional funding to construct many of the documented unmet State transportation needs.

**NOW, THEREFORE, BE IT RESOLVED;** the City of Sartell does hereby request the Minnesota Department of Transportation to include the Interstate 94 West Corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 Minnesota State Highway Investment Plan (MnSHIP).

**ADOPTED BY THE SARTELL CITY COUNCIL THIS 8<sup>th</sup> DAY OF JULY, 2013.**

  
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Mayor

**ATTEST:**

  
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Administrator

**SEAL**

**CERTIFICATION**

I, Mary Degiovanni, City Administrator of the City of Sartell, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Council of the City of Sartell at a regular meeting held on the 8<sup>th</sup> day of July, 2013.

*Mary Degiovanni*

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Mary Degiovanni  
Sartell City Administrator

## Comment 22

Saturday, July 13, 2013 at 10:18:52

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Name: John Morgan

Email: [morg55306@yahoo.com](mailto:morg55306@yahoo.com)

Comment: I suggest that a new interchange at 35W/494 is dire. Also, auxiliary lanes need to be incorporated as standard operating procedure. Much of our gridlock is attributed to cars having to merge the second they hit the bottom of the ramp. 494 at France is an example. The traffic merging onto 494, specifically from southbound France onto EB 494 brings the freeway to a halt. Another example is 169 SB in Eden Prairie. Now that the stoplights at 494/169 are gone it has pushed the delays south, as the traffic merging onto the freeway from Anderson Lake and Pioneer Trail bring the freeway to a halt. Auxiliary lanes are almost like having an extra lane and make such a huge difference. The other most pressing thing I see is the need for a 3rd lane from Rogers to St. Cloud on 94. Finally, please quit wasting taxpayer dollars by doing things half-baked. After 2 or 3 rebuilds and hundreds of millions of dollars, the 494/169 interchange still isn't done right. And please quit relying on traffic clogging cloverleaves at major junctions. Every other city in America has seen the folly in this and uses flyover ramps and stack interchanges. Thank you.

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## Comment 23

Sunday, July 14, 2013 at 08:11:53

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Name: david janssen

Email: [drjans821@mchsi.com](mailto:drjans821@mchsi.com)

Comment: I think we should make highway 14 from Owatonna to Rochester a top priority! It is a dangerous and busy highway.

Mr.Janssen

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## Comment 24

Tuesday, July 16, 2013 at 13:43:50

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Name: Tim Collins

Email: [tc218@hotmail.com](mailto:tc218@hotmail.com)

Comment: Again southern Minnesota gets the short end of the stick. Hwy 14 should be a priority for the state to get completed from Rochester to New Ulm.

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## Comment 25

Monday, July 22, 2013 at 04:32:09

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Name: Joyce Schlangen

Email: [jmschlan@aol.com](mailto:jmschlan@aol.com)

Comment: 3 lanes each way from MPLS to St. Cloud is an absolute necessity. Who is coming up with your priorities that you can not figure this out? Anyone who commutes or even just drives to the "cities" occasionally can figure this out! Use our transportation dollars for roads vs rail! We pay for roads and that is what we want!!

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## Comment 26

Monday, July 22, 2013 at 06:16:30

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Name: Doug Jungels

Email: [kd0dac@charter.net](mailto:kd0dac@charter.net)

Comment: I have travelled this corridor nearly daily for the last 20 years. I used to be able to get home in St. Cloud from the northern suburbs in about 55 minutes. Today it is nearly 90 minutes to make the same drive. Traffic does not even start to lighten up until Clearwater and then the amount of traffic between Clearwater and St. Cloud is still heavy. I would approximate the amount of traffic has at a minimum tripled if not quadrupled in the last 20 years. More dollars absolutely need to be spent in outstate MN instead of the Twin Cities Metro. This corridor is vital to the growth of business in outstate MN as well as the metro area. Widening to 3 lanes each direction is crucial to that growth and must be addressed instead of ignored.

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## Comment 27

-----Original Message-----

From: Sixtillys [<mailto:sixtillys@yahoo.com>]

Sent: Monday, July 22, 2013 7:20 AM

To: Wilson, Ryan (DOT)

Subject: St Cloud needs your help

Ryan,

First of all, I want to thank you. The MnSHIP document is very well done. Clearly, there has been a lot of time and effort and thought put into it. As a taxpayer, I really appreciate the level of diligence that you and your team have put into the effort.

I should tell you that I have never written a letter like this but thought I would give it a shot.

As the saying goes, you can't please all the people all the time. Well, that is certainly the case here. You simply don't have enough funding to please everyone. I get that.

I bring a unique background to transportation issues. My family and I lived in Maple Grove/Plymouth for 16 years and then moved to Sartell 5 years ago. Based on this, I firmly agree that the Twin Cities needs to be the #1 priority. As an example, I was driving 494 south by Bass Lake road and realized it hadn't changed since 1991 when I moved here. This simply has to change and I believe that is a priority going forward. I totally agree.

Now, let me give you a different perspective. The St Cloud perspective. In my opinion, St Cloud has the worst road infrastructure of any town of 200,000 that I have ever seen. This is not an overstatement. I cannot believe there is NO interstate through St Cloud. Can you name another city of that size that doesn't have an interstate through it? This needs to be a priority over the next 20 years. Highway 15 and 23 are just not adequate. Not even close. I was thrilled to hear that that 15 and CSAH 120 project was a priority. That was great news.

I would also agree with the many articles written that I-94 needs to be a priority over the next 20 years. It is a major artery that is fast becoming a choke point. I can't imagine what it will look like in 20 years. Let me give you the view from where my perspective as a business leader.

St Cloud is on a growth pattern and one which I personally am going to be involved in. (You can check my background on LinkedIn to understand my business background.) I work for Nahan Printing in St Cloud, a top 100 printer in America. We print direct mail advertising and are projected to grow substantially over the next 10 years. We ship printed materials all over the United States AND our customers who are the decision makers on where these items print typically fly into MSP and drive up to St Cloud for press OK's. we have 20+ press OK's per week. If traffic and congestion worsens, I'm very concerned that we will begin to lose these precious customers to more easily accessible printers. Nahan is one of many thriving businesses in St Cloud that depend on this critical artery. Most of these businesses are not household names but they are the backbone of our community.

I welcome your comments. Thanks for inviting feedback.

Best Regards,

Curt Tillotson  
320-291-5022  
[Curtis.tillotson@yahoo.com](mailto:Curtis.tillotson@yahoo.com)

## Comment 28

-----Original Message-----

From: Keith Kennedy [<mailto:kkennedy@stcloudstate.edu>]

Sent: Monday, July 22, 2013 12:49 PM

To: Wilson, Ryan (DOT)

Subject: I 94 improvement

My wife and I moved to St. Cloud from Nebraska in 1964, almost 50 years ago. At that time, access to the tin cities was via highway 10. It was always a really difficult drive. Traffic backups of a mile or more were common during rush hour and on the week ends. When I-94 was opened, it once again made the trip to the Twin Cities an easy drive, even during rush hour and on the weekends. Now I-94 has reached and even exceeded its capacity. Lines of backed-up vehicles, often exceeding a mile in length, are becoming more and more common. I-94 is in desperate need of an additional driving lane in both directions. These lanes must be high on the list of priorities for immediate highway spending. Thank you for your consideration.

Keith Kennedy  
821 11th St SE  
St. Cloud, MN 56304

## Comment 29

Monday, July 22, 2013 at 14:24:49

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Name: chad Gibbish

Email: [crgibbish@gmail.com](mailto:crgibbish@gmail.com)

Comment: Diamond grind/level grind(or whatever it's called)all concrete roads like Hwy 77/Cedar Ave.

Have they experimented with shredding different types of materials to mix in the tar/cement to see if the surface would better hold up to the elements?

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Monday, July 22, 2013 at 14:27:12

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Name: chad Gibbish

Email: [crgibbish@gmail.com](mailto:crgibbish@gmail.com)

Comment: Would it be possible to put flashing LED lights on 'Reduced Speed Ahead' signs?

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## Comment 30

Monday, July 22, 2013 at 14:40:18

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Name: Patrick Benson

Email: [bensonpatrick@hotmail.com](mailto:bensonpatrick@hotmail.com)

Comment: The expansion of I94 between Rodgers and St Cloud is critical. the comuter volume alone should justify it, add in the freight and travelers you are selling it short.

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## Comment 31

**From:** Deborah Ampe [<mailto:debampe@gmail.com>]

**Sent:** Monday, July 22, 2013 3:11 PM

**To:** Wilson, Ryan (DOT)

**Subject:** Make Plan for work on I-94

I live on Grand Lake which is about 15 miles west of St. Cloud. I drive to Minneapolis at least once a week to care for my grandson. I would guess about 75% of the time I get caught in heavy traffic which adds about 20 - 30 minutes to the drive. Besides the frustration, I think about all the gas that is wasted by all these vehicles.....

PLEASE consider a plan to make I-94 a 6 lane corridor, include this in the MnDOT budget - start now at setting up a budget for this project.

Thank you for this important consideration!

Deborah Ampe

[debampe@gmail.com](mailto:debampe@gmail.com)

22065 Agate Beach Rd.

St.Cloud, MN 56301

## Comment 32

Monday, July 22, 2013 at 15:42:18

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Name: Bob Nathe

Email: [rjnathe@gmail.com](mailto:rjnathe@gmail.com)

Comment: To whom it may concern,

I have grown up in Minnesota my entire life and have experienced the change on I-94 from St. Cloud to the Minneapolis area over the past 30 years.

I now call Rogers home, but it is a concern that expanding I-94 to St. Cloud is not a priority. Have you ever had a chance to sit in the traffic on I-94 on a summer weekend? It's not fun. It's a waste of my gas money and of my time that we all don't have enough of to go around.

It is disappointing to see that something that has been "talked" about since I was a child will not happen, according to this new plan, until my kids are adults...probably moved up and out partially due to this traffic and congestion issue.

If my parents would've known when I was a child that their tax money was used to investigate and then not actually take action when MnDOT said they would, it is very disappointing. It is disheartening to trust a government that doesn't deliver on what it says it will.

After living in Texas for 5 years and experiencing their infrastructure, I long for the days where I can get anywhere, without much traffic, at any time of the day.

Very disappointing if you don't start to include that expansion. The I-94 corridor is crucial to sustaining Minnesota as an economic driver.

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## Comment 33

Tuesday, July 23, 2013 at 09:57:26

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Name: Steve Marquardt

Email: [marquardt.steve@gmail.com](mailto:marquardt.steve@gmail.com)

Comment: If the "plan shall incorporate all modes of transportation including bicycle commutation and recreation and provide for the interconnection and coordination of different modes of transportation," then why are SHOULDERS being REDUCED from widths of 6 or 7 feet to only one (1) foot in recent highway resurfacing projects?

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## Comment 34

Tuesday, July 23, 2013 at 10:06:42

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Name: Robert Beussman

Email: [robert.beussman@ci.new-ulm.mn.us](mailto:robert.beussman@ci.new-ulm.mn.us)

Comment: This plan does not take consideration of a new bridge in New Ulm and the planning of an improved interchange at Us Highway 14 and MN Highway 15. It would be more economical to complete the Bridge,Interchange, and complete expansion from New Ulm to Rochester.

This plan does not address the economic development and safety needs of our region.

Not including Highway 14 in the plan makes it harder for federal resources to be directed to the project.

Our communities have been promised the completion of Highway 14 for over 50 years and now we are being told to wait even longer.

Not having access to a four lane Highway limits the development of new economic growth for New Ulm that is needed for the growth of all of Minnesota.

The omission of the complete four lane Highway 14 expansion from Rochester to New Ulm shows that this plan is out of touch with the actual transportation priorities of the citizens.

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## Comment 35

Tuesday, July 23, 2013 at 10:20:38

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Name: Matt Voigt

Email: [matt0102@gmail.com](mailto:matt0102@gmail.com)

Comment: I94 lane expansion from rogers to St. Cloud should be a high priority or at least to Monticello. This would greatly help the economy in St. Cloud, especially the south side. I commute from south St. Cloud to Maple Grove every day and the traffic is only getting worse. At some point I will be forced to move from St. Cloud closer to Maple Grove if the traffic is not reduced and I suspect many other St. Cloud residents will do the same. Put politics aside and make this project a priority. It will be great for the largest city in central Mn.

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## Comment 36

**From:** Nancy Kalthoff [<mailto:NKalthoff@gw.stcdio.org>]  
**Sent:** Tuesday, July 23, 2013 9:48 AM  
**To:** Wilson, Ryan (DOT)  
**Subject:** 1 94 expansion to St Cloud

We need more lanes of traffic from St Cloud to Rogers on I 94. The population is only going to grow in the St Cloud area, and frequent trips to the Twin Cities make this stretch of highway over crowded. The semi truck traffic is also heavy on this stretch, and will get much busier in the next 20 years.

Please reconsider and include this project in the budget. Thanks

## Comment 37

**From:** Mark Geller [<mailto:Mark@hit4you.net>]  
**Sent:** Tuesday, July 23, 2013 9:07 AM  
**To:** Wilson, Ryan (DOT)  
**Subject:** I-94 Corridor to St. Cloud

Mr. Wilson,

I live and work in St. Cloud.

I drive into the Twin Cities at least twice a week and sometimes more for business, family and fun.

I have been following the news that MNDOT is considering delaying the proposed expansion of I-94 between St. Cloud and Rogers for up to 20 years due to funding shortages.

I am curious.

Approximately how many vehicles travel this corridor on a daily basis?

Thank you.

**Mark Geller**  
**(320) 259-8222**

[www.HighImpactTraining.net](http://www.HighImpactTraining.net)

[www.ThrivingInChaos.com](http://www.ThrivingInChaos.com)

[Like us on Facebook!](#)

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## Comment 38

Tuesday, July 23, 2013 at 13:40:53

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Name: Peter Breyfogle

Email: [peter.breyfogle@gmail.com](mailto:peter.breyfogle@gmail.com)

Comment: While I applaud MnDOT for finally calling out bicycling infrastructure as a part of the strategic plan; I think it deserves funding closer to its mode share and a goal to increase its mode share.

I recommend that MnDOT spend safety money on bike safety messages as well. Click it or Ticket and Drunk Driving are messages that have been heard enough. There is an increased percentage of deaths and injuries to vulnerable users and that needs to be heard. Emphasize should be placed on attentive driving.

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## Comment 39

July 22, 2013

Commissioner Charlie Zelle  
Minnesota Department of Transportation  
C/O Ryan Wilson, P.E. AICP  
395 John Ireland Boulevard, MS 440  
St. Paul, Minnesota, 55155-1899

Re: Minnesota 20-year State Highway Investment Plan

Dear Commissioner Zelle,

Thank you for the opportunity to review the Minnesota State Highway Investment Plan (MnSHIP), and for attending the Council meeting to explain the plan. On behalf of the Metropolitan Council, I am submitting this letter which comments on the plan as a whole and not on specific elements of MnSHIP.

We are disappointed, as I'm sure you are, that inadequate state funding exists to meet the needs of our state and regional transportation systems. Particularly in the second half of the 20-year period covered by MnSHIP, it is clear that a preservation-focused approach to highway investment does not serve the state's economy well. As the Metropolitan Planning Organization for the seven-county Twin Cities area, we are acutely aware that the economic competitiveness of our region demands sufficient transportation funding to implement preservation, technology and management improvements for our mature highway system, and add strategic roadway capacity as well as building out and improving our regional transit network. A more holistic, multimodal approach to transportation funding and investment would give us the resources to more effectively manage our highway and transit networks and improve the flow of people, goods and services across the region. Regrettably, neither the Metropolitan Council nor the Minnesota Department of Transportation has funding resources sufficient to implement this vision.

The Metropolitan Council is committed to a partnership with the Minnesota Department of Transportation that advocates for and seeks legislative agreement to ensure our transit and transportation network receives needed funding to keep our economy competitive on a national and global scale. I look forward to our continued work on this important issue.

Warmest regards,



Susan Haigh  
Chair

## Comment 40

Tuesday, July 23, 2013 at 18:09:23

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Name: Kirt Garrison

Email: [kirt\\_garrison@hotmail.com](mailto:kirt_garrison@hotmail.com)

Comment: Priority should be given to maintaining the roads and bridges that we currently have. It's lunacy to spend anything on bike paths or other projects that are merely nice to have when we have roads that are falling apart.

Along that vein, a lot of the congestion and frustration in the metro area could be reduced with a small amount of planning. Blow up a north/south route and an east/west route and finish the project instead of seeing how many millions of traffic cones and barrels can rot alongside the roads when almost every route is compromised. Whoever the contractor is for the 494 project in Bloomington should either hire 3 or 4 more people, which would effectively double their staff, or start working another 3 or 4 hours a day, which might possibly bring them up to part time employment. There is NO excuse for that road to be in the shape it's in when 35E can be rebuilt in a summer.

Fix what we have, and fix it efficiently, and people will be much happier with you.

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## Comment 41

Tuesday, July 23, 2013 at 18:37:54

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Name: Wendi Anderson

Email: [wendi@thewendi.net](mailto:wendi@thewendi.net)

Comment: It seems the roads that are listed are for smaller arterial roadways. What about the congestion on I-35 south of Burnsville? There have been numerous crashes on the stretch south of Burnsville. Truck traffic, car traffic and this is a main artery through the state into the Twin Cities Metro. What is the 20 year plan for that stretch of highway?

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## Comment 42

Tuesday, July 23, 2013 at 20:23:33

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Name: jim cox

Email: [jwcox@charter.net](mailto:jwcox@charter.net)

Comment: We need your help in getting the highway 14 4 lane completed between Dodge Center and Owatonna. This is a very busy and dangerous section of highway. The traffic often exceeds the posted limit and people try to pass when is is not safe to do so. Any help is fixing this safety issue or making it a priority is appreciated.

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## Comment 43

Wednesday, July 24, 2013 at 08:24:23

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Name: Dan Wirth

Email: [slipnslidemn@gmail.com](mailto:slipnslidemn@gmail.com)

Comment: I strongly believe that I-35 needs to be expanded to three lanes before the 35W & E split. 2 lanes is really limiting the growth of the whole Twin Cities area. I drive on this everyday and it is always backed up with 20mph traffic or less. I live in Lakeville and our Mayor, Matt Little, is also pushing for this. Thank you!

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## Comment 44

Wednesday, July 24, 2013 at 08:33:57

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Name: Sandy MacIntosh

Email: [sandymac@charter.net](mailto:sandymac@charter.net)

Comment: Ow can you possibly keep over-looking the stretch of Highway 218 between Owatonna and Rochester? We are investing \$5 billion dollars in the Mayo health system and yet you keep pushing back improvements on Highway 14. It doesn't make sense. We have waited long enough for this project. Please find time soon to get it done. I am willing to pay more in gas taxes. Thank You: Sandy and Karen MacIntosh.

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## Comment 45

Wednesday, July 24, 2013 at 08:38:23

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Name: Jason Hanson

Email: [northernlightspoker@gmail.com](mailto:northernlightspoker@gmail.com)

Comment: Please include a third-lane expansion for I-35 in the south metro. As the Metro area has grown, the levels of congestion have increased and safety has been impaired. There have been over 300 crashes that have occurred in this section of I-35 over the past three years, including 125 injuries and four fatalities. The Federal Highway Administration has previously commented that additional lanes are warranted along this stretch of highway.

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## Comment 46

Wednesday, July 24, 2013 at 10:12:59

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Name: Jenny Burger

Email: [987snow@gmail.com](mailto:987snow@gmail.com)

Comment: I am glad to hear that there is talk of expanding the lanes on 94 to the St. Cloud area. Along with this or even BEFORE this happens the I94 and Hwy 23 intersection should be made into a cloverleaf. The intersections on Hwy 23 for I94 are ridiculous, especially with the amount of semis that use these two roads. Hwy 23 traffic is moving along at 65mph+ and semis just pull out trying to get access onto 94. Thanks

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## Comment 47

Wednesday, July 24, 2013 at 10:16:12

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Name: Minas Hovsepian

Email: [h\\_minas@hotmail.com](mailto:h_minas@hotmail.com)

Comment: I35 needs to be expanded to 3 lanes in each direction from the Split in Burnsville South through at least the last exit in Lakeville. There have been several accidents in this stretch and it is always congested directionally during rush hour periods. This will not only help with this but will also help with future population growth and open up the Southern most suburbs to the level of business growth that other corridors have already enjoyed.

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## Comment 48

Wednesday, July 24, 2013 at 10:56:10

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Name: Lisa Smethers

Email: [leesaliza@yahoo.com](mailto:leesaliza@yahoo.com)

Comment: I-35 is a critical corridor serving Lakeville and the entire Metro area. As the Metro area has grown, the levels of congestion have increased and safety has been impaired. I-35 South in Lakeville needs to be expanded to three lanes both directions, at least to County Road 70. Also, the exit to County Road 70 heading south could certainly be a much longer exit lane, especially with all the semi trucks that exit there.

Another idea would be to have the right lane of the overpass on 35E south to I-35 be an exit only for County Road 46. Thank you

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## Comment 49

Wednesday, July 24, 2013 at 12:00:36

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Name: Sandra Riha

Email: [kitykatt12@yahoo.com](mailto:kitykatt12@yahoo.com)

Comment: Please add a third lane to I35 in Lakeville at least going south. It gets backed up every day at the Lakeville exits (hwy 70-exit 81, 185th street-exit 84 and hwy 50-exit 85) during rush hour. Just an exit lane like the one for hwy 50 would work for the other two exits. Too many people slow down on the interstate for their exits causing back-ups.

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## Comment 50

Wednesday, July 24, 2013 at 12:10:20

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Name: Michael Henderson

Email: [michaelhenderson1@frontier.com](mailto:michaelhenderson1@frontier.com)

Comment: I am wondering why I-35 between the Burnsville Split of I35W/E and Elko, MN isn't included in a 20 year plan to add a 3rd lane? This area is seeing more & more traffic, especially in the last 5 years, and is only increasing. As the Twin Cities becomes bigger and more people move to the edge of the suburbs, it's only obvious that a 3rd lane in both directions be added, or at least addressed.

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## Comment 51

Wednesday, July 24, 2013 at 09:24:38

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Name: Joseph Walz

Email: [jwalz@unique-software.com](mailto:jwalz@unique-software.com)

Comment: I travel [I-94 to St Joseph MN] once or twice a week. I need to schedule my time to avoid the traffic mess. Never on Sunday evenings, Friday evenings, or during any rush hours.

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## Comment 52

Wednesday, July 24, 2013 at 12:28:19

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Name: Mary Theresa Downing

Email: [marytheresad@gmail.com](mailto:marytheresad@gmail.com)

Comment: Please don't forget to include plans to decrease traffic and its attendant air pollution, which has health costs for all of us, in the State Highway Investment Plan.

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## Comment 53

Wednesday, July 24, 2013 at 13:55:04

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Name: Susan O'Hagan

Email: [gs2ohagan@gmail.com](mailto:gs2ohagan@gmail.com)

Comment: We have seen the growth in population and traffic in these last 22 years in the Lakeville area - and more is to come. We believe that 35 W should be widened to 3 lanes, north and south, to alleviate congestion and provide a safer road on which to drive.

Thank you for this important consideration.

Susan and Curtis O'Hagan  
9327 191st Street W  
Lakeville, MN. 55044

952-469-6711

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## Comment 54

Wednesday, July 24, 2013 at 13:56:44

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Name: abe zanto

Email: [abezanto@gmail.com](mailto:abezanto@gmail.com)

Comment: I really feel that a third lane on both northbound and southbound I35 from the Burnsville split to at least county 70 in Lakeville are not only needed but would help in the safety of the ever increasing level of traffic on that stretch. Please look at including this plan into the very near future before the growth in the area makes this an even more costly and inconvenient project. Thanks!

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## Comment 55

Wednesday, July 24, 2013 at 13:58:12

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Name: Terry Branham

Email: [terrybran613@aol.com](mailto:terrybran613@aol.com)

Comment: Dear Gentlemen

I am a long time Lakeville resident and for business I must travel around the entire metro each week. Some of my biggest traffic headaches are getting north of the BV Parkway because of congestion on I 35 from 185th St exit. The amount of money spent on the ridiculously expensive taxpayer funded bus transport and architecture vs. highways is scandalous. I ask you consider we tens of thousands transitting I35 every day and our work does not take us to the stops by these luxury mass transit vehicles. Please get focused on our roadways as people and businesses are losing thousands of productive hours caught in parking lot traffic along I35 thru Lakeville. Yes, I am a MNPASS customer as well and laugh at your jacked up prices during traffic jams you create. You write your own ticket every day and at the expense of the people you are supposed to be providing a service. Please try remember that. thank you

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## Comment 56

[Follow-up email from Minas Hovsepian, added to above comment. Received 07/24/2013 at 2:45 PM]

Thanks for the quick response.

Here are a couple other comments, I would also like to see a 4th lane added from Highway 13 north until 106th and a 4th lane that starts and ends with each on and off ramp on 35W between 106th and 494 in both directions. I think it would help with Minnesotan's lack of merging skills and with the fact that the Highway Robbery MN Pass Lane didn't solve any of the traffic issues, it just allowed a few people with disposable income to benefit.

I would also like to see you open the MN Pass to other states transmitters or remove the monthly fee from the MN Pass. I hold an I Pass from Illinois that is good from WI to New England and doesn't charge any fees, but MN's charges a fee even if you don't use it and it is only good in MN.

Thanks for your consideration

## Comment 57

Wednesday, July 24, 2013 at 23:19:02

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Name: Thue Rasmussen

Email: [thueor32@comcast.net](mailto:thueor32@comcast.net)

Comment: It is very important for DOT to include plans for air quality improvement integral to other developments.

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## Comment 58

Thursday, July 25, 2013 at 08:18:51

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Name: Kyle Skov

Email: [kyleskov@gmail.com](mailto:kyleskov@gmail.com)

Comment: I would like to take the opportunity to comment on the MNSHIP Plan. To me and all other residents of Southern Minnesota, the omission of the four lane Highway 14 expansion from Rochester to New Ulm is a huge oversight. Is MNDOT that out of touch with the needs of Southern Minnesota? Safety improvement alone warrants the expansion to 4 lane, not to mention the negative economic impact the current roadway puts on the region.

Kyle Skov  
540 Academy Street  
Owatonna, MN 55060

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## Comment 59

Thursday, July 25, 2013 at 11:37:56

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Name: Erik Ostrom

Email: [resident@erikostrom.com](mailto:resident@erikostrom.com)

Comment: I don't know how you can have a 20-year plan in the 21st century that doesn't directly confront climate change. The need to reduce greenhouse gas emissions is going to affect how we use our roads - what kind of vehicles we use, what kind of trips we make. And the climate change that's already underway is going to change the weather that wears on our roads.

I appreciate the nods to bicycling and walking, which in many cases can reduce carbon emissions. But climate change needs to be a first-class consideration, not something mentioned in passing here and there.

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## Comment 60

Thursday, July 25, 2013 at 13:30:31

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Name: Kent DeCook

Email: [skiingsixpack@gmail.com](mailto:skiingsixpack@gmail.com)

Comment: Please include I-35 south through Lakeville and make it 3 lanes all the way to Elko. You just need to fill in the ditch like you did in stages from Burnsville up to I-494. The ditch is worthless and the added lanes will help reduce congestion and ease traffic crashes / deaths.

Thank you,  
Kent DeCook  
Lakeville, MN

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## Comment 61

Thursday, July 25, 2013 at 13:39:47

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Name: John Buttweiler

Email: [Jbuttwei@amfam.com](mailto:Jbuttwei@amfam.com)

Comment: I can hardly believe that I94 is not on a priority list to be widened. This is a main transportation link through MN. As a daily commuter this road is a serious problem to transportation. Congestion and people taking alternative routes cause congestion to the other roads as well. Serious accidents occur every day due to people taking alternative routes because of the gridlock. Being in the insurance industry it is costing everyone premium dollars and in some cases loss of life. I invite anyone on this committee to drive this road for a week. What should take an hour from St. Cloud to Eden Prairie can take as long as 3 1/2 hours, which is the extreme. When we do get an inch or two of snow, most cases from 3:00 to 6:00 it takes 2 hours on average. This is the worst road in the US for congestion. Even in LA the traffic moves. The first priority is making I94 3 lanes. Thank you.

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## Comment 62

Thursday, July 25, 2013 at 15:58:27

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Name: Milo and Jennifer Johnson

Email: [jennjohns@charter.net](mailto:jennjohns@charter.net)

Comment: Please seriously consider major lane additions for I-35 from south of county rd 46 to at least Elko. This particular area is congested and very dangerous to all motorists traveling I-35. After living in this community for 17 years it definitely feels that this part of the metro area has been ignored and too many drivers are dying on this portion of MN road systems. From what we understand there have been roughly 300 accidents in this area along with over 100 injuries and 4 deaths in the last 3 years alone. Thank you for your consideration. Milo and Jennifer Johnson. 17733 Keystone Ave, Lakeville, MN

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## Comment 63

Thursday, July 25, 2013 at 21:56:45

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Name: Matthew Beukelman

Email: [mbeukelman@hotmail.com](mailto:mbeukelman@hotmail.com)

Comment: Please explore the expansion of I35 south of the 35W/35E merge to add additional lanes with the 20 year investment strategy. Traffic is horribly poor and dangerous and with Lakeville being the fastest growing city in the metro it will only get much worse in the coming years.

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## Comment 64

Thursday, July 25, 2013 at 22:25:21

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Name: Paul Kath

Email: [pkath@charter.net](mailto:pkath@charter.net)

Comment: I would like to see 35w in Lakeville expanded to 3 lanes especially going south from County 50 past County 70. Traffic slows down way too much to be safe as people try to dart around slower moving cars that are entering on the Cty 50 entrance ramp (up a hill) so that they can continue on 35 or in many cases exit on 185th street. This should have been done when 35 was worked on a couple years ago and it is very dangerous.

Thanks for your assistance!

Paul Kath  
Lakeville, MN

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## Comment 65

Friday, July 26, 2013 at 05:22:02

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Name: Doug Loeffler

Email: [dloeffler@loefflerconstruction.com](mailto:dloeffler@loefflerconstruction.com)

Comment: Please upgrade 35W from hwy 46 to cty 70 to six lanes. Lakeville is a city of 60,000 people and growing and 35W in Lakeville is hurting the economy of Lakeville. Currently there is one lane shut down for repairs and you can see the traffic Jam it causes. When Lakeville grows to 75,000 people we will need the expansion. Doug Loeffler

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## Comment 66

**From:** Weber, Patricia K [<mailto:PWEBE1@amfam.com>]  
**Sent:** Thursday, July 25, 2013 4:13 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** I-94 road improvements between St. Cloud and Minneapolis

Mr. Wilson,

I would like to reiterate all the points presented by John E. Buttweiler (e-mail below). I am one of his co-workers who drives from St. Cloud to Eden Prairie each day. In just the year and a half since I have started this commute, I have seen an increase in the amount of traffic. I do not want to think about what the traffic will be in 20 years if the 94 corridor between St. Cloud and the metro area is not improved before that time.

PLEASE BRING THIS ROAD PROJECT TO THE TOP OF THE LIST.

Thank you.

Patricia K. Weber  
Paralegal  
American Family Insurance

## Comment 67

Booen-Kemper, Lori J; Weber, Patricia K; Loehr, Peter A; Chapman, R S

**Subject:** I-94

Dear Mr. Wilson,

I can hardly believe that I-94 is not on a priority list to be widened. This road is a main transportation link through MN. As a daily commuter this road is a serious problem to transportation. Congestion and people taking alternative routes cause congestion to the other roads as well. Serious accidents occur every day since people are forced to take alternative routes to avoid the gridlock on 94. Being in the insurance industry it is costing everyone premium dollars and in some cases loss of life. I invite anyone on this committee to try this road for a week. What should take an hour to drive from St. Cloud to Eden Prairie can take as long as 3 1/2 hours, which is the extreme. When we do get an inch or two of snow it is 3 ½ hours. In most cases the commute from 3:00 to 6:00 it takes 2 hours on average. This is the worst road in the U.S. for congestion. Even in LA the traffic moves.

I have at least 16 other co-worker who commute daily back to St. Cloud every day. We also have many more in our office that use part of the 494-94 corridor every day. I will copy in my co worker who do the St. Cloud commute daily so these people will write to you to voice their concerns. I know the deadline is July 31<sup>st</sup> for a decision. This project should be at the top of the list. It is a no brainer to widen this road or I might suggest even another bypass 10 mile west of 494. The decision to widen is a no brainer and should be done immediately.

I am available to discuss any concerns to any objections you may have. Thank you for your considerations.

Sincerely,

John Buttweiler  
Casualty Claim Manager  
American Family Insurance  
Eden Prairie Branch  
1-800-MYAMFAM x62328  
[Jbuttwei@amfam.com](mailto:Jbuttwei@amfam.com)

Protecting Dreams ... [www.amfam.com/claims](http://www.amfam.com/claims)



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## Comment 68

**From:** Loch, Joan M [<mailto:JLOCH@amfam.com>]  
**Sent:** Thursday, July 25, 2013 2:18 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** FW: I-94

Dear Mr. Wilson:

I too am a commuter from St Cloud to Eden Prairie and use the I94/494 corridors daily. It would be a great benefit to have these roads widened. The congestion in the last 4 years has become a major concern for me as a commuter and an insurance adjuster. We see numerous accidents. When an accident does occur the traffic seems to stop. It takes us over an hour and a half on a good day to get to work, if the weather becomes snowy or rainy then it could take up to 3 hours to get from St Cloud to Eden Prairie. This makes the trip very stressful and therefore accidents happen. It would also be of great benefit to have a commuter lane. Therefore the semi-trucks that travel this road would not slow down the daily commuters.

Sincerely,

Joan Loch  
Casualty Claim Desk Senior Adjuster  
American Family Insurance  
800-692-6326 x62335  
Fax: 866-405-2867  
[jloch@amfam.com](mailto:jloch@amfam.com)



Basic Claim information, when you want it...[www.amfam.com/claims](http://www.amfam.com/claims)

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## Comment 69

**From:** Sulzbach, Mark (MPCA)

**Sent:** Wednesday, July 24, 2013 10:22 AM

**To:** Wilson, Ryan (DOT)

**Cc:** Timerson, Brian (MPCA); Patraw, Rick (MPCA); Sierks, Bill (MPCA); Heffron, Susan B (MPCA); Thornton, J. David (MPCA); Mondloch, Mike M (MPCA)

**Subject:** Public Comment on MnDOT 20-Year State Highway Investment Plan

Hi Ryan,

Susan Heffron made some of us who work on mobile source pollution – aware of the public comment opportunity for the MnDOT's 20-year plan.

In an effort to maintain and improve Minnesota's air quality and reduce health risk, I suggest that minimum emission standards be established for diesel equipment and diesel trucks used on all public roadway projects and repairs in Minnesota. This is similar to what we are trying to work out with MnDOT on the St. Croix bridge project, also.

**All class 6 and larger diesel vehicles and all diesel equipment (including those operated by sub-contractors) used for construction and major repair of public roadway projects in Minnesota must meet the following minimum standards:**

- **75 % of the off-road diesel equipment must be Tier-3 or better by 2015; and by 2020 50% must be Tier 4 or better, with the remainder Tier-3.**
- **75% of on-road heavy duty diesel trucks must be 2007 and newer by 2015; and by 2020 at least 50% must be 2010 or newer, with the remainder 2007 or newer.**

Such emission standards will also benefit the health of equipment operators and other workers on site. Reduced emissions will also reduce complaints at projects near residential areas or at high pedestrian areas.

I'd be happy to discuss further and offer more explanation. I know that MnDOT maintains a fairly new fleet as do major construction companies that bid on big projects. But it would be beneficial to the state to have standards in writing and part of all public roadway projects and contracts. Then it's clear that we want their newer fleet vehicles in operation not the older ones.

Sincerely,

Mark Sulzbach  
MPCA 651-757-2770  
Clean Diesel Grants Manager

## Comment 70

Friday, July 26, 2013 at 13:52:05

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Name: Trevor Radner

Email: [trevor.radner@hotmail.com](mailto:trevor.radner@hotmail.com)

Comment: I'm reaching out as a concerned citizen to support the expansion of I35 through the Lakeville corridor. I live in Lakeville and the increasing population growth has increased congestion and traffic safety. I live close to I35 and it seems daily we hear the sirens of emergency vehicles due to accidents. The I35 corridor has some of the most attractive property for commercial development and as business continues to move in like Wal-Mart the expansion will be needed for safety and ability to handle traffic flow. Figures I saw earlier this year projected Lakeville's population to grow near 85,000 residents within 6.5 years making it one of the largest metro populations our state has.

Please consider making this project a priority!

Thank you,

---

From:

Comment 71

Lawrence E. Moorhouse

Sandra J Moorhouse

6329-104th AVE

Clear Lake, MN 55319

PREPARED BY	
DATE	7/24/2013

To: Ryan Wilson, P.E. AICP, Planning Engineer,  
 Office of Capital Programs and Performance Measures,  
 395 John Ireland Boulevard, MS 440  
 St. Paul, MN 55155-1899

Dear Sir,

We don't want to spend the next 20 years on the same 4 lanes of I-94 we drive now. "Minnesota State Highway Investment Plan 2014-2033."

The I-94 from Rogers to St. Cloud is the busiest freight traffic corridor outside the Twin Cities. You should stop at Nelson's Clearwater truck plaza, Petro 2, and look at all the semi-trucks parked there.

We have 2 sons and a daughter-in-law that drive I-94 everyday from St. Cloud and Clearwater to Mpls for their work. We also drive I-94 to the cities and Rochester to visit family and friends. The weekends are the worst times to travel I-94 to the cities and beyond.

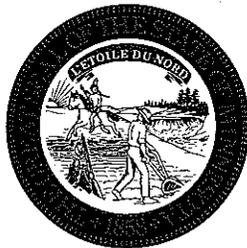
MR. Wilson, we want you to know the importance of restoring this I-94 expansion to the final draft of the 20 year plan.

Sincerely,

Lawrence E Moorhouse  
 Sandra J. Moorhouse

**Clark Johnson**  
State Representative

District 19A  
Blue Earth, Le Sueur, Nicollet Counties



# Minnesota House of Representatives

July 19, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

Dear Mr. Wilson,

I write to comment on the 20 year State Highway Investment Plan.

I am disappointed that the plan includes no funding for Interregional Corridor Mobility. The MN Legislature and current long-term DOT planning support interregional corridor mobility.

- The Corridors of Commerce language in the Omnibus Transportation Finance Bill clearly expresses support by the Legislature to improve interregional corridor mobility.
- The guiding principle to Ensure Regional Connections in the Go MN 50 year vision adopted in 2011 seems to be ignored.
- The 2012 Statewide Multimodal Transportation Plan identifies Critical Connections as a goal.

Highway 14 is a prime example of an interregional corridor in need of funding. Interregional corridor mobility should have funding in this plan.

The plan demonstrates the formidable challenge to provide new long-term funding for our roads. The fiscal restraints are severe with only \$18 million of a \$30 million needed. I will remain an advocate in the House of Representatives for increased funding for roads.

I want to thank the Department of Transportation for following a thorough commenting process related to the 20 year State Highway Investment Plan. I look forward to continuing to work with you to assure that Minnesotans have access to efficient and safe transportation.

Sincerely,

A handwritten signature in cursive script that reads "Clark Johnson".

Rep. Clark Johnson



## Comment 73

Friday, July 26, 2013 at 20:03:20

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Name: Jason Just

Email: [verticalcrush@gmail.com](mailto:verticalcrush@gmail.com)

Comment: Interstate 35.

Needs to be widened to 3-lanes from Highway 50 (in Lakeville) to past Co Highway 70 (in Southern Lakeville). It needs to be a TOP funded priority to continue economic and Twin Cities growth opportunities.

Many people travel from Southern Minnesota and/or South metro areas and we need this wider freeway to make our State and metro area THE destination for all of the economy.

Widen 35 through Lakeville!

---

## Comment 74

Friday, July 26, 2013 at 20:09:19

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Name: Jessica Just

Email: [jjsmjust@gmail.com](mailto:jjsmjust@gmail.com)

Comment: Interstate 35 from Highway 50 south to Highway 70 through Lakeville needs 3-lanes.

Many people travel from Southern Minnesota and/or South metro areas and we need this wider freeway to make our State and metro area THE destination for all of the economy.

I know many business folks and individuals from Northfield and Owatonna and they all agree -- open up the "gateway to the metro" by widening this area of the freeway. They shop in Burnsville, they want an "open path" to the mega mall...they want their trucks to have a clean access to the metro (and beyond).

I live near the split (35E and 35W) in the South metro -- and this area is growing -- lots more houses going up in Lakeville, Prior Lake and lots more land available... economy is turning around and will need 3-lane highway access as TOP priority -- top investment for our State. Don't delay...put it in the list for "the next 3 years" and get it done.

Invest correctly -- widen 35 in the South metro!

---

## Comment 75

Friday, July 26, 2013 at 20:28:22

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Name: Jana Spanovich

Email: [janaspanovich@yahoo.com](mailto:janaspanovich@yahoo.com)

Comment:

Highway 35 in Lakeville needs 3 lanes. From Hwy 50 South to Hwy 70. It needs to be a TOP priority.

Lakeville and surrounding communities are growing...we need to plan for the future and widen 35 from 2 to 3 lanes in the next three years. Do it NOW...don't wait.

This is a safety issue...increased traffic, trucks and economic growth from South metro northward, we need to "open the entrance to the metro" by widening the 35 freeway...first from Hwy 50 to Hwy 70...then all the way to Elko...and in the 20 year plan it should be "all the way to Northfield."

Get it done. Top priority. Don't wait with this project. Make our metro area inviting and safe.

---

## Comment 76

Saturday, July 27, 2013 at 22:58:35

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Name: Andrew Lenz

Email: [andrewlenz@gmail.com](mailto:andrewlenz@gmail.com)

Comment: Prioritize these major road fixes please:

- Interstate 394 eastbound into downtown/onto 94 to St. Paul from the western suburbs is congested for several hours a day during the morning and evening rush hours as well as other times. There should be at least four lanes from 394 flowing to 94 (there is only one now) and westbound 394 out of downtown should have additional lanes as well since the congestion before the merges (12 lanes to two if ramps are counted) at the edge of downtown is absolutely terrible during evening rush hours. There are also NO buses from the western suburbs to downtown St. Paul and back - fix this please. And please consider an elevated freeway built over the current 94 through downtown Minneapolis to more than double capacity between the western suburbs and St. Paul, such as those found in Omaha or Houston where traffic flows freely.
  - 169 should be expanded and widened, not just resurfaced, from 94 south to 494 with at least one more lane in each direction to make it a viable north-south alternative to the less congested 100 and 494, and made into a freeway with bypasses around smaller towns down to Mankato.
  - Highway 14 should be expanded into a 4-lane highway from North Mankato to New Ulm.
  - Highway 212 should have the non-4-lane gaps widened to make it a continuous freeway from Chaska to Glencoe.
-

## Comment 77

Saturday, July 27, 2013 at 23:12:54

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Name: Alex Gillach

Email: [alexander.gillach@gmail.com](mailto:alexander.gillach@gmail.com)

Comment: Widen I-94 to six lanes from where it goes down to four near Rogers all the way to Albertville. Traffic usually gets congested all the way out here during both morning and evening rush hours - and even on weekends during the summer!

Widen 169 and make it a true 6-lane-plus freeway from Champlin all the way to Belle Plaine. Widen it and get rid of all the stoplights!

Fix 394 to and from 94 - there needs to be at least three or four lanes in each direction from the western suburbs to St Paul. It can take two hours from Minnetonka to St Paul in the mornings AND evenings!

---

## Comment 78

**From:** [jsever1887@charter.net](mailto:jsever1887@charter.net) [jsever1887@charter.net]  
**Sent:** Saturday, July 27, 2013 8:43 AM  
**To:** Wilson, Ryan (DOT)  
**Subject:** I-35E though Lakeville

July 27, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures

Dear Mr, Wilson,

I write in regards to the MnSHIP draft proposal. Before I provide my comment I want to thank you for allowing citizen input on this project.

As a Lakeville resident I have personally witnessed the increased traffic congestion and noise on I-35 through Lakeville as I live near the highway. I recently read in the paper that there have been over 300 crashes on our stretch of highway over the last three years, and as a result, four deaths have occurred.

My husband and I live on 178th Street West in Lakeville and urge that MnDOT consider putting an additional northbound and southbound lane on the Lakeville portion of I-35 within their twenty year plan. This area is congested and unsafe already, so we cannot imagine what it will be like in twenty years. In addition, when the project is under consideration, we would recommend that sound barriers are used like that of other stretches of highway to shield us from increased highway noise.

Again, we thank you for taking the time to hear from us. We understand that it would be nearly impossible for this project to be completed this year or next, but we strongly believe it should be scheduled sometime within the next decade.

Thank you.

Janice and Richard Severson  
11353 178th Street W  
Lakeville MN 55044  
[jsever1887@charter.net](mailto:jsever1887@charter.net)

## Comment 79

Sunday, July 28, 2013 at 15:59:29

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Name: Chris Hjort

Email: [chris.hjort@hotmail.com](mailto:chris.hjort@hotmail.com)

Comment: I-35 is a critical corridor and the levels of congestion have increased and safety has been impaired. Please add the expansion of I-35 to 3 lanes to your 20-year State Highway Investment Plan for the Minneapolis metro area. Thank you. We are long-time commuters from Lakeville to St. Louis Park and Chanhassen.

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## Comment 80

Sunday, July 28, 2013 at 20:14:55

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Name: Al Just

Email: [aljust20@gmail.com](mailto:aljust20@gmail.com)

Comment: The stretch of I35 all the way from Elko-New Market going North should be a three lane highway. This is easily seen with the miles of backup one witnesses each morning rush hour. For safety sake, this should be expanded.

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## Comment 81

Monday, July 29, 2013 at 10:05:40

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Name: Ken Saffert

Email: [safferts@hickorytech.net](mailto:safferts@hickorytech.net)

Comment: With the safety and commercial truck conflicts on TH 14 from New Ulm to Rochester, it is inconceivable that a 4 lane corridor is not identified in the 20 yr plan. That it is unfunded is understood and is an issue, but to not list it is a major flaw in the PLAN. Please reconsider adding the segments not included in the corridor since the environmental review has identified the need and offered solutions. Thank you for the reconsideration.

---



## WRIGHT COUNTY DEPARTMENT OF HIGHWAYS

*Wright County Public Works Building  
1901 Highway 25 North  
Buffalo, MN 55313*

*Jct. T.H. 25 and C.R. 138  
Telephone: (763) 682-7383  
FAX: (763) 682-7313*

July 26, 2013

**VIRGIL G. HAWKINS, P.E.**  
Highway Engineer  
(763) 682-7388

**CHAD D. HAUSMANN, P.E.**  
Assistant Highway Engineer  
(763) 682-7387

**MARK A. JOHNSON**  
Right-of-Way Agent  
(763) 682-7386

Mr. Ryan Wilson, Project Manager  
MnDOT Office of Capital Programs & Performance Measures  
395 John Ireland Blvd, MS 440  
Saint Paul, MN 55155

**RE: Public Comment/Input on Draft Minnesota 20-Yr. Highway Investment Plan (MnSHIP)**

Dear Mr. Wilson:

We are writing to you regarding the Draft Minnesota 20-Year Highway Investment Plan that the public currently has opportunity to provide comments/input. Please find enclosed a resolution adopted by the Wright County Board requesting the inclusion of the expansion of Interstate 94 in the Minnesota 20-Year Highway Investment Plan (MnSHIP).

As you know, the I-94 expansion project is important not only to the communities along the I-94 corridor project area, but to the entire State of Minnesota. This section of I-94 is a heavily traveled commuter, tourism, and commerce corridor that impacts businesses and Minnesota residents far beyond the vicinity of the expansion project. The Minnesota Department of Transportation's support of this project to improve the safety of the traveling public through capacity improvements to I-94 is critical to the State's transportation system. Please include this project in the State's transportation plan.

We thank you for the opportunity to provide comment and input on this important state highway investment plan.

Sincerely,

Virgil G. Hawkins, P.E.  
County Highway Engineer

Enclosure: Resolution No. 13-21

cc: Charles Zelle, MnDOT Commissioner  
Christine Husom, County Commissioner District 1  
Pat Sawatzke, County Commissioner District 2  
Mark Daleiden, County Commissioner District 3  
Michael Potter, County Commissioner District 4  
Charles Borrell, County Commissioner District 5  
Lee Kelly, Interim County Coordinator  
File

BOARD OF COUNTY COMMISSIONERS  
WRIGHT COUNTY, MINNESOTA

Date July 23, 2013  
Motion by Commissioner Borrell

Resolution No. 13-21  
Seconded by Commissioner Daleiden

**REQUESTING INCLUSION OF I-94 WEST CORRIDOR EXPANSION  
IN THE MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)**

**WHEREAS;** the Minnesota Department of Transportation (MnDOT) is in the process of finalizing a new Minnesota State Highway Investment Plan (MnSHIP) that will serve as a guide for investment on the Minnesota State and Interstate highway system through the year 2033; and

**WHEREAS;** this new financially constrained plan proposes to focus the majority of future MnDOT highway investment on system preservation, with limited major expansion projects included in the Twin Cities Region and no major expansion projects included in Greater Minnesota, including the Interstate 94 West Corridor; and

**WHEREAS;** MnDOT has numerous existing and recent plans, including the I-94 Interregional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009) that all identify performance based expansion needs for the Interstate 94 West Corridor, and

**WHEREAS;** the Federal Highway Administration (FHWA) has identified the Interstate 94 West Corridor currently as "highly congested" from the Twin Cities to St. Cloud, with high freight congestion levels forecasted to extend to North Dakota by the year 2040, and

**WHEREAS;** the new federal transportation bill, "MAP-21", requires State Departments of Transportation to address freight bottlenecks such as Interstate 94 using performance based planning and investment criteria, and

**WHEREAS;** the Interstate 94 West Corridor from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT's "Interregional Corridor" (IRC) system, yet accounts for only 1.6 percent of this system; and

**WHEREAS;** crash and severity rates along Interstate 94 between Rogers and Albertville are nearly twice the statewide average; and

**WHEREAS;** the Interstate 94 West Corridor is critical to the tourism industry in Minnesota, accommodating 1.85 million visitor trips annually to the Alexandria and Brainerd Lakes Regions; and

**WHEREAS;** at the request of Governor Mark Dayton, MNDOT is embarking on an advocacy campaign leading into the 2014 Legislative session to educate Minnesotans about the need for additional funding to construct many of the documented unmet State transportation needs.

**NOW, THEREFORE, BE IT RESOLVED;** Wright County does hereby request the Minnesota Department of Transportation to specifically include the Interstate 94 West Corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 Minnesota State Highway Investment Plan (MnSHIP).

	YES	
HUSOM	_____	ABSENT _____
SAWATZKE	_____ X _____	
DALEIDEN	_____ X _____	
POTTER	_____ X _____	
BORRELL	_____ X _____	

	NO
HUSOM	_____
SAWATZKE	_____
DALEIDEN	_____
POTTER	_____
BORRELL	_____

STATE OF MINNESOTA)

ss.

County of Wright )

I, Lee Kelly, duly appointed, qualified, and acting Clerk to the County Board for the County of Wright, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution or motion with the original minutes of the proceedings of the Board of County Commissioners, Wright County, Minnesota, at their session held on the 23<sup>rd</sup> day of July, 2013 on file in my office, and have found the same to be true and correct copy thereof.

Witness my hand and official seal at Buffalo, Minnesota, this 23<sup>rd</sup> day of July, 2013.

  
\_\_\_\_\_  
Interim County Coordinator



July 29, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

***Subject: City of Lakeville - Interstate 35 Improvements.***

Dear Mr. Wilson,

The Lakeville City Council respectfully requests that the Minnesota Department of Transportation (MnDOT) include the funding and construction of additional travel lanes through Lakeville along Interstate 35 from County Road 46 to County Road 70 in the 20-Year Minnesota State Highway Investment Plan (MnSHIP).

The Interstate 35 corridor is among the busiest, most heavily travelled highway corridors in Minnesota. The corridor serves the entire metropolitan area as a vital carrier of business and commuter traffic. Lakeville and the surrounding areas are among the fastest growing in Minnesota. Unfortunately, the I-35 corridor through Lakeville is plagued by significant levels of congestion which in turn results in unacceptable levels of crashes with injuries and deaths. The congestion levels also cause delays for those wishing to access the Metro Area for business, recreation, and tourism purposes.

Investments have been made to reduce congestion, increase safety, and improve traffic flow along this vital transportation roadway. The addition of bus transit under the Urban Partnership Agreement in 2010 helped reduce the growth in traffic congestion north of County Road 50 by providing an effective alternative to automobile travel for downtown commuters. The City of Lakeville and Dakota County have invested tens of millions of dollars to improve the safety and traffic flow by upgrading several interchanges. However, the park and ride facility along Kenrick Avenue in Lakeville will soon reach capacity and it will be necessary to prepare for additional transit facilities in the corridor as called for in Metropolitan Council's comprehensive planning documents.

In addition, there is a need to expand the capacity of Interstate 35 in Lakeville to increase safety and improve traffic flow for those commuters not using public transit. Today there is congestion from the southern border of Lakeville to County Road 46 due to a shortage of lane capacity. More than 300 crashes have occurred in this section of Interstate 35 over the past three years including 125 injuries and four fatalities. The Federal Highway Administration has commented previously that additional lanes are warranted along this stretch of highway.

July 29, 2013

Improving this congestion will increase safety and benefit the entire region as it is the southern gateway for businesses and the traveling public entering the metropolitan area. Improvements to Interstate 35 would also provide increased regional access to the County Road 70 corridor area and take full advantage of the recently completed interchange at County Road 70 promoting continued corporate, office, industrial, and commercial growth.

The I-35 Solutions Alliance, which includes all of the communities from Minneapolis to Elko New Market, exists to assist in the planning of a successful I-35 transportation corridor. The Alliance has identified additional lanes on I-35 as a high priority, essential to the success of the corridor.

**Lakeville strongly encourages the Minnesota Department of Transportation to include additional travel lanes, either as general purpose lanes or HOV/MnPass lanes, along the Interstate 35 corridor through Lakeville in the 20-Year Minnesota State Highway Investment Plan.**

Thank you for considering our concerns and our request regarding this vital transportation artery. We look forward to an opportunity to further discuss these improvements. I can be contacted at 952-985-4410 or at [mlittle@lakevillemn.gov](mailto:mlittle@lakevillemn.gov).

Sincerely,



Matt Little, Mayor  
City of Lakeville

cc: Doug Anderson, Lakeville City Council Member  
Bart Davis, Lakeville City Council Member  
Colleen LaBeau, Lakeville City Council Member  
Kerrin Swecker, Lakeville City Council Member  
Charles Zelle, Commissioner, Minnesota Department of Transportation  
Paul Krause, Dakota County Commissioner  
Brandt Richardson, Dakota County Administrator  
Suzanne Sandahl, Chair, I-35 Solutions Alliance

Public Hearing Testimony Transcript, July 29, 2013

Doug Weiszhaar

I am Doug Weiszhaar, I'm the Chair of the Central Minnesota Transportation Alliance. CMTA is a partnership of private sector businesses, local government and public sector organizations. We advocate for a high quality, efficient surface transportation and air transportation system that will accommodate growing travel demands, foster economic development and enhance the quality of life a growing St. Cloud Metro area.

Central Minnesota has seen a steady increase in freight, commuter and vacationer travel with a lack of equal increase in transportation infrastructure. This has resulted in a transportation system that is unable to accommodate the needs of our region. Over the last two decades the Central Minnesota area has experienced more growth than any other region of the state and both the State Demographer and U.S. Census Bureau predicts that Central Minnesota's share of the state-wide population is expected to increase from 12 to 17 percent by 2035; a growth that will not be experienced by any other region of the state.

According to MnDOT's studies, Central Minnesota accounts for nearly 75 percent of state-wide congestion on the inter-regional corridor system, including 40 percent alone along that stretch of I-94 between St. Cloud and Rogers – or, I should say, Maple Grove. Initially, the new Federal Transportation Authorization Bill, MAP 21, calls for state DOT's to address freight bottlenecks as part of the performance based approach to maintain national highway system. Currently, no freight corridor is more congested or is critical to the movement of freight as the I-94 corridor. MnSHIP's 20-year plan is a complete dismissal of impending capacity needs along I-94. As Central Minnesota's population increases, and North Dakota's energy boom continues, the burgeoning need for increased lane capacity on I-94 will create a dire situation for commuters and businesses, especially in our area which utilizes I-94 daily. MnSHIP's plan actually states that by 2033, the 4 interregional corridor systems that lie among the interstate system in our state will be failing to meet their performance targets. Despite the future failing grade of the inter-regional corridor system there is no funding provided by MnSHIP. As a voice of transportation infrastructure in Central Minnesota, CMTA finds it incredible that MnDOT would create a plan for the future that fails to meet the future needs in transportation in Minnesota. In addition, I would like to add that CMTA would like to see additional use of recycled materials in construction which would continue MnDOT's leadership in green technologies across this nation. The time to address I-94 improvements is 2013 not 2033. Please consider the MnSHIP plan and find a way to rectify the funding gap, the interregional corridor system or as some call the corridors of commerce and especially I-94. I thank you for your time.

**Testimony from Doug Weiszhaar - VP - WSB & Associates  
07-29-13 Public Hearing**

CMTA is a partnership of private sector businesses, local governments, and public sector organizations that advocates for a high quality, efficient surface and air transportation system that will accommodate growing travel demands, foster economic development, and enhance the quality of life in the growing St. Cloud metropolitan region.

Central Minnesota has seen a steady increase in freight, commuter, and vacationer traffic, with a lack of equal increase in transportation infrastructure. This has resulted in a transportation system that is unable to accommodate the needs of the region.

Over the last two decades, the Central Minnesota area has experienced more growth than any other region of the state, and both the State Demographer and the U.S. Census Bureau predict that Central Minnesota's share of the statewide population is expected to increase from 12 to 17 percent by 2035, a growth that will not be experienced by any other region of Minnesota.

According to MnDOT studies, Central Minnesota accounts for nearly 75 percent of statewide congestion on the Interregional Corridor system, including 40 percent alone along I-94 between St. Cloud and the Twin Cities.

Additionally, the new federal transportation authorization bill (MAP-21) calls for State DOTs to address freight bottlenecks as part of a performance based approach to maintaining the National Highway System. Currently, no freight corridor is more congested or as critical to the movement of freight as the I-94 corridor is.

MnSHIP's 20 year plan is a complete dismissal of impending capacity needs along I-94. As Central Minnesota's population increases and North Dakota's energy boom continues, the burgeoning need for increased lane capacity on I-94 will create a dire situation for commuters and businesses who utilize I-94 daily.

MnSHIP's plan actually states that by 2033, the four interregional Corridor Systems will be failing to meet their performance targets. Despite the future failing grade of the interregional Corridor System, there is no funding provided by MnSHIP.

As the voice for transportation infrastructure in Central Minnesota, the CMTA finds it incredible that MnDOT would create a plan for the future that fails to meet the future needs of transportation in Minnesota.

We would also like to see additional use of recycled materials in construction to continue MnDOT's leadership in green technologies.

The time to address I-94 improvements is 2013, not 2033. Please reconsider the SHIP plan and find a way to rectify the funding gap for the Interregional Corridor System, especially I-94.

Doug Weiszhaar  
VP - WSB &  
Associates  
@ 7-29-13

- CMTA is a partnership of private sector businesses, local governments, and public sector organizations that advocates for a high quality, efficient surface and air transportation system that will accommodate growing travel demands, foster economic development, and enhance the quality of life in the growing St. Cloud metropolitan region.
- Central Minnesota has seen a steady increase in freight, commuter, and vacationer traffic, with a lack of equal increase in transportation infrastructure. This has resulted in a transportation system that is unable to accommodate the needs of the region.
- Over the last two decades, the Central Minnesota area has experienced more growth than any other region of the state, and both the State Demographer and the U.S. Census Bureau predict that Central Minnesota's share of the statewide population is expected to increase from 12 to 17 percent by 2035, a growth that will not be experienced by any other region of Minnesota.
- According to MnDOT studies, Central Minnesota accounts for nearly 75 percent of statewide congestion on the Interregional Corridor system, including 40 percent alone along I-94 between St. Cloud and the Twin Cities.

- Additionally, the new federal transportation authorization bill (MAP-21) calls for State DOTs to address freight bottlenecks as part of a performance based approach to maintaining the National Highway System. Currently, no freight corridor is more congested or as critical to the movement of freight as the I-94 corridor is.
- MnSHIP's 20 year plan is a complete dismissal of impending capacity needs along I-94. As Central Minnesota's population increases and North Dakota's energy boom continues, the burgeoning need for increased lane capacity on I-94 will create a dire situation for commuters and businesses who utilize I-94 daily.
- MnSHIP's plan actually states that by 2033, the four Interregional Corridor Systems will be failing to meet their performance targets. Despite the future failing grade of the Interregional Corridor System, there is no funding provided by MnSHIP.
- As the voice for transportation infrastructure in Central Minnesota, the CMTA finds it ~~absolutely preposterous~~ <sup>incredible</sup> that MnDOT would create a plan for the future that fails to meet the future needs of transportation in Minnesota.
- *We would also like to see additional use of recycled materials, in construction to continue MnDOT's leadership in green technologies.*
- The time to address I-94 improvements is 2013, not 2033. Please reconsider the SHIP plan and find a way to rectify the funding gap for the Interregional Corridor System, especially I-94.

Public Hearing Testimony Transcript, July 29, 2013

John Habben

My name is John Habben. I work for a GNP Company. We're the company behind the Gold'n Plump and Just Bare Chicken Brands. We're a local company but yet we distribute our products nationally from coast to coast and we appreciate the opportunity to weigh in on such an important topic.

The I-94 corridor is critical to our business and we strongly support enhancements that would improve three main areas of our business. First and foremost, is the safety of our team members that travel back and forth between our plants between from St. Cloud area to Wisconsin, as well as our carrier partners that carry 25 to 30 loads of chicken on a weekly basis.

We also – I'd like to see improvements on the decreased traffic delays which have a direct cost in fact on our business and also it would help us provide with ability to meet our customer needs. We ship a perishable product and just in time delivery is critical for our distributor customers to meet their needs of their retail customers and consumers. Quite often we deliver chicken into a warehouse in the morning and that product is a retail store that same afternoon so any delays between here and the Metro Area certainly could cause disruption on our distributor basis.

In addition to St. Cloud and Cold Spring we have facilities in Arcadia, Wisconsin. So we have a number of inter-company deliveries on any given day. Our Cold Spring facility is a major distribution center and we currently ship about 40 truckloads of product out of Cold Spring each day with approximately half of those going to the I-94 corridor. Traffic delays result in significant increased cost from our regional carriers. We also have team members traveling to and from Arcadia.

We estimate the traffic delays cost to our company are approximately a quarter of a million dollars each year. Our industry is extremely competitive and these additional costs impact our ability to reinvest in our company and give back to our team members and communities. As important we support any efforts that would improve this, a safer stretch of freeway for those who work with our company each and every day. Again, I thank you for your time and consideration and the opportunity to voice our support in these improvements.

7/29/13

Good Afternoon:

My name is Jon Habben and I work for GNP Company: We're the company behind Gold'n Plump and Just BARE Chicken products. While we're a local company, we distribute our products nationally, coast-to-coast. We appreciate the opportunity to weigh-in on such an important topic.

The I-94 corridor is critical to our business, and we strongly support enhancements that would improve three main areas of our business: 1) safety for our team members 2) decreased traffic delays, which have a direct cost impact on our business; and 3) provide us with the ability to meet customer needs. We ship a perishable product, and just-in-time delivery is critical for our distributor customers to meet the needs of their retail customers and consumers.

In addition to St. Cloud and Cold Spring, we have facilities in Arcadia, Wisconsin. So, we have a number of inter-company deliveries on any given day. Our Cold Spring facility is a major distribution center, and we currently ship about 40 truckloads of product out of Cold Spring each day, with approximately 25-30 of those trucks using the I-94 corridor. Traffic delays result in significant increased costs from our regional carriers. We also have team members traveling to and from Arcadia, Wisconsin on a daily basis. We estimate that traffic delays cost our company approximately a quarter-of-a-million dollars each year. Our industry is extremely competitive and these additional costs impact our ability to reinvest in our company and give back to our team members and communities. As important, we support any efforts that would make this a safer stretch of freeway for those who work with our company, each day.

Thank you for your time and again, the opportunity to allow us to voice our support for these improvements.

## Comment 86

Public Hearing Testimony Transcript, July 29, 2013

Angie Stenson

My name is Angie Stenson, I am Senior Transportation Planner with the St. Cloud APO and I would like to iterate, on behalf of our member agencies and jurisdictions, key points from the resolution that we have passed. This new financially constrained plan proposes no major expansion projects included in greater Minnesota including the I-94 west corridor. MnDOT has numerous existing and recent plans that are identified performance based expansion needs for the I-94 west corridor.

FHWA has identified the I-94 west corridor currently as highly congested from the Twin Cities to St. Cloud with high freight congestion levels forecasted to North Dakota by the year 2040. MAP 21 requires state DOTs to address freight bottlenecks such as I-94 using performance-based planning and investment criteria. I-94 west corridor, from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT's interregional corridor system yet accounts only for 1.6 percent of this system.

Crash and severity rates along I-94 between Rogers and Albertville are nearly twice the state-wide average. The St. Cloud Area Planning Organization requests MnDOT to include I-94 west corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 MnSHIP. Thank you.



*Saint Cloud*  
**Area Planning Organization**

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1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

**RESOLUTION REQUESTING INCLUSION OF I-94 WEST CORRIDOR EXPANSION  
IN THE MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)  
RESOLUTION 2013-04**

**WHEREAS;** the Minnesota Department of Transportation (MnDOT) is in the process of finalizing a new Minnesota State Highway Investment Plan (MnSHIP) that will serve as a guide for investment on the Minnesota State and Interstate highway system through the year 2033; and

**WHEREAS;** this new financially constrained plan proposes to focus the majority of future MnDOT highway investment on system preservation, with limited major expansion projects included in the Twin Cities Region and no major expansion projects included in Greater Minnesota, including the Interstate 94 West Corridor; and

**WHEREAS;** MnDOT has numerous existing and recent plans, including the I-94 Interregional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009) that all identify performance based expansion needs for the Interstate 94 West Corridor, and

**WHEREAS;** the Federal Highway Administration (FHWA) has identified the Interstate 94 West Corridor currently as "highly congested" from the Twin Cities to St. Cloud, with high freight congestion levels forecasted to extend to North Dakota by the year 2040, and

**WHEREAS;** the new federal transportation bill, "MAP-21", requires State Departments of Transportation to address freight bottlenecks such as Interstate 94 using performance based planning and investment criteria, and

**WHEREAS;** the Interstate 94 West Corridor from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT's "Interregional Corridor" (IRC) system, yet accounts for only 1.6 percent of this system; and

**WHEREAS;** crash and severity rates along Interstate 94 between Rogers and Albertville are nearly twice the statewide average; and

**WHEREAS;** the Interstate 94 West Corridor is critical to the tourism industry in Minnesota, accommodating 1.85 million visitor trips annually to the Alexandria and Brainerd Lakes Regions; and

**WHEREAS;** at the request of Governor Mark Dayton, MNDOT is embarking on an advocacy campaign leading into the 2014 Legislative session to educate Minnesotans about the need for additional funding to construct many of the documented unmet State transportation needs.

**NOW, THEREFORE, BE IT RESOLVED;** the St. Cloud Area Planning Organization does hereby request the Minnesota Department of Transportation to include the Interstate 94 West Corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 Minnesota State Highway Investment Plan (MnSHIP).

ATTEST:

Dave Kleis

Dave Kleis,  
St. Cloud APO Chair

6-19-13

Date

Scott Mareck

Scott Mareck,  
St. Cloud APO Executive Director

6-19-13

Date

## Comment 87

Public Hearing Testimony Transcript, July 29, 2013

Patti Gartland

Good afternoon, I'm Patti Gartland. I'm President of the Greater St. Cloud Development Corporation and also a board member for the Central Minnesota Transportation Alliance.

We're here as a collaborative effort in offering joint testimony on this important issue and to collectively urge, advocate and respectfully insist on the update to the Minnesota State Highway Investment Plan's inclusion of major expansion to I-94. It's a critical piece to our business community.

The Greater St. Cloud Development Corporation is a private collaboration of about 100 regional business and community leaders within Benton, Stearns and Sherburne Counties in Central Minnesota. Our organization, the GSDC is leading a passionate community wide effort to harness the resources of our region and facilitating collaboration and for the betterment of the greater St. Cloud area to make our community and our greater community the optimal place to live and work. Our efforts to improve the business climate and economic base of the region are 100 percent self-funded and that's through investor fees. All of our actions are self-governed by our investors, our boards and our committees. We lead economic development for the benefit of the greater St. Cloud community. This is a critically important issue to us and we passionately advocate and urge your inclusion of I-94 expansion in the MnSHIP plan and I'll defer further comment to my colleague Mr. Weiszhaar.

**Patti Gartland, President of the GSDC and Board Member of CMTA.**

**Testimony received 07.29.13 during the public hearing.**

Accompanied by Doug Weiszhaar, Chair of the CMTA.

Central MN Transportation Alliance and Greater St. Cloud Development Corporation are collaborating today on behalf of the greater St. Cloud business community to offer testimony to urge, advocate & respectfully insist that the updated to the Mn State Highway Investment Plan include major expansion to the I-94 corridor.

GSDC is a private collaboration of @ 100 regional business and community leaders within Benton, Stearns & Sherburne counties in Central MN. The GSDC is leading a passionate, community wide community to harnessing the vast resources of our region facilitating collaboration among & between them and making the greater St. Cloud area one of the best places to live and work in America. Our efforts to improve the business climate and economic base of the region are 100% self-funded through investor fees and all actions are self-governed by our investors, boards and various committees. We lead economic development for the benefit of the greater St. Cloud community. I'll now defer further comment on our collective behalfts to Mr. Weiszhaar.

[Further written comments attached:

CMTA is a partnership of private sector businesses, local governments, and public sector organizations that advocates for a high quality, efficient surface and air transportation system that will accommodate growing travel demands, foster economic development, and enhance the quality of life in the growing St. Cloud metropolitan region.

Central Minnesota has seen a steady increase in freight, commuter, and vacationer traffic, with a lack of equal increase in transportation infrastructure. This has resulted in a transportation system that is unable to accommodate the needs of the region.

Over the last two decades, the Central Minnesota area has experienced more growth than any other region of the state, and both the State Demographer and the U.S. Census Bureau predict that Central Minnesota's share of the statewide population is expected to increase from 12 to 17 percent by 2035, a growth that will not be experienced by any other region of Minnesota.

According to MnDOT studies, Central Minnesota accounts for nearly 75 percent of statewide congestion on the interregional Corridor system, including 40 percent alone along I-94 between St. Cloud and the Twin Cities.

Additionally, the new federal transportation authorization bill (MAP-21) calls for State DOTs to address freight bottlenecks as part of a performance based approach to maintaining the National Highway System. Currently, no freight corridor is more congested or as critical to the movement of freight as the I-94 corridor is.

MnSHIP's 20 year plan is a complete dismissal of impending capacity needs along I-94. As Central Minnesota's population increases and North Dakota's energy boom continues, the burgeoning need for increased lane capacity on I-94 will create a dire situation for commuters and businesses who utilize I-94 daily.

MnSHIP's plan actually states that by 2033, the four interregional Corridor Systems will be failing to meet their performance targets. Despite the future failing grade of the interregional Corridor System, there is no funding provided by MnSHIP.

As the voice for transportation infrastructure in Central Minnesota, the CMTA finds it absolutely preposterous that MnDOT would create a plan for the future that fails to meet the future needs of transportation in Minnesota.

The time to address I-94 improvements is 2013, not 2033. Please reconsider the SHIP plan and find a way to rectify the funding gap for the interregional Corridor System, especially I-94.]

- Patti Gartland, President of the GSDC and Board Member of CMTA.  
Accompanied by Doug Weiszhaar, Chair of the CMTA.
- Central MN Transportation Alliance and Greater St. Cloud Development Corporation are collaborating today on behalf of the greater St. Cloud business community to offer testimony to urge, advocate & respectfully insist that the updated to the Mn State Highway Investment Plan include major expansion to the I-94 corridor.
- GSDC is a private collaboration of @ 100 regional business and community leaders within Benton, Stearns & Sherburne counties in Central MN. The GSDC is leading a passionate, community wide community to harnessing the vast resources of our region facilitating collaboration among & between them and making the greater St. Cloud area one of the best places to live and work in America. Our efforts to improve the business climate and economic base of the region are 100% self-funded through investor fees and all actions are self-governed by our investors, boards and various committees. We lead economic development for the benefit of the greater St. Cloud community. *I'll now defer further comment on our collective behalfs to Mr. Weiszhaar.*
- CMTA is a partnership of private sector businesses, local governments, and public sector organizations that advocates for a high quality, efficient surface and air transportation system that will accommodate growing travel demands, foster economic development, and enhance the quality of life in the growing St. Cloud metropolitan region.

- Central Minnesota has seen a steady increase in freight, commuter, and vacationer traffic, with a lack of equal increase in transportation infrastructure. This has resulted in a transportation system that is unable to accommodate the needs of the region.
- Over the last two decades, the Central Minnesota area has experienced more growth than any other region of the state, and both the State Demographer and the U.S. Census Bureau predict that Central Minnesota's share of the statewide population is expected to increase from 12 to 17 percent by 2035, a growth that will not be experienced by any other region of Minnesota.
- According to MnDOT studies, Central Minnesota accounts for nearly 75 percent of statewide congestion on the Interregional Corridor system, including 40 percent alone along I-94 between St. Cloud and the Twin Cities.
- Additionally, the new federal transportation authorization bill (MAP-21) calls for State DOTs to address freight bottlenecks as part of a performance based approach to maintaining the National Highway System. Currently, no freight corridor is more congested or as critical to the movement of freight as the I-94 corridor is.

- MnSHIP's 20 year plan is a complete dismissal of impending capacity needs along I-94. As Central Minnesota's population increases and North Dakota's energy boom continues, the burgeoning need for increased lane capacity on I-94 will create a dire situation for commuters and businesses who utilize I-94 daily.
- MnSHIP's plan actually states that by 2033, the four Interregional Corridor Systems will be failing to meet their performance targets. Despite the future failing grade of the Interregional Corridor System, there is no funding provided by MnSHIP.
- As the voice for transportation infrastructure in Central Minnesota, the CMTA finds it absolutely preposterous that MnDOT would create a plan for the future that fails to meet the future needs of transportation in Minnesota.
- The time to address I-94 improvements is 2013, not 2033. Please reconsider the SHIP plan and find a way to rectify the funding gap for the Interregional Corridor System, especially I-94.

*GNP testified (JBB)*  
*ARO*

## Comment 88

Public Hearing Testimony Transcript, July 29, 2013

Amanda Duerr

My name is Amanda Duerr and I'm here on behalf of the U.S. Highway 14 Partnership which is a coalition of 18 local governments and 45 businesses and organizations advocating for the complete 4-lane expansion of Highway 14 from Rochester to New Ulm.

I'd like to express the partnership's disappointment in MnDOT's strapped 20-year State Highway Investment Plan. Finishing Highway 14 is an overwhelming priority of the citizens and businesses of our region. However, despite hundreds of letters, e-mails and phone calls from citizens along with the Highway 14 Corridor, our overwhelming participation at MnDOT's stakeholder events regarding this plan's development, the urging of Congressman Tim Walz, it's frustrating to see that completing Highway 14 is still not a priority in this plan. The only 4-lane expansion of Highway 14 that's included in the plan is the project that Governor Dayton committed to completing: the segment from North Mankato to Nicollet. While our organization is pleased that this project is moving forward, the lack of inclusion of the full expansion from Rochester to New Ulm is frustrating for the communities that have waited over 50 years for this highway's completion.

The facts are telling when it comes to Highway 14 as to why the improvements are necessary. Both the unfinished segments of Highway 14 have fatality rates almost 1.5 times the state average for rural two lane roads. From 2002 to 2011, there were 49 fatalities and 34 serious injury crashes on Highway 14 between Rochester and New Ulm.

The percentage of commercial traffic on Highway 14 is nearly 1.5 times the state average for two lane highways and regional industries reliant on transporting goods are projected to grow significantly in the next 20 years according to DEED. Highway 14 is a true corridor of commerce serving the economic hubs of Rochester, Owatonna, Waseca, Mankato and New Ulm.

There are many risks associated with leaving Highway 14 out of the plan. We risk losing additional lives on this already unsafe highway which will only grow more unsafe as populations and traffic are projected to increase. We risk economic opportunity by failing to plan for the infrastructure that our businesses need to efficiently need to ship their products and provide services. We risk potential federal funding opportunities.

This plan fails to consider the fact that we have Congressman Walz on the House Transportation and Infrastructure Committee. Not listing Highway 14 on the plan makes it more difficult for him to direct federal resources towards the project. The Highway 14 Partnership understands that this plan is designed to allocate only existing sources of transportation revenue and that Minnesota will soon be facing a transportation funding crisis. Without additional resources, construction and progress will grind to a halt; a reality that is clearly demonstrated in this plan, that's why we need something better.

It's up to our Legislators to provide the resources to build the transportation infrastructure that our state needs and it's up to MnDOT to show that they will allocate those resources wisely on the projects

that need to get done. The Highway 14 Partnership calls upon these state leaders to provide this funding and transportation vision. We need to scrap this inadequate plan and move forward with one that actually addresses Minnesota's infrastructure needs including the completion of Highway 14. Thank you.

My name is Amanda Duerr and I am here on behalf of the US Highway 14 Partnership, a coalition of 18 local governments and 45 businesses and organizations advocating for the complete four lane expansion of Highway 14. I'd like to express the Partnership's disappointment in MnDOT's draft 20-year State Highway Investment Plan.

Finishing Highway 14 is an overwhelming priority of the citizens and businesses of our region. However, despite hundreds of letters, emails and phone calls from citizens along the Highway 14 corridor, our overwhelming participation at MnDOT stakeholder events regarding this plan's development, and the urging of Congressman Tim Walz, it is frustrating to see that completing Highway 14 is still not a priority of MnDOT. The only four-lane expansion of Highway 14 that is included in the plan is the project Governor Dayton committed to completing, the segment from North Mankato to Nicollet. While our organization is pleased this project is moving forward, the lack of inclusion of the full expansion from Rochester to New Ulm is frustrating for the communities that have waited for over 50 years for the highway's completion.

The facts are telling when it comes to why Highway 14 improvements are necessary:

- Both of the unfinished segments of Highway 14 have fatality rates almost 1.5 times the state average for rural two lane roads!
- From 2002 to 2011, there were 49 fatalities and 34 serious injury crashes on Highway 14 between Rochester and New Ulm.
- The percentage of commercial traffic on Highway 14 is nearly 1.5 times the state average for two-lane highways, and regional industries reliant on transporting goods are projected to grow significantly (according to DEED).

- Highway 14 is a true Corridor of Commerce—serving the economic hubs of Rochester, Owatonna, Waseca, Mankato, and New Ulm.

There are many risks associated with leaving Highway 14 out of the plan.

We risk additional lives lost on this already unsafe highway—which will only grow more unsafe as populations and traffic are projected to increase.

We risk economic opportunity by failing to plan for the infrastructure that our businesses need to efficiently ship their products and provide services.

We risk potential federal funding opportunities. This plan fails to consider the fact that we have Congressman Walz on the House Transportation and Infrastructure Committee. Not listing Highway 14 on the plan makes it more difficult for him to direct federal resources towards the project

The Highway 14 Partnership understands that this plan is designed to allocate only existing sources of transportation revenue and that Minnesota will soon be facing a transportation funding crisis. Without additional resources, construction and progress will grind to a halt—a reality that is clearly demonstrated in this plan.

That's why we need something better.

It's up to our legislators to provide the resources to build the transportation infrastructure our state needs and it's up to MnDOT to show they will allocate those resources wisely on the projects that need to get done.

The Highway 14 Partnership calls upon these state leaders to provide this funding and transportation vision. We need to scrap this inadequate plan and move forward with one that actually addresses Minnesota's infrastructure needs—including the completion of Highway 14.

## Comment 89

Tuesday, July 30, 2013 at 08:53:58

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Name: Robert Beussman

Email: [robert.beussman@ci.new-ulm.mn.us](mailto:robert.beussman@ci.new-ulm.mn.us)

Comment: What is it going to take to get Highway 14 completed, New Ulm to Rochester? MnDot's own studies show that the unfinished stretches are VERY dangerous and many deaths have occurred. Yet, still no funding or planning. Is it going to take the death of an "important" legislator or MnDot official? How many tragic accidents will it take? What about the economic growth of Minnesota? New Ulm is handicapped in recruiting new or expanding current businesses because of the dangerous and slow sections of Highway 14. South Central Minnesota is open for business. If we had Highway 14 as a 4 lane all the way, we could help make Minnesota even greater.

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## Comment 90

Tuesday, July 30, 2013 at 09:04:11

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Name: Brian Tohal

Email: [nuedc@newulmtel.net](mailto:nuedc@newulmtel.net)

Comment: An expansion of Highway 14 between North Mankato and New Ulm should be included in the 20 year plan. MNDOT's own studies have indicated the need. To not include it ignores the safety issues (highest accident rate of any of the state's 2 lane roads) and the economic impacts. New Ulm's economic growth is significantly hindered by the lack of a 4 lane. There are local companies who have decided to expand in other states instead of Minnesota due that lack. That is in direct conflict with the Governor's desire to create jobs.

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## Comment 91

Tuesday, July 30, 2013 at 09:04:32

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Name: Audra Shaneman

Email: [audra@newulm.com](mailto:audra@newulm.com)

Comment: To Whom It May Concern:

Thank you for taking my comments about the 20 - Year Plan. As the President and CEO of the New Ulm Area Chamber of Commerce, we are disheartened that the HWY 14 project from Nicollet to New Ulm is not included in the 20 - Year Plan. Many years ago, this project was all but promised to this community and while we tolerate the reasoning that the funding isn't there - being left out of the plan discredits the necessity of expanding HWY 14 to a four-lane highway. We are a trucking hub and our greatest industries - agriculture and manufacturing - rely heavily on the highway transportation infrastructure to deliver goods and product. We have heard from site selectors representing expanding manufacturers that New Ulm isn't even on the list because we do not have a four-lane road.

If this project had never been considered, we would understand not being included. However, in the past, MnDOT has committed to this project and it has not been finished.

I know of the Corridors of Commerce program and applaud the efforts of legislators who see the economic value of providing a quality transportation infrastructure. HWY 14 should be at the top of that list.

But HWY 14 should also be included in the 20 Year Plan! What would be the harm in putting it on that list? Even if it is just a token gesture to this community that our concerns have been heard by government officials, I would take that.

By supporting HWY 14, I am showing that I care about my community and our ability to attract new employers and new industry. I would expect that the State of Minnesota and the Minnesota Department of Transportation could support that by reconsidering their decision and include HWY 14 expansion into the Plan.

Thank you for this consideration.

Audra Shaneman

Pres & CEO New Ulm Area Chamber of Commerce

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## Comment 92

Tuesday, July 30, 2013 at 10:17:20

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Name: Jeffrey Pederson

Email: [pedersonje@my.uwstout.edu](mailto:pedersonje@my.uwstout.edu)

Comment: It is with strong humility I am writing MnDOT. I-35 is a critical corridor serving Lakeville and the entire metro area. As the metro area has grown the levels of congestion have increased and safety has been impaired. There have been more than 300 crashes in this section of I-35 over the past 3 years, including 125 injuries and four fatalities. Even the Federal Highway Administration has previously commented that additional lanes are warranted along this stretch of highway. Please consider expanding the southern corridor of I-35 to 3 lanes beginning near County Rd 42 and ending around the Elko New Market.

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Dakota County Western Service Center  
14955 Galaxie Avenue, Apple Valley, MN 55124  
952.891.7168 952.891.7031 (fax)

Bloomington Burnsville Dakota County Elko New Market Hennepin County Lakeville  
Minneapolis Richfield Savage Scott County

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July 25, 2013

Commissioner Charlie A. Zelle  
Minnesota Department of Transportation  
Transportation Building, Mail Stop 100  
395 John Ireland Blvd.  
St. Paul, MN 55155-1899

Bernie Arseneau  
Deputy Commissioner  
Minnesota Department of Transportation  
Transportation Building, Mail Stop 100  
395 John Ireland Blvd.  
St. Paul, MN 55155-1899

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

**Re: Draft Minnesota 20-Year State Highway Investment Plan**

Gentlemen:

The I-35W Solutions Alliance submits these comments regarding the draft plan. First, we wish to compliment the Department on the thoroughness and explicitness of the draft plan. It is a very sober analysis of the condition of the Minnesota state highway system and the insufficiency of revenues to maintain and expand the system, to meet the goals and objectives stated in MINNESOTA GO and the Statewide Multimodal Transportation Plan (SMTP).

The I-35W Solutions Alliance has existed as a joint powers board for 24 years working to improve the flow of people and goods in the I-35W corridor including Minnesota Highways 77 and 169. Its members include three of the major counties in the state: Hennepin, Dakota, and Scott; and seven

July 25, 2013

Page 2

cities: Minneapolis, Richfield, Bloomington, Burnsville, Savage, Lakeville and Elko New Market. It has been instrumental in obtaining improvements on I-35W, including reconstruction of the Hwy 62 Crosstown interchange, the Urban Partnership, MnPass lanes, and many other improvements that facilitate the movement of people and goods.

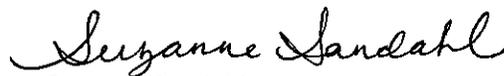
We understand that the plan is fiscally constrained. However, it does not meet the needs of the communities represented by the Solutions Alliance, much less the entire state. It does not provide for a new interchange at I-35W/I-494, in-line bus stations at American Boulevard in Bloomington and Lake Street in Minneapolis, and other needed improvements. These necessary major improvements in the I-35W corridor are not identified in the draft plan.

We accept your analysis that major new funding of \$12 billion is needed over the next 20 years to fill the gap between what you have identified as \$18 billion in projected revenues and the projected need of \$30 billion. Reliance on borrowing, while providing funds to advance projects, is an unsustainable long-term strategy and burdens the state with additional interest costs. Immediate revenues are needed.

The report identifies a critical reason why increased funding is necessary. The bond rating of the state and local units of government will be negatively affected if our major infrastructure assets are allowed to deteriorate below the standard set by GASB 34. Increasing the amount of borrowing for roads and bridges can also damage our bond credit ratings. We do not support Minnesota spending an unnecessary amount of revenue on debt service when that scenario can be avoided.

We urge MnDOT to take an aggressive stand and devise a revenue funding plan to raise the missing \$12 billion.

Sincerely,



Suzanne Sandahl

Chair, The I-35W Solutions Alliance

## Comment 94

Tuesday, July 30, 2013 at 11:26:09

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Name: Les Tlougan

Email: [tlougan@hickorytech.net](mailto:tlougan@hickorytech.net)

Comment: I urge you to include the HW14 upgrade to 4-lane from Owatonna to Dodge Center in your 20-year plan. I make the trip from Waseca to Rochester at least once per week to take care of my 94 year old father, visit my very pregnant daughter and my other daughter and 9-month old grandson in Stewartville. On one of those trips I met 43 trucks on the 2-lane portion of HW14 - that's about 3 per minute. The drive is too often tense due to high traffic volume, trucks, slow vehicles, speeders, and farm equipment. And when the winter weather sets in it can sometimes be taking your life in your hands. I moved to Waseca in 1974, almost 40 years ago, and the 4-lane was supposedly in the works then. I am still waiting. Life threatening and ridiculous! Get it done!

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## Comment 95

Tuesday, July 30, 2013 at 11:55:26

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Name: Lucy Gluth

Email: [blgluth@yahoo.com](mailto:blgluth@yahoo.com)

Comment: Highway 14 from Nicollet to Mankato is probably the only highway in the state that doesn't allow passing for the extended length of that road. And it's also recorded that the Nicollet to New Ulm piece of Hwy 14 is also dangerous, requiring the "Extra Enforcement" signs. The Board of the Brown County Free Fair feels that it's not a safe and free-flowing traffic area from Mankato to New Ulm, and we depend on citizens from the east of New Ulm to make our fair successful. Please do what you can to include this piece of Hwy 14 in your plans for improvement soon! THANKS!

Lucy Gluth, President  
Brown County Free Fair - New Ulm

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## Comment 96

Tuesday, July 30, 2013 at 12:00:55

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Name: Mila Quiring

Email: [mila.quiring@investmentcenters.com](mailto:mila.quiring@investmentcenters.com)

Comment: I cannot believe that MNDot continues to ignore the need for a 4-lane highway between Nicollet and New Ulm. This is such a dangerous highway to travel and even though we may not have the populous as does the metro, the people who live outstate are no less important. We pay taxes no different than the metro people and yet continue to be ignored time and time again in favor of the people who live in the metro area. Not having a 4-lane highway is an economic hardship to all the people and businesses who reside here not to mention a big risk to life every time we travel Hwy 14 in it's current state. MnDot's unwillingness to prioritize this project says a lot about the people who make these decisions. I guess political power and influence rule once again and we just don't have enough votes for influence in outstate MN!

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## Comment 97

Tuesday, July 30, 2013 at 12:24:32

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Name: Eric Dulka

Email: [ericdulka@newulmtel.net](mailto:ericdulka@newulmtel.net)

Comment: Please reconsider including Highway 14 expansion from Nicollet to New Ulm in your upcoming consideration for highway improvements. I'm a small business owner in New Ulm, a tour operator, and motor coach transportation is a very important part of my business. This is a segment of highway that needs to be improved.

Eric Dulka, Chief Manager  
E J Vacations & Pilgrimages LLC  
308 South Highland Avenue  
New Ulm, Minnesota 56073  
507.351.7136

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## Comment 98

Tuesday, July 30, 2013 at 12:32:22

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Name: Katherine Austinson

Email: [castnu@newulmtel.net](mailto:castnu@newulmtel.net)

Comment: MnDOT has NOT included the HWY 14 expansion from New Ulm to Nicollet in the 2014-2033 Highway Investment plan currently being finalized.

Yes, the project is big and expensive.

Yes, there are other projects competing for a small pot of money.

Yes, New Ulm is managing without the 4-lane access.

HOWEVER -

The safety issues have not been adequately addressed with the yellow sticks on HWY 14.

New Ulm is missing out on economic development opportunities because of our lack of a 4-lane access road.

The traffic will only continue to increase from New Ulm to Mankato and vice versa for truckers, employees and students.

Please make provision for this project in the new plan.

Thank you.

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## Comment 99

Tuesday, July 30, 2013 at 12:55:34

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Name: Bob Schirlinger

Email: [bbschir@comcast.net](mailto:bbschir@comcast.net)

Comment: My bother-in-law was killed in a head-on collision on highway 14. His name was Joel Dauffenbach. Pick-up vs. Semi. A divided highway would have saved his life.

I you drove highway 14 as much we do, you would see multiple strings of cars with the slowest car in front 10 cars following, eager to pass. I imagine the traffic on 2-lane 14 on a 4-lane and it would still look busy.

Please expedite a 4-lane between New Ulm and Nicollet before more people are killed. Each year means more lives lost.

Thank you for taking into consideration my comments, Bob Schirlinger, New Ulm

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Tuesday, July 30, 2013 at 13:05:52

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Name: David Albrecht

Email: [david.albrecht@allina.com](mailto:david.albrecht@allina.com)

Comment: The MnDOT 20 year Highway Investment plan is deficient in exclusion of completion of highway 14 in southern Minnesota between Mankato and Rochester. It makes no sense long-term to have 80% of the highway 14 road way a 4 lane highway between Rochester and Mankato only to leave a dangerous bottleneck of 18 miles of 2 lane road way(20% of the distance) right at the mid-point from Owatonna to Dodge Center. Forward thinking would suggest complete what has been started. this project has been on the table for over 50 years. It connects all of rapidly growing cities in southern Minnesota, Rochester, Owatonna and Mankato. With the approval of Destination Medical Center in Rochester and the recession recovery in manufacturing sets a stage for dynamic growth of all three communities. This will predictably put increased heavy truck and vehicular traffic pressure on this already unsafe 2 lane highway segment. 20 years is a long time. Do we wait until conditions deteriorate such that more needless lives are lost. Do we continue to handicap potential economic development in southern Minnesota. There is much more to this state than metro cities and suburbs. Lets look to the future from a broader enlightened perspective.

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## Comment 101

Tuesday, July 30, 2013 at 13:45:58

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Name: Mary Ellen Domeier

Email: [mbdomeier@newulmtel.net](mailto:mbdomeier@newulmtel.net)

Comment: My family heads east from New Ulm for medical appointments, whether in Mankato or Rochester. Others are students at Minnesota University who are commuting. Hwy 14 is extremely worrisome to travel, particularly in winter. On another front, as a volunteer involved with the business community, one of the longest lasting concerns with industries, both here and prospective, is the lack of a four-lane highway. For both safety and economic concerns, please address the New Ulm east section of Hwy 14, upgrading it to a four-lane.

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## Comment 102

Tuesday, July 30, 2013 at 13:51:24

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Name: Robert Domeier

Email: Medrodo@new ulmtel.net

Comment: The New Ulm east section of Highway 14 is unsafe. Our family has been personally impacted by that over the years: A cousin was killed, a co-worker And her husband were killed, our son's friend was killed on that stretch, our son was in an accident at the "Y.". This is just one family's experience. It is shameful that this terrible road has brought so much grief.

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## Comment 103

Tuesday, July 30, 2013 at 14:23:55

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Name: Dick Seeboth

Email: [dickseeb@comcast.net](mailto:dickseeb@comcast.net)

Comment: Given all the hearings & discussion about the HY 14 project Nicolett to New Ulm, I can't believe it still is not on the DOT 20 Year Plan, How many more cemetery plots do we need to set aside? Please reconsider!

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## Comment 104

Tuesday, July 30, 2013 at 15:20:09

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Name: Duane Lambrecht

Email: [duane.lambrecht@shelterproducts.com](mailto:duane.lambrecht@shelterproducts.com)

Comment: It is unfortunate that as a State we can be so short-sighted as to not understand the basic needs of a community to survive in this competitive environment. New Ulm is the only city of it's size not lccated on a 4 lane highway, and as a former President of the Economic Development Corp., it does not allow us to even enter the bidding process for industries looking to relocate. Sad to be controlled by the Metro. We need action now to allow our community to continue to thrive in the future. Please reconsider your decision.

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## Comment 105

Tuesday, July 30, 2013 at 21:53:40

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Name: Peter Ampe

Email: [pampe39@tds.net](mailto:pampe39@tds.net)

Comment: I note there is no plan to complete the Highway 23 four lane from Paynesville to New London and from Paynesville to Richmond. I must object! I cannot believe the omission.

I farm near one of the two lane segments. The other day I quit counting after waiting for 30 vehicles. I have traveled most of the State's four lane roads and few on the rural roads are as busy as #23.

I believe basing decisions on what appears to be only on traffic count and population is short sighted. City people also drive on rural roads. We pay taxes too (and I do not mind paying my fair share of the taxes for services including safe and effecient transportation.)

The arguments submitted by the Willmar committee are all valid.

Please reconsider this omission.

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## Comment 106

Tuesday, July 30, 2013 at 22:45:05

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Name: James Stoutland

Email: [jimani@starpoint.net](mailto:jimani@starpoint.net)

Comment: MnDOT appears to be doing the best it can with the limited funds it receives.

There is one fundamental flaw in the targets however. There can be segments of roads that can stay in the poor category forever (and actually become very poor), but yet the targets can be met by keeping the rest of the system in the fair and good range. There should be some limitation on how long a stretch of road can remain in the poor category.

Thank you for the opportunity to comment.

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## Comment 107

**From:** Bill Erzar [zar@frontiernet.net]  
**Sent:** Tuesday, July 30, 2013 10:41 PM  
**To:** Wilson, Ryan (DOT)  
**Cc:** Bill Erzar  
**Subject:** 20 Year MnShip Plan - STIP - addition

Ryan,  
Added a line after paragraph 2.  
Bill

----- Original Message -----

**Subject:**20 Year MnShip Plan - STIP  
**Date:**Tue, 30 Jul 2013 22:25:26 -0500  
**From:**Bill Erzar <zar@frontiernet.net>  
**To:**Ryan Wilson <ryan.wilson@state.mn.us>  
**CC:**Bill Erzar <zar@frontiernet.net>, Michael Kalnbach <Michael.Kalnbach@state.mn.us>

Ryan Wilson, P.E., AICP  
Project Manager, 20 Year Mn SHIP  
Office of Capital Programs and Performance Measures  
Mn DOT  
395 John Ireland Boulevard, MS 440  
St. Paul, Mn 55155-1899  
651-366-3537

July 30, 2013

Ryan,  
As we continue on this course of inadequate highway and bridge infrastructure funding statewide, as a co-chair of the Highway 169 North Task Force, we need to continue on the committed projects list and improve some of them as relates to shoulder width (we need 6-8 ft).

Safe clear areas need to be established in the ROW's from the fog line out 42 feet as we talked about and discussed/suggested by Mr. Jon Chiglo and Mr. Mike Barnes of the St. Paul office, on their tour of Highway 169 this past March with Task Force members and District One Staff.

Commissioner Charlie Zellie and 8th District Congressman Rick Nolan toured the route later in the month.

Brush and trees encroaching on the inner and outer slopes, and the impact they have on the shading they cause creating black ice as well as location, alignment and grade of the roadway in the Eagles Nest area need to be addressed.

Also some of the over hanging trees and brush have caused damage to commercial and private vehicles. Some limited brush and tree work has been done but not enough. If you have people that can't

cut trees or supervisors  
that won't do it, it's time to get someone that will.

There are also areas in some of the mill and overlay project areas that could use a little extra work to create a few more passing areas and also filling and grading some corners to bring the corner grade elevation up to help prevent the inertia of throwing you out off the outside of the corner over the bank. These have been mentioned and discussed with Michael Kalnbach and Duane Hill (District One).

Of course, fatalities, injuries, and accidents and safety improvement is what built and drove this Task Force and Safety has always been our Number One priority!

We have students traveling in School Buses and VCC College students in 9-12 passenger vans as well as school sports teams with No Real Safe place to pull over in breakdown or emergency situations. Winter's Snow/Icy conditions make the situation so much worse during that time of the year because of the narrow shoulder width of 2-4 ft in many areas.

We also have some very steep / sheer unprotected narrow shoulder drop-off areas 15-25 feet down with one as much as 50 ft or more down between Tower and Ely.

We have 46 corners between Tower and Ely in a length of about 21 miles and have limited passing areas.

Much of the sub-grade or base is from as far back as the late 1940's.

We know this is the last chance in probably next 20 years to do these projects the right way and try to correct and improve as much of this roadway as we can with what's available and what additional funds that may have been in State legislation (HF-1444) this past legislative session.

Much time has been chewed up and dollars lost in added costs and inflation to some of these projects by continued delays since 2005 when funds were acquired.

This month of July makes 13 years since our task force was officially formed to study, made published recommendations in 2001, acquired funding, and have continually been involved and worked to get these projects completed.

We will continue to be involved until these projects come to satisfactory completion.

In the 20 year plan, many of us in rural areas do not agree that non-NHS roads are being limited to minimal maintenance as those are our main travel routes and our main economic corridors.

Existing funding areas need to be improved and new sources found, to maintain our infrastructure.

As was noted on CBS National news (WCCO-TV Ch-4) this morning, the U.S. was 1st in infrastructure just over 8 years ago and now we have fallen to number 14 in the world and dropping like a rock.

Thank you for the meetings and the time to comment and let's move forward toward safer, better roads.

Sincerely,  
/s/ Bill Erzar, Co-Chair  
Highway 169 North Task Force

1232 Heather St.  
Ely, MN 55731  
218-365-3361  
[zar@frontiernet.net](mailto:zar@frontiernet.net)

## Comment 108

**From:** Pat LaCourse [PatL@jrschugel.com]  
**Sent:** Tuesday, July 30, 2013 3:59 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** Hwy 14 funding

Dear Mr. Wilson;

I am writing to let you know my feelings on the highway 14 expansion between New Ulm and Rochester. I understand that budgets are tight but the lives lost on this highway have come at a high cost to all those involved. I work as a fleet manager at a trucking company in New Ulm, and I am surprised how many times a driver will tell me of the close calls on the stretches of highway between New Ulm and Rochester, where there is a 2 lane highway. I feel that the stretches of highway that are not funded, and will not be funded in the next 20 years, would it be possible to at least add a 3 mile passing lane. This to me would solve any unnecessary passing of vehicles, if drivers knew that a passing lane was available to them.

I feel that this would satisfy those that are screaming for a full 4 lane expansion. And it would also solve quite a few of the accidents that are on this dangerous stretch of highway. I have seen these in the past and feel that it is an economical solution and could be added at a fraction of the highway 14 expansion from a 2 lane to a 4 lane highway.

I feel that this is an important issue, and that highway 14 has been long underfunded for many years, and it has now become an important road for the southern Minnesota region, and lots of trucking companies use highway 14. Please help in making this a priority for MNDOT, thank you for your concern in this matter.

Sincerely;

*Pat LaCourse*

*Fleet Manager Refrigerated Division*

888-218-4202

[patl@jrschugel.com](mailto:patl@jrschugel.com)



**From:** Margaret Donahoe [Margaret@transportationalliance.com]  
**Sent:** Tuesday, July 30, 2013 3:15 PM  
**To:** Wilson, Ryan (DOT)  
**Cc:** [rlindall@kennedy-graven.com](mailto:rlindall@kennedy-graven.com)  
**Subject:** MnSHIP Comments from Southwest Corridor Transportation Coalition



July 30, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

Dear Mr. Wilson:

On behalf of the members of the Southwest Corridor Transportation Coalition, I would like to submit these comments and suggestions for changes to the Draft Minnesota State Highway Investment Plan: 2014-2033.

While Coalition members appreciate the difficult financial situation the Department of Transportation faces, we believe that US Highway 212 needs to be completed to a four-lane highway all the way to Norwood Young America and ultimately farther west. The immediate need is for conversion of the two segments of two-lane highway between Chaska and Cologne to a four-lane facility. Despite the clear role that US Highway 212 plays as a key interregional corridor with significant freight traffic, the MnSHIP plan does not recognize the need to complete this important corridor even if additional funding is provided in the future.

Given the traffic counts and the importance of this major corridor, we don't understand how US212 could not be included in the identification of unmet needs. Although Highway 212 must handle significant truck traffic – 1,850 heavy trucks per day and is a freight and commerce route that serves a large segment of the state, the portion of US Highway 212 in Carver County will remain the only 2-lane high-priority interregional corridor in the metropolitan area under the 20-year highway investment plan envisioned by MnDOT. The only project on Highway 212 appears to be a mill and overlay in 2019.

The lack of inclusion of US Highway 212 is even more puzzling since the legislature took action during the 2013 Legislative Session to create the Corridors of Commerce program in order to put more focus on the need to deal with these 2-lane highway segments that are part of an otherwise 4-lane corridor. The new program enacted by the legislature calls for projects to be funded that will provide capacity development on a segment of trunk highway where the segment is not a divided highway and that highway is an expressway or freeway beyond the project limits, the highway

Robert J. Lindall, President

470 US Bank Plaza, 200 South Sixth Street Minneapolis, MN 55402 • Phone: (612) 337-9300 • FAX: (612) 337-9310

Page 2

contains fewer lanes of travel compared to that highway beyond the project limits or provides a freight improvement that results in reducing barriers to commerce, easing or preserving freight movement, supporting emerging industries or providing connections between the trunk highway system and other transportation modes for the movement of freight. This description fits the completion of US Highway 212 perfectly.

We don't understand why the Corridors of Commerce program is not mentioned anywhere in the MnSHIP plan and why an illustrative list of projects developed by MnDOT for this program did not include US Highway 212 on the list. This highway needs completion just as much as Highway 14 or Highway 23 which also have 2-lane segments that need expansion. In fact, Highway 23 feeds into Highway 212 and without any improvements to Highway 212, any investment in Highway 23 will not achieve its full potential in improving traffic flow into the Twin Cities Metropolitan Area.

The Coalition is also concerned about the lack of improvements planned for Trunk Highway 5 in Carver County which has serious safety problems. The only project planned for Highway 5 appears to be an unbounded concrete overlay in the year 2020. Again, while funding is not projected to be available for additional work on this highway, the plan should indicate that additional improvements are needed to improve safety as the population of the region grows and more trips are generated on this outdated, two-lane highway.

The list developed by the Transportation Finance Advisory Committee (TFAC) of projects that could be funded with additional dollars does not include any improvement to US Highway 212 and only lists MN5 in a list of 17 routes in the metro area that are identified as chokepoint challenges. It is not clear what work is envisioned on TH5 or where exactly that work would take place along the corridor.

Another major concern is the lack of commitment to Regional and Community Improvement Priorities (RCIPs) including programs such as the Corridor Investment Management Strategy (CIMS) and the Transportation Economic Development (TED) program. Given the relatively small amount of funding that has been directed to these projects and programs and the ability of these projects to attract and leverage private and local funding, it appears needless to eliminate all funding from these programs in years 11-20 of the plan. The Department should make a commitment to re-direct a small amount of funding from maintenance and preservation to these innovative and important regional programs and projects.

Overall, the MnSHIP plan seems to focus heavily on meeting pavement preservation goals established by MnDOT despite the fact that the system faces serious congestion, safety and mobility problems. The department is concerned about losing flexibility in directing federal highway funds if performance measures for pavement quality are not met, and yet that same outcome could happen if performance measures for congestion reduction, mobility improvement and freight management are also not met. The distribution of funds does not seem to reflect this reality. The plan does not even set an aspirational target for Twin Cities mobility and anticipates performance to continue at current levels despite the fact that in 2010-2012 congestion rose to

its highest levels ever in the Twin Cities Metropolitan Area and the population is expected to increase significantly in the future.

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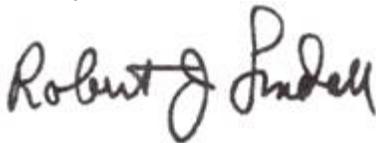
The MnSHIP plan states that “Investment that is inconsistent with input provided during MnSHIP public outreach will result in a loss of public confidence.” Although the Coalition provided input during this process regarding Highways 5 and 212 and the plan states that the public wants MnDOT to pursue a diverse set of investment priorities including investing more in mobility, this plan does not provide a balanced investment approach that reflects public input.

Without the identification of real needs on the system and without any indication of hope for improvements to Highways 212 and 5 in the future, it is difficult for the Coalition to see how additional transportation funding will benefit our part of the region.

For Carver County residents and businesses, safe and effective transportation will continue to be critical to maintaining our quality of life and growing our local economy. Thanks to the New Highway 212, we have seen real economic development in our area. Our health care industry is expanding, we have attracted a number of data centers to Chaska that will provide well-paying jobs and plans are underway for a senior living facility – The Legends at Hazeltine -- that will ensure a quality environment for aging members of our community.

The Southwest Corridor Transportation Coalition urges MnDOT to include the need to improve US Highway 212 – a critical freight and interregional corridor – in the new 20-year highway investment plan. In addition, the safety concerns on Trunk Highway 5 will only grow as the region grows without improvements in this corridor. While the state certainly needs to increase funding for transportation in the state, the Department should identify all of the critical needs on the highway system and present a vision for the future that does not ignore major highway corridors that play an important role in the Twin Cities Metropolitan region.

Sincerely,



Robert J. Lindall  
President

Margaret Donahoe  
Executive Director  
The MN Transportation Alliance  
[margaret@transportationalliance.com](mailto:margaret@transportationalliance.com)  
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## Comment 110

**From:** Jeff Mccool [wcmayor@yahoo.com]  
**Sent:** Tuesday, July 30, 2013 3:09 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** US Highway 14

To Whom it May Concern,

Many, including myself, travel US highway 14 on a daily basis. How much more blood must be spilt because monies are used in mainly the twin cities area, leaving our area many times without. Greater Minnesota also needs improvements instead of old, decaying and unsafe infrastructure endangering our loved ones. How many more people such as Scott Hodgman, and Jack & Vander Reich must die? How many more people such as Harmony Henderson must be severely injured? The list could go on, but the point is we demand attention and the need for change!

Certainly these improvements will not create an end to death or serious injuries; but it would certainly help. The time to make improvements to US Highway 14 is now.

I therefore pledge to make a difference on behalf of both myself and the City of West Concord. I humbly ask that you do the same by supporting this cause and using my letter to gain support. Highway 14 between Dodge Center, Minnesota and Owatonna, Minnesota needs drastic improvement for safety of our citizens.

Sincerely,

Mayor Jeffrey E. McCool  
City of West Concord

## Comment 111

**From:** Dohrmann, Cynthia L. (Cindy) [Dohrmann.Cynthia@mayo.edu]  
**Sent:** Tuesday, July 30, 2013 1:11 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** highway 14.

Dear Mr. Wilson,

I am a victim of Highway 14. On January 26<sup>th</sup>, 2001, myself and my parents were heading East on Highway 14 Between Dodge Center and Kasson.

When an eighteen year girl lost control of her car and hit us head-on, then spun around and hit me in the driver

side. This part of the highway where the accident occurred, is where the highway went from a 4-lane to a 2-lane. I unfortunately

Had no place to go, I had pulled as far off my lane as I could when I saw her heading towards us. ( I was in the 2-lane)

I sustained two broken legs, my left was a pilon fracture, so my tib-fib on the left were Shattered. By the time I was done with all my surgeries

They totaled 5. And from the results of loss of bone I lost ½ of length. I was plated and left to heal. I spent 6 month in our Living

Room in a hospital bed that we rented. I ate my meals in the bed I had my bath in the bed and I even had to use a bed pan for 6 months.

Absolutely no walking for 6 ,months. I had a husband and two sons. So with that I was not a companion for my husband

Nor much of a mother for my sons.

Both my parents were injured as well. My Dad sustained a broken hip and ended up with surgery.

He was at risk for an Embolus so I Green field was placed in his Vena cava to prevent him from throwing a blood clot.

My mom sustained a broken ankle and some facial injuries, for which she also had surgery.

Both my parents were forced into a nursing home for 4 months for healing and therapy .

This highway is well traveled, there should have been barriers to prevent the young girl from coming into my lane.

Or there should have been some flashing Amber signs, making her aware she was approaching 2-lane traffic.

The portion of the highway where I was injured is NOW a complete 4-Lane.

BUT further West between Dodge Center and Claremont we are dealing with the same kind of problem.

The highway goes from 2-lane to 4 lane and there are no barriers or Flashing Amber Lights, and Another Accident

occurred November 6<sup>th</sup>, 2012, This time there was 3 Fatalities and 1 injured party.

A father and son were killed, and wife was injured in one Vehicle and a Gentleman was killed in the other vehicle.

When are we going to wake-up? These are not the only accidents on this stretch of road.

Why can't we do something to make our Highways safer? Are lives more important? Than a Light Rail?

WE NEED some help down here in Southern Minnesota for our Roads.

Mr. Wilson I don't expect you to understand how I feel. But at the time before the accident I was Someone who was able to participate and the "Relay for Life" (Cancer Walk), I could ride bike, Garden, climb stairs with ease. Run, jump , swim. Not I am limited. Walking can sometimes be a challenge.

The morning of the Accident, we were on the Highway to get my Mom to the Mayo Clinic for Cataract Surgery. What a drastic change in all 3 of our lives.  
Let's get some tax money down here and fix this HIGWAY!

Sincerely  
Cindy Dohrmann  
15880 585 th Street  
Claremont, Minnesota 559

## Comment 112

**From:** Eric Newgord [alababylon27@gmail.com]  
**Sent:** Tuesday, July 30, 2013 11:46 AM  
**To:** Wilson, Ryan (DOT)  
**Subject:** Danger to our families

Listen, I know you folks have a lot of big decisions to make but I want you to know that at least one citizen here in New Ulm is pleading with you and your compatriots to make the right choice regarding the hwy 14 project.

I know most folks in Minnesota will never use hwy14 but me and my family are on it almost once a day, and in my case for work sometimes numerous times in a day. My life and the lives of my family are important but it's not like we are the only ones at risk. Thousands use this important conduit every year and every one of them deserve a hwy that's safer than the one I have been riding on since I was a little kid.

I know the funding is tight but I think the metro area had enough money sucked out of the rest of Minnesota to pay for pretty trees to line the streets and redundant digital signs etc...

.....give us the 4 lane from New Ulm to Mankato and then the accidents will reduce, and the business will increase. We don't need it in 10 years or even 10 months...we have needed it for years now already and enough is enough.

Eric William Newgord

## Comment 113

**From:** Hodgman, Beth K. [Hodgman.Beth@mayo.edu]  
**Sent:** Tuesday, July 30, 2013 12:46 PM  
**To:** Wilson, Ryan (DOT)  
**Subject:** Highway 14

I'm writing this letter for the following reason:

on November 6<sup>th</sup> I lost my Best Friend, husband, Father to my children, Grandfather to my Grandchildren. Scott Hodgman was a GREAT husband, Father, Grandfather & friend to many. Our family, Community & his company are feeling his loss immensely. Scott was a hardworking, honest, fair, loving man. He had his priorities in the right place. He was killed on the highway that has been nick name the highway of horrors back in March of 2011 by the Star Tribune. Al Forsberg said he sees death traps where other see the open road it is a mix of old two lane & new four lane sections has blind intersection & heavy truck traffic Unexpected curves that is what Scott & 2 other people were killed on that dreadful night.

Since the mid-1980s, more than 145 people have been killed on the highway, which winds through 265 miles of farmland from Winona to the South Dakota border. On average, someone dies on the road every two months. And 75 percent of the deaths between 2000 and 2005 occurred on the two-lane stretches. How many more people must loss there life? How many more family must loss there husband, father Grandfather & main provider?

Scott was not under the influence of drugs or alcohol. He was not speeding, texting, or on his cell phone. He was just driving home from work going to stop & vote then he should have been home.. That night on November 6<sup>th</sup> the highway of horror took yet another 3 lives .....

I'm here to tell you this is the worst thing for any family to go through. No one should ever have to plan the funeral of someone so young and with so many plans in life. Scott was in the prime of his life; just starting to enjoy being able to spend time with his 4 grandchildren. People ask me daily how are doing? Take a look at your life, and imagine what you would say if you lost your best friend/husband and people asked you that question daily. Would you just nod and say I'm okay, just because that's what they want to hear? Or would you say I'm horrible, and nothing can help that.

Getting the funding will not help our family with their grieving, but it will hopefully prevent another family from suffering from what we have been through.

Let me tell you Scott can never be replaced. You all let a wonderful person leave this earth all because you can't find funding.

13 people were killed in a bridge collapse & 145 injured how fast did we find funding for this?

If we can't get funding now to finish this project we need get safety barriers up. WE need to notify the drivers that the road is narrowing back to 2 lanes that they need to reduce their speed. From Dodge center to the place of Scotts accident there is ONE sign that SAYS REDUCE SPEED. ONE SIGN that say merge if there is a semi or traffic to your right you are never going to see that. We don't know what happened yet with Scott's accident but I can tell you this as I drive it many times thinking what did he see or not see. The reflect lines ARE no longer REFLECTIVE! We have no ridges cut in the highway telling someone they are over the center line or the no barriers telling them they are on a 2 lane. WE have no notice that they are coming to an intersection it is very confusing as lines are painted but not clear. If you travel this road at night as MANY people do there have been so many near misses. I sure wish Scott would have been a NEAR MISS instead of statics. .

I understand that people think we all need to take responsibility for ourselves but isn't it the DOT responsibility to make sure our roads are as safe as they can be? This subject has been brought to you

many times & many times we have been told no there is no money. Let's find the money. Let's prevent another unnecessary death.

I have made many trips to the capital, I have sent letters , Sat with the Governor ,I have had friends & Family send letters. I could not make it to the meeting yesterday but I feel you don't need us to tell you how dangerous that road is the EVERYONE is aware of it.. Just drive it. It has been almost 9 months since I lost Scott & I tell you the pain isn't less, I don't miss him less, I have this HUGE empty place in my life & in my kids life we hate it... It all happened because of a VERY dangerous part of the road. I'm a believer that if the people deciding where the money goes had to drive this road just for 2 weeks everyday it would be fixed ..

*Beth Hodgman*  
*Medical Staff Assignment Coordinator*  
*Sonda 15*  
*507-266-5192*  
*127-00011*

*You have never really lived until you have done something for someone & they can never repay you.*

## Comment 114

**From:** Elaine DeMoss [elainedemoss47@hotmail.com]  
**Sent:** Tuesday, July 30, 2013 11:18 AM  
**To:** Wilson, Ryan (DOT)  
**Subject:** Highway 14

Sent from Windows Mail

Sir; I am writing in support of the 4-lane completion of Highway 14 between Owatonna and Dodge Center. It has been said over and over that the 2-lane road now in place is unsafe and that is very true. It is unconscionable that this is not finished. It is a consideration of safety and economic progress that should make the completion of this project a priority. The residents of Minnesota that frequently use this road, and there are many of us, deserve that much consideration from our state government. Its been talked about enough, now make it happen.

e Demoss  
a. Minnesota

Elain  
Owatonn

## Comment 115

**From:** Steve Cremer [SCremer@Harmony1.com]

**Sent:** Tuesday, July 30, 2013 9:48 AM

**To:** Wilson, Ryan (DOT)

**Subject:** Highway 14

Dear Mr. Wilson,

I would like to express my concern that MDOT is not including in the 20 year State Highway Investment Plan a portion of the Highway 14 four-lane expansion between Dodge Center and Owatonna. My wife and I frequently drive from Rochester to Owatonna, Waseca and Mankato. The two lane section of Highway 14 between Dodge Center and Owatonna is very dangerous due to the heavy flow of large trucks hauling corn, steel and other products on this two lane highway.

Please reconsider including this section of Highway 14 in the 20 year plan.

Thank you,

Steve Cremer

President

Harmony Enterprises, Inc.

Harmony, MN

## Comment 116

**From:** Audra Shaneman [audra@newulm.com]  
**Sent:** Tuesday, July 30, 2013 9:16 AM  
**To:** Wilson, Ryan (DOT)  
**Cc:** Amanda C Duerr ([acduerr@flaherty-hood.com](mailto:acduerr@flaherty-hood.com))  
**Subject:** HWY 14 Expansion

Dear Ryan -

Thank you for taking my comments about the 20 - Year Plan. As the President and CEO of the New Ulm Area Chamber of Commerce, we are disheartened that the HWY 14 project from Nicollet to New Ulm is not included in the 20 - Year Plan. Many years ago, this project was all but promised to this community and while we tolerate the reasoning that the funding isn't there – being left out of the plan discredits the necessity of expanding HWY 14 to a four-lane highway. We are a trucking hub and our greatest industries – agriculture and manufacturing – rely heavily on the highway transportation infrastructure to deliver goods and product. We have heard from site selectors representing expanding manufacturers that New Ulm isn't even on the list because we do not have a four-lane road.

If this project had never been considered, we would understand not being included. However, in the past, MnDOT has committed to this project and it has not been finished.

I know of the Corridors of Commerce program and applaud the efforts of legislators who see the economic value of providing a quality transportation infrastructure. HWY 14 should be at the top of that list.

But HWY 14 should also be included in the 20 Year Plan! What would be the harm in putting it on that list? Even if it is just a token gesture to this community that our concerns have been heard by government officials, I would take that.

By supporting HWY 14, I am showing that I care about my community and our ability to attract new employers and new industry. I would expect that the State of Minnesota and the Minnesota Department of Transportation could support that by reconsidering their decision and include HWY 14 expansion into the Plan.

Thank you for this consideration.

### **Audra Shaneman**

President / CEO  
New Ulm Area Chamber of Commerce  
"Come See What's Brewing"  
1 North Minnesota Street  
New Ulm, MN 56073  
ph 507.233.4300  
fx 507.354.1504  
Toll Free 888.463.9856  
[audra@newulm.com](mailto:audra@newulm.com)

## Comment 117

Wednesday, July 31, 2013 at 06:30:44

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Name: Steve Schneider

Email: [steve.schneider@allina.com](mailto:steve.schneider@allina.com)

Comment: I understand that the 20 year plan for road improvements does not include Hgwy 14 expansion to 4 lanes from Nicollet to New Ulm. There has been substantial data showing the safety hazards associated with travel on this road, with a fatality rate considerably higher than the state average.

Travel on this road is going to continue to increase as more families live in one community and one or several family members commute to the other. Having safe and quick travel between these communities is important as we recruit professionals to work in our healthcare facility. It is also critical for emergency transporting of patients between our facilities.

I would urge you to reconsider the prioritization of projects so that this one is at a minimum included in the 20 year plan.

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## Comment 118

Wednesday, July 31, 2013 at 07:37:19

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Name: Bill Aufderheide

Email: [baufder@gmail.com](mailto:baufder@gmail.com)

Comment: Please reconsider your current priority for the Hwy 14 project from New Ulm to Nicollet.

I drive this road very frequently. It is dangerous and often times very slow. I have had friends killed on the road, and have had numerous near misses myself. I have witnessed accidents as well.

The investment for this road is way overdue. New Ulm and surrounding towns are at a disadvantage because of this road.

Please get Hwy 14 on the SHIP. Surely, there are less dangerous stretches of road in Minnesota that could be bumped.

Thank you

Bill Aufderheide

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## Comment 119

**From:** Sierks, Bill (MPCA)

**Sent:** Monday, July 29, 2013 4:58 PM

**To:** Sulzbach, Mark (MPCA); Mondloch, Mike M (MPCA); Crotty, Fran (MPCA); Nelson, Michael (MPCA); Eyoh, Innocent (MPCA)

**Cc:** Thornton, J. David (MPCA); Patraw, Rick (MPCA); Timerson, Brian (MPCA); Heffron, Susan B (MPCA); Fenske, MaryJean (MPCA)

**Subject:** RE: Review of draft Minnesota 20-year State Highway Investment Plan

Is there still time to add anything else?

I would also suggest that MnDOT develop language providing a meaningful incentive (not sure of the amount, but something equivalent to the early completion bonuses that are very effective in motivating contractor behavior) on public projects for companies that agree to provide over 80% of Tier 3 off-road equipment on any project awarded before 2020, and an equivalent incentive for contractors exceeding the on-road diesel percentages.

Bill

## Comment 120

Tuesday, July 30, 2013 at 16:55:24

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Name: Daniel Blaisdell

Email: [danb@mcneilus.com](mailto:danb@mcneilus.com)

Comment: We are a business located in Dodge Center Mn, we are a steel distribution company and have over 80 trucks in our delivery fleet. We travel hwy 14 every day and it seems ridiculous that the highway between Dodge Center and Owatonna is still a 2 lane road. I cannot understand why that link is not finished before the continue on developing 14 to the West.

Dodge Center is a town with a lot of industry and all employ workers from all of SE Minnesota. They travel hwy 14 every day and it is a very unsafe road.

Please put the link between Dodge Center and Owatonna high on your priority list of projects to complete in the coming years.

Thank you,  
Dan Blaisdell  
CFO, McNeilus Steel, Inc.

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July 31, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

Dear Mr. Wilson:

On behalf of the over 250 member organizations of the Minnesota Transportation Alliance, I would like to thank you for this opportunity to comment on the draft Minnesota State Highway Investment plan for 2014-2033.

The members of the Transportation Alliance certainly recognize the dire financial situation the state faces in meeting highway needs across the state. We appreciate MnDOT's work in attempting to meet needs with limited resources and the tough decisions that have to be made. This plan certainly lays out a stark future without significant increases in highway funding. While we understand the need to focus the majority of resources on maintenance and preservation of the existing system, some recognition of the need to fund mobility and community priorities in the future should be included in the plan. Even if the legislature does provide some additional highway funding, it is not likely to be enough to meet the needs and so we believe the distribution of currently projected revenues in the second 10-year portion of the plan should be better balanced among the various needs.

Providing the public and decision makers with a clear and compelling vision for the future of the highway system is critical for building the support we need to secure additional revenue. This plan does not provide a vision for a future highway system that supports economic growth while addressing key safety problems and community priorities. The plan must describe how projected revenue will be invested, but the plan can also provide a much more robust picture of what could be done with additional resources. The list of projects developed by the Transportation Finance

**Since 1893**

525 Park St., Ste. 240 ● Saint Paul, MN 55103 ● 651/659-0804 ● Fax 651/659-9009  
Email: [alliance@transportationalliance.com](mailto:alliance@transportationalliance.com) ● [www.transportationalliance.com](http://www.transportationalliance.com)

Advisory Committee (TFAC) that could be completed with additional revenue is a rather barebones and vague list of smaller, low-cost projects that does not paint a picture of the future we want to have in Minnesota.

Our Alliance members are concerned that important investments in interregional corridors and other important projects are not even acknowledged as needs by the Department. The expansion of 2-lane segments of highway in key corridors was supported by the legislature during the 2013 Session through the creation of the Corridors of Commerce program. The completion of Highways such as 14, 23, 169, 212, 10 and others should be acknowledged even if adequate funding is not projected in the future. The development of a future plan should not be governed by dollars available but by the needs of the highway system. The Corridors of Commerce program should be included in this new plan along with a discussion of the need to re-direct \$300 million in funds to this program.

In researching needs analysis conducted by other states, we have found that Wisconsin has identified a \$900 million per year shortfall for state highways over the next 20 years, Colorado has estimated that the cost to maintain its infrastructure is \$53 billion higher than anticipated revenues through 2035, Arizona has identified a funding gap of \$62.7 billion over 20 years, Michigan needs an additional \$1.4 billion per year for its roads and bridges and Ohio's highway budget faces a \$1.6 billion annual shortfall. Our members believe that the identified unmet need of \$600 million per year for 20 years in Minnesota understates the real needs on the trunk highway system, leaving out important needed projects.

With the new MnSHIP plan, MnDOT prioritizes investments in maintenance and preservation by focusing on pavement performance measures and standards set by MnDOT with little acknowledgement of the need to meet performance measures in other areas like congestion reduction, mobility enhancement and freight traffic movement. While there may be some potential for the state's bond rating to be downgraded due to pavement condition, it would be important to see some evidence of a bond rating agency taking that action to assess the likelihood of this possibility. In reviewing, states and municipalities that have had their bond ratings reduced, the most common reason cited has been pension liabilities and levels of debt versus revenue. We have not been able to find a state whose bond rating has been downgraded due to the condition of roadway pavement.

Interregional corridors form the backbone of the transportation system and allow the state's economy to function and grow. With additional investments that businesses and communities are seeking to encourage the location or expansion of businesses in Minnesota, the economy and the tax base will grow, providing additional resources to the Highway User Tax Distribution Fund. The heavy focus on maintenance and preservation of existing highways does little to address mobility needs that could help expand the state's economy.

MnDOT has developed some innovative and effective programs in recent years such as the Transportation Economic Development Program and Corridor Investment Management Strategy that have the potential to leverage additional dollars and increase the overall level of resources directed to transportation. It's discouraging that the new 20 year plan does not make a commitment to continue funding these programs out into the future. Some resources could be re-directed to maintain these new programs.

While we understand that it is difficult to plan for a 20 year time frame, the message and the priorities set out in this plan are important. The fact that the plan will not be updated until 2017 means that the plan should be one that truly recognizes the most critical needs for maintaining the system, improving safety, reducing congestion and improving mobility throughout the state. Maintaining some balance in investments will be important to the future of the system and providing more of a vision of what we want the state's highway system to look like in 20 years would generate more support and enthusiasm in communities struggling with outdated and deteriorating infrastructure.

Despite public input requesting greater investment in mobility needs, the 20- year highway investment plan devotes 35.6% of total resources to pavement condition. No other category comes close to this level of investment. The next highest investment level is 16.9% for improving bridge conditions and every other category has a lower investment level with only 4.4% of resource directed to traveler safety and only 2.7% of resources devoted to interregional corridor mobility.

The Alliance understands the critical need for additional highway funding and we will be leading a major campaign to build public awareness and support for highway investments. Communities and businesses need to see a plan for the future that provides more balance since even increases in revenues will likely fail to meet the need for highway projects that are needed to improve economic growth and improve the quality of life in Minnesota.

Sincerely,

Margaret Donahoe  
Executive Director

## Comment 122

Wednesday, July 31, 2013 at 08:40:12

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Name: Debbie Zahn

Email: [debz@designhomecenter.com](mailto:debz@designhomecenter.com)

Comment: I'm sure you have all heard of the tragic accidents that have happened on Hwy 14 and they hopefully will decrease from Nicollet to Mankato...but what about from Nicollet to New Ulm!! I have personal reasons to make this road safer....my family travels it weekly. I do not want my family exposed to this horrible road. I have lost too many friends and or know of people that have lost someone!  
Please make sure this project is moved up before someone else has to suffer a tragic loss due to a road that is in much need of improvements.

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## Comment 123

Wednesday, July 31, 2013 at 09:35:15

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Name: Steven Johnson

Email: [sgj@hickorytech.net](mailto:sgj@hickorytech.net)

Comment: I believe an overpass similar to the one in construction being done right now to the West of North Mankato at #41 is needed South of Nicollet. Not because Nicollet needs it, but with the heavy semi traffic on these roads (99 & 111) I feel that it is a safety issue. I heard at one of the meetings that the extra cost would be around 13 million, but the safety of drivers at this deadly intersection seems to tell me that this is necessary.

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## Comment 124

Wednesday, July 31, 2013 at 10:31:04

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Name: Opal Dewanz

Email: [dodewanz@nutelecom.net](mailto:dodewanz@nutelecom.net)

Comment: We travel from New Ulm to Rochester many times and the two lane is really a danger. Having a four lane to New Ulm would also help bring business to town.

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## Comment 125

Wednesday, July 31, 2013 at 10:50:08

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Name: Todd Severson

Email: [Ernhrt88hms@charter.net](mailto:Ernhrt88hms@charter.net)

Comment: I would like to see the 35W expansion go further to the south into Lakeville, MN. I have personally observed the traffic levels in this area increase and the congestion at times down to stop and go. The expansion of 35W from Burnsville into Bloomington has made a major impact on lessening traffic levels and congestion and I believe it would do so here as well. I also am a firm believer that this expansion would also cut down on the number of traffic related accidents and deaths that has become a major problem in the recent years.

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## Comment 126

Wednesday, July 31, 2013 at 11:29:57

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Name: Gary Sonnenberg

Email: [gary.sonnenberg@gmail.com](mailto:gary.sonnenberg@gmail.com)

Comment: Highway 14 is one of the busiest highways in a rural area. New Ulm has many trucking companies that use this road daily, many commuters between New Ulm and Mankato. Since we moved here in 1995 there have been many fatal accidents on Highway 14 between Mankato and New Ulm. New Ulm is a tourist destination and our visitors travel one of the most dangerous highways to come to New Ulm.

The "yellow sticks" that have been placed along the center line of the highway between Mankato and Nicollet are actually causing "road rage" when drivers are caught behind vehicles that travel at 40 mph.

It is my understanding that there had been funds allocated in the past for this project which have been redirected when the need arose (the collapsed bridge in the Twin Cities) and we supported this action. We did question the fact that the intersection of I494 and 169 was redone THREE times in the last 10 years.

We do respectfully request that you reconsider the past vote and amend it to include this important project that impacts lives as well as economy.

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## Comment 127

Wednesday, July 31, 2013 at 11:51 a.m.

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Name: Kris M. Busse

Email: Kris.busse@ci.owatonna.mn.us

Comment: I was shocked to see that expansion of highway 14 from Rochester to New Ulm was not included in the 20 year plan. The importance of Highway 14 has been communicated to MnDOT for over 50 years and it is time for this highway expansion to be completed. This plan does not reflect the needs and priorities of the citizens. Highway 14 is an economic lifeblood of southern Minnesota. this project must be included in order to assist the region in economic development and job growth.

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## Comment 128

Wednesday, July 31, 2013 at 11:56:05

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Name: Scott Kubicek

Email: [Scott@advantagecabinets.com](mailto:Scott@advantagecabinets.com)

Comment: I own Advantage Cabinets in Owatonna. We travel HWY 14 every day. It is important to me to have safe roads. Now that 14 is complete to Mankato we are able to travel that direction easier. We now need to finish 14 to Rochester. Rochester is a great market for us and I want to continue to grow in that area. Please push forward on the completion of Hwy 14.

Thanks

Scott

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## Comment 129

Wednesday, July 31, 2013 at 12:10:31

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Name: Jana Effertz

Email: [jharvieux2002@yahoo.com](mailto:jharvieux2002@yahoo.com)

Comment: I would like to voice my support for the continued development and completion of HWY 14!

Jana

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## Comment 130

Wednesday, July 31, 2013 at 12:11:32

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Name: Barry Gillespie

Email: [barry@erahome.com](mailto:barry@erahome.com)

Comment: Southern Minnesota contributes no small part to the economy of the entire state, with a wealth and diversity of business and industry. Health care alone is world renowned. To meet the demands of a growing economy, it is imperative that Highway 14 between Owatonna and Dodge Center receive the highest priority in planning highway improvements for the future in Minnesota, to safely move workers from one city to the next, to facilitate commerce and to support the growing health care industry in Southeast Minnesota.

Thank you for your consideration.

Barry Gillespie  
Owatonna, MN

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## Comment 131

Wednesday, July 31, 2013 at 12:21:16

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Name: Doug Voss

Email: [doug@fameawards.com](mailto:doug@fameawards.com)

Comment: Dear Sir,

I own a small business on the east side of Owatonna. I have many customers from the Kasson/Rochester area. I worry every time they come to pick things up that they will be killed on that ridiculous stretch of Hwy 14. We have been waiting 30 years for someone to have the courage to step up to the plate and get it done.

The time is now! Get it done!

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## Comment 132

Wednesday, July 31, 2013 at 12:44:52

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Name: Monte Mitchell

Email: [mmitchell@viracon.com](mailto:mmitchell@viracon.com)

Comment: The highway 14 corridor is a very important roadway for Viracon for delivery of our products to market. The completion of those stretches of highway 14 that are not four lane highways today is vital to economic growth in SE Minnesota. Please give earnest consideration to funding the completion of the remaining areas of this highway.

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## Comment 133

Wednesday, July 31, 2013 at 12:44:55

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Name: Fred Knudsen

Email: [fknudsen3@charter.net](mailto:fknudsen3@charter.net)

Comment: We frequently travel to New Ulm and Rochester. Although we are thankful that we can travel to Mankato on a four lane highway, it is time to complete the stretch from Dodge Center to Owatonna and the one from Mankato and New Ulm into a modern four lane expressway.

It is also important for our economic development.

Thank you for your consideration.

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## Comment 134

Wednesday, July 31, 2013 at 12:45:16

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Name: Dennis Heimerman

Email: [dennyh@metal-services.com](mailto:dennyh@metal-services.com)

Comment: I own Metal Services of Blooming Prairie, inc. We are a contract manufacturer with major clients along the Highway 14 corridor from Rochester to New Ulm. We cannot tell you how happy we are since the highway was finished from Owatonna to Mankato. We beg for the state to finish the other parts from Owatonna to Dodge Center and Mankato to New Ulm. We can transport our products faster and especially safer with the completion of this project.

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## Comment 135

Wednesday, July 31, 2013 at 12:55:35

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Name: Tim McManimon

Email: timm@profinium

Comment: Subject:U.S. Highway 14 corridor I have been a banker to hundreds of businesses and thousands of individuals over 30 years on the Winona to New Ulm HWY 14 corridor. The safety and vibrancy of travel and commerce will improve dramatically with the completion of the remaining extensions of the divided highway that has been proposed for many years. We opened a new office in Mankato largely due to the better connection with Owatonna with the new highway. We are looking to Rochester next. We need the Dodge Center to Owatonna leg completed sooner rather than later! Respectfully, Tim McManimon, President/Owatonna and Regional Business Development Director, Profinium, Inc.

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## Comment 136

Wednesday, July 31, 2013 at 13:25:42

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Name: Dave Purscell

Email: [Dave.Purscell@ITnav.com](mailto:Dave.Purscell@ITnav.com)

Comment: Frankly, I am amazed that we are STILL trying to complete Highway 14 over two decades after I moved to the area. Let me rephrase that... WE'RE still trying to complete Highway 14. Apparently it has pretty much just fallen off your radar.

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## Comment 137

Wednesday, July 31, 2013 at 13:29:24

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Name: Steven Deetz

Email: [sjdeetz@hickorytech.net](mailto:sjdeetz@hickorytech.net)

Comment: It is important to bring HWY 14 from New Ulm to Rochester into the 21st century. Include the completion of HWY 14 as a 4 lane road between New Ulm and Rochester in the Highway Investment Plan. Thank you.

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## Comment 138

Wednesday, July 31, 2013 at 13:46:56

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Name: John Connor

Email: [jtconnor04@gmail.com](mailto:jtconnor04@gmail.com)

Comment: The improvement to Highway 14 between New Ulm and Rochester is important safety and commerce concern for Southern Minnesota. I would strongly urge the state of Minnesota to put Highway 14 on the improvement list and get the stretch of highway from Rochester to New Ulm completed to a four lane highway.

Regards

John Connor

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## Comment 139

Wednesday, July 31, 2013 at 13:50:05

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Name: Gregg Draeger

Email: [gregg.draeger@claconnect.com](mailto:gregg.draeger@claconnect.com)

Comment: As a business owner and long-time resident of Owatonna, with locations around Southern Minnesota, I travel on Highway 14 multiple times each week. After fighting the dangerous section between Waseca and Owatonna for the last 25+ years, I am extremely happy that the section between Mankato and Owatonna is now complete and provides a safe section of Highway with appropriate capacity.

I was dismayed to hear in the last number of months that the sections between Rochester and Owatonna as well as the section between Mankato and New Ulm were not included on MnDot's list of priorities. The amount of traffic that feeds into Mankato from the west (as evidenced by your passing restrictions between Nicollet and Mankato) and between Rochester and Owatonna surely justifies the expansion and improvement for both economic development and safety reasons.

Thank you for your consideration of my input.

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## Comment 140

Wednesday, July 31, 2013 at 14:18:36

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Name: William Lawrence

Email: [william.lawrence@crowncork.com](mailto:william.lawrence@crowncork.com)

Comment: In a recent visit with Jennifer Libby, Owatonna Chamber of Commerce President/CEO, a discussion centered around the importance of HWY 14.

I want to add my voice to the conversation by saying I support the continued development of HWY 14 for several reasons. 1. Importance of safe, convenient and reliable transportation for our employees to and from work, and 2 Importance of safe, convenient and reliable transportation for our products. Transportation is essential for our business, so any improvements in the access, safety and reliability allow us to be successful as an employer and manufacturer.

Please continue your work on the development/completion of HWY 14.

William Lawrence  
Manager of Admin Services  
Crown Cork & Seal  
Owatonna, MN 55060

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## Comment 141

Wednesday, July 31, 2013 at 14:21:02

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Name: Patrick McDermott

Email: [pmcdermott@j-cpress.com](mailto:pmcdermott@j-cpress.com)

Comment: There has been much discussion recently in the news and at the capitol around the 20 year plan for roads throughout the state. As the Chief Operating Officer for J-C Press in Owatonna, Minnesota, I want to express the importance of completing Highway 14 from Owatonna to Dodge Center. As a 50 employee 154 year old business, this corridor is vital to our success and more importantly the safety of our vendors, customers, and employees. Please work to make this a priority and have it on the 20 year plan. It has been on the back burner far too long.

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## Comment 142

Wednesday, July 31, 2013 at 14:43:03

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Name: Dr BRian Gfrerer

Email: [cedarchiro@gmail.com](mailto:cedarchiro@gmail.com)

Comment: I would like to comment of the finishing of highway 14 between Owatonna and Dodge Center. The two main reasons that I would have are 1. Highway 14 as it is right now is extremely dangerous. The amount of traffic is to much for the road to handle in it's current state which makes it extremely dangerous. 2. i feel that the completion of highway 14 will allow the economic environment in southern Minnesota to grow providing more jobs and tax revenue to the state of Minnesota. Thank you for your attention to this matter. Dr BRian Gfrerer

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## Comment 143

Wednesday, July 31, 2013 at 14:52:58

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Name: John Moorhouse

Email: [john@northstarcalibration.com](mailto:john@northstarcalibration.com)

Comment: Let's get US HW 14 from Owatonna to Dodge Center completed. This is a major route for me and my employees, and essential to our business. Also, let's complete this, not just use piece-meal approach to highway development. Finishing the Owatonna to Waseca stretch last year is useless without the entire Rochester to Mankato corridor done. 20 years is too long! Please get it done!!

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## Comment 144

Wednesday, July 31, 2013 at 15:38:04

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Name: Julie Rethemeier

Email: [jmrethemeier@fedins.com](mailto:jmrethemeier@fedins.com)

Comment: Please continue to make the expansion of Hwy 14 a priority between Owatonna and Dodge County. We have many employees that travel this road to and from work and their safety is a primary concern to us. Thank you for continuing to keep southern Minnesota transportation needs in the plan.

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## Comment 145

Wednesday, July 31, 2013 at 15:41:24

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Name: Tom Deetz

Email: [t.deetz@deetzcpa.com](mailto:t.deetz@deetzcpa.com)

Comment: In terms of the HWY 14 project, I would like to see the road get completed as soon as possible for safety, business and other uses. This has gone on long enough in our community and needs to get done.

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## Comment 146

Wednesday, July 31, 2013 at 15:57:17

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Name: Dave Klawiter

Email: [pastordave@stjohnowatonna.org](mailto:pastordave@stjohnowatonna.org)

Comment: I speak in favor of getting the Hwy 14 divided highway project on the plan for the very near future. In the six years I have been pastor here in Owatonna I have done one funeral of a woman killed in a head-on accident on Hwy 14 and I have made hospital visits to three other members who were victims in head-on accidents but thankfully survived. The new section from Owatonna to Waseca is a wonderful Godsend; THANK you for that. While I am at it, Please also hear the importance of getting the section between Mankato and New Ulm completed soon. I understand that that is too heavily traveled as well. Bless you in your consideration of these exceedingly important decisions. -Pastor Dave Klawiter St John Lutheran.

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## Comment 147

Wednesday, July 31, 2013 at 16:15:22

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Name: Joel Schafer

Email: [joel@bruntonarchitects.com](mailto:joel@bruntonarchitects.com)

Comment: Highway funding for the completion of Hwy 14 from New Ulm through Rochester should be a priority for the state. I work in Mankato and commute from Owatonna and appreciate the stretch that has been recently completed and firmly believe that finishing the Mankato to New Ulm as well as the Owatonna to Dodge Center portions will only help all businesses in the Southern Minnesota area. Many business people along these routes say that the existing Hwy 14 is their main restriction. Why would we allow that restriction and not encourage growth?

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## Comment 148

Wednesday, July 31, 2013 at 16:23:15

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Name: John Havelka

Email: [john.havelka@edwardjones.com](mailto:john.havelka@edwardjones.com)

Comment: Keep us the good work. We need a four lane Highway 14 between Rochester and Mankato. It is good for business! Do what you can to make this happen soon.

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## Comment 149

Wednesday, July 31, 2013 at 16:39:42

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Name: Tim Penny

Email: [timp@smifoundation.org](mailto:timp@smifoundation.org)

Comment: Highway 14 remains a top area of concern for those working on economic development in our southern Minnesota region. Please prioritize - as best you can - planning and construction dollars for the completion of a four lane highway between Owatonna and Dodge Center, as well as from Mankato to New Ulm.

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## Comment 150

Wednesday, July 31, 2013 at 17:00:17

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Name: Cory Michaelson

Email: [cory@pinnaclegroup4u.com](mailto:cory@pinnaclegroup4u.com)

Comment: Please keep the continued development and completion of Hwy 14 from Owatonna to Rochester at the top of your priority list. My manufacturing/distribution company, Pinnacle Group and my funeral home, Michaelson Funeral Home both rely on this road to service our clients in southeastern Minnesota. Safe travel for my employees is critical, especially with the amount of night travel to the Mayo clinic for the funeral home staff.

Thank you for your consideration.

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## Comment 151

Wednesday, July 31, 2013 at 19:31:32

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Name: Amy Martinez

Email: [Owatonna@snapfitness.com](mailto:Owatonna@snapfitness.com)

Comment: The Highway 14 between Owatonna to Dodge Center needs to be addressed sooner rather than later. Highway 14 is a heavily traveled road, and can be quite scary to travel on being that it is only 2 lanes. There are frequent accidents, sometimes severe, because of the high speeds, heavy traffic, and 2 lanes. This project needs to be at the forefront to finish it into a 4-lane highway for the safety of the communities and the drivers.

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## Comment 152

Wednesday, July 31, 2013 at 19:35:29

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Name: Robert Olson

Email: [robertjolson@embarqmail.com](mailto:robertjolson@embarqmail.com)

Comment: As a resident and City Council member of the City of Albertville, I strongly urge MN/Dot to reconsider the funding breakdown that they put together for the 20-Year State Highway Investment Plan for the next 20 years. While I do understand that funding for the next twenty years severely is deficient to the needs of the State, but MN/Dot must not ignore the needs of one of the categories that affect a majority of the residents and businesses in the State of Minnesota. The clear neglect of the Interregional Corridor Mobility portion of the plan is very unacceptable and should not occur. The State identified clear investment categories and determined the needs of each of these. While this number is significantly greater than the 18 million dollars that will be available to fund these categories, MN/Dot drafted this plan to use the 18 million dollars in each investment category. While each category takes a significant cut in funding, there was even a way to allocate 200 million on bicycle infrastructure, which is very considerate considering the small percentages of Minnesotans who rely on this form of transportation to get to work, get out of town for vacation, or to run their business. With that being said if 200 million was spent on Interregional Corridor Mobility, MN/Dot could tackle projects such as the expansion of I-94 from Rogers to Albertville. Of which, this can be easily broken down into smaller segments, each of which cost roughly 25 million. A 20 year investment of only 200 million towards this category will have direct impact on the residents and businesses of the state. I personally just recently changed jobs to avoid the traffic on I-94 into Plymouth and I now work in St. Cloud. I have doubled my mileage to work every day, but the time spent in traffic is still the same and the stress level of driving on congested roads has been eliminated. So, I urge you to fund this category with the money it deserves, just like you do the other categories. And honestly, if you give Inte!

rregiona

I corridor mobility the 2.7% of the 18 million, you will provide 486 million dollars that will have immediate impact and will be felt by a majority of this great state. Please reconsider this plan, because no action for 20 years is completely unacceptable, and itâ s never too late to revise a â draftâ . Thank You

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## Comment 153

Wednesday, July 31, 2013 at 21:32:30

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Name: Jennifer Libby

Email: [jlibby@owatonna.org](mailto:jlibby@owatonna.org)

Comment: As President/CEO of the Owatonna Area Chamber of Commerce and Tourism, I can state emphatically that the completion of Hwy 14 is critical to the continued vitality and growth of our business community which means jobs, prosperity, taxes and continued economic health. This is critical to our member base of approximately 14,000 people and a vibrant community of nearly 26,000 people.

Jennifer Libby

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## Comment 154

Wednesday, July 31, 2013 at 22:55:19

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Name: Drew R. Campbell

Email: [Drew.Campbell@blueearthcountymn.gov](mailto:Drew.Campbell@blueearthcountymn.gov)

Comment: Re: MnDOT 20 Year Planning.

I am 56 years old and have lived most of my life in Southern Mn, in Mankato. I am currently serving as a Blue Earth County Commissioner. Please include completing the needed improvements on Hwy 14 from New Ulm to Rochester. I have been tracking many of the issues regarding Hwy 14 since 1973 when I was in High School. That is 40 years, and I've known several families who have lost family on that stretch of Hwy 14. This corridor needs to take a priority for many reasons: Mankato has many trucks and cars coming from New Ulm, making that portion very dangerous. More and more, Hwy 14 is like an artery for people to go visit the big clinic in Rochester. Within two or three years, the Walmart Distribution Center will be here in Mankato thousands of trucks coming and going daily, and on to New Ulm, and to Rochester. There has been funding set aside to complete this corridor, but then other projects were allowed to steal it away. Please look strategically at where there is development and traffic, which is certainly the corridor between New Ulm and Rochester.

Sincerely,

Drew Campbell  
Blue Earth County Commissioner  
Mankato, MN, District #1  
507-382-1374 cell

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## Comment 155

Wednesday, July 31, 2013 at 23:51:28

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Name: Greg Falvey

Email: [falvey29@gmail.com](mailto:falvey29@gmail.com)

Comment: Please consider the number of accidents on I35 in Lakeville. Expanding to three lanes now would be much cheaper and safer. I am requesting you to reconsider the plans and make adjustments recommended by the city of Lakeville.

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## Comment 156

Wednesday, July 31, 2013 at 23:52:19

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Name: Sue Falvey

Email: [falvey29@gmail.com](mailto:falvey29@gmail.com)

Comment: Please consider the number of accidents on I35 in Lakeville. Expanding to three lanes now would be much cheaper and safer. I am requesting you to reconsider the plans and make adjustments recommended by the city of Lakeville.

---

## Comment 157

Wednesday, July 31, 2013 at 23:55:32

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Name: Peter Falvey

Email: [peterfalvey0@gmail.com](mailto:peterfalvey0@gmail.com)

Comment: Please consider the number of accidents on I35 in Lakeville. Expanding to three lanes now would be much cheaper and safer. I am requesting you to reconsider the plans and make adjustments recommended by the city of Lakeville.

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## Comment 158

Wednesday, July 31, 2013 at 23:58:14

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Name: Gregory Falvey

Email: [gregf2929@charter.net](mailto:gregf2929@charter.net)

Comment: Please consider the number of accidents on I35 in Lakeville. Expanding to three lanes now would be much cheaper and safer. I am requesting you to reconsider the plans and make adjustments recommended by the city of Lakeville.

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# TRANSIT for Livable Communities



2356 University Avenue West, Suite 403, Saint Paul, MN 55114  
Phone: 651-767-0298 E-mail: [tlc@tlcminnesota.org](mailto:tlc@tlcminnesota.org) Web site: [www.tlcminnesota.org](http://www.tlcminnesota.org)

July 31, 2013

TO: Ryan Wilson, P.E., AICP, Planning Engineer  
Minnesota Department of Transportation  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

FR: Barb Thoman, Executive Director, and Dave Van Hattum, Senior Policy Advocate

RE: Draft MnDOT State Highway Investment Plan

Transit for Livable Communities (TLC) has reviewed the Draft MnDOT State Highway Investment Plan dated July 1, 2013. We appreciate this opportunity to comment.

**1) There are several items in the Plan that we would like to call out as important and positive.**

- a) **The Plan looks to the future not the past.** The Plan describes the historic change in travel patterns: total vehicle miles driven is down since 2004 (pg. ES-10), after over a half century of steady growth. At times, the Plan appropriately questions whether vehicle miles travelled (VMT) will grow in the future. For example, *“if travel demand grows during this period ...”* (pgs. 136-137).
- b) **We appreciate the new funding categories and the greater specificity about the type of investments in each category.** It is positive and appropriate to have a specific category for bicycle and pedestrian projects, among others.
- c) **We support the increased focus on maintenance in the Plan (53% of investment).** Minnesota must maintain a large and aging system of pavements and bridges. Our state has the nation’s fifth-largest roadway system (141,000 miles in total, with 12,000 miles owned by MnDOT). The Twin Cities metro area has the eighth-largest regional highway system (in lane miles per person).

Projected investment levels are not adequate to keep up with maintenance needs, especially on the secondary system of state-owned corridors. MnDOT identifies an unmet need for maintenance of \$4 billion over 20 years. TLC urges greater investment in maintenance to meet the agency's repair targets.

- d) **We support the reduced investment in Twin Cities' mobility (13% of proposed investment).** The Plan projects \$520 million in highway expansion projects and high-occupancy toll lanes over the next ten years. This investment category is greatly reduced—as we think it should be—over what it has been for the last four decades. An aging population, less growth at the metro region's edges, young people driving less, and the need to address climate change and equity, all compel reduced spending on highway expansion.
- e) **New funding need estimates and investment priorities for bicycle and pedestrian projects.** We strongly support the emphasis on bicycling and walking in the Plan. Bicycling and walking are healthy, low cost, and environmentally-friendly modes of transportation that Minnesotans increasingly demand. Many people cannot drive— due to age, ability, or because they can't afford to own a vehicle—and they deserve access to the state's full range of destinations and a full quality of life. However, the timeline in the Plan sets a very modest schedule for these critical investments. We urge faster progress on the expansion of safe, accessible facilities for walking and bicycling. It would also be helpful if the Plan explicitly addressed full implementation of MnDOT's Complete Streets policy, in particular for investments in the Regional and Community Improvement Priorities (RCIP) category.
- f) **The new internal strategy to report life-cycle costs of highway system improvements (pg. 144) is an important step forward.** This innovation creates greater transparency and accountability than can help policymakers best prioritize funding.

2) **There are areas in the Plan where we believe a change or clarification is needed.**

- a) **The Plan provides insufficient attention to social equity.** While the Plan notes a Guiding Principle of the Minnesota GO Vision is that *“the system must be accessible and safe for users of all abilities and incomes”* the Plan has no discernible strategies for achieving this goal regarding low-income Minnesotans. Minnesotans at the low end of the income spectrum far more frequently rely on

public transit to get to critical destinations, including employment and job-seeking. The Plan should clearly define MnDOT's role in increasing public transit options (which it can do with flexible federal funding and through the way it designs trunk highways). This omission is especially egregious since MnDOT sets an aspirational goal for those who can afford to drive by defining congestion as anything less than travelling 45 miles per hour. What is a comparable aspirational goal for other system users?

In line with MnDOT's risk management approach, we encourage the Department to consider the recent U.S. District Court decision in Wisconsin regarding the question of the inclusion of transit as part of major highway investments. The Plan also fails to identify the disproportionate impact of harmful emissions from highway use on low-income and environmental justice communities.

- b) The Plan should make a direct connection to health outcomes.** We're excited about the possibility of greater collaboration between transportation and health planning to achieve synergistic outcomes. We strongly support a MnDOT commitment to the "Health in all Policies" initiative of the Minnesota Department of Health.
- c) We question why the Plan projects that traffic congestion will increase (pg. ES-16) when future travel volumes are difficult to predict, especially given the dramatic changes noted above.** As MnDOT develops a new congestion measure (pg. 45), we recommend a metric that focuses on total travel time (not the amount of delay) to better reflect what drivers are most concerned with. By this metric, traffic congestion in the Twin Cities region is 24<sup>th</sup> among 25 peer regions (See Metropolitan Council, Metro Stats, March 2013, Journey to Work).

A travel time (as opposed to delay) metric better reflects the integration between land uses and transportation systems (which the Plan notes on pg. ES-8, but never elaborates upon). The new congestion measure should also provide greater focus on reliability – i.e. can delays generally be anticipated, and to what extent can delays be avoided by the choice to use a MnPASS lane (as a paying customer or carpooler) or to use convenient public transit or bicycle routes.

- d) Preservation/maintenance should be a higher priority.** Minnesotans should not accept that pavement and bridge conditions will get worse than they are today over the next 20 years (pg. 136). Investment in mobility projects needs to be curtailed to ensure that the state meets its goals for bridge condition and pavement quality.

- e) **The three funding approaches/scenarios across the investment categories create a false choice of asset management OR bike and pedestrian expansion.** We believe that alternatively grouping asset management with expanded bicycle and pedestrian options is internally consistent; when more people bicycle and walk there are far fewer highway assets to maintain. Further, such a package appears to have strong public support (see Natural Resources Defense Council (NRDC) national poll, August 3, 2012 and Minnesota Environmental Partnership (MEP) Minnesota Poll, January 6-8, 2013).
- f) **The Plan should set a goal for reducing gross and per capita VMT.** MnDOT should plan for a scenario of no future growth in vehicle miles travelled, even with projected population growth. Such a goal would reflect a MnDOT contribution to meeting state goals for reducing greenhouse gas emissions. It would also reflect the increasingly important role that transit options and walkable communities play in economic competitiveness. Also, the Plan notes that 1/3 of the need vs. funding gap can be attributed to a very high inflation rate affecting future construction costs, and which result from increased costs of fuel, materials and equipment. If indeed fuel and material costs can be expected to rise substantially above general inflation rates into the foreseeable future, this highlights the need to make it easier for Minnesotans to drive less and avoid rising fuel costs.

**3) We have some issues with transparency and the readability of the Plan:**

- a) **To the extent possible, the Plan should include the costs of *Project Support* (11% of projected spending) not as its own catch all category, but within the cost category that most accurately applies (pavement repair, mobility, safety, etc.).** Doing this will provide greater transparency and accountability.
- b) **Page 44 (sidebar) provides a misleading picture of the severity of traffic congestion in the Twin Cities.** This sidebar should be removed. The language conveys that the Twin Cities metro region has above average levels of traffic congestion, stating, “The Twin Cities area was ranked the seventh most congested of 32 metropolitan areas of similar size in 2010.” The same Urban Mobility Report finds that the Twin Cities is the 16<sup>th</sup> largest metropolitan area in the U.S. but ranks 25<sup>th</sup> in traffic congestion. In fact, the Twin Cities metro area is the largest of the 32 “large” metropolitan areas in the large category and thus is not “similar in size” to the majority of regions in this peer group. Rather our region is often appropriately compared to many of the regions in the Very Large Category used in the Urban Mobility Report.

**c) Managed lanes should be more explicitly defined.** It appears managed lanes and MnPASS lanes are used interchangeably (pg. 17), which has not been the case in public presentations by MnDOT to date. The Plan should clearly define the difference between the two.

# # #



# COUNTY OF STEARNS

## *Department of Highways*

PO Box 246 • St Cloud, MN 56302  
(320) 255-6180 • FAX (320) 255-6186

**JODI L. TEICH, P.E.**  
*Highway Engineer*

**JEFF MILLER, P.E.**  
*Asst. Highway Engineer*

**CHUCK WEIMAN**  
*Maintenance Superintendent*

July 31, 2013

Mr. Ryan Wilson, Project Manager  
MnDOT Office of Capital Programs and Performance Measures  
395 John Ireland Blvd, Mailstop 440  
St. Paul, MN 55155-1899

RE: Public Comment/Input on Draft MnSHIP

Dear Mr. Wilson:

Thank you for the opportunity to provide comment and input on the draft Minnesota 20-year State Highway Investment Plan. Enclosed please find a resolution adopted by the Stearns County Board of Commissioners requesting the inclusion of the expansion of Interstate 94 between Rogers and St. Cloud in the 20 Year Highway Investment Plan.

As you are likely aware the Interstate 94 corridor serves the entire state of Minnesota. This route serves commuters, commerce and tourism. Expansion of this corridor is critical to the vitality of the state's transportation system. Stearns County respectfully requests that you include this project in the State's transportation plan.

Thank you again for the opportunity to provide input on this important plan.

Sincerely,

Jodi L. Teich, P.E.  
Stearns County Engineer

enclosure

## STEARNS COUNTY RESOLUTION

REQUESTING INCLUSION OF I-94 WEST CORRIDOR EXPANSION  
IN THE MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP)

**WHEREAS:** the Minnesota Department of Transportation (MnDOT) is in the process of finalizing a new Minnesota State Highway Investment Plan (MnSHIP) that will serve as a guide for investment on the Minnesota State and Interstate highway system through the year 2033; and

**WHEREAS:** this new financially constrained plan proposes to focus the majority of future MnDOT highway investment on system preservation, with limited major expansion projects included in the Twin Cities Region and no major expansion projects included in Greater Minnesota, including the Interstate 94 West Corridor; and

**WHEREAS:** MnDOT has numerous existing and recent plans, including the I-94 Interregional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009) that all identify performance based expansion needs for the Interstate 94 West Corridor; and

**WHEREAS:** the Federal Highway Administration (FHWA) has identified the Interstate 94 West Corridor currently as "highly congested" from the Twin Cities to St. Cloud, with high freight congestion levels forecasted to extend to North Dakota by the year 2040; and

**WHEREAS:** the new federal transportation bill, "MAP-21", requires State Departments of Transportation to address freight bottlenecks such as Interstate 94 using performance based planning and investment criteria; and

**WHEREAS:** the Interstate 94 West Corridor from St. Michael to St. Cloud has 40 percent of the congestion on MnDOT's "Interregional Corridor" (IRC) system, yet accounts for only 1.6 percent of this system; and

**WHEREAS:** crash and severity rates along Interstate 94 between Rogers and Albertville are nearly twice the statewide average; and

**WHEREAS:** the Interstate 94 West Corridor is critical to the tourism industry in Minnesota, accommodating 1.85 million visitor trips annually to the Alexandria and Brainerd Lakes Regions; and

**WHEREAS:** at the request of Governor Mark Dayton, MNDOT is embarking on an advocacy campaign leading into the 2014 Legislative session to educate Minnesotans about the need for additional funding to construct many of the documented unmet State transportation needs.

**NOW, THEREFORE, BE IT RESOLVED;** the County of Stearns does hereby request the Minnesota Department of Transportation to include the Interstate 94 West Corridor from Rogers to St. Cloud as an unmet performance based need for major capacity expansion in its year 2033 Minnesota State Highway Investment Plan (MnSHIP).

ATTEST:

*Randy R. Schreifels by David A. Wolf, Deputy*  
Randy Schreifels,  
County Auditor – Treasurer

*Jeffery H. Mergen*  
Jeffery H. Mergen,  
Chair of the Board of  
County Commissioners

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted, and approved by the County Board of Commissioners of said County on the 25<sup>th</sup> day of June, 2013.

(SEAL)

*Randy R. Schreifels by David A. Wolf, Deputy*  
Randy Schreifels  
County Auditor - Treasurer

## Comment 161

From: Gary Sarff [<mailto:garysarff@magidglove.com>]  
Sent: Wednesday, July 31, 2013 3:35 PM  
To: Wilson, Ryan (DOT)  
Subject: I-35 congestion and noise

Mr. Wilson,

My name is Gary Sarff and we live in Lakeville MN on 178th Street West which is very close to I-35. We have been here for just under 10 years and the traffic and noise just gets worse every year. It is impossible to leave our windows open in the summer and even in the house with the windows shut you can hear the traffic. When speaking to my neighbors in the front and back yards we have to almost scream to hear each other. Additionally this has negatively impacted our property value and resale. I see other areas of I-35 north of us where a third lane and sound walls have been added recently. The area where we are at should get the same consideration and action. I hope the state of Minnesota is listening and elects to spend some of the federal and state road funds to correct this issue. I would welcome the opportunity to have state county and city officials come to our neighborhood to experience this first hand.

Sincerely Gary and Trish Sarff

Sent from my iPad

Gary Sarff  
Regional Vice President - Sales

Magid Glove & Safety  
Manufacturing Company LLC  
2060 N. Kolmar Avenue | Chicago, Illinois 60639  
Office: 800-444-8282 Ext 591 | Fax: 773-289-9191  
Cell: 612-940-6557  
Email: [garysarff@magidglove.com](mailto:garysarff@magidglove.com)  
Order online at: [www.magidglove.com](http://www.magidglove.com)

The Best Value in Industrial Safety Solutions since 1946



July 31, 2013

Ryan Wilson  
Minnesota Department of Transportation  
[ryan.wilson@state.mn.us](mailto:ryan.wilson@state.mn.us)

RE: Draft 2014-2033 MNSHIP

Dear Mr. Wilson,

Thank you to MnDOT for the good work that has gone into the draft Minnesota State Highway Investment Plan and preceding Transportation Plan and Go Vision. It is clear that MnDOT is heading in the right direction, which is very encouraging for Minnesotans. Fresh Energy is encouraged by many elements of the plan, but we hope that several improvements can be made before the plan is finalized.

Are three biggest comments are:

1. **Climate change.** The future quality of life, economic prosperity, and environmental stewardship of Minnesota all hinge on our ability to address the challenge of climate change. Yet, the plan completely ignores transportation's role in global warming. This continues a trend from the Statewide Multimodal Plan and is a big step back from the 2009 plan. There is not a single mention of climate change anywhere in this plan. There is talk of risks, but even there, the impacts of climate change—which are already starting to be felt in MnDOT's maintenance budget—are completely ignored. It is a glaring omission and also fails to meet one of the statutory duties of the Transportation Commissioner in state statutes Section 174.02.

We strongly urge MnDOT to review and implement most of the recommendations in TRB Special Report 290 *Potential Impacts of Climate Change on U.S. Transportation*. That should start by revisiting the risk-based planning work to include climate change realities. We also urge that MnDOT add back in the performance measure on fuel consumption as was used previously and implement strategies to reduce emissions in this plan.

2. **Bike/walk.** We appreciate MnDOT separately tracking specific investments in bicycle infrastructure and accessible pedestrian infrastructure. These investments are critical parts of our highway system and important for meeting mobility, accessibility, quality of life, environmental, health, and economic goals.

Investments in biking and walking are also low cost, especially compared to other transportation investments. The transformative nature of \$50 million invested in biking and walking is much greater than \$50 million invested in road maintenance. Given how far investments in walking and biking go, we would suggest MnDOT allocate additional resources in these areas over the coming 20 years. This would help meet the needs of changing preferences while providing a lot of other public benefits while having only a very marginal impact on pavement quality.

3. **Impacts of changing travel patterns.** The plan rightly notes the likely reality that vehicle miles traveled will grow less than in years before 2004 or not at all. The plan recognizes the impact that this reality will have on gas tax proceeds for transportation, but it does not explicitly acknowledge the benefits of less VMT growth (i.e. less demand for new highway expansion). MnDOT should make it clear that it has updated its assumptions for VMT growth both in its revenue projections and also in its highway planning and prioritization. The era of 2 percent annual VMT growth is over and 1 percent annual growth is also most likely high. MnDOT should plan for no or little growth in VMT and ensure that is reflected in this plan.

Thank you for the opportunity to comment. Please let me know if you have any questions.

Sincerely,

Ethan Fawley  
Director, Transportation and Built Environment  
Fresh Energy



Office of the  
County Board

Dakota County  
Administration Center  
1590 Highway 55  
Hastings, MN 55033-2343

651.438.4418  
Fax: 651.438.4405  
www.dakotacounty.us

July 30, 2013

Mr. Charles A. Zelle  
Commissioner  
Minnesota Department of Transportation  
395 John Ireland Boulevard  
St. Paul, MN 55155

Dear Mr. Zelle:

Thank you for the opportunity to comment on the draft Minnesota State Highway Investment Plan 2014-2033 (MnSHIP). The Dakota County Board of Commissioners, meeting as the Physical Development Committee, discussed the elements of the draft plan on July 16 and has a number of comments.

MnSHIP addresses the difficult task of establishing the priorities for maintaining and improving the State's transportation system. We acknowledge this task is even more difficult considering the challenges we face today in the transportation industry, including the increased need to invest in preservation of the existing system, future growth in the region, and current fiscal constraints.

Dakota County appreciates Mn/DOT's significant public engagement efforts to provide information and seek input from stakeholders to help shape the MnSHIP investment direction. Dakota County generally supports a number of strategies employed by MnSHIP, including the following elements:

- Primary highway investments will strive to preserve the existing system.
- Investment in widespread low-cost/high-benefit highway projects is a cost effective approach to mitigate some operational and capacity needs across the region.
- A vision for a system of Managed Lanes as an alternative to congestion such as HOV lanes, HOT lanes, bus-only shoulders, priced dynamic shoulder lanes, and other transit advantages.
- Identification of the need for continued investment in selected expansion projects.
- Major expansion project reassessment that will appropriately recognize critical preservation, safety, and mobility needs within the context of current funding constraints.

However, there are also items that raise real concern for Dakota County. We respectfully request that Mn/DOT consider these items prior to formal adoption of the MnSHIP.

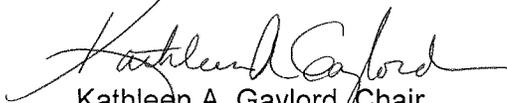


- We are very disappointed at the lack of projects identified in Dakota County during the MnSHIP planning horizon. The inability to address safety, operational, and mobility issues on State highways in the County will have a direct effect on the safety, economic growth, and quality of life of those that will live and work in Dakota County over the next 20 years. Specific corridors that clearly will need attention within the MnSHIP timeframe include large sections of TH 77, TH 13, US 52, TH 3, TH 55, and I-494. Several of these corridors have safety needs that warrant particular attention.
- Investments identified in the MnSHIP do not support planned growth in the region. This is particularly true with regard to growth planned within the Metropolitan Urban Service Area (MUSA) but outside the I-494/694 ring. This lack of investment in the Trunk Highway system will compound the significant challenges on the minor arterial system under County jurisdiction, which already stands-in for an underperforming Trunk Highway system in many parts of the County.
- There is need for the development of additional East-West and North-South principal arterial corridors in the growth areas of Dakota County. Again, the minor arterial system under County jurisdiction stands-in for an underdeveloped Trunk Highway system in Dakota County. It is 27 miles between I-494 and the next East-West Trunk Highway principal arterial to the south, Trunk Highway 19. This gap leaves large portions of the most rapidly growing part of Dakota County, including Lakeville and Farmington served by an inadequate principal arterial system.

A MnSHIP plan that does not account for these critical needs to support current traffic demands and planned regional growth is simply not acceptable. We recognize that a shortage of funding and Mn/DOT's existing level of debt service are the underlying factors that restrict the MnSHIP direction to mainly preservation projects over the next 20 years. Both the challenges faced by our transportation system, and the need for significant, comprehensive increases in transportation funding are at a point of unprecedented significance to the well-being of our state. This statement holds true from perspectives of economic competitiveness, health and safety, and the general quality of life for our citizens. With the substantial unmet transportation needs across the state, including those in Dakota County, it is absolutely critical that Mn/DOT be proactive and comprehensive in its approach to pursue a major transportation funding initiative with the legislature in 2014.

On behalf of the Dakota County Board of Commissioners, I pledge our assistance in efforts to pursue significant, comprehensive increases in transportation funding during the coming legislative session. I thank you for your consideration and subsequent action in response to our comments.

Sincerely,



Kathleen A. Gaylord, Chair  
Board of Commissioners

cc: Dakota County Board of Commissioners  
Brandt Richardson, Dakota County Administrator  
Scott McBride, Minnesota Department of Transportation

## Comment 164

**From:** [Ernhrt8DEI3RCR@aol.com](mailto:Ernhrt8DEI3RCR@aol.com) [<mailto:Ernhrt8DEI3RCR@aol.com>]

**Sent:** Wednesday, July 31, 2013 10:56 AM

**To:** Wilson, Ryan (DOT)

**Subject:** 35 W expansion into Lakeville MN

July 27, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures

Dear Mr. Wilson,

I write in regards to the MnSHIP draft proposal. Before I provide my comment I want to thank you for allowing citizen input on this project.

As a Lakeville resident I have personally witnessed the increased traffic congestion and noise on I-35 through Lakeville as I live close to the highway. I recently read in the paper that there have been over 300 crashes on our stretch of highway over the last three years, and as a result, four deaths have occurred.

My wife and I live on Java Lane in Lakeville and urge that MnDOT consider putting an additional northbound and southbound lane on the Lakeville portion of I-35 within their twenty year plan. This area is congested and unsafe already, so we cannot imagine what it will be like in twenty years. In addition, when the project is under consideration, we would recommend that sound barriers are used like that of other stretches of highway to shield increased highway noise.

Again, we thank you for taking the time to hear from us. We understand that it would be nearly impossible for this project to be completed this year or next, but we strongly believe it should be scheduled sometime within the next decade.

Thank you,

Todd & Heidi Severson  
16367 Java Lane  
Lakeville, MN 55044  
[ernhrt8DEI3RCR@aol.com](mailto:ernhrt8DEI3RCR@aol.com)

## Comment 165

Thursday, August 01, 2013 at 08:16:58

---

Name: Daniel Buck

Email: [dan@kidskornet.org](mailto:dan@kidskornet.org)

Comment: Highway 14 in Southern Minnesota needs your attention! I feel the two lane expansion is needed for public safety more than industrial commerce. People don't pay attention to the farm traffic, the turn offs and the speed which they travel and safety is a concern! Prioritize this expansion and get it completed! Again, for the safety of those who travel and live along its corridor.

---

**From:** Michael J Hodgman [[mailto:hodgman\\_michael\\_j@elanco.com](mailto:hodgman_michael_j@elanco.com)]

**Sent:** Wednesday, July 31, 2013 10:28 AM

**To:** Wilson, Ryan (DOT)

**Subject:** US Highway 14 in MN - "A Corridor of Commerce"

Dear Mr. Wilson,

**I'm aware that MnDOT is now in the process of updating its 20 year State Highway Investment Plan. I'm writing you today to urge you to include the four lane expansion of U.S. Highway 14 from Owatonna to Dodge Center and North Mankato to New Ulm in the plan. These projects need to be completed both for the safety and economic opportunity of our region.**

**Historically, too many people are losing their lives on Highway 14. The preliminary tally for 2012 shows another eight fatalities, including a 10 year old boy on his way home from receiving cancer treatment at the Mayo Clinic. As you know in addition to this 10 year old boy, his 43 year old father and my 50 year old brother, Scott Hodgman, were killed in that accident. That's right, 2 vehicles, 3 people, killed in a matter of an instant November 6, 2012.**

Their lives touched and mattered to many people. I believe that if this stretch of highway would have been 4 lanes, this accident would not have happened.

Safety concerns on Highway 14 are only going to increase with time. Projections show that the region's traffic volumes and population will grow significantly in the next twenty years. The more vehicles and drivers that are added, the more dangerous these two-lane stretches becomes.

Further, this region's economy will suffer if Highway 14 is not improved. The steady stream of heavy truck traffic along Highway 14 already presents safety and mobility issues for area drivers. Businesses are concerned about the delays and dangerous intersections that the two unfinished segments cause to moving their goods and employees. The communities along Highway 14 are regional economic centers, but opportunities for further growth and development are being hampered by this unsafe road.

Now is the time when important decisions are being made about the future of transportation in Minnesota—Highway 14 must be part of that discussion. I ask that you please direct MnDOT to prioritize the completion of this important interregional corridor in its 20 year plan. Thank you for your leadership and support.

Sincerely,

Mike Hodgman, DVM

44269 Hwy 58 Blvd

Zumbrota, MN 55992

[Michael.Hodgman@Elanco.com](mailto:Michael.Hodgman@Elanco.com)

(507) 259-6935



1961 Premier Drive | Suite 100 | Mankato, MN 56001  
PH 507.385.6640 | PH 800.697.0652 | FX 507.345.4451  
[greatermankato.com](http://greatermankato.com)

July 30, 2013

Ryan Wilson, P.E., AICP  
Planning Engineer  
Office of Capital Programs and Performance Measures  
395 John Ireland Boulevard, MS 440  
St. Paul, MN 55155-1899

Dear Mr. Wilson:

On behalf of Greater Mankato Growth, the chamber of commerce and economic development organization serving the Greater Mankato area, I write to submit the following comments on the Minnesota Department of Transportation's (MnDOT) draft Minnesota State Highway Investment Plan (MnSHIP).

As an organization representing over 800 businesses and organizations that must make strategic investments with finite resources, we understand the inherent constraints that underlie this plan and commend MnDOT for its efforts. The vitality of our regional economy relies on strong transportation networks and we appreciate that the plan makes investments in projects for our region including roundabouts in Mankato, flood mitigation on Highways 22 and 169, upgrades to the Veterans Memorial Bridge in Mankato and the four-lane expansion of Highway 60. We also appreciate MnDOT's commitment to the four-lane expansion of Highway 14 from North Mankato to Nicollet.

However, we would like to express the frustration of our members and the entire region over the lack of inclusion of the full expansion of Highway 14 from Rochester to New Ulm in the plan. As you are aware, Highway 14 is a vital economic lifeline for our region that countless businesses and individuals rely on for the movement of goods, as well as themselves and their families. For more than 50 years the communities along the corridor have waited for this highway's completion. The omission of the complete four lane Highway 14 expansion is a disappointing blow and demonstrates the shortcomings of the plan in meeting the actual transportation needs of the state and its citizens.

Continued significant growth in our region is placing immense pressure on Highway 14 and challenges with congestion and safety continue to mount. The Greater Mankato area will be a significant contributor to this growth. The Mankato-North Mankato Metropolitan Statistical Area (MSA) leads all outstate MSAs in population growth since 2010 and leads all state MSAs in employment growth in goods production. Further, Walmart has identified Mankato as the site of its next Midwest distribution facility with construction scheduled to begin within a year. The need for our community to efficiently and safely move goods and individuals out of, and into, this market has never been more important.

As our businesses make significant investments in their own expansions and our region continues to grow and become an even bigger contributor to the state's economy, we expect our public partners to do their share by shaping a plan that shows real vision and makes the necessary investments in infrastructure. Businesses, local governments, and citizens from all along the Highway 14 corridor are united in our support for investment in this critical project. Going forward, we respectfully request that Highway 14 be a top state priority to ensure that we have adequate infrastructure that enables future economic opportunities and improves safety along the corridor. The longer this expansion is put off, the more lives

that will be lost, the more expensive these projects will become and the more regional economic growth that will be forgone.

Thank you for your leadership and consideration on this issue.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Zierdt', with a stylized flourish at the end.

Jonathan G. Zierdt  
President & CEO

## Comment 168

**From:** Sulzbach, Mark (MPCA)

**Sent:** Wednesday, July 24, 2013 10:22 AM

**To:** Wilson, Ryan (DOT)

**Cc:** Timerson, Brian (MPCA); Patraw, Rick (MPCA); Sierks, Bill (MPCA); Heffron, Susan B (MPCA); Thornton, J. David (MPCA); Mondloch, Mike M (MPCA)

**Subject:** Public Comment on MnDOT 20-Year State Highway Investment Plan

Hi Ryan,

Susan Heffron made some of us who work on mobile source pollution – aware of the public comment opportunity for the MnDOT's 20-year plan.

In an effort to maintain and improve Minnesota's air quality and reduce health risk, I suggest that minimum emission standards be established for diesel equipment and diesel trucks used on all public roadway projects and repairs in Minnesota. This is similar to what we are trying to work out with MnDOT on the St. Croix bridge project, also.

**All class 6 and larger diesel vehicles and all diesel equipment (including those operated by sub-contractors) used for construction and major repair of public roadway projects in Minnesota must meet the following minimum standards:**

- **75 % of the off-road diesel equipment must be Tier-3 or better by 2015; and by 2020 50% must be Tier 4 or better, with the remainder Tier-3.**
- **75% of on-road heavy duty diesel trucks must be 2007 and newer by 2015; and by 2020 at least 50% must be 2010 or newer, with the remainder 2007 or newer.**

Such emission standards will also benefit the health of equipment operators and other workers on site. Reduced emissions will also reduce complaints at projects near residential areas or at high pedestrian areas.

I'd be happy to discuss further and offer more explanation. I know that MnDOT maintains a fairly new fleet as do major construction companies that bid on big projects. But it would be beneficial to the state to have standards in writing and part of all public roadway projects and contracts. Then it's clear that we want their newer fleet vehicles in operation not the older ones.

Sincerely,

Mark Sulzbach

MPCA 651-757-2770

Clean Diesel Grants Manager

## Comment 169

**From:** Mark Geller [<mailto:Mark@hit4you.net>]  
**Sent:** Wednesday, July 31, 2013 8:52 AM  
**To:** Wilson, Ryan (DOT)  
**Cc:** Sen. John Pederson; Teresa Bohnen  
**Subject:** I-94 Corridor to St. Cloud

Mr. Wilson,

I understand that today is the last day you all will accept comments regarding issues relating to expanding I-94 between Rogers and St. Cloud.

The timing is most appropriate.

I live in south St. Cloud.

Last night my son and I traveled to Minneapolis for the Twins game.

It took us 2 hours door to parking garage to the Twins Field (leaving St. Cloud at 4:00 PM).

In the past I could get to downtown Minneapolis in less than 90 minutes (w/o exceeding the speed limit).

Between traffic and road construction we spent at least a half an hour literally just sitting on the interstate.

The game was over at about 10:00 PM.

It took us 2 hours to get home (from the parking garage to our driveway).

Mr. Wilson, we sat on I-94 in (miles and miles of) backed up traffic (due to road construction) at 11:00 PM for at least a half an hour (outside of the city).

I understand the road construction and that it is needed.

But the amount of traffic (cars, trucks, busses, etc.) heading west on a Tuesday night at 11:00 PM was amazing.

It most likely is true, as reported in the Star Tribune this past weekend, that the I-94 corridor expansion is being pushed back due to lack of funding.

I can't imagine the cost in today's dollars.

But that does not eliminate the need for it.

And quite honestly, I think it's already 10 years overdue.

My experience last night is only one experience for someone who drives this corridor 2-3 times per week for business, family, and other events.

I suspect that the cost to expand I-94 in 20 years will be beyond what any of us can comprehend.

I say that MNDOT and the citizens of MN are damned if we do the expansion and damned if we don't.

If MNDOT has not started saving money now for this expansion, please let me know.

I will send you all a very large piggy bank.

Maybe someday we will meet while we are all 'parked' on I-94 between St. Cloud and Minneapolis.

Best wishes.

**Mark Geller**  
**(320) 259-8222**

[www.HighImpactTraining.net](http://www.HighImpactTraining.net)

[www.ThrivingInChaos.com](http://www.ThrivingInChaos.com)

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## Comment 170

Thursday, August 01, 2013 at 09:59:38

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Name: Les Schultz

Email: les.schultz@co.brown.mn.us

Comment: Hwy 14 in S MN

As a city councillor I am well aware of the need for expansion on hwy 14 to Mankato, the request from businesses here now and those who want to expand, let alone the many tragedies of those killed on this roadway, please reconsider your 20 year plan!!

---

July 26, 2013

Kathleen Harrington

Mayo Clinic

Mayo Clinic clearly appreciates the direct correlation between transportation infrastructure and economic vitality. Consequently, Mayo has been a consistent and strong advocate for infrastructure investment and planning. Safe, efficient and reliable transportation is critical to both the economic vitality of southeastern Minnesota region and specifically to our patients, thousands of Minnesota based vendors, and Mayo's staff of 40,000, who come from over 60 counties in Minnesota.

We commend MnDOT's thoughtful and comprehensive planning evidenced in the recently released 20-year Minnesota State Highway Investment Plan (MnSHIP). However, we strongly urge you to reexamine the safety and economic needs of southern Minnesota and include upgrades of Highways 14, 52, and 63 as priorities in the plan.

Highways 14, 52, and 63 are critical inter-regional corridors that are essential to the economic vitality of southern Minnesota, Mayo Clinic Rochester campus and many Mayo Clinic Health System sites. This improvement need is compounded with the recent passage of the Destination Medical Center (DMC) legislation, which will bring increased economic activity and population growth to this region. It is estimated that DMC will bring 25,000 to 30,000 additional jobs over the next 20 years to the region.

Completion of the expansion of Highway 14 to a four-lane corridor from Rochester to New Ulm and the continued efforts to upgrade Highway 52 as a limited access corridor between Rochester and the Twin Cities are critical. The investment to improve safety and mobility on the Highways 14, 52, and 63 will provide a solid foundation for the region's future growth and improve the safety for all travelers along these important corridors.

We strongly advocate for the inclusion of these corridors in MnSHIP. We appreciate your consideration and look forward to continued dialogue regarding the pressing transportation needs for the state of Minnesota.

## Comment 172

**From:** Jamie [<mailto:jamiem@newulmtel.net>]

**Sent:** Tuesday, July 30, 2013 2:34 PM

**To:** Wilson, Ryan (DOT)

**Cc:** Zelle, Charlie (DOT); Mulvihill, Susan (DOT); Hatch, Tracy (DOT); Davis, Eric (DOT); Parker, Betsy (DOT); Henkel, Tim (DOT); Chiglo, Jon (DOT); Barnes, Michael (DOT); Stein, Sue (DOT); Skallman, Julie (DOT); Ledvina, Deb (DOT); Peterson, Scott R (DOT); Gutknecht, Kevin (DOT); Kahnke, Dan (DOT); Rains, Karla (DOT); Thompson, Nick (DOT)

**Subject:** 70 year plan

**Importance:** High

The people of southern Minnesota have been wanting and waiting for an expanded highway 14 from New Ulm to Mankato for the last 50 years and now you are telling us not even in the next 20? What is wrong with you people? What part of representing the public and doing the will of the public don't you understand? You people did not fight battles and win victory over the people, in order to be in charge of the roads of our state! We, the people, put you in your office, give you your power and pay for you to represent us. We the people have wanted a four lane highway 14 for the last 50 years! Who are you to sit in your ivory tower and tell us no, not in your lifetime? Well, [REDACTED]! [REDACTED] [REDACTED] at MnDot.

James M.

299 Waite Ave So  
St. Cloud, MN  
July 24, 2013

Dear Sir:

I am concerned about the urgency of widening I 94 between St. Cloud & Mpls. Traffic is so heavy at times now already that traffic actually comes to a dead stop.

What will happen within a few short years if expansion of this important highway is delayed.

Please do all you can to get this expansion to 4 lane done now. Thank you

Sincerely  
Esther Klein

299 Waite Ave So.  
St. Cloud, MN  
July 24, 2013

Dear Sir:

I am concerned about the urgency of widening I 94 between St. Cloud & Mpls. Traffic is so heavy at times now already that traffic actually comes to a dead stop.

What will happen within a few short years if expansion of this important highway is delayed.

Please do all you can to get this expansion to 4 lane done now. Thank you.

Sincerely  
Esther Klein

## Comment 174

Paul Bunyan Expressway  
300 Paul Bunyan Dr N  
Bemidji, MN 56601  
July 12, 2013

MNDOT  
Joe McKinnon  
3920 Hwy #2 W  
Bemidji, MN 56601

RE: Planning for Highways

I understand the highway department is seeking input on what roads to focus on for the next 20 years. The Paul Bunyan Expressway Coalition considers Highway #371 from Little Falls to Bemidji a high priority. Much of this road has been completed with 4 lane highway from Little Falls to Nisswa. Completing the balance of the roadway is our mission and goal.

At present time we have 29 letters of support or resolutions this year with more being added. A list of names is attached and copies can be had at the Bemidji Area Chamber of Commerce. We believe this highway is a much higher priority to the North Region of Minnesota as it is a Market Artery Route to the North as well as to the South. Support from cities all along the highway as well as counties, hotel/ resort associations, cities, associations and businesses all the way to the Canadian border, Regional Development Commissions and the Leech Lake Tribal Council are all in support of finishing highway #371 into a 4 lane highway. Legislators are well aware of the action by the expressway coalition and recognize how strategic and important this highway is to the Lakes and Pines regions in the Northland.

The concerns of safety, better access to educational institutes, recreation for families and groups improving tourism resulting in more employment and business opportunities for the Northern region are all part of our agenda. All this helps stabilizing the region. Please refer to the attachment "Access Rural Minnesota"

Page 2

Considering that the largest population base is located in a seven county metro area, highway #371 is natural connection to forests, lakes, educational facilities, commerce, national and state parks and recreational opportunities that need better and safer access. Highway #371 is considered the highest priority in our region. Making the Paul Bunyan Expressway four lanes will benefit more cities, institutions, businesses and provide more opportunities for family enjoyment than any other plan in our region.

When looking at traffic counts on #371, there is huge increase in traffic after 4 lanes are completed. When 'studying the before and after traffic count when Brainerd/Baxter roads were finished the traffic increased significantly to the north. Metro populations are use to 4 lane roads and our experience at trade shows is that many metro people avoid two lane highways. This puts our region at a disadvantage. The safety and convenience of 4 lanes adds a distinct advantage and will be felt all the way to the Border Cities. They recognize the importance and are in favor of this highway improvement.

Recent concerns of highway run off of #371 in Crow Wing County may lead to road improvements to make #371 a pollution free highway. These studies need to be completed and addressed in redevelopment 7 Yes, the Paul Bunyan Expressway is the highest priority in this region and definitely needs to be completed. We have the support and resolutions on file to demonstrate the importance of the road. This is #1 priority.

Co-chairs  
Rich Siegert  
James Sabas

**Paul Bunyan Expressway Coalition**  
"Connecting the Heartland to the Northland"

**Letters of Support:**

Mayor, Pequot Lakes  
Mayor, Breezy Point  
Mayor, Crosslake  
Mayor, Jenkins  
Mayor, Nisswa  
Mayor, Pequot Lakes  
Mayor, Pine River

**Resolutions:**

Beltrami County  
Bemidji Area Chamber of Commerce  
Bemidji Innkeepers Association  
    AmericInn, Best Western, Hampton Inn & Suites, Holiday inn Express, Kohl's Resort  
    Quality Inn, Ruttger's Birchmont Lodge, Super 8, Taber's Historic Log Cabins  
Cass County  
City of Bemidji  
Greater Bemidji Board of Directors  
Headwaters Regional Development Commission  
Hubbard County  
International Falls Area Chamber of Commerce Board of Directors  
Lakes Area Concrete Plus, Inc.  
Leech Lake Band of Ojibwe  
Norbord, Minnesota  
Pike Bay Township  
Pine River City Council

PAUL BUNYAN EXPRESSWAY  
ACCESS RURAL MINNESOTA

Logic Prevails

1. The Paul Bunyan Expressway as it exists today.
  - a. Highway 371 is an established "Market Artery Route" and commercial/ recreational corridor.
  - b. Economic strength can and should be developed on a regional basis
  - c. Build on traditional connections between metro markets and "Bunyanland."
  - d. The highway is named Paul Bunyan Expressway.
2. Highway #371 is "natural" connection for a northern Minnesota tour route using Highways #371, 2, 169, 53, and 35W.
3. Highway #371 corridor is a refreshing "lakes and pines" route for travelers from Winnipeg, and upper Red River Valley.
4. Improved access to metro Markets and recreational opportunities for current and future northern Mn residents. Improve the "Quality of Life" as defined by investors in Northern Minn.
5. Our customers in the metro area are already moving toward us in the Highway 10/ I-94 corridors and in the growing St. Cloud Area.
6. The Paul Bunyan Corridor is growing and developing with more summer residents, businesses, educational and recreational facilities.

## Comment 175

Public Hearing Testimony Transcript, July 29, 2013

Bill Powell

My name is Bill Powell, I am from Ortonville, Minnesota. Until recently, I was a Traffic Manager with a trucking manufacturer out of Minneapolis.

One of the things that I am concerned about is highway 12 from the junction of 59 west to Ortonville. It's a still narrow road from the 1950s, has not been widened to modern day. With the increase on I-94, we are seeing more truck traffic using highway 12 going west into the Dakotas. Now South Dakota made a 4-lane highway from Summit, South Dakota, interstate 29 Junction over to Aberdeen and then west of Aberdeen they are improving that. So going west from the Minnesota border to Montana is becoming easier for trucks.

Now we've seen a drastic increase in the number of trucks coming through Ortonville. In fact, MnDOT has just resurfaced Highway 12 through there and I was recently talking to one of the flagger persons there and they said about 97 percent of the traffic that they were diverting was going over into South Dakota on Highway 12. So there'd been a terrific increase on traffic on that Highway 12 so I'd like to see something done in the future from Highway 12 from the Junction of 59 into Ortonville. It's still a 1950s narrow road; there'd been some fatalities on there.

And there also is a bridge down by Milan, Minnesota on Highway 7 that there was a recent fatality on. That bridge is very narrow and it's something that needs to be looked at. I think when MnDOT does their research, one of the things takes into consideration is shopping patterns and whatever. I'll say from my family, my wife, one of the things from Ortonville, we either go to Willmar or in some cases she'll go to St. Cloud. So it's looking at where a person lives and where you go to shop regionally, that's your traffic patterns. And that's all I'll say at this time.

## Comment 176

Public Hearing Testimony Transcript, July 29, 2013

Keith Keel

Good afternoon. I feel kind of outnumbered, here, I thought there'd be more people would be here to speak. I'm a concerned citizen, I live in St. Peter, and I read where they are going to just resurface the southbound lane from St. Peter to Le Sueur and not do anything but a flood thing on the northbound lane. The northbound lane is a complete rumble strip, the same as the southbound lane. We have a tremendous amount of traffic coming through St. Peter from the south; trucks, grain haulers and stuff and that northbound lane is a complete rumble strip. It's like a railroad track to be quite honest with you. That's my question on that, why we don't have enough money to fix both lanes when they're both the same bad shape.

The second question I have is, and it's been going since 1968, is why we can't get number 14 from Owatonna to Rochester or to Dodge Center when there's already right-of-way bought, quite a bit of right-of-way down there bought already. Why is 14 never, never been in the listing with all of our representatives and everything for the last 30 years. There's so many people from this area that go to Rochester Mayo and we have to drive that single lane and it's a treacherous highway and all the roadwork that you have done in the Metropolitan Area, I can't believe that you can't get 13 miles of that double lane finished so we have a 14 from Mankato to Rochester.

This third thing that I'm asking, and I like a lot of things that Governor Dayton has done, but why did he veto a 5 cent a gallon tax that would really help our roads in this state when we got a dollar fluctuation in gas prices from 3 to 4 dollars, we can't stand a 5 cent a gallon tax for the user fee? They're talking about 10 dollars for registration of cars now. Cars that drive 4 to 6 to 8 thousand miles a year, we should be getting the people that are driving the 20 or 30 thousand as a user fee to pay for these roads that they are driving on. I guess that's all I would have.

## Comment 177

Public Hearing Testimony Transcript, July 29, 2013

Steve Bot

My name is Steve Bot, I'm the City Engineer for the City of St. Michael and also the chair of the I-94 Coalition. I will try not to be too repetitive to some of the things that you have already heard out of St. Cloud but I hope both my testimony and their testimony will show the overwhelming large area that I-94 and the inadequacies that we have in this plan address.

I guess when I first saw the plan it was a little bit shocking that you have 10 funding categories. Obviously, some big work went into finding what those 10 funding categories and those 10 different priorities would be. Yet, there's only one category, one category, that receives zero dollars out of all the 10 categories and that's IRC mobility. To me that's very disturbing and shocking, especially when a lot of testimony was taken, a lot of input was gathered. That input, while it may have been heard, it was certainly not reacted to. I guess that's a big disappointment along a large corridor stretching all the way through Minnesota both in terms of freight, mobility, congestion, safety, and economic vitality.

When we look at a lot of the wordage that's in this plan, it talks about the economic vitality of Minnesota and it being important to businesses. You just heard Golden Plump, one company out of St. Cloud area, estimates a quarter of a million dollars every year on 94 is lost. Multiply that by all the businesses along 94 and it's a mess. Transportation and this corridor of commerce on 94 is the economic blood, the vitality, of our system and our businesses and the economy for the state.

When that one category is not funded, it's not taking a look at what the input to MnSHIP was. In all your evaluations, IRC funding was at least in the top five of everyone's priority that was taken. In District 3, it was the top priority as you've heard. Unfortunately, however, when you average the state when looking at IRC and say, we're going to look at the whole state IRC as an average, it's not taking those individual districts. It was said at the previous thing that MnDOT has spent a lot of money on IRC which is true in the past. It just hasn't been for one area.

When you look at where that area is it's primarily all in District 3. So, by averaging the whole state and looking at everything globally, it just doesn't work for individual needs and problems. However, I think MnSHIP has focused on preservation, obviously that's a main focus, and if that were to be MnSHIP was the preservation plan for the state, it would probably be very good. As the Commissioner spoke to, there's unmet needs and at a minimum we would see I-94 needing to be one of those unmet needs. If MnSHIP's the preservation plan and corridors of commerce is maybe the mobility plan then maybe we're getting somewhere for Minnesota. But as it sits today, this plan and saying we will do nothing on corridors like 14 is mentioned or like 94, it just doesn't work for the citizens of Minnesota or the businesses or the economic vitality and things that are mentioned as being so important.

One thing that struck me here this week, I actually got a call that the National Guard out of Fort Ripley takes back roads to avoid 94. You heard 12 talking about avoiding 94. We hear 94 being avoided. The Guard was coming down 241, our local state highway through St. Michael here over the past two weeks.

That's shocking when everyone is trying to avoid the road that we should actually be having the traffic on. The bottleneck down from 6 lanes to 4 lanes in Rogers is a key area that's always congested.

If you look at the vitality of northern Minnesota, 2 million trips annually for recreation traffic. Almost all of those end up hitting some sort of congestion. I went to Wisconsin over the weekend, left on a Friday, came back on a Sunday, not congested. So we're losing vitality to other areas that should be a priority for Minnesota to keep right here with our businesses.

Safety is another thing that we're very concerned about for 94. You heard it mentioned, the severity of the crashes, I won't get into that. One thing I will note is that the director for North Memorial says that is one of their worst spots, they pretty much always have to fly helicopters in. There is no access for ambulances when a crash happens on 94, the whole thing is shut down.

Also, within the past next week it's come out from Wright County, and Representative Mike Potter is a County Commissioner, that's here as well, brought it to my attention that 94 is the major route in case of an emergency at the Monticello Nuclear Plant. There is not enough capacity on 94 to do the evacuation plans that they have according to the director up there.

So, there's just a lot of problems that we have. We think they are all solvable by putting some money in the plan into corridors of commerce, identifying 94 as a top priority as it should be.

Another unique thing that I will mention as well, our stretch of 94 is unique to a lot of other areas in that you can bite of small chunks. There is a very economical plan for 25-30 million that could get the 6-lane from 101 in Rogers to 241 in St. Michael where we drop a lot of traffic.

There's issues with the fact that you've got two different districts separated at a river, not at a highway, that they need to be working together if we're going to look at our whole system and we're going to be looking at a plan that serves the whole community and the whole State of Minnesota. It should not be separated and not have these jurisdictional issues. I would ask at a minimum that would be addressed and these small bang-for-the-buck projects, when we do program this many billions of dollars, it's shocking that we can't find 25-30 million for a bang-for-the-buck that would be the top priority of one of your districts. That's all I have, thank you for your time.

## Comment 178

Thursday, August 01, 2013 at 14:43:28

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Name: Matt Kottke

Email: [mkottke@truth.com](mailto:mkottke@truth.com)

Comment: I am writing in support of actions necessary to the funding and ultimate development/completion of the Hwy 14 project.

Our company, Truth Hardware is the leading supplier of operating hardware for the window and door industry and serves the major window and door manufacturers in North America, not the least of which are major Minnesota based companies like Marvin & Andersen windows.

These businesses use the major highways, such as Hwy 14 to service their customers as well as to pick up products from Truth in Owatonna. From an economic standpoint, the development of Hwy 14 will improve the efficiency of these transportation efforts and make these roads safer for these businesses as well as the other traffic found on the road while these large semis are travelling.

From strictly a safety standpoint, this development and completion of Hwy 14 is LONG overdue. Too many road project with far less traffic, and far less accidents/fatality rates have been receiving funding over the years - and it is time that this gets corrected. We cannot overlook this stretch of highway any longer...it needs to be done, and needs to be done soon.

Personal and Commercial traffic are often times trying to avoid this stretch of highway which does nothing more than further deteriorate the secondary roads in this area, and creates additional safety concerns of their own as they are now competing with agricultural traffic that is not prepared to deal with this unexpected, and unnecessary addition of congestion.

PLEASE put the Hwy 14 development/completion project on your funding & priority lists so we can alleviate & eliminate the dangerous conditions that are State is currently allowing to exist.

Matt Kottke  
Marketing Support Manager  
Truth Hardware

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## Comment 179

Thursday, August 01, 2013 at 16:15:17

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Name: Dennis Meillier

Email: [dmeillier@alexanderlumber.biz](mailto:dmeillier@alexanderlumber.biz)

Comment: I am writing in support of the Hwy 14 completion between Kasson and Owatonna. It has been a very long journey but we still have a ways to go. With very hard work between MNDDT and our local citizens and organizations much has been accomplished. We are striving to complete the Hwy 14 system. The remaining two lane hwy is still very dangerous and many lives, over the years, have been lost. Please help us get this last stretch completed to save lives and improve this shipping lane.

---



234 Pine Cone Road South  
Sartell, MN 56377  
(320) 258-3434  
www.pineconepethospital.com

July 26, 2013



Charles Zelle  
Commissioner, MnDOT Commissioner  
Transportation Building  
395 John Ireland Blvd  
St. Paul, MN 55155-1899

Dear Commissioner Zelle,

The Greater St. Cloud Development Corporation (GSDC) is a private collaboration of approximately 100 regional business and community leaders within Benton, Sherburne and Stearns counties in Central Minnesota. It is the vehicle through which business executives, healthcare and education leaders, civic and community leaders, local government leaders, partner organizations, and community members come together to pursue a shared mission and shared objectives for economic development.

Efficient and safe transportation routes are essential to a region's economic vitality and the businesses located within it. In our region, the I-94 West Corridor is, and will continue to be a huge economic engine. However, the Federal Highway Administration (FHWA) has identified it as a "highly congested" international truck freight corridor between the Twin Cities and North Dakota.

As you know, the existing federal transportation authorization bill, MAP-21, requires states to address freight bottlenecks, such as I-94, using a performance-based planning and investment approach. MnDOT has numerous existing and recent plans, including the I-94 Inter-Regional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009), all of which identify performance-based expansion needs for the I-94 West Corridor.

We understand that the Minnesota Department of Transportation (MnDOT) is finalizing an update to the Minnesota State Highway Investment Plan (MnSHIP), and that the proposed plan includes no major expansion for I-94 or other highways in Greater Minnesota. This is simply unacceptable.

It is alarming that the need for I-94 expansion is evident and compelling, yet the proposed funding overlooks it. It is extremely important that a case for increased transportation funding be made during the upcoming 2014 Legislative Session and in the new MnSHIP Year 2033 Vision. To that end, the GSDC and the Central Minnesota Transportation Alliance (CMTA) will be testifying at the July 29 public hearing to advocate for this funding. We have asked our investors to voice their support for this need, as well.

Our central Minnesota economy, as well as Greater Minnesota, depends on safe and efficient transportation. We are requesting your assistance in assuring that sufficient funding for the I-94

expansion will be included in a request to the legislature for additional funding, and in the updated Minnesota State Highway Investment Plan. Thank you for considering our appeal.

Sincerely,

A handwritten signature in cursive script that reads "Bea Winkler, DVM". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Dr. Bea Winkler  
CEO, Pine Cone Pet Hospital  
Board Member, St. Cloud Area Chamber of Commerce



July 26, 2013

Charles Zelle  
Commissioner, MnDOT  
Transportation Building  
395 John Ireland Blvd  
St. Paul, MN 55155-1899

Dear Commissioner Zelle,

The Greater St. Cloud Development Corporation (GSDC) is a private collaboration of approximately 100 regional business and community leaders within Benton, Sherburne and Stearns counties in Central Minnesota. It is the vehicle through which business executives, healthcare and education leaders, civic and community leaders, local government leaders, partner organizations, and community members come together to pursue a shared mission and shared objectives for economic development.

Efficient and safe transportation routes are essential to a region's economic vitality and the businesses located within it. In our region, the I-94 West Corridor is, and will continue to be a huge economic engine. However, the Federal Highway Administration (FHWA) has identified it as a "highly congested" international truck freight corridor between the Twin Cities and North Dakota.

As you know, the existing federal transportation authorization bill, MAP-21, requires states to address freight bottlenecks, such as I-94, using a performance-based planning and investment approach. MnDOT has numerous existing and recent plans, including the I-94 Inter-Regional Corridor Plan (2002), the Central Minnesota Regional Freight Study (2011), and the 2028 Statewide Highway Investment Plan (2009), all of which identify performance-based expansion needs for the I-94 West Corridor.

We understand that the Minnesota Department of Transportation (MnDOT) is finalizing an update to the Minnesota State Highway Investment Plan (MnSHIP), and that the proposed plan includes no major expansion for I-94 or other highways in Greater Minnesota. This is simply unacceptable.

It is alarming that the need for I-94 expansion is evident and compelling, yet the proposed funding overlooks it. It is extremely important that a case for increased transportation funding

be made during the upcoming 2014 Legislative Session and in the new MnSHIP Year 2033 Vision. To that end, the GSDC and the Central Minnesota Transportation Alliance (CMTA) will be testifying at the July 29 public hearing to advocate for this funding. We have asked our investors to voice their support for this need, as well.

Our central Minnesota economy, as well as Greater Minnesota, depends on safe and efficient transportation. We are requesting your assistance in assuring that sufficient funding for the I-94 expansion will be included in a request to the legislature for additional funding, and in the updated Minnesota State Highway Investment Plan. Thank you for considering our appeal. If you would like to discuss this further, I welcome your call at 320-493-1645.

With Best Regards,



Robert White  
Board Chair

Cc:

MN Governor Mark Dayton  
U.S. Senator Al Franken  
U.S. Senator Amy Klobuchar  
U.S. Representative Michelle Bachman  
U.S. Representative Collin C. Peterson  
MN Senator Paul Anderson  
MN Senator Michelle Fischbach  
MN Senator John Pederson

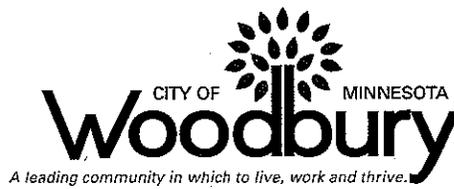
MN Senator Torrey Westrom  
MN Representative Zachary Dorholt  
MN Representative Jeff Howe  
MN Representative Tim O'Driscoll  
MN Representative Tama Theis  
St. Cloud Area Planning Organization  
GSDC Investors

## Comment 182

Wednesday, July 31, 2013, 8:20 a.m.

Comment via Minnesota GO Facebook page from Matt Steele:

"Without recognizing the fundamental difference between a road and a street, we're doomed to continue our path of spending excessive amounts of money trying to engineer our roads into streets and our streets into roads. This is also a public health issue, since unsafe stroad design is the leading cause for fatal injuries to youth and the primary preventable cause of death for people under 50."



8301 Valley Creek Road • Woodbury, Minnesota 55125-2320 • www.ci.woodbury.mn.us  
651/714-3500 • TDD 651/714-3568 • FAX 651/714-3501

July 26, 2013

Mr. Adam Josephson  
Minnesota Department of Transportation  
Waters Edge Building  
1500 West County Road B2  
Roseville, MN 55113

Re: Woodbury comments on the 20-year Minnesota State Highway Investment Plan

Dear East Area Manager Josephson:

For the last several months, the Minnesota Department of Transportation (MnDOT) has been engaging stakeholders in order to develop the 20-year Minnesota State Highway Investment Plan (MnSHIP). That plan, in its current form, does not anticipate any improvements to the I-94/494/694 interchange system.

As described in the attached letter to Charles Zelle, Commissioner of Transportation, the City of Woodbury has great concerns about the congestion and accident rates at this interchange. Indeed, both state and local transportation and public safety officials are aware and familiar with the serious safety issues and congestion problems that occur on a daily basis at this interchange. To expect that this interchange can continue to operate for the next 20 years without major improvements is difficult to comprehend given the importance of this transportation infrastructure. State and regional planning authorities do see the importance of the I-94 corridor and are currently embarking on the Gateway Corridor study, looking at how transit might address some of the travel demands in this area. However, even the most optimistic projections indicate that the Gateway Corridor will only address about ten percent of the overall volume coming through this interchange, while over the next 20 years volumes are expected to increase by something on the order of 50 percent.

The state is currently accepting comments on MnSHIP. Please accept this letter, as well as the attached letter from Mayor Giuliani Stephens to Commissioner Zelle, as the City of Woodbury's official comments on the current draft of the MnSHIP. In addition to including significant interchange improvements at this location in MnSHIP, the City of Woodbury also requests that the state include a study of the interchange which should occur in the near future. Prudent planning would have a study of the interchange occur in parallel with the Gateway study, so that improvements that might occur on the interchange complement rather than conflict with the Gateway project that might occur within the next ten years.

July 26, 2013

Woodbury comments on the 20-year MnSHIP

Page 2

We appreciate the efforts of MnDOT to develop a 20-year plan for improvement of the state's highway infrastructure, and we strongly encourage the state to include both physical improvements and study of the I-94/494/694 interchange in the 20-year plan.

We appreciate the opportunity to comment and welcome any comments or response.

Sincerely,

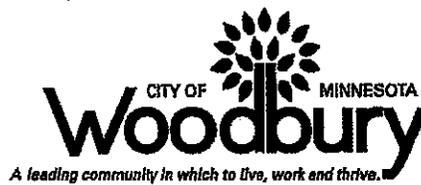
A handwritten signature in black ink, appearing to read 'Klayton Eckles', with a long horizontal line extending to the right.

Klayton Eckles

Engineering and Public Works Director

Attachment

c: Clinton P. Gridley, Woodbury City Administrator



8301 Valley Creek Road • Woodbury, Minnesota 55125-2320 • www.ci.woodbury.mn.us  
651/714-3500 • TDD 651/714-3568 • FAX 651/714-3501

June 20, 2013

Mr. Charles A. Zelle, Commissioner  
Minnesota Department of Transportation  
Transportation Building  
395 John Ireland Boulevard  
St. Paul, MN 55155-1899

Re: East Metro Area I-94 and I-494/I-694/I-94 Interchange Area  
Need for Infrastructure Improvements

Dear Commissioner Zelle:

On behalf of the City of Woodbury, I am writing to express our concern for the current operation level of service and the absence of a long-term plan to make geometric and capacity improvements to the I-94 Corridor and I-494/I-694/I-94 interchange area in the east metro area.

As you know, I-94 serves as the gateway to Minnesota and the Twin Cities metropolitan area from Wisconsin. As such, the operation of I-94 is important to interstate movement of people and goods to and from the state and region. It is also critical to the continued economic health and vitality of the east metro area. I-94 currently carries approximately 82,000 vehicles a day into Minnesota. I-94 traffic grows to approximately 110,000 by the time it reaches the I-494/I-694 ring route. By 2030, these daily traffic volumes are projected to increase to 108,000 and 156,000, respectively. In addition, I-494 south and I-694 north of I-94 accommodate approximately 94,000 and 88,000 vehicles daily, respectively. The I-94 interchange and the interchange of these three highways have a significant impact on the mobility and congestion in the east metro area.

For several decades, long range transportation studies have projected significant traffic growth in the I-94 Corridor. These studies include Woodbury's I-494 Access Improvement Study (1989), the Wisconsin Department of Transportation I-94 Corridor Study in 2004, Woodbury's Northeast Area Development Traffic Impact Study (2008) and the Minnesota Department of Transportation (MnDOT) I-94 East Metro Corridor Study (2011).

Currently, daily traffic congestion occurs during the peak travel periods in several interchange areas. This is reflected in the higher than average metro interchange accident rates (crashes per million vehicles) and severity rates in the I-494/I-694, CSAH 19 (Woodbury Drive) and CSAH 19/TH95S (Manning Avenue) interchanges. This congestion, accident rate and the accident

## Comment 185

June 20, 2013

Need for Infrastructure Improvements

Page 2

severity rates are only anticipated to increase in the future if significant improvements are not made to the I-94 Corridor. Projected traffic increases and existing operating and accident statistics only reinforce the need to further study and program I-94 roadway improvements in the east metro area.

MnDOT's State Transportation Plan and Transportation Improvement Plan show MnDOT does not include any project programs for roadway capacity improvements in the next 20 years in the I-94 corridor or I-494/I-694/I-94 interchanges. We understand the great demand the state has for roadway improvements and the limited funds available. Given the importance of I-94 to the state and regional transportation system, we feel it very disappointing the I-94 Corridor has not been given a higher priority.

I am requesting MnDOT place a higher priority for capacity and safety improvements in the I-94 Corridor through the east metro area as it updates its state transportation plan. We would welcome the opportunity to work with MnDOT as future analysis and updates of the state and regional transportation plans are prepared.

We appreciate the time and attention you give this request and look forward to working with MnDOT in ensuring the necessary improvements are planned and programmed for the I-94 Corridor through the east metro area.

Sincerely,



Mary Giuliani Stephens  
Mayor

- c: Bernard Arseneau, Deputy Commissioner and Chief Engineer
- Adam Josephson, Manager, East Area
- Scott McBride, Metro District Engineer
- Ted Schoenecker, Metro District State Aid Engineer
- Senator Susan Kent
- Representative JoAnn Ward
- Representative Andrea Kieffer
- Mayor Carmen Sarrack, City of Oakdale
- Mayor Will Rossbach, City of Maplewood
- Woodbury City Council

Ryan Wilson, P.E., AICP  
Project Manager, 20 Year Mn SHIP  
Office of Capital Programs and Performance Measures  
Mn DOT  
395 John Ireland Boulevard, MS 440  
St. Paul, Mn 55155-1899

July 30, 2013

Dear Ryan,

My name is Rudy Semeja and I have been Co-Chairman of the Highway 169 Task Force (55 mile corridor to Ely from Highway 53) since we organized back in 2000. I spent 2 previous years working to get our County Commissioners, District I Mn Dot leaders and A.R.D.C. on board.

I have reviewed the 20 year State Highway Investment Plan. It is well done by you and your staff.

Our project which has experienced one delay after the other since receiving the Federal Grant of about 24 million, due to former Congressman Jim Oberstar's efforts along with our Task Force's constant efforts. Safety was and has been our main thrust, but we have opponents to a much needed project, neglected for years and years. We want the highway to be done with wide 8' shoulders, passing lanes etc. Sulfide content seems to be the leading deterrent led by the opponents. No doubt you have reviewed the technical report done by Mark Severson and John Heine.

Both are located at the Natural Resource Research Institute at the U of M, Duluth.

Dan Fosnacht (Ph.D.) Director, CART/NPRI has also been involved. Enclosed is a letter supporting the Southern Route which is also the priority with our Task Force.

We certainly hope the many years that the Task Force has patiently worked with the MNDOT officials, we can soon see our monies wisely used.

Sincerely,

  
Rudy Semeja  
Co-Chair Highway 169 North  
Task Force  
1106 18th St. N.  
Virginia, MN 55792  
218-741-2600

cc: Bill Ezar

Mediacom Mediacom High Speed Internet Webmail

semejas@mchsi.com

Fwd: Geological Discussion for the Reroute of Highway 1

Tuesday, March 19, 2013 5:03:21 PM

From: zar@frontiernet.net

----- Original Message -----

**Subject:** Geological Discussion for the Reroute of Highway 1<sup>69</sup>

**Date:** Tue, 19 Mar 2013 15:31:06 -0500

**From:** Donald Fosnacht <dfofnacht@td.umn.edu>

**To:** <zar@frontiernet.net>

**CC:** <tom.rukavina@mail.house.gov>, <ghudak@nrri.umn.edu>, <mark.severson@teck.com>

\* Bill,

It was very good to talk with you and my colleague Dr. George Hudak regarding the reroute options for Highway 1. As discussed Mark Severson and John Heine of my organization prepared the detailed report that has been sent to you via US mail. As George and I talked over with you, the geological setting of the South route seems to be the best as discussed because the preposnerance of the route should encounter some sulfide bearing materials, but it is south of the predominant geological feather that likely will contain more of the sulfide mineralization (Murray Shear Zone area). We noted the example of the road cut near Tower that illustrates this and its higher sulfide mineralization. As we also discussed, any planned route could confirm the sulfide potential by doing a limited drilling campaign based on the geological field work already completed. In addition, it very likely that any potential sulfide that was exposed during road construction could be addressed through grouting of the exposure face so that it will not be exposed to atmospheric effects. As a further preventive action, the base course of the road could include some limestone or olivine bearing rock so that it would self-neutralize seal off any potential for sulfate formation using known chemistry (e.g., Gypsum formation, Magnesium sulfate formation). I have asked mark Severson to join you and the other officials at the meeting in Virginia on Monday afternoon. He can give a good explanation of the geological findings. In conclusion, the South route seems the best one compared to the North alternative from a geological perspective especially if the correct preventive actions are built into the construction program.

Best regards,

Don Fosnacht, Ph. D.  
Director, CARTD/NRRI

\* Bill is Co-Chair of our task force