

# HIGHWAY 14 TASK FORCE

New Ulm to Nicollet, Minnesota

JUNE 20, 2018

**FINAL REPORT**

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EXECUTIVE SUMMARY .....	1
MEETINGS OVERVIEW .....	2
<b>Meeting 1: December 11, 2017</b> .....	<b>2</b>
<b>Meeting 2: January 17, 2018</b> .....	<b>2</b>
<b>Meeting 3: January 29, 2018</b> .....	<b>2</b>
<b>Open House 1: February 1, 2018</b> .....	<b>3</b>
<b>Meeting 4: February 5, 2018</b> .....	<b>4</b>
<b>Meeting 5: February 12, 2018</b> .....	<b>4</b>
<b>Meeting 6: February 21, 2018</b> .....	<b>4</b>
<b>Open House 2: February 22, 2018</b> .....	<b>4</b>
<b>Meeting 7: February 26, 2018</b> .....	<b>5</b>
<b>Meeting 8: May 14, 2018</b> .....	<b>5</b>
<b>Interviews</b> .....	<b>6</b>
<b>Website</b> .....	<b>6</b>
TASK FORCE RECOMMENDATION .....	7
APPENDIX A: TASK FORCE MEETING NOTES .....	A-1
<b>Meeting 1: December 11, 2017</b> .....	<b>A-2</b>
<b>Meeting 2: January 17, 2018</b> .....	<b>A-7</b>
<b>Meeting 3: January 29, 2018</b> .....	<b>A-10</b>
<b>Meeting 4: February 5, 2018</b> .....	<b>A-17</b>
<b>Meeting 5: February 12, 2018</b> .....	<b>A-35</b>
<b>Meeting 6: February 21, 2018</b> .....	<b>A-47</b>
<b>Meeting 7: February 26, 2018</b> .....	<b>A-67</b>
<b>Meeting 8: May 14, 2018</b> .....	<b>A-83</b>
APPENDIX B: INTERVIEW QUESTIONS AND RESPONSES .....	B-1
APPENDIX C: PUBLIC MEETING MATERIALS.....	C-1
<b>Open House 1 News Release</b> .....	<b>C-2</b>
<b>Open House 1 Exhibits</b> .....	<b>C-3 – C-13</b>
<b>Open House 1 Handout</b> .....	<b>C-14</b>
<b>Open House 1 Sign-In Sheets</b> .....	<b>C-15 – C-22</b>
<b>Open House 1 Comment Forms</b> .....	<b>C-23 – C-55</b>
<b>Open House 1 Comment Capture</b> .....	<b>C-56 – C-57</b>
<b>Open House 2 Exhibits</b> .....	<b>C-58 – C-68</b>
<b>Open House 2 Sign-In Sheets</b> .....	<b>C-69 – C-78</b>
<b>Open House 2 Comment Forms</b> .....	<b>C-79 – C-105</b>
<b>Open House 2 Comment Capture</b> .....	<b>C-106 – C-107</b>
APPENDIX D: COMMENTS AND COMMUNITY FEEDBACK FROM WEBSITE .....	D-1



## EXECUTIVE SUMMARY

In late 2017, the Minnesota Department of Transportation (MnDOT) assembled the Highway 14 Task Force – New Ulm to Nicollet to develop a unified vision for transportation priorities between New Ulm and Nicollet and submit recommendations to MnDOT to receive funding for these priorities. The Task Force consisted of city, county, community, and business representatives from New Ulm, Courtland, and Nicollet County. **Table 1** lists the Task Force members.

The Task Force met eight times and held two public open houses between December 11, 2017, and May 14, 2018. Meetings were either held in person or via web conference. A facilitator led the meetings, which included MnDOT personnel and Task Force members. The public attended open houses at the Courtland Community Center.

At the first Task Force meeting, members developed the five guiding principles listed below to help develop the recommendation.

- ▶ **Enhance Growth:** Support transportation investments that lead to growth in population, travel and economic development. This includes making New Ulm and Courtland competitive in attracting new business and industry, and successful in retaining and unlocking the potential of existing businesses.
- ▶ **Improve Safety:** Support transportation investments that will increase the safety of the traveling public, with special focus on high school students and the interaction of truck and vehicular traffic.
- ▶ **Increase Mobility:** Support transportation investments that improve traffic flow in to and out of New Ulm and Courtland. This includes focusing on the access and mobility of trucks and other commercial traffic.

**Table 1: Highway 14 Task Force Members**

NAME	REPRESENTING
Robert Beussman	Mayor, City of New Ulm
Steve Koehler	New Ulm City Engineer
AJ Poehler	Mayor, City of Courtland
Joe Duncan	City of Courtland
Marie Dranttel	Commissioner, Nicollet County
Seth Greenwood	Nicollet County
Audra Shaneman	President, New Ulm Area Chamber of Commerce
Bill Swan	New Ulm Area Chamber of Commerce
John Giefer	New Ulm Area Chamber of Commerce
Mark Schaefer	Courtland Area Chamber of Commerce
Darv Turbes	Courtland Area Chamber of Commerce
Tim Plath	Minnesota Valley Lutheran High School
Andrew Gieseke	New Ulm Quartzite Quarry OMG Midwest
Brad Estochen	MnDOT State Traffic Safety Engineer
Peter Harff	MnDOT District 7 Assistant District Engineer

- ▶ **Leverage Investments:** Recommend transportation improvements that compliment and capitalize on investments in industry and infrastructure in New Ulm and Courtland to maintain viability of local businesses.
- ▶ **Develop a Competitive Edge:** Recommend improvements that optimize every dollar, so transportation funding can produce as many benefits as possible – giving the region a competitive edge in securing the funding needed for project completion.

## MEETINGS OVERVIEW

The Task Force members met eight times, either in person or via web conference. The number of meetings was higher than originally planned because the Task Force wanted to advance the recommendation and submit it to the Minnesota Corridors of Commerce program. MnDOT also hosted two open houses to review various concept designs and to allow the community to provide input on the recommendation. Following is an overview of each Task Force meeting, as well as summaries of the public open houses. Detailed Task Force meeting summaries and handouts, as well as materials from the public open houses can be found in the appendices.

### Meeting 1: December 11, 2017

#### MEETING 1 AGENDA

1. Welcome and Introductions
2. MnDOT's Goals for Planning Effort
3. Group Discussion
4. Project Status
  - a. Decisions
  - b. Corridor Overview/Open Items
5. Draft Guiding Principles
6. Discuss DRAFT Process and Schedule
7. Final Thoughts

The first meeting focused on developing draft guiding principles that were important to each Task Force member and discussing the process for the Task Force, including future meeting and open houses.

### Meeting 2: January 17, 2018

#### MEETING 2 AGENDA

1. Welcome and Introductions
2. Integration with Corridors of Commerce (COC)
3. Draft Guiding Principles
4. Open House 1
  - a. Purpose
  - b. Integration with COC

- c. Format – Stations with Boards (work in process)
    - i. Welcome/Comment Table
    - ii. Process/Task Force Recommendations
    - iii. Guiding Principles/Decision Making
    - iv. Open Item 1 – Where Does 4-Lane End?
    - v. Open Item 2 – Intersection Treatment Around Courtland
    - vi. Open Item 3 – Softball Fields/New Ulm Quartzite Quarry/Historic Properties
    - vii. Open Items 4 – CR 37
    - viii. Open Item 5 – DNR Mn River Valley Trail
  - d. Date/Time/Location
5. Future Task Force Schedule
  - a. Mondays, 2-4
    - i. Meeting 2 – Feb 26?
    - ii. Meeting 3 – April
    - iii. Meeting 4 – May/June
6. Action Items/Next Steps

The second meeting focused on getting the Task Force prepared for a fast-tracked schedule to meet the MnDOT Corridors of Commerce program timeline. The Guiding Principles were finalized and plans for the first open house were discussed.

### Meeting 3: January 29, 2018

#### MEETING 3 AGENDA

1. Welcome and Introductions
2. Overview of COC
3. Guiding Principles/Task Force Criteria to choose an Alternative
4. Open House 1
5. Action Items/Next Steps

During the third Task Force meeting, the group discussed the Corridors of Commerce scoring criteria and how they were similar or different from the Task Force's Guiding Principles. The group also talked about the first open house. The Task Force decided that it would be best to share the scoring criteria with the public to get their input on which alternatives to choose for the recommendation.

## Open House 1: February 1, 2018

The first open house was held February 1, 2018, at the Courtland Community Center from 4:30-6:30 p.m. The public was invited to meet the Task Force and review project information such as the Guiding Principles and the process and criteria for

getting the recommendation. The purpose of the open house was to inform the public about the project and solicit their input on various project features such as intersection configurations. A public announcement was released on January 17, 2018.

The open house was formatted as an open forum where the Task Force members and MnDOT personnel were available at various stations around the Community Center prepared to answer questions from the public. There were eight boards displayed with information about the Task

Force and the project. Additionally, there were two sets of maps of the project area with various alternatives shown.

About 100 people attended, and 34 written comments were received. Attendees were given a comment form and a one-page summary of project information. Additionally, attendees were encouraged to visit the project website to provide comments on a project interactive map.

**KEYC NEWS 12 MANKATO**

**NEWS**

### 4-Lane Highway 14 Push Continues

February 1st, 10:40 pm by Ryan Gustafson  
Updated: February 1st, 11:09 pm



A four lane expansion of Highway 14 between Nicollet and New Ulm isn't scheduled in MnDOT plans for the near future.

But there's a chance the project could secure special funding through the Corridors of Commerce program, so the local task force for the project is kicking into high gear.

There are still some questions to work out if U.S. Highway 14 were to be expanded to four lanes all the way to New Ulm.


Yes, the new road will run north of Courtland, but what needs to be done to keep MVL and quarry traffic safe? Should 4 lanes run all the way to Minnesota Highway 15? What becomes of the County Road 37 intersection? And

▲ News piece published Feb. 1, 2018, by KEYC News 12 Mankato. Retrieved June 6, 2018, [www.keyc.com](http://www.keyc.com).

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## Highway 14 plans attract a lot of interest

LOCAL NEWS  
FEB 2, 2018  
FRITZ BUSCH  
Staff Writer  
[fbusch@nujournal.com](mailto:fbusch@nujournal.com)



Staff photo by Fritz Busch Tim Kohn, Courtland, left, and Shane Kraus, New Ulm, right, were among attendees at the Highway 14 New Ulm to Nicollet Task Force open house at the Courtland Community Center Feb. 1. The task force is charged with providing recommendations to the Minnesota Department of Transportation (MnDOT) District 7 that make the best use of potential transportation funding.

COURTLAND — U.S. Highway 14 evening rush-hour traffic backed up at several intersections in Courtland, as dozens of people mulled over designs of a proposed four-lane expansion project at the Courtland Community Center Feb. 2.

The project remains unfunded, but the Minnesota Department of Transportation (MnDOT) is advancing the design and environmental processes to be prepared for potential program funding from entities including the Minnesota Legislature's Corridors of Commerce.

Much of the four-lane highway project will follow the existing two-lane route. Proposals include a northern bypass of Courtland with two possible interchanges.

Another possible interchange is located at the Highway 14 intersection with Nicollet CR 37 that links with 20th Street South in New Ulm. A full-access intersection is proposed at the Highway 14 intersection with the road leading to Minnesota Valley Lutheran High School.

"I think the plans look great. I certainly hope the plan is accepted," said Nicollet Mayor Fred Froelich.

Nicollet County Sheriff Dave Lange sounded cautiously optimistic.

"Anything they do will make traffic safety better," Lange said. "A big issue now is addressing intersections. The Highway 14 Task Force wants interchanges."

Lange said most people prefer interchanges, while the highway department built less-costly J-turns or R-cut intersections at Eagle Lake and Highway 60 or on U.S. 169 north of St. Peter.

At R-cut intersections, crossing traffic turns right and travels about 700 feet, then makes a U-turn and comes back.

Several years ago when the highway expansion project centered at Nicollet, the Nicollet City Council rejected MnDOT's proposal that didn't include an interchange at the intersection of Highways 14 and 111. The city council passed a resolution to not work with MnDOT on the project unless an interchange was built.

Nicollet eventually got the overpass interchange it wanted.

Last week, Mountain Lake and area officials voiced opposition to MnDOT's R-cut proposal at a State Highway 60 intersection, seeking a more costly overpass interchange. But some interest was voiced for more acceleration and deceleration lanes in the less-costly options. Project discussion will continue in Mountain Lake Feb. 12.

Other issues to be addressed by the Highway 14 Task Force include:

- Should the Highway 14 four-lane project end at CR 37, Highway 15 or someplace else?
- What type of access best serves Courtland with safety, mobility, accessibility, and growth?
- How do safety versus construction costs impacts affect Highway 14 between New Ulm Quartzite Quarry and Minnesota Valley Lutheran High School and the historic Kohn Barn?
- Should the Highway 14 project be part of the new Department of Natural Resources (DNR) Minnesota River State Trail or adjacent to it?

Guiding principles listed by the task force include enhancing growth, improving safety and mobility, creating a competitive edge and leveraging investments.

Suggestions and comments can be made at [www.mnhighway14.com/](http://www.mnhighway14.com/) through Feb. 15. Use an interactive map of the project corridor.

A second open house to review draft concepts and a preliminary task force

▲ Feature story published Feb. 2, 2018, in New Ulm's *The Journal*. Retrieved June 21, 2018, <http://www.nujournal.com>.

## Meeting 4: February 5, 2018

### MEETING 4 AGENDA

1. Welcome and Introductions
2. Open House 1 Review
3. Review Schedule
4. Review Concepts
5. Review Action Items

At the fourth Task Force meeting, the group reviewed the first open house and discussed any comments from the public. Next, the group discussed the various alternative concepts that MnDOT had drafted for the Highway 37/Highway 14 intersection, the New Ulm Quartzite Quarry intersection, the Minnesota Valley Lutheran High School intersection, and the Courtland bypass.

## Meeting 5: February 12, 2018

1. Welcome and Introductions
2. Comment Themes from Open House 1/Website
3. Review New Concepts
4. Review Preliminary Project Scoring
5. Develop Task Force COC Recommendation
6. Review Action Items

At the fifth Task Force meeting, the group discussed comments received from Open House 1 and the website, and the various themes of the comments. MnDOT had prepared additional alternatives that were discussed as well.

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The Task Force members discussed how each of the alternatives would potentially score, based on the COC criteria.

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After, the group discussed how each of the alternatives would potentially score, based on the COC criteria. A definitive recommendation was not made during the meeting, but the Task Force members were tasked with determining how they would like to proceed with the recommendation.

## Meeting 6: February 21, 2018

### MEETING 6 AGENDA

1. Welcome and Introductions
2. Review Guiding Principles and Concepts
3. Update on COC Scoping
4. Task Force Recommendation
5. Trail Update
6. Review Open House Format
7. Next Steps and Action Items

The sixth Task Force meeting began with a review of the Guiding Principles. This served as a reminder to the Task Force of their original goals for the project. Next MnDOT gave an update on the Corridors of Commerce scoping and cost participation policy. Next, the Task Force discussed and finalized the recommendation that would be presented to the community during the upcoming, second open house.

## Open House 2: February 22, 2018

The second open house was held on February 22, 2018, at the Courtland Community Center from 4:30-6:30 p.m. The purpose of the second open house was to inform the public of the Task Force's recommendation and determine if the community generally agreed with the recommendation.

The second open house was an open forum at which the Task Force members and MnDOT personnel were available to answer questions from the public. Two maps with the Task Force's recommended alternatives were available for the public to view and provide comments on.

About 100 people attended the second open house, and 27 written comments were received. Attendees were given a comment form and a one-page summary of project information. Additionally, attendees were encouraged to visit the project website to provide comments on a project interactive map.

# The Journal

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## Hwy 14 project details draw much interest

LOCAL NEWS

FEB 23, 2018

CLAY SCHULTZ  
Staff Writer  
cschultz@nujournal.com



Staff photo by Clay Schultz Over a hundred people visited the Courtland Community Center to review detailed maps of the proposed Highway 14 expansion Thursday.

**COURTLAND** — Members of the public crowded around table length maps in the Courtland Community Center Thursday night, as part of the second Highway 14 New Ulm to Nicollet Task Force open house.

Earlier in the month, the task force held an open house to go over potential designs. After that first open house, the task force met again and created detailed concept maps of Highway 14 based on community input.

The maps included the task force's recommended routes and intersection preferences for Nicollet County Road 37, 571st Lane into New Ulm Quarzite Quarries, 651st Lane into Minnesota Valley Lutheran High School, Nicollet County Road 12, Nicollet County Road 24 and old Highway 14 through Courtland.

According to the task force maps, most of the four-lane expansion would follow the existing two-lane route, but include a northern bypass of Courtland.

Currently Highway 14 runs straight through Courtland, but if expanded to four lanes, this would no longer be possible.

The task force had five concepts for incorporating a Courtland bypass. Their recommended concept features an interchange at County State Aid Highway (CSAH) 24.

A second interchange was recommended at County Road 37 (20th Street in New Ulm).

The interchange options were chosen from a safety standpoint. Task force member Bill Swan said "the idea is to avoid left-hand turns against 65-miles-per-hour traffic."

Public input on the plans was mixed. MnDOT Public Engagement Director Rebecca Arndt said opinions varied from person to person. The location of new roads to an individual's home was often a deciding factor.

Many praised the plan for safety, but nearly all questioned if funding would be available.

The expansion of Highway 14 from New Ulm to Nicollet is currently unfunded. However, the Minnesota Department of Transportation (MnDOT) is advancing the design and environmental process to be prepared for potential funding from programs such as the Minnesota Legislature's Corridors of Commerce.

Arndt emphasized that these were draft recommendations. None of the plans were finalized, but the task force wanted input before presenting their recommendation to MnDOT District 7.

The Highway 14 Task Force is expected to meet again next week to discuss comments made at the public hearing before making final recommendation to MnDOT.

Corridors of Commerce is expected to make decisions on which road projects will receive funding in April.

For more information, visit [www.mndot.gov/newulm/](http://www.mndot.gov/newulm/).

## Meeting 7: February 26, 2018

### MEETING 7 AGENDA

1. Welcome and Introductions
2. Review Comments from Open House 2 and Website
3. Finalize COC Recommendation
4. Next Steps and Action Items

At the seventh Task Force meeting, the group started by reviewing comments received during the second open house and additional comments that were submitted through the website. In light of this discussion, the Task Force discussed and finalized the recommendation that would be submitted to the COC program.

## Meeting 8: May 14, 2018

### MEETING 8 AGENDA

1. Welcome
2. COC Results
  - a. Review scoring and analysis
3. U.S. DOT BUILD Transportation Program
4. Discuss Current Recommendation
  - a. Guiding Principles
  - b. Janesville/Mountain Lake Feedback on Bypass
  - c. MnDOT's Cost Participation Policy
  - d. Review COC Alternative
5. Next Steps and Action Items
  - a. Finalize project scope, complete preliminary design, and identify right-of-way needs
  - b. Complete municipal consent process
  - c. Identify other funding sources
  - d. Project will be shelved until funding is obtained
  - e. Role of Task Force

The eighth and final Task Force meeting was held after the projects were awarded under the COC program. The Highway 14 New to Nicollet project was not selected and therefore did not receive funding through the program. However, MnDOT will continue to look for sources of

▲ Feature story published Feb. 23, 2018, in New Ulm's *The Journal*. Retrieved June 21, 2018, <http://www.nujournal.com>.



funding to use on this project. Furthermore, MnDOT will continue to advance the design and seek municipal consent from the city and county in preparation for funding to become available. The recommendation was revised slightly from the recommendation submitted to the COC program by removing segment between Intersection 37 and Highway 15.

Detailed notes and handouts from all Task Force meetings can be found in Appendix A.

## Interviews

Because similar-sized communities near Courtland have had bypass projects completed, community representatives were interviewed to see how the bypass project affected their community. The Mayor of Mountain Lake and the Chamber President of Janesville were interviewed.

Both community leaders noted that when the bypass projects were originally announced, the community members were fearful that it would cause local businesses to lose customers due to the traffic being routed out of town. However, both also noted that this was not the case in their community, and the bypass project actually brought more businesses to town (local and nonlocal) and gave existing businesses the opportunity to expand. Both community leaders also noted that their communities became safer and quieter after the addition of the bypass.

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The Mayor of Mountain Lake and the Chamber President of Janesville noted that the bypass project actually brought more businesses to town (local and nonlocal) and gave existing businesses the opportunity to expand.

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Detailed interview questions and responses can be found in Appendix B.

## Website

A website was created for the public to visit to view information about the project and submit comments. The website included various methods for the public to submit comments. An interactive map of the Highway 14 corridor was provided where the public could click on specific spots on the corridor to leave comments.

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An interactive map of the Highway 14 corridor was provided where the public could click on specific spots on the corridor to leave comments.

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Additionally, the public could submit written comments through the website. Finally, the contact information for MnDOT Project Manager, Zak Tess, was provided on the website for the public to email or call. The public was encouraged to use the website at both open houses.

Thirty comments were received via the interactive map, two comments via the project website, seven comments via email, and one comment via telephone call. The comments can be found in Appendix D.

## TASK FORCE RECOMMENDATION

Following is the text of the Highway 14 Task Force recommendation submitted to MnDOT on June 19, 2018.

*The Task Force has held a series of task force and public meetings to discuss goals and guiding principles for the four-lane expansion of Highway 14 between New Ulm and Nicollet. We've reviewed multiple conceptual engineering drawings, analyzed traffic numbers and patterns, and held two open houses to review information with the public. The Task Force is now ready to offer our recommendations to MnDOT regarding transportation improvements on Highway 14 between the cities of New Ulm, Courtland and Nicollet.*

*Our recommendations are based on the following guiding principles we developed:*

- ▶ Enhance growth
- ▶ Improve safety
- ▶ Increase mobility
- ▶ Leverage investments
- ▶ Develop a competitive edge

*The Task Force recommends the following:*

### 1. TH 14 and CSAH 37 Intersection

The Task Force supports an Interchange at this location in order to provide a combination of the highest level of safety and mobility (travel time) benefits. Nicollet County will agree to fund a portion of the project cost, consistent with MnDOT's Cost Participation Policy. If officially requested, the City of New Ulm may consider reasonable opportunities to participate in cost sharing as well.

### 2. TH 14 Segment and Intersections Between 571st Lane and 561st Avenue

The Task force supports a constrained four-lane highway in this segment with RCUTs at the intersections with 571st Lane, Jeremy Drive and 561st Avenue that will reduce property impacts to the Minnesota Valley Lutheran High School, the New Ulm Quartzite Quarries, and the residential neighborhood. These improvements will also improve safety over existing conditions, benefiting less experienced drivers near the high school and frequent freight traffic to and from the quarry and other mining operations.

### 3. TH 14 - Courtland Bypass

The majority of the Task Force supports an Interchange at CSAH 24 that provides the highest level of safety, per analysis completed to date, and the benefits of accessing the interchange through the center of town, including fire and safety and future residential and business growth. Additionally, the City of Courtland City Council voted to support this concept during their March 2018 city council meeting and this concept is consistent with the city's comprehensive plan. Under this concept, Nicollet County will agree to fund a portion of the project cost, consistent with MnDOT's Cost Participation Policy. This concept includes turn-back of the Old Highway 14 east of CSAH 24 to Nicollet County and west of CSAH 24 to the City of Courtland. The portion of Old Highway 14 east of CSAH 25 will be turned back to the township or landowner along old Highway 14.

**Recommendation** continues on the following page ▶

The Task Force believes that these recommendations are aligned with the Guiding Principles our group established at the beginning of our process: enhance growth, improve safety, increase mobility, leverage investments, and develop a competitive edge. The task force also recognizes this is the start of the process that includes municipal consent and advancing the design for the project.

We appreciate the opportunity to serve on the Task Force and trust that MnDOT will continue to be collaborative with the citizens of New Ulm, Courtland, Nicollet, and Nicollet County as improvements are designed and constructed..

We endorse these recommendations.

Name	Representing	Signature
<b>Robert Beussman</b>	Mayor City of New Ulm	//Signed// 6/1/2018
<b>Steve Koehler</b>	City Engineer City of New Ulm	 6-1-2018
<b>AJ Poehler</b>	Mayor City of Courtland	//Signed// 6/19/2018
<b>Joe Duncan</b>	City Engineer City of Courtland	
<b>Marie Dranttel</b>	Commissioner Nicollet County	//Signed// 6/11/2018
<b>Seth Greenwood</b>	County Engineer Nicollet County	
<b>Audra Shaneman</b>	President, New Ulm Area Chamber of Commerce	//Signed// 6/1/2018
<b>Bill Swan</b>	New Ulm Area Chamber of Commerce	
<b>John Giefer</b>	New Ulm Area Chamber of Commerce	
<b>Mark Schaefer</b>	Courtland Area Chamber of Commerce	//Signed// 6/15/2018
<b>Darv Turbes</b>	Courtland Area Chamber of Commerce	//Signed// 6/12/2018
<b>Tim Plath</b>	Minnesota Valley Lutheran High School	//Signed// 6/1/2018
<b>Andrew Gieseke</b>	New Ulm Quartzite Quarry OMG Midwest	//Signed// 6/19/2018
<b>Brad Estochen</b>	MnDOT State Traffic Safety Engineer	
<b>Peter Harff</b>	MnDOT District 7 Assist. District Engineer	//Signed// 6/11/2018



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# APPENDIX A: TASK FORCE MEETING NOTES

## IN THIS APPENDIX

**Meeting 1: December 11, 2017 .....A-2**

**Meeting 2: January 17, 2018.....A-7**

**Meeting 3: January 29, 2018 .....A-10**

**Meeting 4: February 5, 2018..... A-17**

**Meeting 5: February 12, 2018 ..... A-35**

**Meeting 6: February 21, 2018 ..... A-41**

**Meeting 7: February 26, 2018.....A-61**

**Meeting 8: May 14, 2018.....A-77**

## Meeting 1: December 11, 2017

### Meeting 1 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Greg Ous (MnDOT)
Steve Koehler (City of New Ulm)	Zak Tess (MnDOT)
Al Poehler (Mayor, City of Courtland)	Michelle Graham (HNTB)
Joe Duncan (City of Courtland)	Nani Jacobson (HNTB)
Seth Greenwood (Nicollet County)	Bob Rogers (SEH)
Audra Shaneman (New Ulm Chamber of Commerce)	<i>Unable to attend:</i>
Bill Swan (New Ulm Chamber of Commerce)	Marie Dranttel (Commissioner, Nicollet County)
John Giefer (New Ulm Chamber of Commerce)	Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)
Mark Schaefer (Courtland Area Chamber of Commerce)	
Darv Turbes (Courtland Area Chamber of Commerce)	
Tim Plath (Minnesota Valley Lutheran High School)	
Peter Harff (MnDOT)	
Brad Estochen (MnDOT) – on phone	

### TOPICS

#### 1. Welcome and Introductions

- Greg Ous thanked everyone for attending and agreeing to serve on the Task Force. He commented on how the spirit of cooperation from the last task force effort spurred good conversation and led to good decisions. He said now is the time to look carefully at options for the future, to be creative and innovative, and ultimately to be competitive for funding.

- Greg discussed Corridors of Commerce (COC) and noted that there are criteria that need to be met for a project to be considered cost effective. This is a critical element of being competitive for COC funding.
- The last time the task force met it was very effective to listen and learn from each other. Greg said this is the task force's table, and he wants them to be able to do their good work. He will check in from time to time and Zak, Michelle and Nani will be leading the effort and helping the task force. Their role is to make sure all voices are heard. Greg looks forward to hearing the solutions and progress from the task force.

#### 2. MnDOT's Goals for Planning Effort

- Zak Tess began by stating that MnDOT wants the project to be ready if funding becomes available. The prior environmental study defined a footprint in which to consider different improvement options. MnDOT has four basic goals for this effort:
  - Develop design of the roadway to the 30% (preliminary) stage, and to bring this for Municipal Consent with the City of Courtland.
  - Develop a reasonable and updated cost estimate. Currently it is between \$45-\$80M for construction. This is based on early efforts during the environmental study.
  - Involve the public with the task force process – and incorporate input from both into MnDOT's decision-making process.
  - Secure local agreements. For example, what will happen with the old highway.

#### 3. Group Discussion

- Michelle stated that her goal is to facilitate the discussion and help the group achieve informed consent. She led a discussion among task force members about their thoughts and interests in the corridor. Comments included:
  - Concern about the quarry and what will happen there
  - Safety at MVL High School
  - Need to get the project done
  - Any growth in Courtland is a great opportunity

TASK FORCE MEETING NOTES, continued – **Meeting 1: December 11, 2017**

5. Concern that existing businesses won't survive a reduction in traffic through town
  6. Need to understand how the project will impact businesses, the timing and the options
  7. The ease of businesses and residents to access Hwy 14 in a safe way
  8. A lot of truck traffic doesn't want to go through town
  9. Improvements could give the community and region a competitive advantage
  10. Need to move people and product safely and efficiently
  11. Courtland is a high growth area with development pressures. There are underground utilities, a new water treatment plant and water tower. How are these investments impacted by this project and how will they be capitalized?
  12. The industrial park was just increased
  13. Truck traffic needs to get in and out of Courtland with easy access
  14. Shifting a highway in a small town can have big impacts on businesses, specifically drive-by impacts
  15. Concern about high school drivers getting onto a 4-lane road. Enrollment growth is expected in the next 5-10 years.
  16. MVL is looking at expansion. Need to know how the highway will impact plans so parent groups can be informed.
  17. How did access changes impact Nicollet? Are there lessons learned?
  18. There will be numerous road impacts and connections need to be made
  19. About 10 years ago MnDOT commissioned an origin-destination study on Hwy 37. 80% of traffic access impacts New Ulm. Make sure access stays fluid.
  20. This is a good opportunity to take this project to the next level and move quickly if funding becomes available
  21. Nicollet has seen large housing growth since the road expansion
- b) Michelle asked the group to think 15 years ahead, what would be the best thing you would have to say about your community. What's the headline you want to see?

1. New Ulm population crossed over 15,000 – alleviates tax burden
2. Highway project was a blessing for all involved – growth in Courtland and New Ulm
3. Companies experience growth to expand – unlock potential of existing businesses
4. Support existing growth
5. Project is an example for the state, roadway improves safety of all users

**4. Project Status**

- a) Zak provided an update on the New Ulm Gateway Project. MnDOT had good bidders and construction work will start later this week. Detouring will begin in April and construction will be happening over next 2.5 years. The road will be raised above the floodplain.
- b) This project is 12.5-mile segment from New Ulm Hwy 14/15 to the west end of Nicollet
- c) Zak acknowledged all the work that Peter and others have done to get us to the corridor we're looking at today. MnDOT's goal is to keep the alignment where it is today. Michelle explained that going outside of the footprint in the EIS would trigger federally required actions that take additional time.
- d) Zak discussed the New Ulm Spring site. It is a historic site eligible for the national register. When asked what happens to the houses Zak responded that this is still open for discussion. The one property to the south may need to be acquired. Access through these areas can be discussed and refined throughout this process.
- e) CR 37 intersections are open for discussion – looking at at-grade, restricted crossings, roundabout, grade separated interchange, all open for discussion. This is a good example of the purpose of this Task Force – to provide input on what would best meet the needs of the community.

TASK FORCE MEETING NOTES, continued – **Meeting 1: December 11, 2017**

- f) Quartzite Quarry – the task force will discuss options for this area. When asked how trucks exiting the quarry get westbound, and that these trucks are heavily loaded and slow movers, Zak responded this will need to be revisited. When asked if MnDOT has talked with M&R paving, Zak responded there have been some early discussions.
- g) The barn in this area is a historic building. Peter said that when the EIS was done, some of the alignment was based on avoiding Section 4(f) impacts and working within the constraints of the corridor. This intersection was trying to limit conflicts, there are now some different solutions that could work here. Zak mentioned some examples. When asked if it would make more sense to combine a bridge with the school and the quarry, Zak said that the quarry intends to continue using the intersection over the next several decades.
- h) Zak noted the need to revise access points for single properties – what is the right balance between mobility and safety?
- i) Heading towards Courtland, CR 24 south could have a new road to Hwy 14 with a similar intersection as 37.
- j) What happens to Old Hwy 14? When asked if there is an accurate count of trucks through town, Zak said they will be getting some updated counts this winter. When asked why there are two bridges instead of a single bridge (is one less expensive than two) Zak and Peter said this detail can be discussed from what was included in EIS, however one bridge is not always less expensive, depending on site conditions.
- k) Zak continued along the corridor. Once it merges back with the existing Hwy 14, it follows fairly closely. Some farmsteads will likely see realignment from highway to local roads.
- l) When asked if there has been any discussion with DNR on the regional trail, Zak said this is also one area where we expect recommendation from the Task Force at the end of the process. ACTION: Send out New Ulm final recommendations as an example.
- m) Zak summarized the big five open items for the corridor:
  1. Where the 4 lane ends
  2. Intersection treatment around Courtland
  3. Softball fields/New Ulm Quartzite Quarry/Secondary - historic properties
  4. 37 intersection south end of New Ulm
  5. DNR MN River Valley trail
- n) When asked if there is monetary value to include the trail, Zak said not necessarily, and MnDOT wants to accommodate uses where appropriate.

**5. Draft Guiding Principles**

- a) Michelle began by stating that when you get into the details there are actions and reactions. Take a step back and look at big picture – what are the higher goals. ACTION: Send Guiding Principles from New Ulm project.
- b) Mayor Beussman explained how the last task force found compromises that put MnDOT funds to their best use while retaining safety as a high priority.

TASK FORCE MEETING NOTES, continued – **Meeting 1: March 2, 2015**

- c) Michelle reviewed each of the prior Guiding Principles against what was already stated by the group –
1. Enhance growth – growth mentioned several times
  2. Improve safety - safety mentioned several times
  3. Increase mobility – encompasses access, truck traffic, stay fluid mentioned
  4. Support Completion – Get it done
  5. Make smart investments – competitive advantage mentioned
- d) The group discussed the following remaining items:
- A) Leverage investments already made in community. Since this project includes a bypass of a small community, this is important.
  - B) A question was asked about the experience in Janesville? ACTION: MnDOT will come back with an update on this.
  - C) There needs to be realistic expectations from the community. A bypass does not automatically mean growth will occur in that area.
  - D) Is there any compensation strategy for businesses? For example, can signage be taller? Peter said that smaller communities tend to have more difficulty with adjusting to bypasses and need to understand the potential economic impacts? ACTION: HNTB develop draft guiding principles based on prior version, with incorporation of economic impacts of a bypass like in 15 years.

**6. Discuss DRAFT Process and Schedule**

ACTIVITY	ANTICIPATED TOPICS	ANTICIPATED SCHEDULE
Open House 1	<ul style="list-style-type: none"> <li>Goals of this planning effort</li> <li>Interactive map</li> <li>Needs assessment</li> <li>Identify issues</li> </ul>	TBD January 2018
Task Force 2	<ul style="list-style-type: none"> <li>Design alternatives</li> <li>Evaluation criteria</li> </ul>	TBD Feb/ Mar 2018
Task Force 3	<ul style="list-style-type: none"> <li>Evaluation results</li> <li>Potential recommendations</li> </ul>	TBD April 2018
Open House 2	<ul style="list-style-type: none"> <li>Design alternatives</li> <li>Evaluation criteria</li> <li>Potential recommendations</li> <li>Status of funding</li> </ul>	TBD May 2018
Task Force 4	Agreements	TBD May 2018
Task Force Final Recommendation		30 June 2018

- a) Open House #1 will be a starting point to describe the current status of the project and what the task force processes hopes to achieve. There was discussion about having meetings in both Courtland and New Ulm, as well as the possibility for an on-line meeting. The group agreed an on-line meeting may be a good approach in addition to an open house to be held at the Courtland Community Center.
- b) It should be noted at the public meeting that all design ideas are conceptual. It should also be made clear that there isn't funding available at this time.
- c) Zak said the task force will review the guiding principles prior to the open house.

TASK FORCE MEETING NOTES, continued – **Meeting 1: December 11, 2017**

- d) It was recommended that an open house be held after the final recommendation at end of June to state this is what is being recommended to MnDOT. Michelle suggested that perhaps it could be combined this with Task Force Meeting #4.

**7. Final Thoughts**

- a) Greg suggesting having intersection options and explaining what the solutions are to get feedback from that at the first open house. Use it as an education opportunity.
- b) b. Remaining task force schedule  
– Tuesday's are not good. Monday afternoons seem good for group. Action: Send out draft list of dates.

ACTION	RESPONSIBILITY	STATUS
Send out New Ulm final recommendations as an example	Nani	Included with Meeting Summary
Send Guiding Principles from New Ulm project	Nani	Included with Meeting Summary
Impacts to Janesville on bypass	Zak/Peter	In Process
Develop draft guiding principles	Michelle/Nani	In Process
Draft dates for open houses and task force meetings	Nani	In Process

## Meeting 2: January 17, 2018

### Meeting 2 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Steve Koehler (City of New Ulm)	Nani Jacobson (HNTB)
Bill Swan (New Ulm Chamber of Commerce)	Jeanna Woodward (HNTB)
John Giefer (New Ulm Chamber of Commerce)	Bob Rogers (SEH)
Mark Schaefer (Courtland Area Chamber of Commerce)	<i>Unable to attend:</i>
Darv Turbes (Courtland Area Chamber of Commerce)	Al Poehler (Mayor, City of Courtland)
Tim Plath (Minnesota Valley Lutheran High School)	Seth Greenwood (Nicollet County)
Peter Harff (MnDOT)	Audra Shaneman (New Ulm Chamber of Commerce)
Brad Estochen (MnDOT) – on phone	Joe Duncan (City of Courtland)
Marie Dranttel (Commissioner, Nicollet County)	
Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)	

### ACTION ITEMS

ACTION	RESPONSIBILITY	STATUS
Impacts to Janesville from bypass	Zak/Nani	In Process
Develop draft guiding principles	Nani/Task Force	Complete
Draft dates for open houses, task force meetings, and major milestones	Nani/Zak	Complete
Send invites for task force meetings	Nani	In Process
Submit 4-lane expansion once website is up and running	Mayor Buessman	In Process
Send schedule with the critical milestones and accelerated task force meetings	Zak	In Process
Send calendar invites for recurring Task Force meetings	Nani	In Process
Submit comments on the DRAFT Guiding Principles to Nani and Zak	Task Force	Due: 1/24/18

### TOPICS

#### 1. Welcome and Introductions – Nani Jacobson

- Nani Jacobson welcomed everyone and thanked everyone for attending. She noted that the first Task Force meeting was very successful and there was a good level of sharing, information on project goals and needs, and how to help shape the future of the corridor.
- Next Nani gave a brief overview of the agenda for the meeting.

## TASK FORCE MEETING NOTES, continued – Meeting 2: January 17, 2018

**2. Integration with Corridors of Commerce (COC) – Zak Tess**

- a) Zak Tess began by talking about the overall schedule and the process for the open house. The scope and scoring of each alternative will be determined by March 15. Then it will need to go to the Governor. The Task Force should provide recommendations to the public; however, there is a possibility that someone from the public could also submit something.
- b) Zak asked if the Task Force is interested in accelerating the schedule in order to try for COC funding. The project would need to be submitted soon to qualify for the funding. The group weighed in and all agreed to proceed with an accelerated schedule. The group will discuss how the project will accomplish the goals identified and guiding principles set by the Task Force to provide the strongest COC recommendation.
- c) Next Zak discussed the schedule. Zak noted that a press release will be out later today.
- d) Due to the accelerated schedule, the Task Force agreed that weekly meetings should be held beginning with the week after the open house. Weekly meetings will be held Mondays from 2:00 – 4:00 pm. ACTION: Zak will send a schedule with the critical milestones and accelerated task force schedule.
- e) MnDOT will identify the review criteria, and the Task Force will make recommendations to the public based on those plus the needs of the project. ACTION: Mayor Buessman agreed to work with Zak to submit the 4-lane alternative to the website.

**3. Draft Guiding Principles – Nani Jacobson**

- a) Next Nani discussed the draft Guiding Principles for this project. She began by noting that the Guiding Principles from the last project were used as a starting point for this project. Task Force members agreed that the document is well written, succinct, and is a good tool to show others. ACTION: Any comments on the document should be sent to Nani and Zak within the next week.
- b) Zak noted that there are seven criteria that MnDOT uses to evaluate alternatives. While these are not guiding principles from the Task Force, these will be important for COC scoring and the Task Force should make each of these look as attractive as possible. Refer to the COC website for additional information at: <http://www.dot.state.mn.us/corridorsofcommerce/>

**4. Open House #1 – Nani Jacobson**

- a) The purpose of the open house is to connect with the community to inform them of the process, give information on COC, provide an opportunity for the public to comment and give their input. This is more critical now since we are fast-tracking the process.
- b) Format – Stations with Boards with a staff member at each table.
  1. Welcome/Comment Table
  2. Process/Task Force Recommendations
  3. Guiding Principles/Decision Making
  4. Open Item #1 – Where Does 4-Lane End / CR 37 intersection
  5. Open Item #2 – Intersection Treatment Around Courtland
  6. Open Item #3 – Softball Fields/New Ulm Quartzite Quarry/Historic Properties
  7. Open Item #4 – DNR MN River Valley Trail
- c) The open house is scheduled for February 1 at the Courtland Community Center from 4:30 – 6:30 pm.



TASK FORCE MEETING NOTES, continued – **Meeting 2: January 17, 2018****5. Future Task Force Schedule****– Nani Jacobson**

- a) The group agreed to hold meetings on from Mondays, 2:00-4:00 pm, through early March. Some meetings will be over the phone and some will be in person depending on the topic of the meeting. ACTION: Nani will send out aa schedule. The week of February 19, the meeting will be on Wednesday due to President's Day.
- b) Nani will work with Zak on planning the second open house as soon as possible so everyone can mark their calendars. It will be planned for February 22.

**6. Next Steps**

- a) MnDOT develop concepts
- b) Task Force get together to review COC criteria

## Meeting 3: January 29, 2018

### Meeting 3 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Bill Swan (New Ulm Chamber of Commerce)	Nani Jacobson (HNTB)
John Giefer (New Ulm Chamber of Commerce)	Jeanna Woodward (HNTB)
Tim Plath (Minnesota Valley Lutheran High School)	Bob Rogers (SEH)
Marie Dranttel (Commissioner, Nicollet County)	<i>Unable to attend:</i>
Seth Greenwood (Nicollet County)	Al Poehler (Mayor, City of Courtland)
Audra Shaneman (New Ulm Chamber of Commerce)	Joe Duncan (City of Courtland)
Peter Harff (MnDOT)	Steve Koehler (City of New Ulm)
	Mark Schaefer (Courtland Area Chamber of Commerce)
	Darv Turbes (Courtland Area Chamber of Commerce)
	Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)
	Brad Estochen (MnDOT)

### ACTION ITEMS

ACTION	RESPONSIBILITY	STATUS
Impacts to Janesville from bypass	Zak/Nani	In Process
Send invites for task force meetings	Nani	Complete
Submit 4-lane expansion once website is up and running	Mayor Buessman	In Process
Send schedule with the critical milestones and accelerated task force meetings	Zak	Complete
Send calendar invites for recurring Task Force meetings – beyond March	Nani	In Process
Submit comments on the DRAFT Guiding Principles to Nani and Zak	Task Force	Complete
Resolutions - City of Courtland, City of New Ulm, and Nicollet County	Zak	~April 5, 2018
Letters of support - Mankato Planning Organization and the New Ulm Chamber of Commerce	Zak	~April 5, 2018
Confirm task force meeting location for 2/5	Jeanna/Tim	1/30/18

### TOPICS

#### 1. Welcome and Introductions – Nani Jacobson

- a) Nani Jacobson welcomed everyone, thanked everyone for attending, and did a roll call to see who all was attending via phone.

## TASK FORCE MEETING NOTES, continued – Meeting 3: January 29, 2018

## 2. Overview of Corridors of Commerce (COC) – Zak Tess

- a) Zak gave an overview of the seven criteria that are used to score COC projects. The seven criteria are Return on Investment, Economic Impact, Freight Efficiency, Safety Improvements, Regional Connections, Policy Objectives, and Community Consensus. Each criterion is worth 100 points. An eighth criterion is not scored but is used to determine where project funding will go. The criterion is a Regional Balance where 50% of the funds will go to Metro projects and 50% will go to Greater MN projects. For most of the seven criteria, a decile system is used for scoring.

Refer to the COC website for additional information at: <http://www.dot.state.mn.us/corridorsofcommerce/>

Information used in the evaluations (e.g., crash reduction statistics) is provided by the evaluation team.

1. Return on Investment (ROI)  
Two parts: Travel time savings and 5-year crash reduction savings.

2. Economic Impact  
The current mindset is that costlier is better; however, there is a balancing act between this and the ROI.
3. Freight Efficiency  
This has a bigger impact in Metro projects. All of Greater MN will be similar in the Travel Reliability portion of this criterion. Heavy Commercial Volumes on the roads in Greater MN will distinguish themselves from each other.
4. Safety Improvements  
Fatal and serious crashes will be half this score. The total number of crashes will be the other half. This is a 5 year average. We're expecting this project to score well here compared to other corridors but it depends on the other projects submitted.
5. Regional Connections  
Points for this category are based on a table. This project is an IRC system in Greater MN. Total points for this project will be 80/100.
6. Policy Objectives  
This category is split into two. The first 50 points are based on if the project has had some kind of environmental study done. This project has an Environmental Impact Statement (EIS), so it will get all 50 points.

The next 50 points are based on the following chart:

<p>System Stewardship &amp; Healthy Communities</p>	<ul style="list-style-type: none"> <li>• Pavement and/or bridges within the project area are due for a major rehabilitation or replacement within the next eight years.</li> <li>• Project incorporates and ITS technology or a traveler information system component.</li> <li>• The project addresses a significant flooding risk, snow trap/drift issue, or other environmental impact to the reliability of the TH.</li> <li>• Project reduces VMT or hours of congestion.</li> <li>• Project removes an at-grade rail crossing.</li> <li>• Project includes improvements for pedestrians and/or bicyclist.</li> <li>• Project replaces existing overhead lighting with new L.E.D. lighting.</li> <li>• Adds or supports transit service (like park and ride facilities, transit only shoulders, and park-n-pool locations).</li> <li>• Project will improve access to health care or recreational areas of the State.</li> </ul>	<p>10 – Points for Each</p> <p>Maximum of 50</p>
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## TASK FORCE MEETING NOTES, continued – Meeting 3: January 29, 2018

This project will get points for the first three bullets and the last bullet. Some of the bullets are not applicable to this project. Depending on Task Force recommendations for pedestrians or transit, they'll get an additional bullet.

b) Community Consensus

Resolutions are needed from the City of Courtland, City of New Ulm, and Nicollet County. Need all three to get the points. Further, letters of support are beneficial from the Mankato Planning Organization and the New Ulm Chamber of Commerce.

Project submissions are due February 5, and letters of support and resolutions are needed 60 days after February 5. ACTION: MnDOT will contact the appropriate offices for the letters.

- c) Mayor Buessman will file the COC submittal, as these won't come from MnDOT. Letters from the communities do not influence the COC scoring; however, it doesn't hurt to send them.

### 3. Guiding Principles/Task Force Criteria to choose an Alternative – Zak Tess

- a) Refer to the attached spreadsheet titled "Task Force Eval Criteria" that was reviewed during the conference call.
- b) The Task Force Criteria are based off the Guiding Principles for this project. Criteria include:

**Safety** – reduce crashes by certain percent. Different crash types CAN be compared, but Zak noted that this would need to be done cautiously due to the nature of crashes changing from a 2-lane to 4-lane highway. Task Force members decided that if an alternative decreases safety, it will automatically be rejected.

**Mobility** – This is for travel time savings on the corridor, and how much time is added to various "anchor" points throughout the project. Zak will add intersection delay to the list.

**Competitive Edge** – Benefits vs. Costs. Benefits are crash reduction, time savings, emissions reduction, etc. Costs are construction costs and the cost of additional right of way.

**Growth** – Growth is about the access to anchors, travel time, and safety.

**Leverage Investments** – This is also about access to anchors.

- c) The Task Force members decided that it would be best to show these draft evaluation criteria to the public to get their input.

### 4. Open House #1 – Zak Tess

- a) Task Force members are encouraged to attend the open house if they are available and their primary purpose is to be available to talk to people to get their input on the project. Task Force members do not need to staff the tables.
- b) Zak reviewed the comment form that will be provided to attendees. The form will be updated to specify the softball fields are specific to the high school.
- c) The Courtland Community Center is booked for the next in person Task Force meeting on February 5. Tim offered a conference room at the high school. ACTION: Jeanna will send an email to confirm.

## TASK FORCE MEETING NOTES, continued – Meeting 3: January 29, 2018



January 2018

## Corridors of Commerce

The 2013 Minnesota Legislature created the Corridors of Commerce program and authorized the sale of up to \$300 million in new trunk highway bonds for the construction, reconstruction and improvement of trunk highways for projects not already in the State Transportation Improvement Program and that would further the two major goals:

- Provide additional highway capacity on segments where there are currently bottlenecks in the system
- Improve the movement of freight and reduce barriers to commerce

In 2014, the Legislature provided an additional \$31.5 million in trunk highway funds for FY 2014 and FY 2015. In 2017, the Legislature added \$300 million in trunk highway bonds spread over four years and directed \$50 million in cash from MnDOT's base biennial budget. In response, MnDOT decided to program \$400 million for the next round of Corridors of Commerce projects.

## Project Eligibility

Eligibility requirements for the Corridors of Commerce Program were established in-law and for more information on them, please see the website.

1. Projects must either be classified as a Capacity Improvement Projects or Freight Improvement Projects (see the website for the classification requirements)
2. Projects must be consistent with the statewide multimodal transportation plan.
3. Projects must be able to begin construction within four years of award of the funding, but the actual construction start may be delayed beyond 4-years in order to avoid significant traveling public impacts from having parallel routes in the same region under construction at the same time.
4. Projects must be on the Interregional Corridor Network of state highways, including the supplemental freight routes, in Greater Minnesota or any state highway in the eight-county MnDOT Metropolitan District.
5. The amount of corridors of commerce funding needed to construct the project (including construction cost, right-of-way and engineering) cannot exceed the amount of funding available.
6. An identical project cannot already be listed in MnDOT's State Transportation Improvement Program, but it may be listed in the last six years of the 10-year Capital Highway Investment Plan

## TASK FORCE MEETING NOTES, continued – Meeting 3: January 29, 2018

### Project Selection

MnDOT currently has updated the project selection process for Corridors of Commerce to comply with the revised law passed in 2017. The public had input into the draft process through Dec. 20, 2017. The following is the process which will be followed;

- The public, stakeholders and others will recommend projects via an online submissions process.
- MnDOT itself will not be submitting project recommendations for scoring consideration.
- All submitted projects that meet the eligibility criteria will be scored.
- MnDOT will score and rank submissions on seven of the criteria listed below.

Criteria	Points Available
Return on investment	100
Economic impact	100
Freight efficiency	100
Safety improvements	100
Regional connections	100
Policy objectives	100
Community consensus	100
<b>Maximum points</b>	<b>700</b>

- The eighth criteria, Regional Balance, will be applied as a soft 50-50 funding split between the eight counties of MnDOT Metro District and the rest of Greater Minnesota. MnDOT will award projects in order from the list until a region reaches its soft target of 50 percent and then only projects from the other region will be awarded funds until all the funding has been used.

TASK FORCE MEETING NOTES, continued – **Meeting 3: January 29, 2018**

### **Tentative schedule**

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- Jan. 18 to Feb. 2, 2018 – Public recommendation period
- February to March, 2018 – Project evaluation and scoring
- April 2018 – Project award announcement and release of final scores for all projects

### **Contact**

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Patrick Weidemann  
651-366-3758  
[pat.weidemann@state.mn.us](mailto:pat.weidemann@state.mn.us)

Or

Visit our Website:

<http://www.dot.state.mn.us/corridorsofcommerce/>

## TASK FORCE MEETING NOTES, continued – Meeting 3: January 29, 2018

## Task Force Criteria

## Safety

crash reduction	score	notes
<0	-	This would increase crashes
10-30%	+	
30-60%	++	
>60%	+++	
>80%	++++	

## Mobility

Travel time savings on Corridor	score	
>30 seconds	+	
> 1 minute	++	
> 3 minutes	+++	
<b>Intersection Delay</b>		comparison against existing condition
saving > 1 minute	+++	
saving > 40 seconds	++	
saving > 20 seconds	+	
adding >20 seconds	-	
adding > 40 seconds	--	
adding > 1 minute	---	
<b>Access to anchors</b>	<b>score</b>	<b>notes</b>
>30 seconds	-	Anchor points will be around Courtland comparing existing time to proposed time for accessing Hwy 14
> 1 minute	--	
> 3 minutes	---	

## Competitive

Benefit/Cost	score	notes
>0.5	+	Benefits are crash reduction, time savings, emissions reduction Costs are Construction, R/W
>1	++	
>2	+++	

Growth	access to anchors, travel time, and safety
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Leverage Investments	access to anchors
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## Meeting 4: February 5, 2018

### Meeting 4 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Al Poehler (Mayor, City of Courtland)	Tom Hinz (MnDOT)
John Giefer (New Ulm Chamber of Commerce)	Nani Jacobson (HNTB)
Tim Plath (Minnesota Valley Lutheran High School)	Jeanna Woodward (HNTB)
Marie Dranttel (Commissioner, Nicollet County)	Bob Rogers (SEH)
Seth Greenwood (Nicollet County)	<i>Unable to attend:</i>
Joe Duncan (City of Courtland)	Bill Swan (New Ulm Chamber of Commerce)
Steve Koehler (City of New Ulm)	Audra Shaneman (New Ulm Chamber of Commerce)
Mark Schaefer (Courtland Area Chamber of Commerce)	Peter Harff (MnDOT)
Darv Turbes (Courtland Area Chamber of Commerce)	Brad Estochen (MnDOT)
Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)	

### TOPICS

#### 1. Welcome and Introductions

- Nani Jacobson welcomed everyone to the fourth Task Force meeting. She briefly reviewed the agenda for the day's meeting.

#### 2. Open House #1 Review

- Nani reviewed the open house held on February 1 and noted that approximately 100 people from the community attended. The website went live the day of the open house and will be active until February 15.

So far, 12 comments have been received via the website in addition to the 30 written comments received at the open house. The main themes of the comments include safety around MVL high school, land ownership, intersection safety, and positive comments about getting the project done.

- Task Force members shared their thoughts about the open house. Major themes of the questions and comments from the community included the following:
  - Several questions from attendees about when more information will be available.
  - Questions about the bypass and the tie-ins.
  - Next time, don't have maps with all the alternatives – just the preferred option. We may get questions at the February 22 open house about why things have changed with the maps.
  - If the road goes straight by the ball field, speeds might increase which could be dangerous during games.
  - The intersection by the bank and playground in Courtland was a big concern.
  - Comments about if the road will be above or below the drop-off. Some people are concerned about whiteout conditions.
  - Some people are concerned about trucks getting up to speed. Residents are also concerned about trucks traveling too fast. Residents are worried about getting onto/off their property with trucks traveling at a high speed.
  - There is concern about the economic effects of the difference between 4-lane and 2-lane configurations. Businesses won't want to open anything on a 2-lane highway.
  - Several comments about not needing to extend the 4-lane configuration to Highway 15. The 4-lane can stop at Highway 37. Access to Courtland was a concern with the attendees. There were also concerns about using a roundabout.

#### 3. Review Schedule

- Monday, February 12 – We will plan to cover the preliminary project scoring. The Task Force needs to start forming the COC recommendations at that meeting.
- Wednesday, February 21 – Weekly meeting will be held on Wednesday this week due to President's Day holiday on Monday. This

## TASK FORCE MEETING NOTES, continued – Meeting 4: February 5, 2018

meeting will be to review the second open house and further develop the Task Force recommendations.

- c) Thursday, February 22 — Second open house in Courtland at the Community Center.
- d) Monday, February 26 — Weekly meeting. The final recommendation will need to be decided at this meeting.
- e) Tuesday, February 27 — Final recommendation is due to COC.
- f) Early/mid April — Depending on the outcome of COC funding, we will decide what the next steps will be.

#### 4. Review Concepts

- a) Zak began by noting that some alternatives are prohibitive because of cost, and others are because they will result in a decrease in safety. He also reviewed the concept of an R-Cut interchange. These can reduce fatalities by 70% and injury rate by 40%. With an R-Cut intersection, all turns are the same except for left turns from non-mainline roads onto the mainline.
- b) Action: All concepts will be emailed to the Task Force after the meeting. Refer to these concept files for more information.
- c) Highway 37/Highway 14 intersection concepts (5 concepts):
  - 1. Concept 1 — R-Cut at CSAH 37/Hwy 14. Not a traditional R-cut because of the township road on the north. The 4 lanes would go just past the township road, and taper to 2 lanes after that. The intersection is a sustained crash location, and is above the statewide average. The U-turn is about 700-800 feet from the intersection, which is about 20-30 seconds of travel time. This is a lower cost alternative that does a good job at reducing crashes.
  - 2. Concept 2 — Roundabout. Eastbound the right lane would be a through lane, and the left lane would be the turn lane. This configuration would limit speeds and capacity. Even though it's a safer intersection, it would score slightly lower

with COC. Adding a bypass lane from the east to the west would add cost without adding benefit at today's traffic volumes. This concept would have 4 lanes to the east and 2 lanes to the west of the roundabout. There would be a 20ft width for agriculture equipment on the roundabout. Generally, R-cuts are less expensive than roundabouts (\$1 million compared to \$1.5 million).

- 3. Concept 3 — Green T. Sometimes it is a signalized intersection; however, in this case it probably won't be due to existing traffic volumes. Traffic coming from the east will go all the way through. Traffic coming from 37 turning left will get their own dedicated left lane to accelerate (on the inside shoulder). There would probably be a raised median until just past the township road. From 37 to the east, a lane would be added. This option would be costlier than the R cut. It is hard to compare to the roundabout in terms of cost, but it would potentially cost a bit more. Would not increase safety.
  - A) Task force decision – DO NOT carry this concept forward.
- 4. Concept 4 — High T. This will probably cost less than a full interchange but more than the at-grade solutions. There would be a bridge over Highway 37 for westbound. The northern part of the intersection would be at grade. There would be a need for retaining walls on this option. The 4 lanes would go past 37 and change back to 2 lanes after the township road.
- 5. Concept 5 — Full interchange. This would be the largest footprint. The township road would be shifted to the east. There would be a bridge over Highway 14. Construction would continue further down Highway 37 than other options. This would be the most expensive option because of the bridges and right of way. However, it is likely the safest solution. Left turns from Highway 14 to Highway 37 would be the most cumbersome.
- 6. Discussions on concepts:
  - A) Right turns from Highway 37 to Highway 14 need to remain at a high speed.
  - B) Left turns from Highway 14 to Highway 37 also need remain quick because traffic starts to really build up in that spot in the mornings.
  - C) All concepts could transition to a 2- or 4-lane configuration further to the west.
  - D) Roundabout seems like the simplest/ safest intersection; however, it slows down mainline Hwy 14.

## TASK FORCE MEETING NOTES, continued – Meeting 4: February 5, 2018

- E) Concept 5 seems like the best option for traffic flow. In the mornings, most traffic is turning right from Highway 37 to Highway 14 (going to Mankato); and in the evenings, most traffic is turning left from Highway 14 to Highway 37 (returning to New Ulm). Need to get people out of that intersection as quickly as possible.
- F) For 4-lane constrained concepts, there won't be a 90-foot grass median. There would be a raised median with a barrier – probably cable barrier.
- G) Zak will provide cost estimates that include the cost of construction and environmental that would include 4 lanes up to Highway 15. Past Heading west past Highway 37, there will need to be an archeological study for 4 lanes that will cost over \$0.5M.

## d) New Ulm Quartzite Quarry (3 concepts):

1. Concept 1—At grade T intersection, includes median acceleration lane.
2. Concept 2—Green T. Channels the left turns onto 14 in a left median, barriered lane. A little safer than concept 1.
3. Concept 3—R-Cut. This is the safest intersection. There would be an additional delay of about 1 minute for a fully loaded truck coming from the quarry. This concept is probably marginally cheaper than the Green T. One disadvantage is that climbing the grade going east will add even more time delay, so it might be even longer than 1 minute for trucks. The pavement would have a “bump out” for the trucks making left turns. The length of the left turn lane can be modified depending on the alternative selected.
4. Discussion on concepts:
  - A) For the median, it will be something between a concrete barrier and the 90-foot centerline spacing for the segment between the quarry and the high school. It would be something like a 50-foot centerline spacing with a cable barrier. This option would require more maintenance. This might hurt the safety score a bit for COC but would be made up in the ROI.
  - B) There are two things that the Task Force needs to consider when looking at all the concepts: COC benefits and long-term benefits. If these two items don't line up, the Task Force needs to resolve it to see which is better.

- C) An at-grade alignment will be less safe than what's currently there.

## e) MVL intersection concepts

1. Concept 1 — At grade. Likely less safe than existing condition. Task Force recommendation is not to advance this concept.
2. Concept 2 — R-Cut. This alternative would potentially save the softball fields and private property acquisition if going with a narrower centerline spacing. Increased maintenance due to cable barrier guardrails. Decrease centerline spacing from 90 feet to 56 feet.
3. Discussion on concepts:
  - A) The softball fields can be moved, but moving them would require additional parking.
  - B) Action: Zak will bring traffic counts back for next Task Force meeting for the existing intersections along the corridor where MnDOT has them.

## f) Courtland/bypass

1. Concept A—At grade, one R cut. Allows for future interchange.
2. Concept B—Only one tie-in to town at 531st township road. There would be an R cut. Re-tie into old 14 with another R cut. This is the cheapest option; however, it will affect travel time to various point in Courtland depending on where you are coming from and where you are going.
3. Concept C—Full intersection with bridges. Only one house would need to be removed for this option. It is also the most expensive option. This is the EIS alternative. It's likely the safest alternative.
4. Discussion on concepts:
  - A) If traffic goes north of town, the speeds will be higher at the baseball fields.
  - B) Need to determine where the access points are.
  - C) If the highway is moved north, more trees will need to be removed.
  - D) Whose jurisdiction will the old Highway 14 be? The segment in town will go to the city or county. Are there any alternatives that are better/worse for who takes which segments?
  - E) Zak will add two alternatives. ACTION: Zak will send new alternatives to the group.

## TASK FORCE MEETING NOTES, continued – Meeting 4: February 5, 2018

## 5. Review Action Items

ACTION	RESPONSIBILITY	STATUS
Send concepts reviewed at Meeting #4 to Task Force	Nani	Complete – 2/6/18
Provide traffic counts	Zak	2/12/18
Send out new concepts	Zak	Complete – 2/8/18
Impacts to Janesville from bypass	Zak/Nani	In Process
Submit 4-lane expansion to interactive map website	Mayor Buessman	Complete – 2/5/18
Send calendar invites for recurring Task Force meetings – beyond March	Nani	TBD
Resolutions - City of Courtland, City of New Ulm, and Nicollet County	Zak	~April 5, 2018
Letters of support - Mankato Planning Organization and the New Ulm Chamber of Commerce	Zak	~April 5, 2018



TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**



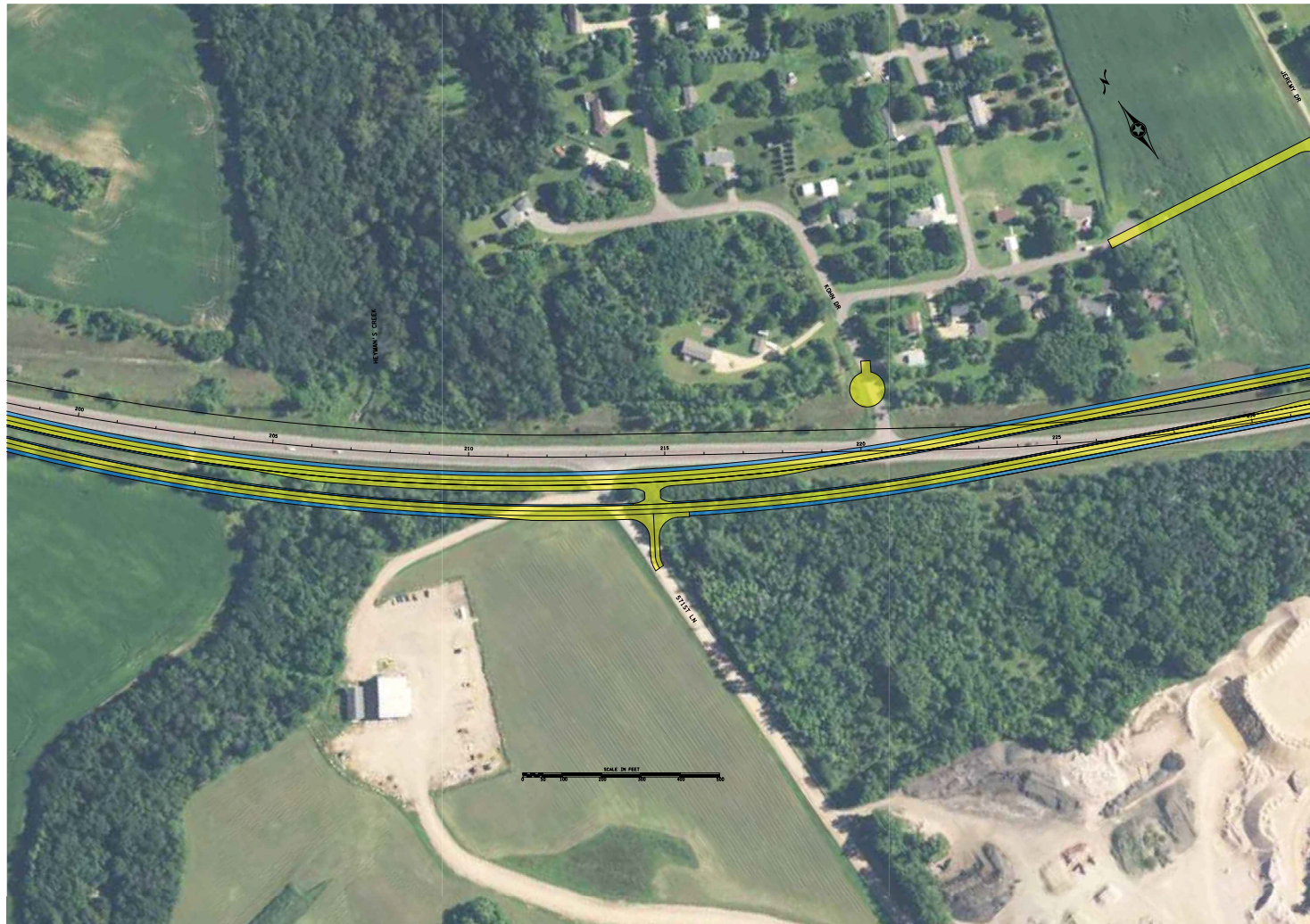


TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**



TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**

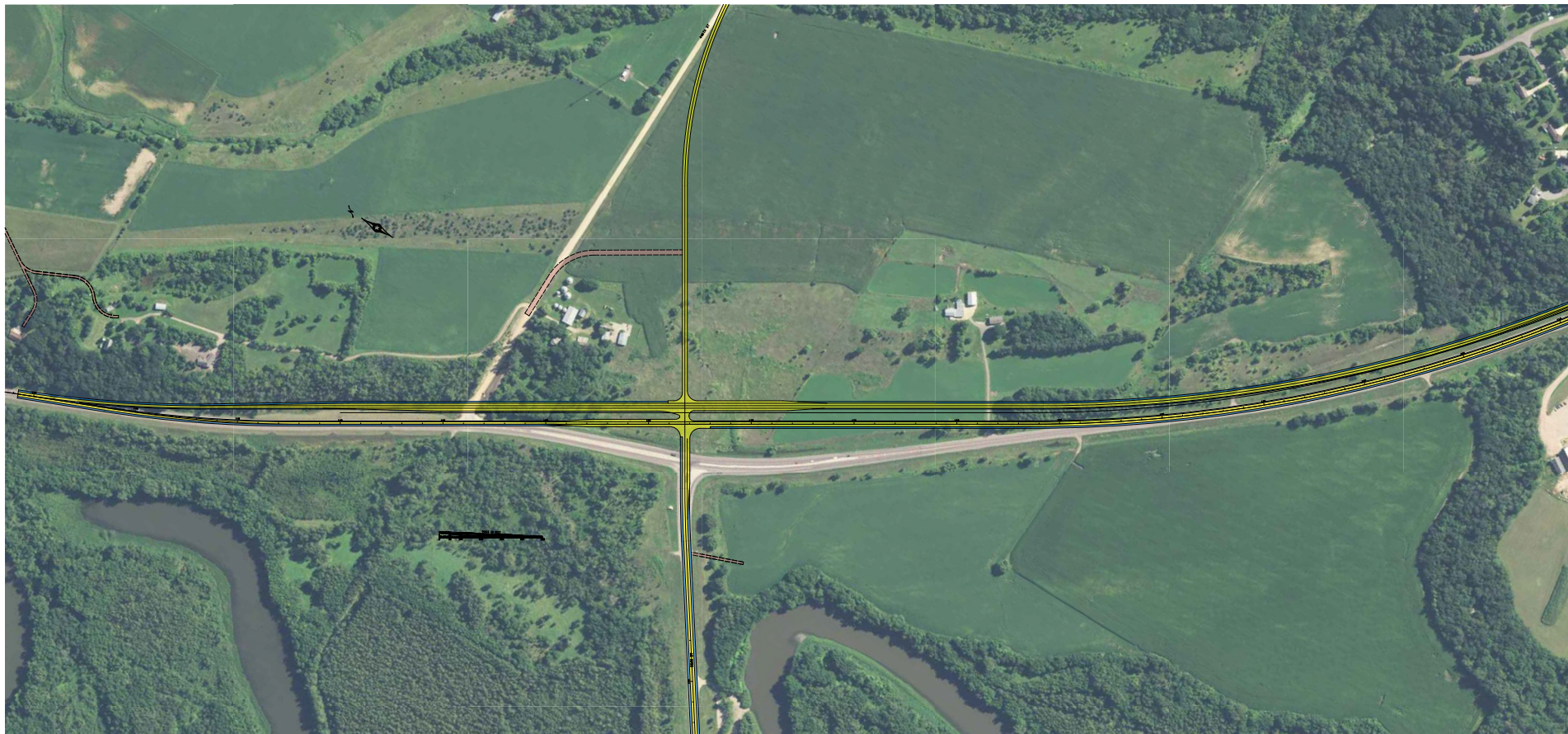


TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**



TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**





TASK FORCE MEETING NOTES, continued – **Meeting 4: February 5, 2018**



## Meeting 5: February 12, 2018

### Meeting 5 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Al Poehler (Mayor, City of Courtland)	Nani Jacobson (HNTB)
John Giefer (New Ulm Chamber of Commerce)	Jeanna Woodward (HNTB)
Tim Plath (Minnesota Valley Lutheran High School)	Bob Rogers (SEH)
Seth Greenwood (Nicollet County)	Bryan Nemeth (Bolten & Menk)
Joe Duncan (City of Courtland)	<i>Unable to attend:</i>
Steve Koehler (City of New Ulm)	Marie Dranttel (Commissioner, Nicollet County)
Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)	Mark Schaefer (Courtland Area Chamber of Commerce)
Bill Swan (New Ulm Chamber of Commerce)	Darv Turbes (Courtland Area Chamber of Commerce)
Audra Shaneman (New Ulm Chamber of Commerce)	
Peter Harff (MnDOT)	
Brad Estochen (MnDOT)	

### TOPICS

#### 1. Welcome and Introductions

- Nani Jacobson welcomed everyone to the fifth Task Force meeting and thanked everyone for taking time especially the last few weeks with the expedited schedule to be involved in the process.

#### 2. Comments/Themes from Open House #1 and Website

- An Excel workbook was sent out prior to the meeting. It contains all of the comments that have been received through February

9. This workbook will continue to be updated. As of now, there have been 34 written comments from the open house, 24 comments from the interactive map, 1 comment from the webpage, and 2 comments from other sources.

- The comments have been categorized into major themes, which are noted on the overview page and also after each comment on the spreadsheet. The majority of comments are centered around two topics: Access to Courtland, Safety
- We will be sending out an updated spreadsheet at the end of the week.

#### 3. Review New Concepts

- Two new concepts were developed by Zak since the last meeting. They were sent via email to the Task Force.
- Concept E – Roundabout with an intersection on the north side. Joe would like to discuss the hatched-out driveway with Zak if this concept is chosen. There won't be a ramp from new Highway 14 to old Highway 14 on the eastbound direction because it would create a 5-legged roundabout and two roundabouts that close to each other would be complicated. Additional access points, like an additional off-ramp to old Hwy 14 from new Highway 14 at Zieske road, would increase the risk for crashes. These are also problematic for bringing a high speed ramp into a low speed roadway. Level of access to the township roads to the west would be reduced.
- Concept F – A bridge over new Highway 14. There would be two right-in, right-out access points. The first township road is too close for a full interchange according to MnDOT standards. So there wouldn't be a full interchange until 531st road. There would need to be a discussion with the gun club about the entrance. Level of access to the township roads to the west would be reduced.

## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

**4. Review Preliminary Project Scoring**

- a) Reminder to everyone: Whatever is proposed needs to have the support of both the County and the City, or the concept will lose 45 of the 700 points for COC. This would essentially take the concept out of the running for COC funding.
- b) All concepts will be shown at the next open house, with the Task Force's recommendations highlighted.
- c) Review Traffic counts.
  - 1. Peak times are usually from 7:30-9:00 AM and 4:00-6:30 PM.
  - 2. Example:
    - A) Approximately 900 total vehicles per hour on Highway 14; CSAH 12, 25 vehicles per hour; township road 531st, 6 vehicles per hour; CR 25, 400 vehicles per hour.
    - B) Overall daily vehicles per day is roughly: Highway 14 – 8,000 / CSAH 12 – 500 / CSAH 24 – 2300 / CSAH 25 - 400
- d) Benefit/Cost – consider adding another scoring category for a ratio >4 (++++).
  - 1. It will probably make a difference on what is the most competitive for COC, so it will be added to the scoring criteria.
- e) TH 14 – Courtland Bypass
  - 1. See summary table below.
  - 2. The delay is based on total intersection delay. No concept added or subtracted more than 20 seconds.
  - 3. For access to anchors, all have 3 minuses, which means the total time across all anchor points added up to more than 3 minutes.
  - 4. Should access to the township road be an evaluation point? New routes will have impacts to farm traffic and such.
  - 5. If Highway 24 is extended, what will the traffic control around old Highway 14 be? This is a concern with the ball parks nearby. This alternative is a huge concern to citizens.
  - 6. County will not want to maintain the ¾ mile stretch of old Highway 14 east of CR 25 to the new Highway 14. County would rather have the access point be the center of town to access new Highway 14.
  - 7. Weighting the access points would be hard because we don't have the right origin/destination data to do so.
  - 8. Concept C – Could the intersection be brought closer to town? It could potentially be moved south a couple hundred feet; however, it might not be able to remain centered on the town.
  - 9. Concept B would probably score the best with COC, but most of them are relatively equal in terms of COC scoring.
  - 10. Many people in Courtland, including the City Council, are against the Rcut option.
  - 11. City Council would be on board with either Concepts E or C.

Cost and Benefit Summary Table (in 2018 dollars)  
**TH 14 - Courtland bypass**

Measures	Concept A	Concept B	Concept C	Concept E	Concept F	Key
	RCUT at CSAH 24	Two RCUTs (CSAH 12 and East End of Courtland)	Interchange at CSAH 24	Interchange at CSAH 12 and RCUT at East End of Courtland	Quadrant Interchange at CSAH 12 and RCUT at East End of Courtland	
Safety	+++	+++	++++	++++	++++	
Delay	O	O	O	O	O	
Mobility	++	++	++	++	++	
Travel Time	---	---	---	---	---	
Access to Anchors	---	---	---	---	---	
Cost	\$7,700,000 - \$10,300,000	\$6,100,000 - \$8,200,000	\$11,000,000 - \$14,500,000	\$10,600,000 - \$14,100,000	\$9,100,000 - \$12,100,000	2018 Dollars
B/C	+++	+++	+++	+++	+++	

## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

## f) TH 14 and CSAH 37

1. See summary table below.
2. The RCUT and Roundabout would both get ++++ on B/C if using the higher criteria.
3. The County would prefer realigning the township road. COC wouldn't prefer that, but if necessary, it is what we will go with.
4. Many of the residents of New Ulm do not want the RCUT because they are worried about getting across 2 lanes of traffic, accelerating, big trucks, etc. There is also a concern with the Rcut because traffic would still be crossing Highway 14 at-grade. Nicollet County would prefer the interchange. New Ulm would support the interchange.
5. From MnDOT's perspective, RCUTs work. They improve safety. Similar to when roundabouts were first introduced, people didn't like them. Now everyone is used to roundabouts. ¼ of crashes would be resolved with the RCUT. ½ of crashes would be resolved with the interchange. The roundabout option doesn't eliminate crashes but decreases the severity of the crashes.
6. From a cost perspective, there is concern that the overall cost is getting too high. Are there any negotiated areas where we can bring the cost down? The two preferred options in Courtland and at the TH14/CSAH37 interchange are the higher cost options.

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 and CSAH 37

Measures	Traditional At Grade	RCUT	High T	Interchange	Roundabout	Key
Safety	++	+++	+++	++++	+++	
Mobility Delay	---	0	0	0	0	
Travel Time	++	++	++	++	++	
Cost	\$4,700,000 - \$6,400,000	\$4,700,000 - \$6,300,000	\$15,600,000 - \$20,800,000	\$9,300,000 - \$12,400,000	\$4,400,000 - \$6,000,000	2018 Dollars
B/C	-	+++	+	++	+++	

## g) TH14 Segment – 571st Ln to 561st Ln

1. See summary table below.
2. There will be intersection updates regardless of constrained or unconstrained. Unconstrained has a wider median. Constrained is the cable barrier.
3. With the high-tension cable – will the maintenance costs add up to \$1 million over the next few years? This is hard to determine. Maintenance costs are very specific to location. Generally speaking, this segment is fairly straight so the maintenance costs would potentially be on the lower side. A good estimate is about \$6,000-\$12,000 per mile per year. On the high end, it would take about 30-40 years to meet the \$1 million savings. On the low end, 60-80 years.

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 Segment - 571st Ln to 561st Ln

Measures	Constrained 4-Lane	Unconstrained 4-Lane	Key
Safety	+	+	
Mobility Travel Time	++	++	
Cost Construction	\$3,200,000.00 - \$4,200,000.00	\$4,500,000.00 - \$6,000,000.00	2018 Dollars
B/C	++	+	



## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

## h) TH14 Segment – TH 15 to CSAH 37

1. See summary table below.
2. The biggest benefit with the 4-Lane is that you get a median between the oncoming traffic.
3. These costs include construction and right-of-way only. It does not include the costs of an archeological study that would also need to happen.
4. A third option that isn't considered is a 2-lane highway with a center barrier added for additional safety.

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 Segment - TH 15 to CSAH 37

Measures	2-Lane Recondition	4-Lane Divided	Key
Safety	O	+	
Mobility Travel Time	O	++	
Cost Construction	\$800,000.00 - \$1,100,000.00	\$4,300,000.00 - \$5,700,000.00	2018 Dollars
B/C	O	++	

## i) TH14 and 571st Ln

1. See summary table below.
2. RCUT is ahead of all other options. Depending on the RCUT, the big trucks may take a minute getting up to speed as they go up grade to make a U-turn.
3. There would be some impact to houses, but it wouldn't be much different between the alternatives. MnDOT would adjust the location of the bump-out to have the least impact on the houses in the area.

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 and 571st Ln

Measures	Traditional At Grade	Green T	RCUT	Key
Safety	++	+	+++	
Mobility Delay	+	++	++	
Mobility Travel Time	++	++	++	
Cost	\$3,300,000 - \$4,500,000	\$3,600,000 - \$4,800,000	\$3,700,000 - \$5,000,000	2018 Dollars
B/C	+++	+++	+++	

## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

## j) TH14 and 561st Ln

1. See summary table below.
2. It would be best to do RCUTs with all the intersections throughout the area of MVL, quarry, and Jeremy drive. The consistency would help with people coming from out of town to go to the school.

Cost and Benefit Summary Table (in 2018 dollars)  
TH 14 and 561st Ln

Measures	RCUT	Key
Safety	+++	
Mobility	Delay	0
	Travel Time	++
Cost	Construction	\$2,500,000 - \$3,400,000
B/C		2018 Dollars
		++

## k) DNR Trail

1. For COC, the project either needs to add a park-and-ride or a trail. The concept will lose access to 10 additional points without either of those. Task Force needs to determine how important this is to the overall score. Fitting the trail into the project becomes pretty tight around MVL.
2. To help make the decision, the Task Force needs an estimated cost and the actual route of the Trail.
3. ACTION: Zak will formulate the Task Force preferred alternatives and add the trail along the corridor.

ACTION	RESPONSIBILITY	STATUS
Compile Task Force preferred alternatives and add trail	Zak	2/21/18
Provide traffic counts	Zak	2/12/18
Task Force Draft Recommendation for COC	Task Force	2/21/18
Task Force Final Recommendation for COC	Task Force	2/27/18
Impacts to Janesville from bypass	Nani/Jeanne	In Process
Send calendar invites for recurring Task Force meetings – beyond March	Nani	TBD
Resolutions - City of Courtland, City of New Ulm, and Nicollet County	Zak	~April 5, 2018
Letters of support - Mankato Planning Organization and the New Ulm Chamber of Commerce	Zak	~April 5, 2018

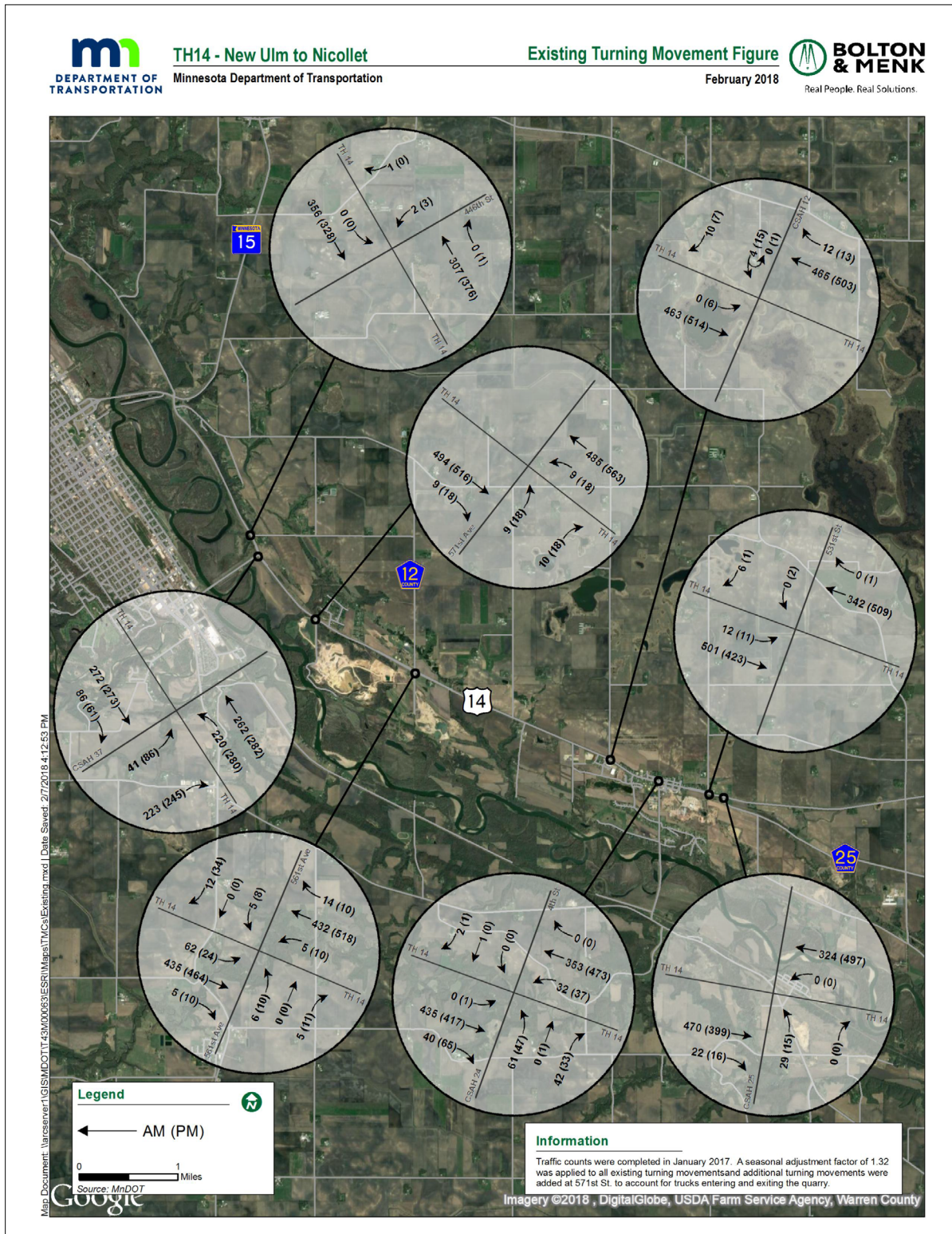
## 5. Develop Task Force COC Recommendation

- a) A definitive recommendation was not developed during the meeting. Further discussions and the second open house will help shape the final recommendation.

## 6. Closing Remarks/Review Action Items

- a) Next meeting is on Wednesday, February 21, 2018 (Online).
- b) Open house is on Thursday, February 22, 2018 (Courtland Community Center).
  1. All concepts will be brought to the open house and we will highlight the Task Force's recommendation. This will be done with side-by-side comparisons.

TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018





## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 - Courtland bypass

Measures	Base Condition		Concept A		Concept B		Concept C		Concept E		Concept F		Key
	Existing Conditions		RCUT at CSAH 24		Two RCUTs (CSAH 12 and East End of Courtland)		Interchange at CSAH 24		Interchange at CSAH 12 and RCUT at East End of Courtland		Quadrant Interchange at CSAH 12 and RCUT at East End of Courtland		
Safety	-		62%		62%		82%		82%		82%		Potential Reduction
Mobility	Year	Build	Design	Build	Design	Build	Design	Build	Design	Build	Design	Build	Design
	Delay	3/4	4/5	8/4	8/4	8/4	8/4	5/4	5/5	3/2	4/3	3/2	3/2
	LOS	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
	Travel Time	14.2		11.5		11.5		11.5		11.5		11.5	
	Access to Anchors	0		5.0		3.9		5.0		3.9		3.9	
Cost	Construction	-		\$7,000,000 - \$9,300,000		\$5,700,000 - \$7,600,000		\$10,100,000 - \$13,400,000		\$9,900,000 - \$13,200,000		\$8,600,000 - \$11,400,000	
	ROW	-		\$700,000 - \$1,000,000		\$400,000 - \$600,000		\$900,000 - \$1,100,000		\$700,000 - \$900,000		\$500,000 - \$700,000	
	Benefit	-		\$1,400,000		\$2,500,000		\$5,700,000		\$8,000,000		\$6,000,000	
	Safety Benefit	-		\$1,400,000		\$1,300,000		\$1,900,000		\$1,900,000		\$1,700,000	
Mobility Benefit	-		\$26,800,000		\$27,000,000		\$27,000,000		\$28,500,000		\$28,700,000		2018 Dollars
B/C	-		3.28		4.17		2.39		2.60		3.00		

Build - 2018  
Design - 2040

TASK FORCE MEETING NOTES, continued – **Meeting 5: February 12, 2018**

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and CSAH 37**

Measures	Base Condition		Traditional At Grade		RCUT		High T		Interchange		Roundabout		Key
Safety	-		37%		70%		65%		82%		71%		Potential Reduction
Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	
Intersection Delay	2/4	3/16	4/12	8/125	3/4	3/7	2/3	2/4	5/6	6/7	6/7	8/9	[Sec/Veh] - AM/PM
LOS	A/A	A/C	A/B	A/F	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	AM/PM
Travel Time	14.2		11.5		11.5		11.5		11.5		11.8		Minutes
Construction	-		\$4,500,000 - \$6,100,000		\$4,600,000 - \$6,100,000		\$15,400,000 - \$20,600,000		\$9,000,000 - \$12,000,000		\$4,300,000 - \$5,800,000		2018 Dollars
ROW	-		\$200,000 - \$300,000		\$100,000 - \$200,000		\$200,000 - \$200,000		\$300,000 - \$400,000		\$100,000 - \$200,000		2018 Dollars
Benefit	-		\$1,000,000		\$1,600,000		\$14,000,000		\$6,200,000		\$2,000,000		2018 Dollars
Safety Benefit	-		\$1,000,000		\$2,000,000		\$1,900,000		\$2,500,000		\$2,300,000		2018 Dollars
Mobility Benefit	-		-\$7,300,000		\$6,800,000		\$7,500,000		\$6,200,000		\$5,800,000		2018 Dollars
B/C	-		<b>-6.31</b>		<b>5.41</b>		<b>0.67</b>		<b>1.41</b>		<b>3.99</b>		

Build - 2018  
Design - 2040

## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

## INTERSECTIONS DATA TABLES

## Cost and Benefit Summary Table (in 2018 dollars)

TH 14 Segment - 571st Ln to 561st Ln

Measures		Base Condition	Constrained 4-Lane	Unconstrained 4-Lane	Key
Safety		-	13%	28%	Potential Reduction
Mobility	Travel Time	14.2	11.5	11.5	Minutes
Cost	Construction	-	\$3,000,000 - \$4,000,000	\$2,700,000 - \$3,600,000	2018 Dollars
	ROW	-	\$200,000 - \$200,000	\$1,800,000 - \$2,400,000	2018 Dollars
Safety Benefit		-	\$100,000	\$40,000	2018 Dollars
B/C		-	1.25	0.87	

TASK FORCE MEETING NOTES, continued – **Meeting 5: February 12, 2018**

## INTERSECTIONS DATA TABLES

**Cost and Benefit Summary Table (in 2018 dollars)****TH 14 Segment - TH 15 to CSAH 37**

Measures		Base Condition	2-Lane Recondition	4-Lane Divided	Key
Safety		-	0%	28%	Potential Reduction
Mobility	Travel Time	14.2	14.2	11.5	Minutes
Cost	Construction	-	\$800,000 - \$1,100,000	\$4,300,000 - \$5,700,000	2018 Dollars
	ROW	-	\$0 - \$0	\$0 - \$0	2018 Dollars
Safety Benefit		-	\$0	\$51,000	2018 Dollars
B/C		-	0.00	1.44	

TASK FORCE MEETING NOTES, continued – **Meeting 5: February 12, 2018**

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 571st Ln**

Measures		Base Condition		Traditional At Grade		Green T		RCUT		Key
Safety		-		37%		29%		61%		Potential Reduction
Mobility	Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	
	Delay	4/6	5/42	2/3	3/3	1/1	1/2	1/1	1/2	[Sec/Veh] - AM/PM
	LOS	A/A	A/E	A/A	A/A	A/A	A/A	A/A	A/A	AM/PM
	Travel Time	14.2		11.5		11.5		11.5		Minutes
Cost	Construction	-		\$3,200,000 - \$4,300,000		\$3,500,000 - \$4,600,000		\$3,600,000 - \$4,800,000		2018 Dollars
	ROW	-		\$100,000 - \$200,000		\$100,000 - \$200,000		\$100,000 - \$200,000		2018 Dollars
	Benefit	-		\$1,100,000		\$1,900,000		\$1,900,000		2018 Dollars
Safety Benefit		-		\$10,000.00		\$10,000.00		\$20,000.00		2018 Dollars
Mobility Benefit		-		\$6,300,000.00		\$6,700,000.00		\$6,600,000.00		2018 Dollars
B/C		-		5.55		3.46		3.53		

Build - 2018

Design - 2040

## TASK FORCE MEETING NOTES, continued – Meeting 5: February 12, 2018

## INTERSECTIONS DATA TABLES

## Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 and 561st Ln

Measures		Base Condition		RCUT		Key
Safety		-		74%		Potential Reduction
Mobility	Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	
	Delay	4/5	5/9	5/5	5/5	[Sec/Veh] - AM/PM
	LOS	A/A	A/A	A/A	A/A	AM/PM
	Travel Time	14.2		11.5		Minutes
Cost	Construction	-		\$2,400,000 - \$3,300,000		2018 Dollars
	ROW	-		\$100,000 - \$100,000		2018 Dollars
	Benefit	-		\$1,500,000		2018 Dollars
Safety Benefit		-		\$200,000.00		2018 Dollars
Mobility Benefit		-		\$2,600,000.00		2018 Dollars
B/C		-		1.85		

Build - 2018

Design - 2040

## Meeting 6: February 21, 2018

### Meeting 6 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Al Poehler (Mayor, City of Courtland)	Nani Jacobson (HNTB)
John Giefer (New Ulm Chamber of Commerce)	Jeanna Woodward (HNTB)
Seth Greenwood (Nicollet County)	Bob Rogers (SEH)
Steve Koehler (City of New Ulm)	<i>Unable to attend:</i>
Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)	Darv Turbes (Courtland Area Chamber of Commerce)
Bill Swan (New Ulm Chamber of Commerce)	Tim Plath (Minnesota Valley Lutheran High School)
Peter Harff (MnDOT)	Joe Duncan (City of Courtland)
Marie Dranttel (Commissioner, Nicollet County)	Audra Shaneman (New Ulm Chamber of Commerce)
Mark Schaefer (Courtland Area Chamber of Commerce)	Brad Estochen (MnDOT)

### TOPICS

#### 1. Welcome and Introductions

- a) Nani Jacobson welcomed everyone to the sixth Task Force meeting and thanked everyone for taking time especially the last few weeks with the expedited schedule to be involved in the process. Next Monday (February 26) will be the last weekly meeting of the accelerated schedule.

#### 2. Review Guiding Principles and Concepts

- a) Next Nani reviewed the original goals that the Task Force had set at their first meeting. She highlighted several goals, including:

1. ease of access for business
2. truck traffic
3. safety
4. connectivity
5. growth (capitalize on existing and future investments)

- b) From those goals, the Task Force created its Guiding Principles. These will be referenced as we work on developing a draft recommendation today.

#### 3. Update on COC Scoping

- a) Zak Tess spoke about several MnDOT updates on COC scoping. He noted that COC scoping does NOT lock us into a scope but rather a budget. If COC funding is obtained and the scope changes a little bit, that is okay, but the group may need to find more money to cover additional costs. There will be some pushback if the scope is dramatically changed from what was submitted because it could have altered the original scoring.
- b) MnDOT's cost participation policy will be applied consistently across all projects so as to not favor one geographical location over another.
- c) The Nicollet County board met yesterday and discussed the entire corridor. The County will support an interchange at County Road 24 and will provide some level of cost participation for that alternative only. If it drastically changes from the hypothetical scenario of 25% local cost participation, the County may not support it.
- d) Reminder: if there isn't support from the local community, the COC proposal will lose 45 points from 'Community Consensus', which would take the project out of the running.
- e) MnDOT cost participation varies based on the intersection. As an example, MnDOT would pay 100% cost participation for an RCUT, but an interchange would need a percentage of local funding.

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

- f) As far as COC is concerned, any time local money is brought to the project, it helps in both Return on Investment

#### 4. Task Force Recommendation

- a) Summary tables were updated with a “total” line at the bottom showing the total number of positives and negatives for each alternative
- b) TH 14 and 571st Ave, TH 14 and 561st Ave, TH 14 Segment 571st Ave to 576st Ave
1. Everyone is in agreement that this should be an RCUT, constrained, 4-Lane.
  2. This option will avoid property impacts, save the softball fields, and be a lower cost to construct.
  3. A truck acceleration lane and a longer turn lane for the school would be discussed during design.
  4. **Recommendation:** RCUT, constrained, 4-Lane
- c) TH 14 and CSAH 37
1. The County is only willing to support and provide money for a full interchange.
  2. On the RCUT alternative, if you are coming from Courtland, you still need to cross two lanes of traffic. Can the turn lanes be longer? We could make a Michigan J intersection, but there is too much traffic for that.
  3. Comments from truck drivers is that the trucks aren't up to speed by the time they hit CSAH 37. They don't care about the 4-lane from TH 15 to CSAH 37. They would rather have the intersection. A roundabout on the mainline would just slow them back down.
  4. The County would rather invest money now on an interchange because building interchanges isn't going to get cheaper in the future. We need to think about future traffic.
  5. It is most important to look at traffic in the next 20 years. State doesn't want to spend money now for a benefit that won't be realized for decades. Want to choose something that we pay for now and get the benefit from now. MnDOT supports an RCUT because it will save lives AND save costs.
  6. Some concern with the RCUT is the aging population around the area. Does that make any difference? There are no studies on this topic.

7. Just with minor updates that have been made to TH 14 over the years, it has brought a large part of the Highway 68 traffic up to TH 14. Improvements in this area will bring more traffic from the area.
  8. Nicollet got an Interchange because they had political backing all the way up to the Governor's office. We need to think about what kind of political support we have for THIS project. If there isn't political support outside of the Task Force group, it probably won't happen.
  9. With money from the County, the cost/benefit ratio for the Interchange increases.
  10. Will the City of New Ulm be able to provide any financial support? Mayor Buessman will need to talk to the City Council. There are some restrictions on spending money outside of City limits.
  11. **Recommendation:** Interchange at CSAH 37 and TH 14.
- d) TH 14 – Courtland Bypass
1. The table was updated. It shows access to anchors on the west side of town, center of town, and east side of town. The numbers do not account for the weighted ADT on the side roads.
  2. None of the intersections add or subtract more than 20 seconds of travel time.
  3. The County supports, and will cost participate, only in an interchange at CSAH 24. This consideration takes into account which roads the County would be responsible for maintaining after construction. West of CR 24, old TH 14 will go to City of Courtland and east of CR 24 old TH 14 will go to County to maintain. East of CR 25 will go to township or the landowner.
  4. This will really affect some businesses.
  5. There isn't a good way to keep 2 access points if we want to move this forward.
  6. With a ramp-off or a turn lane off, there is still an additional access near an interchange. This would also be a hard configuration for plows. There would be some resistance from MnDOT for safety concerns. This is something that can be further discussed during the design phase.
  7. **Recommendation:** Interchange at CSAH 24 and TH 14.



## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## e) TH 15 to CSAH 37 Segment

1. The two-lane and the four-lane options are being evaluated under COC. Task Force is okay with either 2- or 4-lane in this segment for COC evaluation. Long term, if either project doesn't get funding with COC, spend the dollars on an interchange at CR 37 and keep 2-lanes from CR 37 to Hwy 15.

**5. Trail Update**

- a) MnDOT and DNR are working on the trail; however, the details aren't far enough along to submit to COC. If we get COC money, the trail details will be worked out. Future use and space will be available through the current project. If COC funding goes through, someone will have to bring additional dollars to the table if it is going to be constructed with the project. Likely this would come from either the DNR through bonding money in the next legislative session or from local partners.

**6. Review Open House Format**

- a) Open House is Thursday, February 22, 2018 at the Courtland Community Center from 4:30-6:30 p.m. The City of Courtland has notified all citizens, therefore we are expecting a good turnout.
- b) There will be a sign-in table and comment forms again. Task Force members will be provided with name tags.
- c) All alternatives will be shown on the boards, but the recommended alternative will be highlighted. There will be one long roll plot that shows the recommended alternatives.
- d) This Open House will be used to see if the public agrees with the Task Force's recommendation or if it needs to be changed on Monday before it is submitted to COC.

**7. Closing Remarks/Review Action Items**

- a) The City of New Ulm passed a resolution to support the project. Action: Mayor Buessman to send resolution letter to Zak.
- b) The recommendation will be finalized on Monday at the meeting (via WebEx).
- c) Next Steps:
  1. City of Courtland and Nicollet County will need to pass a resolution in support of the project and variants
  2. COC determination is released in April. We will wait for that.
  3. If we get funding, the work of the Task Force will continue in some fashion. We will need to determine long-term goals for the project and other items to further the design.
- d) Best case scenario and with an accelerated schedule, construction would start in 2021. If the whole 12.5 miles are funded, it will probably be a 2 year construction project. If only Courtland to Nicollet gets funding, it will likely be a 1 year construction project.

**TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018**

ACTION	RESPONSIBILITY	STATUS
Compile Task Force preferred alternatives (and add trail)	Zak	2/21/18 - COMPLETE
Provide traffic counts	Zak	2/12/18 - COMPLETE
Task Force Draft Recommendation for COC	Task Force	2/21/18 - COMPLETE
Task Force Final Recommendation for COC	Task Force	2/27/18
Impacts to Janesville from bypass	Nani/Jeanna	In Process
Send calendar invites for recurring Task Force meetings – beyond March	Nani	TBD
Resolutions - City of Courtland, City of New Ulm, and Nicollet County	Zak	~April 5, 2018
Letters of support - Mankato Planning Organization and the New Ulm Chamber of Commerce	Zak	~April 5, 2018

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

TH 14 and CSAH 37

Measures	Base Condition		Traditional At Grade		RCUT		High T		Interchange		Roundabout		Key
Safety	-		37%		70%		65%		82%		71%		Potential Reduction
Mobility	Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>
	Intersection Delay	2/4	3/16	4/12	8/125	3/4	3/7	2/3	2/4	5/6	6/7	6/7	8/9
	LOS	A/A	A/C	A/B	A/F	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
	Travel Time	-	-	15%	-	15%	-	15%	-	15%	-	12%	-
Cost	Construction	-	-	\$5,100,000 - \$6,800,000	-	\$5,100,000 - \$6,800,000	-	\$16,100,000 - \$21,500,000	-	\$9,700,000 - \$12,900,000	-	\$4,900,000 - \$6,500,000	-
	ROW	-	-	\$200,000 - \$300,000	-	\$100,000 - \$200,000	-	\$200,000 - \$200,000	-	\$300,000 - \$400,000	-	\$100,000 - \$200,000	-
	Benefit	-	-	\$1,100,000	-	\$1,800,000	-	\$14,800,000	-	\$8,000,000	-	\$2,300,000	-
Safety Benefit	-	-	-	\$1,000,000	-	\$2,000,000	-	\$1,900,000	-	\$2,500,000	-	\$2,300,000	-
Mobility Benefit	-	-	-	-\$1,400,000	-	\$12,800,000	-	\$13,500,000	-	\$12,100,000	-	\$9,000,000	-
B/C	-	-	-	-0.36	-	8.28	-	1.04	-	1.83	-	4.97	-

Build - 2018  
Design - 2040

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 and 571st Ave

Measures	Base Condition		Traditional At Grade		Green T		RCUT		Key
Safety	-		37%		29%		61%		Potential Reduction
Mobility	Year	Build	Design	Build	Design	Build	Design	Build	Design
	Delay	4/6	5/42	2/3	3/3	1/1	1/2	1/1	1/2
	LOS	A/A	A/E	A/A	A/A	A/A	A/A	A/A	A/A
	Travel Time	-		15%		15%		15%	
Cost	Construction	-		\$3,200,000 - \$4,300,000		\$3,500,000 - \$4,600,000		\$3,600,000 - \$4,800,000	
	ROW	-		\$100,000 - \$200,000		\$100,000 - \$200,000		\$100,000 - \$200,000	
	Benefit	-		\$1,100,000		\$1,900,000		\$1,900,000	
Safety Benefit	-		\$10,000.00		\$10,000.00		\$20,000.00		
Mobility Benefit	-		\$6,300,000.00		\$6,700,000.00		\$6,600,000.00		
B/C	-		5.55		3.46		3.53		

Build - 2018  
Design - 2040

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS DATA TABLES

## Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 and 561st Ave

Measures		Base Condition		RCUT		Key
Safety		-		74%		Potential Reduction
Mobility	Year	Build	Design	Build	Design	
	Delay	4/5	5/9	5/5	5/5	[Sec/Veh] - AM/PM
	LOS	A/A	A/A	A/A	A/A	AM/PM
	Travel Time	-		15%		Reduction in Travel Time
Cost	Construction	-		\$2,400,000 - \$3,300,000		2018 Dollars
	ROW	-		\$100,000 - \$100,000		2018 Dollars
	Benefit	-		\$1,500,000		2018 Dollars
Safety Benefit		-		\$200,000.00		2018 Dollars
Mobility Benefit		-		\$2,600,000.00		2018 Dollars
B/C		-		1.85		

Build - 2018

Design - 2040

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 - Courtland bypass

Measures	Base Condition		Concept A			Concept B			Concept C			Concept E			Concept F			Key					
	Existing Conditions		RCUT at CSAH 24			Two RCUTs (CSAH 12 and East End of Courtland)			Interchange at CSAH 24			Interchange at CSAH 12 and RCUT at East End of Courtland			Quadrant Interchange at CSAH 12 and RCUT at East End of Courtland								
Safety	-		62%			62%			82%			82%			82%			Potential Reduction					
Mobility	Year	Build	Design	Build	Design	Build	Design	Build	Design	Build	Design	Build	Design	Build	Design	Build	Design						
	Delay	3/4	4/5	8/4	8/4	8/4	8/4	5/4	5/5	3/2	4/3	3/2	4/3	3/2	3/2	3/2	3/2						
	LOS	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A						
	Travel Time	4.1		25%			25%			25%			25%			25%			Reduction in Travel Time				
	Anchor	West	Central	East	West	Central	East	West	Central	East	West	Central	East	West	Central	East	West	Central	East				
	To New Ulm	0.7	2.0	2.9	+3.3	+0.1	+0.2	+1.2	+0.3	+0.4	+3.3	+0.1	+0.2	+1.2	+0.3	+0.4	+1.2	+0.3	0.4				
	To Mankato	3.2	2.0	2.2	+1.8	+1.1	+2.0	-0.3	+2.0	+2.2	+1.8	+1.1	+2.0	-0.3	+2.0	+2.2	-0.3	+2.0	+2.2				
Cost	Construction	-	-	\$8,000,000	-	\$10,600,000	-	\$6,400,000	-	\$8,500,000	-	\$11,600,000	-	\$15,400,000	-	\$10,800,000	-	\$14,400,000	-	\$9,600,000	-	\$12,700,000	2018 Dollars
	ROW	-	-	\$700,000	-	\$1,000,000	-	\$400,000	-	\$600,000	-	\$900,000	-	\$1,100,000	-	\$700,000	-	\$900,000	-	\$500,000	-	\$700,000	2018 Dollars
	Benefit	-	-	\$1,500,000	-	\$1,500,000	-	\$2,800,000	-	\$2,800,000	-	\$7,000,000	-	\$7,000,000	-	\$9,400,000	-	\$9,400,000	-	\$7,100,000	-	\$7,100,000	2018 Dollars
Safety Benefit	-	-	-	\$1,400,000	-	\$1,400,000	-	\$1,300,000	-	\$1,300,000	-	\$1,900,000	-	\$1,900,000	-	\$1,700,000	-	\$1,700,000	-	\$1,700,000	-	\$1,700,000	2018 Dollars
Mobility Benefit	-	-	-	\$38,800,000	-	\$38,800,000	-	\$39,000,000	-	\$39,000,000	-	\$39,000,000	-	\$40,500,000	-	\$40,500,000	-	\$40,700,000	-	\$40,700,000	-	\$40,700,000	2018 Dollars
B/C	-	-	-	4.16	-	4.16	-	5.33	-	5.33	-	2.96	-	2.96	-	3.33	-	3.33	-	3.78	-	3.78	

Build - 2018

Design - 2040

Existing Time in Minutes

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 and CSAH 37

Measures	Traditional At Grade	RCUT	High T	Interchange	Roundabout	Key
Safety	++	+++	+++	++++	+++	
Mobility	Delay	---	0	0	0	
	Travel Time	++	++	++	+	
Cost	\$5,300,000 - \$7,100,000	\$5,200,000 - \$7,000,000	\$16,300,000 - \$21,700,000	\$10,000,000 - \$13,300,000	\$5,000,000 - \$6,700,000	2018 Dollars
B/C	-	++++	+	+	++++	
Total	4+/4-	9+	6+	7+	8+	

TASK FORCE MEETING NOTES, continued – **Meeting 6: February 21, 2018**

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 571st Ave**

Measures	Traditional At Grade	Green T	RCUT	Key
Safety	++	+	+++	
Mobility	+	++	++	
	++	++	++	
Cost	\$3,300,000 - \$4,500,000	\$3,600,000 - \$4,800,000	\$3,700,000 - \$5,000,000	2018 Dollars
B/C	++++	+++	+++	
Total	9+	8+	10+	



## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 561st Ave**

Measures	RCUT	Key
Safety	+++	
Mobility Delay	0	
Travel Time	++	
Cost Construction	\$2,500,000 - \$3,400,000	2018 Dollars
B/C	++	
Total	7+	

## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

## TH 14 - Courtland bypass

Measures	Concept A			Concept B			Concept C			Concept E			Concept F			Key	
	RCUT at CSAH 24			Two RCUTs (CSAH 12 and East End of Courtland)			Interchange at CSAH 24			Interchange at CSAH 12 and RCUT at East End of Courtland			Quadrant Interchange at CSAH 12 and RCUT at East End of Courtland				
Safety	+++			+++			++++			++++			++++				
Mobility	Delay	O			O			O			O			O			
	Travel Time	+++			+++			+++			+++			+++			
	Anchor	West	Central	East	West	Central	East	West	Central	East	West	Central	East	West	Central	East	
	To New Ulm	---	O	O	--	O	O	---	O	O	--	O	O	--	O	O	
	To Mankato	--	--	--	O	--	--	--	--	--	O	--	--	O	--	--	
Cost	\$8,700,000 - \$11,600,000			\$6,800,000 - \$9,100,000			\$12,500,000 - \$16,500,000			\$11,500,000 - \$15,300,000			\$10,100,000 - \$13,400,000			2018 Dollars	
B/C	++++			++++			+++			+++			++++				
Total	10+/9-			10+/6-			10+/9-			9+/6-			11+/6-				



TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

SEGMENT A





TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

SEGMENT A



TASK FORCE MEETING NOTES, continued – **Meeting 6: February 21, 2018**

SEGMENT A





TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

SEGMENT A



TASK FORCE MEETING NOTES, continued – **Meeting 6: February 21, 2018**

## SEGMENT DATA TABLES

**Cost and Benefit Summary Table (in 2018 dollars)****TH 14 Segment - 571st Ln to 561st Ln**

Measures		Base Condition	Constrained 4-Lane	Unconstrained 4-Lane	Key
Safety		-	13%	28%	Potential Reduction
Mobility	Travel Time	-	15%	15%	Reduction in Travel Time
Cost	Construction	-	\$2,985,300 - \$3,980,400	\$2,695,500 - \$3,594,000	2018 Dollars
	ROW	-	\$180,000 - \$240,000	\$1,813,680 - \$2,418,240	2018 Dollars
Safety Benefit		-	\$97,682	\$44,256	2018 Dollars
B/C		-	0.03	0.01	



## TASK FORCE MEETING NOTES, continued – Meeting 6: February 21, 2018

## SEGMENT DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

TH 14 Segment - TH 15 to CSAH 37

Measures	Base Condition	2-Lane Recondition	4-Lane Divided	Key
Safety	-	0%	28%	Potential Reduction
Mobility      Travel Time	-	0%	15%	Reduction in Travel Time
Cost      Construction	-	\$800,000 - \$1,100,000	\$4,300,000 - \$5,700,000	2018 Dollars
ROW	-	\$0 - \$0	\$0 - \$0	2018 Dollars
Safety Benefit	-	\$0	\$51,000	2018 Dollars
B/C	-	0.00	1.44	

TASK FORCE MEETING NOTES, continued – **Meeting 6: February 21, 2018**

## SEGMENT EVALUATION TABLES

**Cost and Benefit Summary Table (in 2018 dollars)****TH 14 Segment - 571st Ln to 561st Ln**

Measures	Constrained 4-Lane	Unconstrained 4-Lane	Key
<b>Safety</b>	+	+	
<b>Mobility</b> Travel Time	++	++	
<b>Cost</b> Construction	\$3,170,000.00 - \$4,230,000.00	\$4,510,000.00 - \$6,020,000.00	2018 Dollars
<b>B/C</b>	0	0	
<b>Total</b>	3+	3+	

TASK FORCE MEETING NOTES, continued – **Meeting 6: February 21, 2018**

## SEGMENT EVALUATION TABLES

**Cost and Benefit Summary Table (in 2018 dollars)****TH 14 Segment - TH 15 to CSAH 37**

Measures	2-Lane Recondition	4-Lane Divided	Key
Safety	O	+	
Mobility <small>Travel Time</small>	O	++	
Cost <small>Construction</small>	\$800,000.00 - \$1,100,000.00	\$4,300,000.00 - \$5,700,000.00	2018 Dollars
B/C	O	++	
Total	O	5+	

## Meeting 7: February 26, 2018

### Meeting 7 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Al Poehler (Mayor, City of Courtland)	Nani Jacobson (HNTB)
John Giefer (New Ulm Chamber of Commerce)	Jeanna Woodward (HNTB)
Seth Greenwood (Nicollet County)	Bob Rogers (SEH)
Steve Koehler (City of New Ulm)	<i>Unable to attend:</i>
Bill Swan (New Ulm Chamber of Commerce)	Darv Turbes (Courtland Area Chamber of Commerce)
Peter Harff (MnDOT)	Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)
Marie Dranttel (Commissioner, Nicollet County)	Audra Shaneman (New Ulm Chamber of Commerce)
Mark Schaefer (Courtland Area Chamber of Commerce)	
Tim Plath (Minnesota Valley Lutheran High School)	
Joe Duncan (City of Courtland)	
Brad Estochen (MnDOT)	

## TOPICS

### 1. Welcome and Introductions

- a) Jeanna Woodward welcomed everyone and took attendance.

### 2. Review Comments from Open House #2 and Website

- a) Next Jeanna reviewed the Open House and noted that 113 people had signed in. She reviewed the new comments that had been received from the second Open House on February 22, written comments via email, and the project website since the last time the Task Force had been updated. There was a total of 43 new comments.
  1. 34 comments were received at the Open House, 7 of which were written directly on the project layout maps. Three comments had been submitted via email, and 6 comments were submitted on the website before it was closed.
  2. Eight comments were in favor of putting the intersection in Courtland at Highway 12 and TH 14, while seven were in favor of the intersection at CSAH 24 and TH 14. Various other comments included concerns about access to Old 14, where the bypass would be located in relation to the tree line north of Courtland, and where the 4-lane should end.

### 3. Finalize COC Recommendation

- a) Nani Jacobson began by recapping where the Task Force discussion left off at the February 21 meeting. She recounted the areas that the Task Force agreed on:
  1. TH 15 to CSAH 37 – Task Force will support either a 2-lane or 4-lane configuration.
  2. TH 14/CSAH 37 Intersection – Interchange. Nicollet County will cost participate.
  3. TH 14 from 561st Ave to 571st Ave. – Constrained, 4-lane, RCUTs.
    - A) Many people asked if the constrained highway could be extended to save more land. Generally, buying farmland is less expensive than the construction and maintenance cost of a constrained highway. A wider median is also safer.

## TASK FORCE MEETING NOTES, continued – Meeting 7: February 26, 2018

- b) Cost participation update – There is nothing official yet and the discussion has only occurred at a high level. It is expected that COC funding will cover between 70% - 85% of the cost, and local governments will be responsible for the remainder. Local cost participation will NOT be part of the scoring as originally thought.
- c) TH 14 Courtland bypass. More discussion was needed on this topic, so it was reopened with the group.
1. Nani read statements from a couple of the Task Force members that couldn't be at the Task Force meeting. Darv Turbes supports an interchange at CSAH 12 and TH 14 and Andie Gieseke supports reviewing the west and central interchange concepts again.
  2. The comprehensive plan for Courtland was discussed. That plan indicated that the City's plans were for CSAH 24 to be extended north to a new TH 14 bypass. Excess traffic from CSAH 68 could be moved to TH 14. The comprehensive plan shows where industrial park will be and where future residential housing will be developed. This plan was developed by taking into account all businesses, the City, and the residents.
    - A) The comprehensive plan for Courtland is comprehensive in terms of public input; however, there is concern that there were no trucking firms involved in the discussions.
    - B) Business leaders and city residents need to have all the information to make a good decision. The public wasn't informed of the costs.
    - C) The Task Force needs to look at the City as a whole.
    - D) The next Courtland City Council meeting is March 1 and the concepts will be discussed. ACTION: Mayor Poehler will provide information that comes from the March 1 Courtland City Council meeting.
    - E) Mayor Poehler will contact businesses to get input as well.
  1. The Fire Department supports an interchange on CSAH 24.
  2. The number of daily cars on CSAH 24 were reviewed. The 2,000 number is north of the bridge at Railroad Ave.
  3. The cost estimates do not include ROW costs and are conceptual at this time. The 24 interchange is estimated to be approximately \$1M higher, on average.
    - A) Will a difference of 3 points make or break the COC decision? The difference in the three points is due to the time to anchor points. These points are based off the Task Force's guiding principles and scoring criteria. This is slightly different than COC scoring.
      - Seth Greenwood, Steve Koehler, and Joe Duncan were notified on Monday about the cost participation with hypothetical numbers, and the rest of the Task Force was told during the Task Force meeting on Wednesday. If there is not cost participation on an interchange, then the Task Force needs to choose something that is funded by MnDOT at 100% or find a new funding source. Without support from the County, an interchange won't happen. Most members don't want an RCUT (100% cost by MnDOT). Peter Harff noted that if the Task Force was focused on getting the highest safety for the lowest cost, an RCUT would be the recommendation. However, the Task Force needs to make the best decisions for everyone.
      - The reality is politics does play a part in the recommendation. There needs to be political support for the recommendation.
  4. Discussion was opened to hear thoughts from each Task Force member on the concepts in Courtland:
    - A) Mayor Poehler stated that the City of Courtland will work with the County to do what's best for the community. He will have this on the agenda for the 3/1 City Council meeting and will report back.
    - B) Bill Swan noted that an interchange at CSAH 24 gives everyone a fair distance to access points. The goal is for a 4-lane on TH 14 all the way to New Ulm. County support of the interchange at CSAH 24 makes it a feasible option.
    - C) Joe Duncan thinks that the Task Force should go with the Courtland comprehensive plan. It does show future plans for CSAH 24 up to a future TH 14. There are only two locations that allow full interchanges. City of Courtland doesn't have the money to fund an interchange on CSAH 12, so that leaves the CSAH 24 location.

## TASK FORCE MEETING NOTES, continued – Meeting 7: February 26, 2018

- D) Mark Schaefer supported a CSAH 12 interchange due to lower construction cost and less total negatives compared to the CSAH 24 interchange. He requested that if the interchange is going to be at CSAH 24, MnDOT would provide a right-of-way coming from New Ulm. MnDOT responded that there are several known safety issues and MnDOT cannot commit to this at this time. Additional investigation will need to occur.
- E) Mayor Buessman noted that New Ulm feels this is a Courtland discussion and Courtland area residents and constituents had a better feel for the issues involved.
- F) John Giefer noted that an intersection at CSAH 24 has had more support than an intersection at CSAH 12.
- G) Tim Plath spoke as a homeowner in favor of CSAH 12.
- H) Peter Harff stated he wants the task force to make a decision that follows the goals and process established for this group.
- I) Seth Greenwood emphasized that the County has thoroughly analyzed and discussed the various options for the bypass. They looked at the traveling public needs, Courtland needs, Township connectivity, emergency response, and future road maintenance among other factors. The County feels very strongly that the interchange at CSAH 24 meets current and future needs. This is why the County is willing to put money on the interchange at CSAH 24. It provides the most benefit for everyone.
- 5. If City of Courtland strongly supports an interchange at CSAH 12, will the County support and fund that alternative?
  - A) The County responded that it would not, it has put a lot of thought into their decision and will not be changing funding. The County has to represent a larger group of people.
- 6. COC is just for funding. This doesn't lock us into a scope. There will be time, after the COC decision to continue discussions. Regardless of COC funding or which option is ultimately chosen, a public hearing and public input is part of the process before anything will be built.
- 7. Zak will continue working on COC scoping.
- 8. ACTION: Zak will send an example resolution to the Mayors/County for them to provide resolutions.

**4. Action Items**

ACTION	RESPONSIBILITY	STATUS
Provide update after March 1 Courtland City Council meeting	Mayor Poehler	In Process
Provide resolution examples to Mayors	Zak	Complete – 2/27/18
Task Force Final Recommendation for COC	Task Force	2/27/18
Impacts to Janesville from bypass	Nani/Jeanna	In Process
Send calendar invite for next Task Force meeting week of April 23	Nani	In Process
Resolutions - City of Courtland, City of New Ulm, and Nicollet County	Zak	~April 5, 2018
Letters of support - Mankato Planning Organization and the New Ulm Chamber of Commerce	Zak	~April 5, 2018
Letters of support - Mankato Planning Organization and the New Ulm Chamber of Commerce	Zak	~April 5, 2018



TASK FORCE MEETING NOTES, continued – Meeting 7: February 26, 2018

COURTLAND BYPASS A





TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

COURTLAND BYPASS B





TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

COURTLAND BYPASS C





TASK FORCE MEETING NOTES, continued – Meeting 7: February 26, 2018

COURTLAND BYPASS CONCEPT E





TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

COURTLAND BYPASS CONCEPT F



TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and CSAH 37**

Measures	Base Condition		Traditional At Grade		RCUT		High T		Interchange		Roundabout		Key
Safety	-		25%		70%		65%		82%		71%		Potential Reduction
Mobility	Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>
	Intersection Delay	2/4	3/16	4/12	8/125	3/4	3/7	2/3	2/4	5/6	6/7	6/7	8/9
	LOS	A/A	A/C	A/B	A/F	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
	Travel Time	-	-	15%	-	15%	-	15%	-	15%	-	12%	-
Cost	Construction	-	-	\$5,100,000 - \$6,800,000	-	\$5,100,000 - \$6,800,000	-	\$16,100,000 - \$21,500,000	-	\$9,700,000 - \$12,900,000	-	\$4,900,000 - \$6,500,000	-
	ROW	-	-	\$200,000 - \$300,000	-	\$100,000 - \$200,000	-	\$200,000 - \$200,000	-	\$300,000 - \$400,000	-	\$100,000 - \$200,000	-
	Benefit	-	-	\$1,100,000	-	\$1,800,000	-	\$14,800,000	-	\$8,000,000	-	\$2,300,000	-
	Safety Benefit	-	-	\$1,000,000	-	\$2,000,000	-	\$1,900,000	-	\$2,500,000	-	\$2,300,000	-
Mobility Benefit	-	-	-	-\$1,400,000	-	\$12,800,000	-	\$13,500,000	-	\$12,100,000	-	\$9,000,000	-
B/C	-	-	-	-0.36	-	8.28	-	1.04	-	1.83	-	4.97	-

Build - 2018  
Design - 2040

TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 571st Ave**

Measures		Base Condition		Traditional At Grade		Green T		RCUT		Key
Safety		-		25%		32%		70%		Potential Reduction
Mobility	Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	
	Delay	4/6	5/42	2/3	3/3	1/1	1/2	1/1	1/2	[Sec/Veh] - AM/PM
	LOS	A/A	A/E	A/A	A/A	A/A	A/A	A/A	A/A	AM/PM
	Travel Time	-		15%		15%		15%		Reduction in Travel Time
Cost	Construction	-		\$3,600,000 - \$4,800,000		\$3,800,000 - \$5,100,000		\$4,000,000 - \$5,400,000		2018 Dollars
	ROW	-		\$100,000 - \$200,000		\$100,000 - \$200,000		\$100,000 - \$200,000		2018 Dollars
	Benefit	-		\$1,300,000		\$2,200,000		\$2,100,000		2018 Dollars
Safety Benefit		-		\$10,000.00		\$10,000.00		\$20,000.00		2018 Dollars
Mobility Benefit		-		\$6,300,000.00		\$6,700,000.00		\$6,600,000.00		2018 Dollars
B/C		-		4.87		3.06		3.22		

Build - 2018  
Design - 2040



TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS DATA TABLES

## Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 561st Ave**

Measures		Base Condition		RCUT		Key
Safety		-		70%		Potential Reduction
Mobility	Year	<i>Build</i>	<i>Design</i>	<i>Build</i>	<i>Design</i>	
	Delay	4/5	5/9	5/5	5/5	[Sec/Veh] - AM/PM
	LOS	A/A	A/A	A/A	A/A	AM/PM
	Travel Time	-		15%		Reduction in Travel Time
Cost	Construction	-		\$2,700,000 - \$3,600,000		2018 Dollars
	ROW	-		\$100,000 - \$100,000		2018 Dollars
	Benefit	-		\$1,600,000		2018 Dollars
Safety Benefit		-		\$200,000.00		2018 Dollars
Mobility Benefit		-		\$2,600,000.00		2018 Dollars
B/C		-		1.72		

Build - 2018

Design - 2040

TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS DATA TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 - Courtland bypass**

Measures	Base Condition			Concept A			Concept B			Concept C			Concept E			Concept F			Key	
	Existing Conditions			RCUT at CSAH 24			Two RCUTs (CSAH 12 and East End of Courtland)			Interchange at CSAH 24			Interchange at CSAH 12 and RCUT at East End of Courtland			Quadrant Interchange at CSAH 12 and RCUT at East End of Courtland				
Safety	-			70%			62%			82%			76%			63%			Potential Reduction	
Mobility	Year	Build	Design	Build	Design		Build	Design		Build	Design		Build	Design		Build	Design			
	Delay	3/4	4/5	8/4	8/4		8/4	8/4		5/4	5/5		3/2	4/3		3/2	3/2	[Sec/Veh] - AM/PM		
	LOS	A/A	A/A	A/A	A/A		A/A	A/A		A/A	A/A		A/A	A/A		A/A	A/A	AM/PM		
	Travel Time	4.1			25%			25%			25%			25%			25%			Reduction in Travel Time
	Anchor	West	Central	East	West	Central	East	West	Central	East	West	Central	East	West	Central	East	West	Central	East	
	To New Ulm	0.7	2.0	2.9	+2.7	+0.3	+0.3	+1.0	+0.3	+0.3	+2.7	+0.3	+0.3	+1.0	+0.3	+0.3	+1.0	+0.3	+0.3	Change in Minutes
	To Mankato	4.3	3.1	2.2	+0.2	+0.2	+1.9	-0.6	0.0	0.0	+0.2	+0.2	+1.9	-0.6	0.0	0.0	-0.6	0.0	0.0	Change in Minutes
Cost	Construction	-	-	\$8,000,000	-	\$10,600,000	\$6,400,000	-	\$8,500,000	\$11,600,000	-	\$15,400,000	\$10,800,000	-	\$14,400,000	\$9,600,000	-	\$12,700,000	2018 Dollars	
	ROW	-	-	\$700,000	-	\$1,000,000	\$400,000	-	\$600,000	\$900,000	-	\$1,100,000	\$700,000	-	\$900,000	\$500,000	-	\$700,000	2018 Dollars	
	Benefit	-	-	-	\$1,500,000	-	-	\$2,800,000	-	-	\$7,000,000	-	-	\$9,400,000	-	-	\$7,100,000	-	-	2018 Dollars
Safety Benefit	-	-	-	-	\$1,400,000	-	-	\$1,300,000	-	-	\$1,900,000	-	-	\$1,900,000	-	-	\$1,700,000	-	-	2018 Dollars
Mobility Benefit	-	-	-	-	\$38,800,000	-	-	\$39,000,000	-	-	\$39,000,000	-	-	\$40,500,000	-	-	\$40,700,000	-	-	2018 Dollars
B/C	-	-	-	-	4.16	-	-	5.33	-	-	2.96	-	-	3.33	-	-	3.78	-	-	

Build - 2018

Design - 2040

Existing Time in Minutes

TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and CSAH 37**

Measures	Traditional At Grade	RCUT	High T	Interchange	Roundabout	Key
<b>Safety</b>	+	+++	+++	++++	+++	
<b>Mobility</b> Delay	---	0	0	0	0	
Travel Time	++	++	++	++	+	
<b>Cost</b>	\$5,300,000 - \$7,100,000	\$5,200,000 - \$7,000,000	\$16,300,000 - \$21,700,000	\$10,000,000 - \$13,300,000	\$5,000,000 - \$6,700,000	2018 Dollars
<b>B/C</b>	-	++++	+	+	++++	
<b>Total</b>	3+/4-	9+	6+	7+	8+	

TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 571st Ave**

Measures	Traditional At Grade	Green T	RCUT	Key
Safety	+	++	+++	
Mobility	Delay	++	++	
	Travel Time	++	++	
Cost	\$3,700,000 - \$5,000,000	\$3,900,000 - \$5,300,000	\$4,100,000 - \$5,600,000	2018 Dollars
B/C	++++	+++	+++	
Total	8+	9+	10+	

## TASK FORCE MEETING NOTES, continued – Meeting 7: February 26, 2018

## INTERSECTIONS EVALUATION TABLES

## Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 and 561st Ave**

Measures		RCUT	Key
Safety		+++	
Mobility	Delay	O	
	Travel Time	++	
Cost	Construction	\$2,800,000 - \$3,700,000	2018 Dollars
B/C		++	
Total		7+	

TASK FORCE MEETING NOTES, continued – **Meeting 7: February 26, 2018**

## INTERSECTIONS EVALUATION TABLES

Cost and Benefit Summary Table (in 2018 dollars)

**TH 14 - Courtland bypass**

Measures	Concept A			Concept B			Concept C			Concept E			Concept F			Key	
	RCUT at CSAH 24			Two RCUTs (CSAH 12 and East End of Courtland)			Interchange at CSAH 24			Interchange at CSAH 12 and RCUT at East End of Courtland			Quadrant Interchange at CSAH 12 and RCUT at East End of Courtland				
Safety	+++			+++			++++			+++			+++				
Mobility	Delay	O			O			O			O			O			
	Travel Time	+++			+++			+++			+++			+++			
	Anchor	West	Central	East	West	Central	East	West	Central	East	West	Central	East	West	Central	East	
	To New Ulm	--	O	O	-	O	O	--	O	O	-	O	O	-	O	O	
	To Mankato	O	O	--	+	O	O	O	O	--	+	O	O	+	O	O	
Cost	\$8,700,000 - \$11,600,000			\$6,800,000 - \$9,100,000			\$12,500,000 - \$16,500,000			\$11,500,000 - \$15,300,000			\$10,100,000 - \$13,400,000			2018 Dollars	
B/C	++++			++++			+++			+++			+++				
Total	10+/4-			11+/1-			10+/4-			10+/1-			10+/1-				



## Meeting 8: May 14, 2018

### Meeting 8 Attendees

TASK FORCE MEMBERS	OTHERS
Robert Buessman (Mayor, City of New Ulm)	Zak Tess (MnDOT)
Darv Turbes (Courtland Area Chamber of Commerce)	Nani Jacobson (HNTB)
Andrew Gieseke (New Ulm Quartzite Quarry OMG Midwest)	Jeanna Woodward (HNTB)
Audra Shaneman (New Ulm Chamber of Commerce)	Bob Rogers (SEH)
Seth Greenwood (Nicollet County)	<i>Unable to attend:</i>
Steve Koehler (City of New Ulm)	Al Poehler (Mayor, City of Courtland)
Bill Swan (New Ulm Chamber of Commerce)	John Giefer (New Ulm Chamber of Commerce)
Peter Harff (MnDOT)	Brad Estochen (MnDOT)
Marie Dranttel (Commissioner, Nicollet County)	
Mark Schaefer (Courtland Area Chamber of Commerce)	
Tim Plath (Minnesota Valley Lutheran High School)	
Joe Duncan (City of Courtland)	

### TOPICS

#### 1. Welcome and Introductions

- Nani Jacobson welcomed everyone. Although the project did not receive funding through COC, MnDOT will continue to move it forward. Today's meeting will focus on next steps.

#### 2. COC Results

- Zak Tess reviewed the COC results (also posted on COC website). There were 172 projects submitted worth \$5 billion. The COC program had \$400 million to distribute.
- This project received all the points for community support. There were 7 categories that were equally scored. Costlier projects tended to score better than lower costing projects.
- In projects that we were competitive with, we scored the lowest in ROI because other projects had higher crash rates. Because they had higher crash rates, the improved safety caused them to score higher. Also, other stretches of highways have higher traffic volumes, which in turn means higher crash rates.
- The way the scoring was set up, changing things on our project probably wouldn't have helped with scoring. MnDOT wants to work with the State Legislature to change the scoring criteria for the next round of funding. The DOT followed the process and the rules that were laid out, but the process still favored projects with heavy traffic and not projects that tried to keep costs down. Scoring criteria may change for the next round. Some themes will persist, e.g., safety.

#### 3. U.S. DOT BUILD Transportation Program

- This replaces the Tiger Grant program. Every state can receive up to \$150 million. Each project can receive up to \$25 million. MnDOT is looking at which projects to submit to the program. Applications are due in July. District 7 is planning to submit this project for consideration to MnDOT Central Office for its screening process. A decision on which projects to submit will be made in the next couple of weeks. One big factor on this new program will be how non-federal money will be used on the project.

## TASK FORCE MEETING NOTES, continued – Meeting 8: May 14, 2018

- b) MnDOT might only submit 3 projects to allow for locally submitted projects.
- c) Projects need to be shovel-ready by September 2020. MnDOT will develop the preliminary design on a fast-track schedule in case we get the funding through this program. MnDOT will need to start talking to land owners soon.
- d) The program will be putting an emphasis on rural development with 30% of the funds going to rural projects. The rest of the money will need to come from several other places. MnDOT is looking to receive small amounts of funding from several different places to fund this project. New Ulm may be able to put a small amount of money to the project. Funding from the County is still available.
- e) The schedule on this project has really helped us get ahead of other projects because we are further in the process than others. Applications are due in July. USDOT has not released a schedule for award yet.
- f) Locals can also submit projects to this program.

**4. Discuss Current Recommendation**

- a) Guiding Principles
  - 1. Nani Jacobson briefly talked about the Guiding Principles that the Task Force initially created. The group agreed these Principles should still be used as we move forward on the project.
- b) Janesville/Mountain Lake Feedback on Bypass
  - 1. Jeanna Woodward gave a brief overview of the interviews with representatives from both Janesville and Mountain Lake. Both communities view the bypass near their city as a good thing. Both noted that businesses were able to expand and new businesses opened. Both also noted that the bypass has made the actual city safer and quieter in terms of traffic volume. The Mayor of Mountain Lake suggested that the bypass remain close to the city (approximately ½ mile).

- c) MnDOT's Cost Participation Policy
  - 1. Zak Tess spoke about MnDOT's Cost Participation Policy. MnDOT cannot 100% cost support an interchange when they believe an RCUT will suffice. MnDOT also expects that future programs will require some kind of local cost participation.
  - 2. MnDOT needs to know where to focus to buy Right-of-Way. This needs to be initiated soon.
  - 3. The Task Force needs to decide which segments to submit to MnDOT Central Office. Do we want to do the whole corridor or just certain segments?
  - 4. Group agreed to drop 4-lane west of Highway 37 and retain the remainder of the project as-is.
  - 5. Scope and funding needs to be very well defined before we submit an application to the BUILD program.

**5. Next Steps and Action Items**

- a) Nani Jacobson spoke about the future role of the Task Force.
  - 1. We will wait until MnDOT Central Office makes their decision on which projects to submit to the BUILD program.
  - 2. MnDOT will likely use the Task Force in the future as a sounding board before taking things to the public.
  - 3. The recommendation will be updated and distributed for Task Force signature. This will also be used to finalize the environmental process.
    - A) After the recommendations are considered final, MnDOT requested that the City of New Ulm, the City of Courtland, and Nicollet County pass resolutions in support of the recommendations.
- b) For this project, the scope needs to be finalized, the preliminary design needs to be completed, and the Right of Way needs should be determined. This would normally take about 9 months, but MnDOT is compressing the schedule to about 4 months.
- c) MnDOT will need to complete the municipal consent process – this is only required for Courtland, but we will work with New Ulm and others as well.
- d) The project will be shelved until funding is obtained.

TASK FORCE MEETING NOTES, continued – **Meeting 8: May 14, 2018****MnDOT corridors of commerce opinion piece – May 3, 2018**

**By Charlie Zelle**  
**Commissioner, MnDOT**

In 2013, the Minnesota Legislature established the Corridors of Commerce program, which provides funding for needed transportation infrastructure improvements that remove traffic bottlenecks, improve the movement of freight, and reduce barriers to commerce.

Over the last five years, the Minnesota Department of Transportation (MnDOT) has worked to ensure this program meets the most urgent needs of our communities, and evenly distributes funding awards between the Twin Cities Metropolitan Area and Greater Minnesota. In fact, of the \$748 million in Corridors of Commerce funds awarded since 2013, about \$396 million has been invested in Greater Minnesota, and about \$352 million has been invested in the Metro Area.

All of these projects have been essential to the safety of our roadways, the free flow of commerce, and the growth of our state and regional economies. And every round of award announcements have left hundreds of worthy, urgently-needed projects unfunded, due to the state's ongoing and significant lack of transportation funding.

On Tuesday of this week, MnDOT announced the next round of Corridors of Commerce awards – providing just over \$400 million for four urgently-needed transportation improvement projects: two in the Metro region, and two in Greater Minnesota. These four projects will ease congestion and improve the movement of freight on some of the busiest roadways in the state.

Tuesday's announcement, however, understandably created a mixed bag of responses from across the state.

The key source of disappointment for many (myself included) is that the two Greater Minnesota projects chosen for funding this year – according to explicit criteria established in law by the Minnesota Legislature – are located very close to the northwest corner of the Twin Cities. To many, that gives the appearance that all of this year's selected projects are in the Metro Area.

We understand that disappointment. And we strongly share the frustration that additional resources are not available to fund all of the many urgently-needed transportation improvement projects in every region of the state.

The Corridors of Commerce selection process in this round demonstrated the enormous need for transportation infrastructure investments in communities across Minnesota. In fact, Minnesota communities submitted 172 unique projects for consideration this year, with funding requests totaling more than

TASK FORCE MEETING NOTES, continued – **Meeting 8: May 14, 2018****MnDOT corridors of commerce opinion piece – May 3, 2018**

\$5.6 billion. The multibillion-dollar gap between what the public wants, and what the state can fund, clearly demonstrates there is a large need for transportation system improvements across Minnesota.

So, why were these four projects chosen?

Last year, MnDOT took additional steps to ensure there was geographic parity in the funding awarded for Corridors of Commerce projects in different areas of the state. We were later criticized by the Office of the Legislative Auditor (OLA) and the Minnesota Legislature for doing so.

In fact, the OLA issued a report charging MnDOT to be more transparent in Corridors of Commerce project scoring and selection. Based on those recommendations, the Minnesota Legislature established new Corridors of Commerce selection criteria in state law. Those new laws specifically prohibited the Department from considering any criteria, other than those established by the Legislature.

After those new laws were enacted, MnDOT held a series of public meetings to vet and improve our project selection process as a precursor to this year's project selections. We then strictly adhered to the scoring criteria that was established by the Legislature in an open, fair, objective and consistent manner to rank the proposed projects.

To achieve regional balance in our award selections, the eight-county MnDOT Metro District was defined as the "Metro region" and the seven outstate MnDOT districts (encompassing 79 counties) were defined as the "Greater Minnesota region." This is the same Metro/Greater Minnesota definition that MnDOT has used for all past Corridors of Commerce programs.

In a proactive public outreach effort, MnDOT sought feedback around the state on these regional descriptions. Overwhelmingly, we heard that either the seven-county Metro Area or MnDOT's eight-county Metro district should be considered the "Metro region." State legislators involved with vetting these criteria were well aware of the regional definitions, and offered no objections.

There was no further guidance from the Legislature on regional distribution of Corridors of Commerce funding, beyond the 50-50 Metro/Greater Minnesota split. No specific regions were identified, and no particular projects were called out in the legislation. The Legislature established only that MnDOT should ensure the funding was split evenly between the Metro and Greater Minnesota, and that we use approved, fair and objective criteria to rank projects. We followed the direction they set in law, without deviation.



TASK FORCE MEETING NOTES, continued – **Meeting 8: May 14, 2018****MnDOT corridors of commerce opinion piece – May 3, 2018**

According to the criteria established in law, MnDOT's evaluation of all 172 proposals this year yielded a rank-ordered list of projects, which is available to the public on the MnDOT Corridors of Commerce website. Projects were then divided by regions, as well as ranked together. According to state law, the top two Twin Cities Metro projects with the highest scores were awarded funding, and the top two Greater Minnesota projects with the highest scores were awarded funding.

This process, and the limited funds available, left 168 projects unfunded, and 168 communities understandably frustrated.

In response to the criticisms MnDOT has heard this week, we remain committed to working with the Legislature, and with communities across Minnesota, to further-improve MnDOT's selection process for Corridors of Commerce projects. We also call on the Legislature again to provide a responsible, sustainable, and reliable source of funding that is adequate to meet the needs of all our communities – in Greater Minnesota, and the Metro Area alike. These funds are essential for the safety of our roadways, the betterment of our communities, and the continued growth of our state and regional economies.

In addition to Corridors of Commerce, MnDOT recently announced \$1.1 billion in road and bridge construction projects that will be worked on in 2018. Those 253 projects, many of which are already underway, will help keep the state's roads and bridges in good working condition, improve safety for motorists and support thousands of construction jobs across the state. Of those 253 projects, 183 are located in Greater Minnesota, and 70 projects are located in the Metro Area – addressing the most urgent transportation improvements needed in communities across Minnesota.

Despite these investments, the enormity of needs across Minnesota cannot be overstated. The reality is the long-term transportation funding picture remains bleak compared to the system's needs. In 2017, Governor Dayton and the Legislature provided an additional \$640 million in trunk highway bonds over the next four years as well as \$164 million in cash. Still, the State of Minnesota will be \$400 million behind every year, for the next four years, in the funding we need just to maintain our existing transportation infrastructure. By 2022, that annual funding gap will grow to \$600 million – leaving our state even further behind in essential transportation improvements.

Governor Mark Dayton has sought for years to responsibly, and fully address those unmet needs. His proposal would have provided more funding to all road authorities to ensure that the state's entire transportation system would remain safe, competitive, and support a vibrant and growing economy. That is the comprehensive funding solution we need to ensure that Greater Minnesota

TASK FORCE MEETING NOTES, continued – **Meeting 8: May 14, 2018**

**MnDOT corridors of commerce opinion piece – May 3, 2018**

and Metro Area communities get the transportation infrastructure they need, and rightly deserve. While other solutions have been and are being proposed, they fall short by not addressing with new revenue the long-term gap that we face over the next 20 years.

Corridors of Commerce has been and is a good program that provides for projects that might not otherwise get built. But, it is a stop-gap measure that can address only a small percentage of Minnesotans' needs. The state Legislature will likely continue to modify and adjust the program to ensure certain regions and projects eventually get addressed.

However, modifications to this single, limited program will not address all our needs. We look forward to working with the Governor and Legislature to find a sustainable funding solution that will responsibly meet Minnesota's growing, unmet transportation needs – in every region of the state.

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## APPENDIX B: INTERVIEW QUESTIONS and RESPONSES

## Bypass Impacts to Communities

### **Mountain Lake**

Mayor Mike Nelson was interviewed on April 12 to answer questions about how the Highway 60 bypass near Mountain Lake impacted the community. In general, the bypass was good for the community. It helped to keep the heavy traffic out of the center of town making the town both safer and quieter. It also spurred economic growth along the bypass and continues to do so. There was only a slight negative effect on businesses, with only one that closed. The Mayor stressed that it is important to keep the bypass as close to the town as possible and to also carefully consider the types of intersections that will be used.

The Mayor's answers to the interview questions can be seen in Exhibit 1.

### **Janesville**

Laura Seys, Chamber President, spoke with several other members of the Chamber of Commerce to complete the interview questions. In general, the bypass has been good for the community. Several new businesses have opened and others have expanded. The town seems to be safer and quieter. There has also been growth along the bypass, including a new gas station that will be coming soon. No businesses closed due to the bypass.

Laura's answers to the interview questions can be seen in Exhibit 2.



**Exhibit 1 – Mountain Lake**

Interview questions on the impacts on your community since completion of the bypass.

**Name, Position:** Mike Nelson, Mayor of Mountain Lake

**Name of City which you represent:** Mountain Lake

**Contact information (email, phone number):** [mnelson@mountainlakemn.com](mailto:mnelson@mountainlakemn.com); 507-381-7986

**Date of interview:** 04/12/2018

**Question 1:** Since the completion of the bypass, has your community grown?

- a. Population growth:*
- b. Business/economic development:*

Initially, the business owners were worried about the bypass. One business on the old highway (Dairy Queen) did close. This was due to many reasons but may have had some influence from the bypass. Looking back, the City has gained more than it lost with the addition of the bypass. The old Dairy Queen building turned into a new restaurant. The bypass has attracted more businesses, especially industrial businesses. The City purchased 25 acres of land on the highway to develop a commercial park. The local Casey's gas station will start construction on a new, larger facility with a diesel stop on the bypass.

The bypass is approximately  $\frac{1}{2}$  of a mile to the south of town. The City has expanded the city limits to the bypass. The bypass is still close enough to the City for people travelling on the bypass to come into town.

**Question 2:** What have been the economic consequences of a bypass around the community?

- a. Did any businesses close that could be attributed to the addition of the bypass?*
- b. Have any businesses opened or expanded that took advantage of the new Highway location?*

Dairy Queen was the only business that closed. All other businesses have been fine. The old highway is still a busy road, just not as busy as it used to be. It is more peaceful in town without all the additional traffic.

Casey's is expanding. Mountain Power relocated and doubled the size of their facilities. Pop'd Kerns moved to bypass. Milk Specialties took over an existing plant and also have a warehouse on the Highway. Other businesses are looking at building/expanding in the commercial park (e.g., Subway is interested in putting a store there). Some other local businesses want to expand to the area.

**Question 3:** Since the completion of the bypass, has safety improved along the highway and within your community?

- a. Has safety improved on the old highway through town?*
- b. Has safety improved on the new highway around town?*

Safety has definitely improved. With the 4-lane expansion, the highway traffic has only grown over the years. However, with the bypass, there have been very few issues with traffic and accidents in town.

All the intersections on the bypass are standard at-grade intersections. There have been some issues at the County Road 1 intersection (the busiest intersection in the County). MnDOT has had some

discussions about J-Turns; however, the City is concerned with J-Turns and agriculture equipment. For safety reasons, the City would prefer an overpass intersection similar to the intersections at Saint James.

**Question 4: How has this affected the livability of your community?**

- a. Are there improved or new amenities (e.g., parks, sidewalks)?*
- b. Have noise levels been impacted?*
- c. Is it easy to cross the street?*

As far as new/improved amenities, nothing can be attributed to the bypass specifically. The bypass has lowered the through traffic in town and has made the City more serene. The City has also been growing, which has impacted the amenities more than anything.

The noise levels are down due to less traffic, and the streets are easier to cross and safer as well.

**Question 5: Were there other larger outside influences that have caused changes in recent years to your community's vitality (good or bad)?**

No. If Highway 60 had remained a 2-lane, there would be less people driving by the City. There are little towns all around on less traveled roads, and those communities are dwindling. However, Mountain Lake is on the upswing (e.g., school enrollment, job market, housing market are all doing well). The community growth has been attributed to being on a major artery highway.

**Question 6: Do you have any other comments, suggestions, or advice for the Task Force?**

One piece of advice is to keep the bypass as close to town as possible. Half of a mile seems to be about the right distance. Anything further than one mile seems too far.

Before the construction of the bypass, several people in the community feared that the bypass would cause the town to "dry up". No one could foresee the growth.

**Question 7: Is there anything else you'd like to add?**

No.

## Exhibit 2 - Janesville

Interview questions on the impacts on your community since completion of the bypass.

Name, Position: Laura Seys, Chamber President

Name of City which you represent: Janesville, Mn

Contact information (email, phone number): [seys.laura@mayo.edu](mailto:seys.laura@mayo.edu), 507-380-2526

Date of interview: 4/14/18

Question 1: Since the completion of the bypass, has your community grown?

Population growth: October 1, 2006 is when our bypass opened and the population that year was 2,197 and our population now is 2,294, according to the state demographers office.

Business/economic development:

- Ginger P. Designs
- Fit Time
- Unique Thirty 7
- Ewert's Signs & Apparel
- Simply Saved Thrift Store
- Summer's Ridge Vet Clinic (expanded)
- U.C. Lab (expanded)
- PH&B (expanded)
- A gas station is said to be coming near the bypass exit.
- Various other businesses changed ownership like the bars, hardware store, and Dairy Queen.

Question 2: What have been the economic consequences of a bypass around the community?

*a. Did any businesses close that could be attributed to the addition of the bypass?*

Not that any of us are aware of.

*b. Have any businesses opened or expanded that took advantage of the new Highway location?*

Ginger P. Designs

The gas station that will be coming soon.

Question 3: Since the completion of the bypass, has safety improved along the highway and within your community?

*a. Has safety improved on the old highway through town?*

We never really had many issues, but I can imagine it must be safer. I remember when I was younger hearing about a girl a few years younger than me getting hit by a semi. She survived, but that is less likely to happen now days.

*b. Has safety improved on the new highway around town?*

Yes, we've had deaths on the curves outside of town; therefore, the 4 lanes have definitely improved safety there. I know first-hand as I lost a classmate, the Fall after I graduated, to a car accident on old highway 14 on the curves outside of town. Our city administrator helped me with some of these answers and he's also on the fire department. He said that frequent locations that the fire department went to are way less now.

**Question 4: How has this affected the livability of your community?**

*a. Are there improved or new amenities (e.g., parks, sidewalks)*

- School's Sports Complex
- Safe Routes to Schools grant will provide for new sidewalks (in four years)
- New equipment in some of our parks.
- New welcome to Janesville sign.
- Two new volleyball courts.
- The library received a major grant for a new roof and windows.

*b. Have noise levels been impacted?*

Yes, there is much less noise due to the bypass, according to our city hall employees. However, at night when you're outside you can still hear the hum of traffic on the new freeway, but it's distant.

*c. Is it easy to cross the street?*

Yes and the stoplights were removed and turned into a four way stop which keeps traffic in town flowing.

**Question 5: Were there other larger outside influences that have caused changes in recent years to your community's vitality (good or bad)?**

- School's healthy fund balance. (good)
- A December 2017 Fire destroyed one business and another has not reopened since. (bad)
- Grants for businesses/city to build/expand/fix. (good)
- Golf course's fund loss over \$2 million hasn't allowed for money to be spent elsewhere over the years. (bad) \*The city transferred funds from the utility fund to balance the books on the golf course last year, and raised the tax levy to help try and breakeven, but that's \$30k+/year in taxes that could be going elsewhere into the community.



**Question 6: Do you have any other comments, suggestions, or advice for the Task Force?**

It'sso much faster to get to Mankato and Rochester now.

**Question 7: Is there anything else you'd like to add?**

I remember the movie Cars came out shortly before or shortly after our bypass was built and I felt like the same was going to happen to our town, but I really haven't noticed a difference. I also remember asking the Dairy Queen if they felt it would be bad for their business because they are located on old highway 14. They said that most of the people that go there are from town anyway; therefore, they didn't feel there would be much of an impact. Our Dairy Queen is still going strong and I frequently see long lines there.

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# APPENDIX C: PUBLIC MEETING MATERIALS

## IN THIS APPENDIX

**Open House 1 News Release .....C-2**

**Open House 1 Exhibits..... C-3 – C-13**

**Open House 1 Handout..... C-14**

**Open House 1 Sign-In Sheets ..... C-15 – C-22**

**Open House 1 Comment Forms ..... C-23 – C-55**

**Open House 1 Comment Capture ..... C-56 – C-57**

**Open House 2 Exhibits ..... C-58 – C-68**

**Open House 2 Sign-In Sheets..... C-69 – C-78**

**Open House 2 Comment Forms.....C-79 – C-105**

**Open House 2 Comment Capture..... C-106 – C-107**

## OPEN HOUSE 1 NEWS RELEASE



## News Release

January 17, 2018

**Contact:** Rebecca Arndt

**Office:** 507-327-9059

[rebecca.arndt@state.mn.us](mailto:rebecca.arndt@state.mn.us)

### Highway 14 New Ulm to Nicollet Task Force hosting first public meeting Feb. 1

**MANKATO, Minn.** – A recently formed Highway 14 New Ulm to Nicollet Task Force is holding an open house on Thursday, February 1 from 4:30-6:30 p.m. in the Courtland Community Center to inform the public on the task force’s challenge to make recommendations for the future of Highway 14.

The Highway 14 task force is charged with providing recommendations to MnDOT District 7 that make the best use of potential transportation funding. The expansion of Highway 14 from New Ulm to Nicollet is currently unfunded, however, MnDOT is advancing the design and environmental processes to be prepared for potential funding from programs such as the Minnesota legislature’s Corridors of Commerce.

Attendees will be apprised of the process moving forward, guidance on decision making and the potential funding from the Corridors of Commerce. The task force will be looking for input on needs, issues and opportunities along the corridor to consider.

“We expect this task force of area business leaders and city and county officials to determine priorities around where the four-lane ends, major intersection designs and access to Minnesota Valley Lutheran School and businesses,” said MnDOT Project Manager Zak Tess. “This process of public engagement has worked well for us in this area in the past and we look forward to reaching a consensus on corridor improvements.”

Background information on Highway 14 including the previous environmental study and route selection can be found at [www.mndot.gov/newulm/](http://www.mndot.gov/newulm/). If you have any feedback on the design of Hwy 14 between New Ulm and Nicollet, contact Zak Tess at [zachary.tess@state.mn.us](mailto:zachary.tess@state.mn.us), or via phone at 507-304-6199.

For more information on the Corridors of Commerce highway funding program, visit [www.mndot.gov/corridorsofcommerce/](http://www.mndot.gov/corridorsofcommerce/).

To request an ASL or foreign language interpreter or other reasonable accommodation, call 1-800-657-3774 (Greater Minnesota); 711 or 1-800-627-3529 (Minnesota Relay).

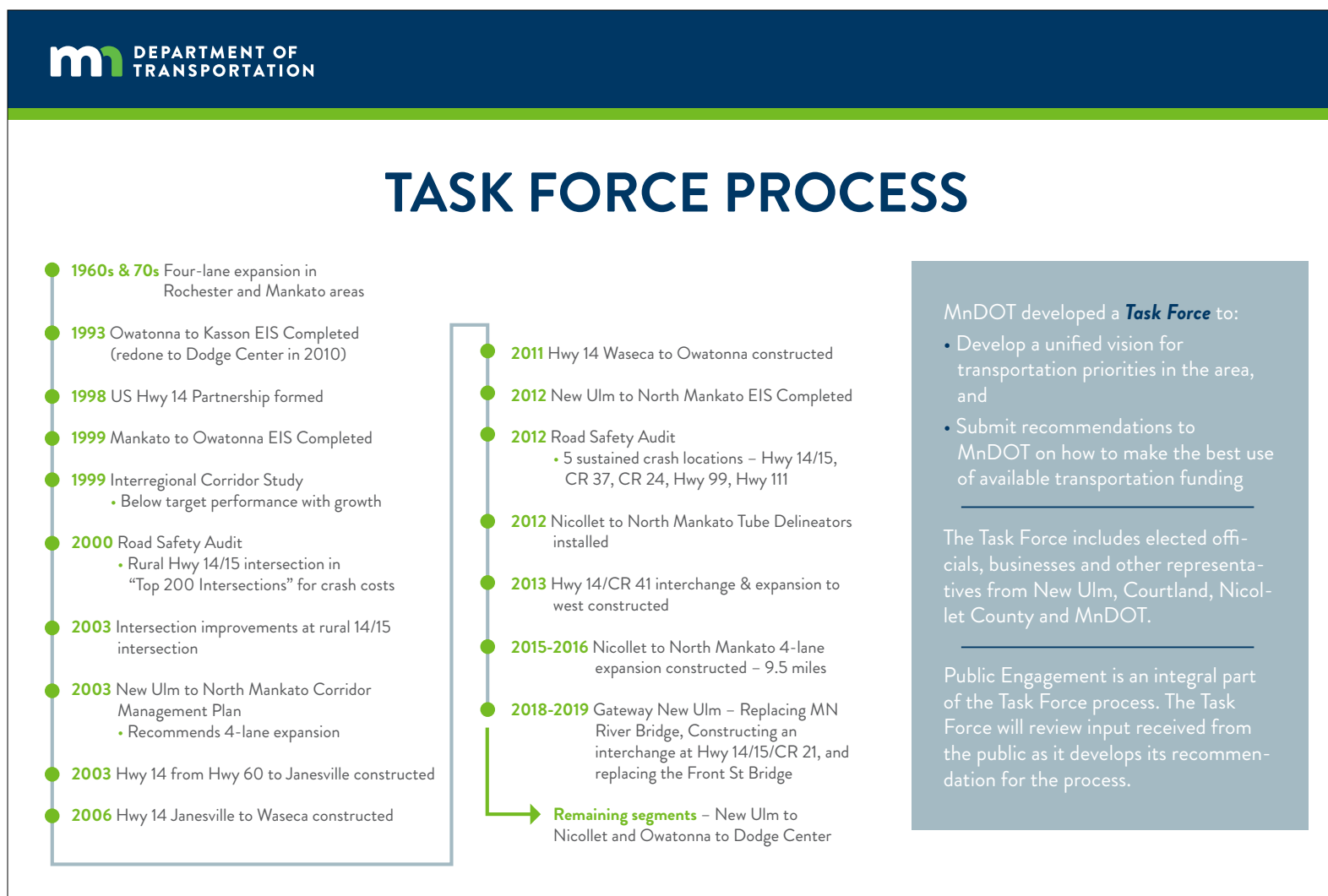
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[www.mndot.gov](http://www.mndot.gov)

OPEN HOUSE 1 EXHIBITS



## OPEN HOUSE 1 EXHIBITS





## OPEN HOUSE 1 EXHIBITS



## WHAT'S NEXT?

- 1** A *second open house* will be held:

**February 22, 2018**  
**4:30 - 6:30 p.m.**

The focus of this open house will be to review design concepts for the corridor and receive input on these comments for the Task Force to review as they develop a recommendation for the proposed project.

- 2** The Task Force will *submit their recommendations* for Highway 14 between New Ulm and Nicollet to MnDOT *by late February*.

- 3** The Task Force will *continue to meet*, pending the outcome of Corridors of Commerce funding, to chart a path for the next steps for the corridor.


## OPEN HOUSE 1 EXHIBITS

 **DEPARTMENT OF  
TRANSPORTATION**

## GUIDING PRINCIPLES

- 1**  
**ENHANCE GROWTH**  
Support transportation investments that lead to growth in population, travel and economic development. This includes making New Ulm and Courtland competitive in attracting new business and industry, and successful in retaining and unlocking the potential of existing businesses.
- 2**  
**IMPROVE SAFETY**  
Support transportation investments that will increase the safety of the traveling public, with special focus on high school students and the interaction of truck and vehicular traffic.
- 3**  
**INCREASE MOBILITY**  
Support transportation investments that improve traffic flow in to and out of New Ulm and Courtland. This includes focusing on the access and mobility of trucks and other commercial traffic.
- 4**  
**LEVERAGE INVESTMENTS**  
Recommend transportation improvements that compliment and capitalize on investments in industry and infrastructure in New Ulm and Courtland to maintain viability of local businesses.
- 5**  
**DEVELOP A COMPETITIVE EDGE**  
Recommend improvements that optimize every dollar so transportation funding can produce as many benefits as possible – giving the region a competitive edge in securing the funding needed for project completion.

OPEN HOUSE 1 EXHIBITS

 **DEPARTMENT OF  
TRANSPORTATION**

## MNDOT CONSIDERATIONS

### MnDOT Decision Making Principles

- Environmental regulations
- Funding availability
- Municipal Consent in the City of Courtland
- Cost effectiveness
- System Stewardship
- Safety
- Maintainability
- Functionality – Mobility/operations/level of service
- Public Engagement/Input
- Addressing users of the roadway

## OPEN HOUSE 1 EXHIBITS



## CORRIDORS OF COMMERCE

In 2013, the state legislature created Corridors of Commerce (COC) to fund highway construction work that improves vehicle capacity and freight movement on the roadway in an effort to reduce barriers to commerce.

MnDOT in south central MN is competing with other MnDOT districts in the state for a portion of **\$400 million** for the next round of COC projects

Submissions for COC funding will be scored and ranked out of 700 points (100 points per criterion) on the following criteria:

### Schedule

- **January 18 - February 5, 2018**  
Public Recommendation Period
  - Feb. 1: Hwy 14 **Open House #1**
- **February to March 2018**  
Project Evaluation
  - Feb. 22: Hwy 14 **Open House #2**  
Courtland Community Center  
4:30 - 6:30 p.m.
- **April 2018**  
COC funding awards announced

## OPEN HOUSE 1 EXHIBITS



# HWY 14 TASK FORCE EVALUATION

The Hwy 14 Task Force will score recommendations using their **Guiding Principles**. The following is a DRAFT evaluation criteria:

SAFETY			
<i>Relates to Growth</i>	<b>Crash Reduction</b>	<b>Score</b>	<b>Notes</b>
	<0	-	<0 would increase crashes
	10-30%	+	
	30-60%	++	
	>60%	+++	
	>80%	++++	
MOBILITY			
<i>Relates to Growth</i>	<b>Travel time savings in corridor</b>	<b>Score</b>	<i>Comparison against existing condition</i>
	> 30 seconds	+	
	> 1 minute	++	
	> 3 minutes	+++	
	<b>Intersection delay</b>		<i>Comparison against existing condition</i>
	saving > 1 minute	+++	
	saving > 40 seconds	++	
	saving > 20 seconds	+	
	adding > 20 seconds	-	
	adding > 40 seconds	--	
	adding > 1 minute	---	
<i>Relates to Growth &amp; Leverage Investments</i>	<b>Access to anchors</b>		
	> 30 seconds	-	Anchor points will be around Courtland comparing existing time to proposed time for accessing Hwy 14
	> 1 minute	--	
	> 3 minutes	---	
COMPETITIVE			
	<b>Benefit/Cost</b>	<b>Score</b>	
	> 0.5	+	Benefits are crash reduction, time savings, emissions reduction.
	> 1	++	Costs are construction, R/W
	> 2	+++	



## OPEN HOUSE 1 EXHIBITS

 **DEPARTMENT OF  
TRANSPORTATION**

## YOUR INPUT IS CRITICAL!

### Looking for Your Input

#### Areas for Recommendations

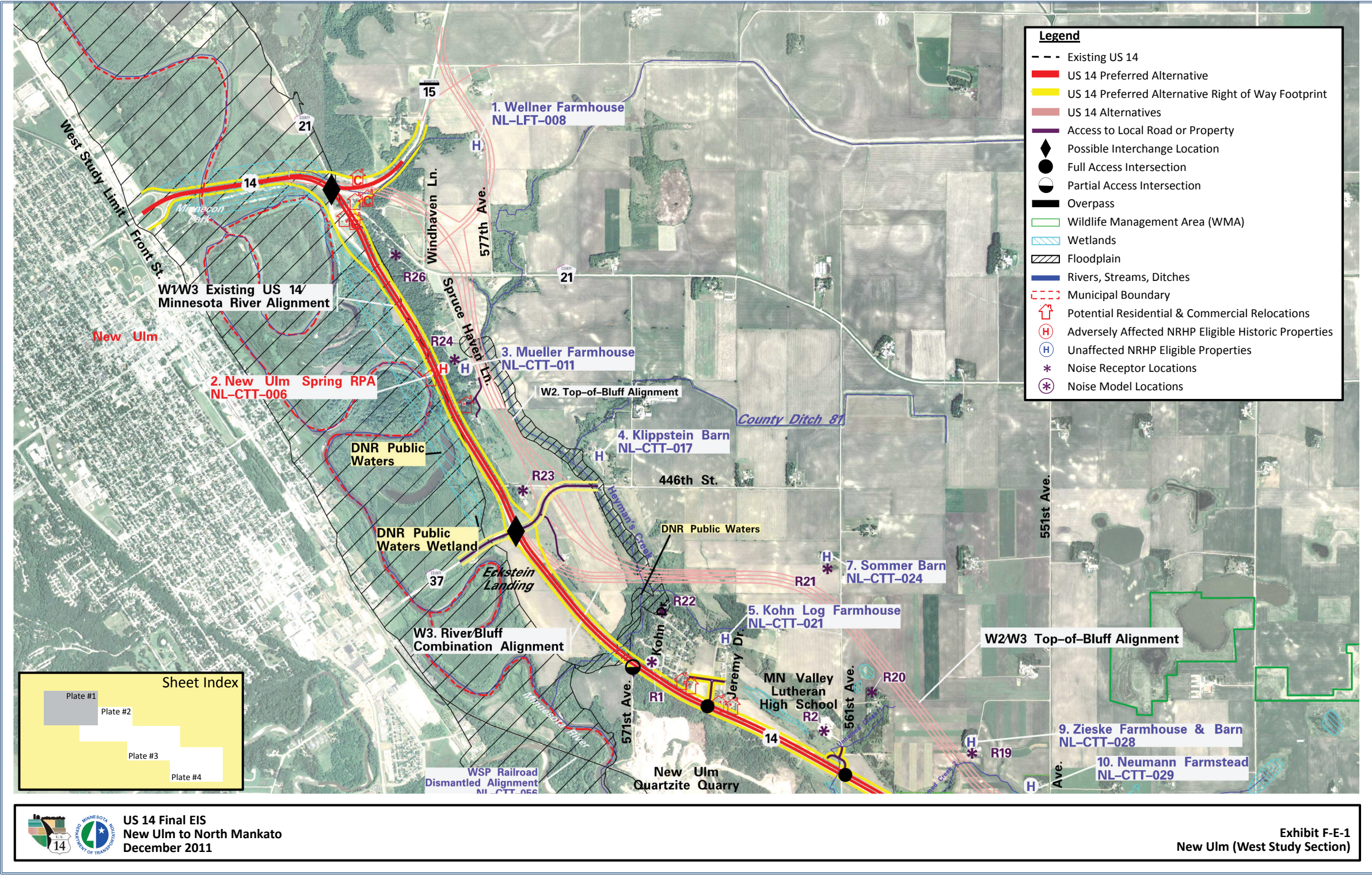
- 1 Where the 4 lane ends/37 intersections south end of New Ulm
- 2 Intersection treatment around Courtland
- 3 Softball fields/New Ulm Quartzite Quarry/historic properties
- 4 DNR MN River Valley trail

Where else do you have a recommendation?

What other issues do you see for the corridor?

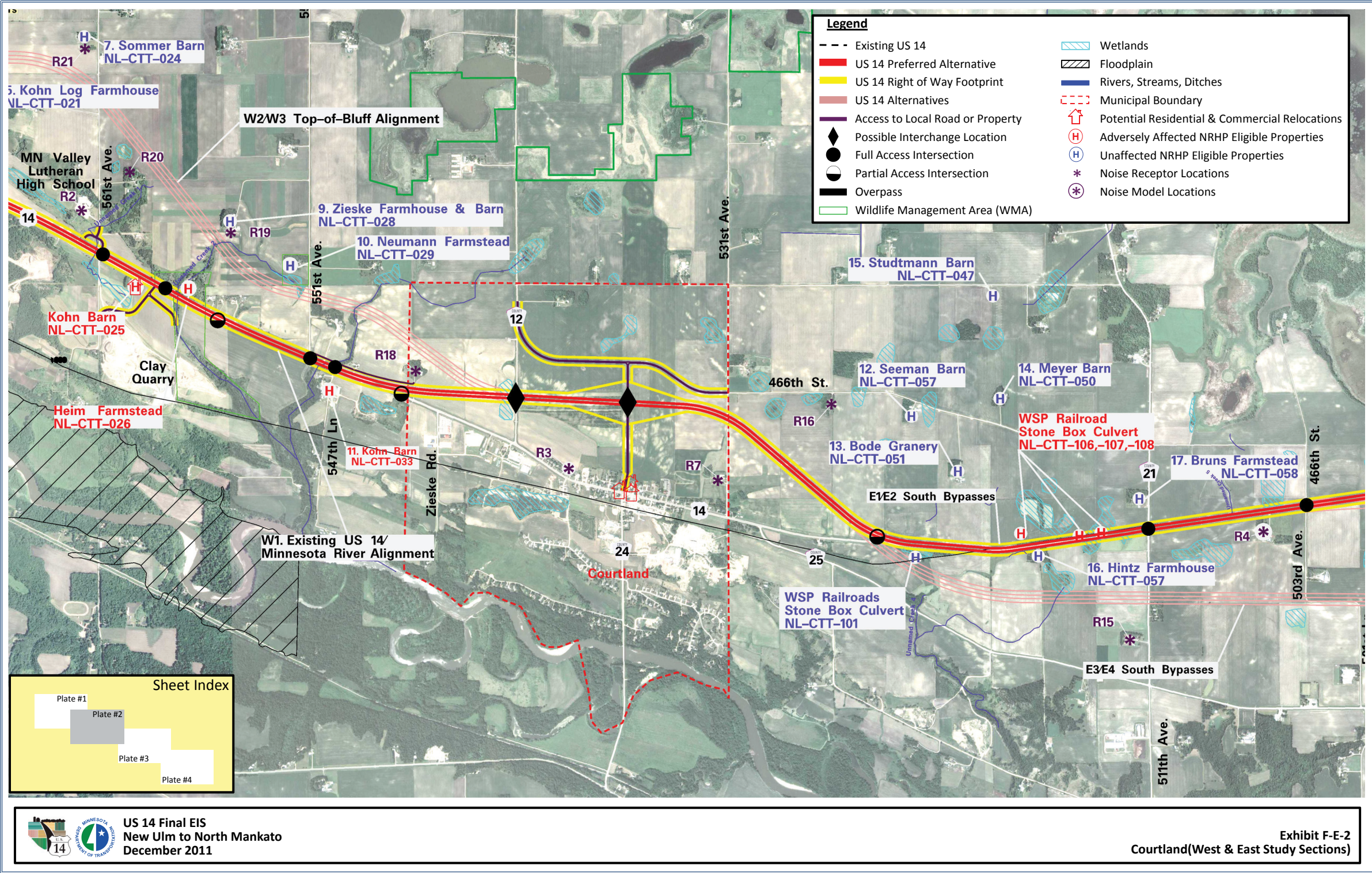


OPEN HOUSE 1 EXHIBITS



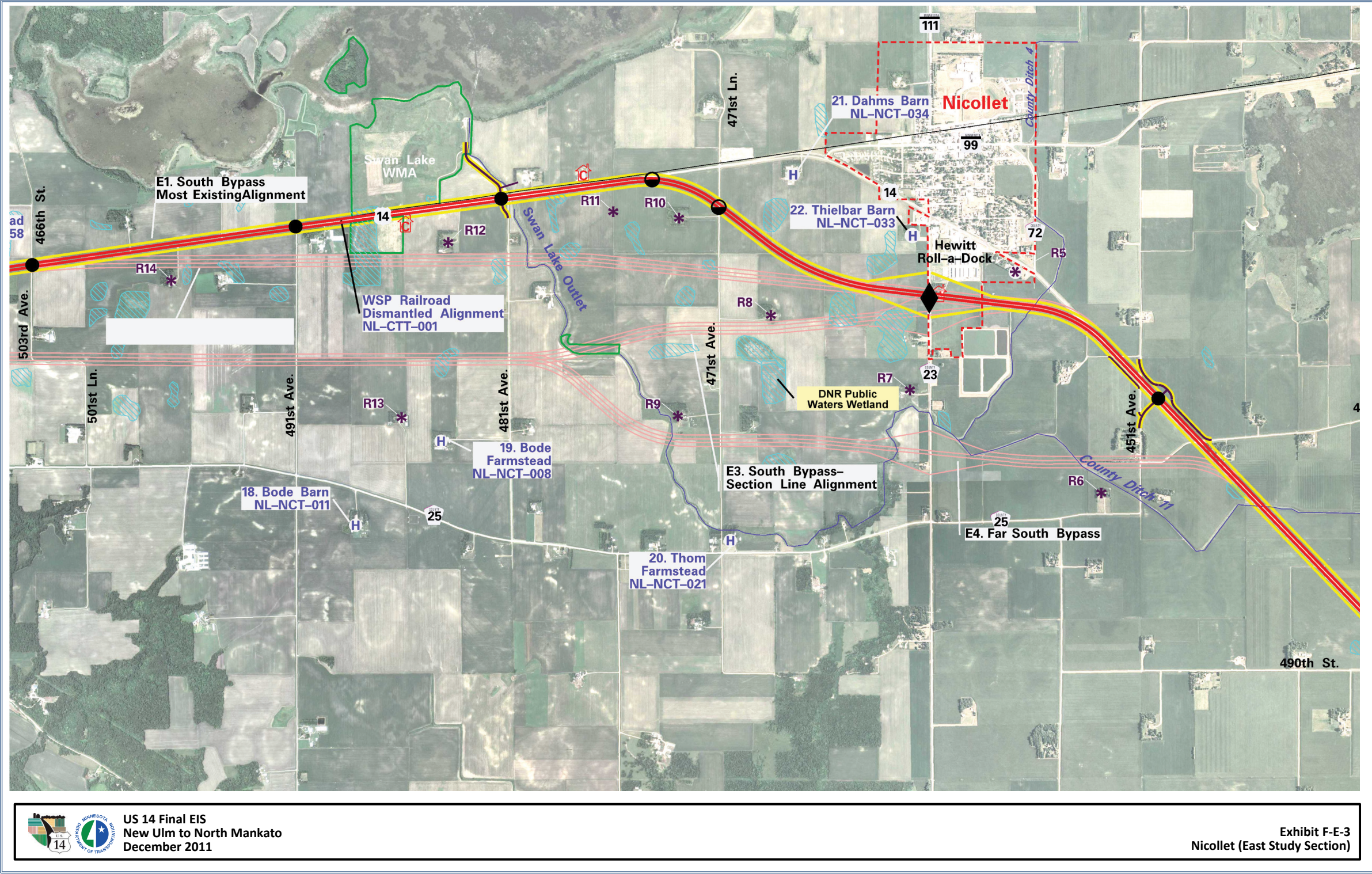


OPEN HOUSE 1 EXHIBITS





OPEN HOUSE 1 EXHIBITS





## OPEN HOUSE 1 HANDOUT

## Highway 14 Expansion– New Ulm to Nicollet Task Force

### Overview

The Highway 14 task force is charged with providing recommendations to MnDOT District 7 that make the best use of potential transportation funding for the expansion of Highway 14 between New Ulm and Nicollet.

The proposed four-lane expansion is currently unfunded; however, MnDOT is advancing the design and environmental processes to be prepared for potential funding from programs such as the Minnesota legislature's Corridors of Commerce. For more information on the Corridors of Commerce visit:

<http://www.dot.state.mn.us/corridorsofcommerce/>.

Issues to be addressed by the task force include:

- Where does the 4-lane end - County Road 37 or Hwy 15 or somewhere different?
- Access to and from Courtland – what best serves safety, mobility, accessibility, and growth?
- Hwy 14 section from NUQQ to Minnesota Valley Lutheran School and the Historic Kohn Barn – safety impacts vs. construction cost impacts.
- DNR Minnesota River State Trail – Should it be part of project adjacent to Highway 14 or not?

### Guiding Principles developed by Task Force

- Enhance Growth
- Improve Safety
- Increase Mobility
- Leverage Investments
- Develop a Competitive Edge

Input from the public on needs, issues, and opportunities will help to ensure that the needs of all users are met.

### Public Input Opportunities

Give suggestions and add comments at [www.mnhwy14.com/](http://www.mnhwy14.com/) using an interactive map of the project corridor.

The website will be open for comments through **February 15, 2018**.

Attend the second open house to review draft concepts and the preliminary task force recommendation on **February 22, 2018** from 4:30 p.m. to 6:30 p.m. at *Courtland Community Center 300 Railroad St, Courtland, MN*.

### Or Contact Us at

Visit: [www.mndot.gov/newulm/](http://www.mndot.gov/newulm/)

Zachary Tess, MnDOT Project Manager, 507-304-6199, [zachary.tess@state.mn.us](mailto:zachary.tess@state.mn.us)

MnDOT District 7, 2151 Bassett Drive, Mankato, MN 56001-6888



## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 1

Name	Address	Email
Eileen Bode	47112 491st Ave. Courtland, MN 56021	BODE, GARY Hwy1401.com
Steve Froehlich	406 Heidemann Ave Nicollet	swanlokefroehlich@gmail.com
Bob Schabert	403 Valley View Dr Courtland	hbschabert@comcast.net
Hewitt Properties	Larry 706 Dsh Box 111 Nicollet	14-005-0200
Kim SPEARS	416 South Ave N. Mankato	Kim@spearsforhouse.com
Dave Harris	111 Red Shire Dr.	
Joel Enter	212 Shady Oaks Dr	
Mike Sutherland	712 Prince St Lake Crystal	
Marilyn Hulse	53702 460th Ave Courtland	
Mark & Kathy Flyn	52213 466th St Courtland	
Roger & Shirley L. Bork	42310 State Hwy 15 New Ulm	
Marni Drant	34647 Daisy Ln STP	

## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 2

Name	Address	Email
Allen + Amanda (Allen)	60584 Valley Hills	aq@tman@nutelecom.net
Preston Meyer	1010 3rd St. Unit A Nicollet MN	prestonmeyer@gmail.com
Paul H. H. H. H.	58023 US Highway 14 N. W. D. M.	0267210@HOTMAIL.COM
Robert + Rebecca Carlson	93922 Spruce Haven Ln	RCAGATE@newulmtel.net
Devin + Kate Drill	28 Fernway Dr Courtland 56021	drillbit830@hotmail.com
Robin Hamann	404 Main St Courtland	
Ken + Janice Drill	52605 - 506th St Courtland	jondrill@newulmtel.net
Cindy + Jeff Klingler	57930 US Hwy 14 NU	jecklingler@nutelecom.net
Tom Riecke	808 Nicollet Ave Box 63 Nicollet	thomasriecke@yahoo.com
Debbie Smith	514 West 4th Road	
Jim Setherland	55712 Hy 14 W Courtland	
Jon Reinhardt	23653 472nd Ave New Ulm	jon.reinhardt@comcast.net

## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 3

Name	Address	Email
Jenna Polm	57428 US. HWY. 14 New Ulm	
John Rente	109 east Main	
Dave Lange	Nicollet	dave.lange@co.nicollet.mn.us
Shirley Hammering	3116 Foothill Skd. Ct.	
Alan Felber	NU-Telecom	alan.felber@nu-telecom.net
JOHN HEYMAN	710 Summit New Ulm	
Andie Gieseke	NUQQ	
Roger Hulke	New Ulm	
Wendy Bertrang	New Ulm	
Loei Kohn	Courtland	
Doug Gulden	Courtland	
Jane Gulden	Courtland	

## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 4

Name	Address	Email
Jeff Kolbas	Nicollet LaFy	
Darlene Beranek	166 531st Ave Courtland	
Mark Schae	New Ulm MN	
Joel Bitzin	Nicollet, MN	
Gary Kohn	54650 45 HWY 14 PO BOX 14 Courtland	kohn@gnewulmtel.net
Bob Grussendorf	610 N. Jefferson New Ulm	
Pete Reinhardt	112 Highview Ct, Courtland	
Neal & Vicki Gleason	5145 506th St. Courtland MN	
Lynn Bode	231 HICKORY ST, DULUTH, MN	lynn.bode.16@gmail.com
Audra Shaneman	118 N Garden	
Tim Kohn	46266 597th St Courtland	
Clark Johnson	720 Lake St. No. Mankato	rep.clark.johnson@mnstate.edu



## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 5

Name	Address	Email
Mark Kohn	46091 551 <sup>st</sup> Ave Courtland	mmkohn@newulmtel.net
DAVE TURBES	301 MAIN ST COURTLAND	
Gerald Fitzner	45998 531 <sup>st</sup> Ave Courtland	gfitzner@newulmtel.net
Diane Semper	1441 River View Dr	
Julia Aldrich	48134 501	julialaldrich@gmail.com
Les Aldrich	11	"
Doug Hoffmann	412 MAIN STREET Courtland MN	doug.hoffmann@ufcmn.com
Paul Holzhueter	1585 Sherwood Drive, North Mankato	paul.holzhueter.5@gmail.com
Jeff Brand	487 Sun St St Peter	brandforhwc@gmail.com
Justin Rewitzer	2137 Riverview Dr.	
Penny Hulke	52108 440 <sup>th</sup> Lane Courtland	pshulke@newulmtel.net
Gary Hulke	51771 County Road 51 Courtland	ghulke@newulmtel.net

## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 6

Name	Address	Email
Warren Krohn	41791 465 <sup>th</sup> Ave	wrkrohn@hotmail.com
Randy Compant	121 main ST Courtland	
Brenda Jones	108 1st St #9 Courtland	dreamon1518@gmail.com
Tim A Waibel	45438 541 <sup>st</sup> Ave Courtland	waibel@newulm.tel.net
Dave Borchert	405 S. Broadway, New Ulm	david.borchert@cc.brown.mn.us
Randy Waibel	45176 561 <sup>st</sup> Ave N.U. MN	
Tom Polich	940 Pioneer Ave Latogette, MN	tom.polich@gmail.com
Monty Hulke	52220 county Rd 21 Courtland	
Randy Bode	41251 503 <sup>rd</sup> Ave Courtland	
John Luegler	44242 541 <sup>st</sup> Ave "	John.Luegler@newulm.tel.net
Linda Voogs	53182 430 <sup>th</sup> St Courtland	
Marcella Bode	45479 561 <sup>st</sup> Ave New Ulm	

## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 7

Name	Address	Email
Mike + Jenni Brehmer	5809 Co Rd 21 New Ulm	j.brehmer@newulm1.net
Jim Prokosh	1544 Lee New Ulm	
Natasha Goblirsch	36 Fiemeyer Dr Courtland	natasha.aldrich.goblirsch@gmail.com
Lynne Johnson	46451 53 <sup>rd</sup> Ave Courtland	
Dennis Bianchi	1011 Upper Wallace St	
Corey Hulke	5137 460 <sup>th</sup> St Courtland	ckhulke@gmail.com
Brad Fitzner	52346 460 <sup>th</sup> St Courtland	weldera@hotmail.com
Timothy Lendtt	49661 US HWY 14 Courtland	timothy.lendtt@yahoo.com
Jamie + Kim Berg	45304 Kohn Dr NU	
Loren Bruns	49192 431 <sup>st</sup> Ave N. Mankato	
Amy Bode	47518 481 <sup>st</sup> Ave Nicollet	

## OPEN HOUSE 1 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 1, 2018

Sheet No. 8

Name	Address	Email
Kurt Fackler	4106 Valley View Dr Courtland	Kurt5626@yahoo.com
Susan Fackler	"	SusanKhud@yahoo.com
Jason Enter	57108 422nd St New Ulm	jasonenter4@hotmail.com
Nathan Strope	509 main st. Courtland, MN	
Brian Kraus	53182 430th COURTLAND	
Cody Kohn	46266 547th Ave Courtland	ckohn@wmnc.co
Dave Vebel	301 Main Street Courtland	dubel@newulmtel.net





## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Dave Ubel**Email address:** dubel@newulmtnet.net**Address:** 301 Main street**Phone number:** 507-276-8413**Things to consider:**Courtland, MN  
56021

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Consider representation on the task force. Do they  
regularly use Hwy 14? Do they access the roads  
and the land around it? Are they thinking  
of the businesses and families of the area.  
Two of the current task force members do  
not live in town and live south of Courtland  
so do not even use Hwy 14 to go home.

My other major concern is having the interchange so high  
up on the hill. I believe the interchange should be  
below the tree line on the hill. Why should we  
climb the hill every time we go to new Ulm and then  
come back down immediately. In the winter there  
is huge white outs the minute you get on top of  
the hill. Our response time for the fire dept  
to the west of town will be delayed by several minutes  
if we have to climb that far north to access  
highway 14,

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

## Highway 14 – New Ulm to Nicollet 4-Lane Expansion

## Comment Form

February 1, 2018

Name: Ralph Bents Email address: bentsrw@gmail.comAddress: 116 High View CT Phone number: 507 359 2007Things to consider: Courtland

1. What are your goals for the corridor? Improve SAFETY at various points on 14
2. What do you think about the Task Force <sup>Leverage our Public Investment</sup> Guiding Principles? Is there anything else important to you? —
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end? At the "Y" 14-15
  - b. County Road 37 intersection south of New Ulm. Improve So End! all of these
  - c. Intersection treatment around Courtland. !!! Very Important!
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties. !! Combine them ALL into ONE interchange
  - e. DNR Minnesota River State Trail. Indy

Comments: As a member of Courtland City Council  
MANY important issues, & what's the best  
possible solution for Ctlld.

a - West side interchange maybe the best.  
rather than North Hill top.

# All west side trucking can stay & Access  
their businesses without driving through  
"BANK intersection" Those trucking businesses  
South of 14 off CR 37/24 will have to  
expose the bank corner either way.

# Residents have better more direct  
14 Access with a west side interchange  
- school, shopping, work, medical etc when  
going west to NU

# Combine ALL the entrances from Quarry  
to MVL into ONE better - safer interchange

For more information visit <http://www.mndot.gov/newulm>





## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Marcella Bode Email address: mjbode@gmail.comAddress: 45479 561<sup>st</sup> Ave Phone number: 507-354-8349Things to consider: New Ulm Mn

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

what about the animals? Any  
possibility of land bridges (as other  
countries have) for deer crossings?

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Julia O'Brien**Email address:** Juliaobrien@gmail.com**Address:** 48134 501st Ln**Phone number:** 507 359-9104**Things to consider:**

1. What are your goals for the corridor? To be safe
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Courtland hopefully will not have the road coming into the middle of town. There's a bank, playground park on that corner. Lots of people walk in this town. I am afraid it would cause problems just like Nicollet 99th intersection. I think to bring down on 12 would be better - there's lots of semi/truck business on the west end of town, which would stay there, plus new housing

Bringing the road north of Courtland is a good route. The freeway will be far enough from town to keep it more quiet the snow will stay off the road later also. If it's put the road below closer to town it will drive up with snow and could cause water drainage problems.

Good Luck

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** James Stein**Email address:** stein7693@gmail.com**Address:** 50491 US Hwy 14**Phone number:** 507-382-3104**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

① Wetland east of (R4) marking is not marked on map

② West of (R4) south side of Hwy there are 2 lift pumps for field tile

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Tim Kohn Email address: tkohn@newulm.tel.netAddress: 46266 547<sup>th</sup> lane Phone number: 507-276-5498**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Bike trail needs to be on Scenic #68  
not on a 4 lane !!

Really don't want to be living on top  
of Hwy 14 !!

#12 would be safer than middle  
of Courtland

If these historic sights are deteriorating  
why r they so important??

547<sup>th</sup> lane needs full access

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Robin Hamann**Email address:** \_\_\_\_\_**Address:** 404 Main St Courtland**Phone number:** 507 359 2619**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**Don't have intersection in Courtlanduse #12 or MVL or Kohn accessSafety for crossing that road in town  
existing condition is bad, if bring it  
into town it will be worseFor more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Cynthia Hamann

Email address: \_\_\_\_\_

Address: 404 Main St.Phone number: 507-359-2619

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - ☒ c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Don't have intersection in Courtland  
 Use #12 highway.  
 Why? Safety concerns on crossing  
 road/intersection.  
 Existing one is terrible, + dangerous  
 now - it would only be worse.

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Darin Drill**Email address:** dh11bit830@hotmail.com**Address:** 28 Fremeyer Drive**Phone number:** 507-276-9308**Things to consider:** Courtland

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

\* Please consider the speed which semis will build up 24 hrs to get to 14. There will be nothing to slow them.

**Comments:**

Considerations of access interactions into Courtland to keep the semi businesses with direct access to the highway would make more sense for safety of families; consideration of fire response time and elimination of access to farmland down 53rd Ave. Shift curve east of Courtland (by blue house) further west to eliminate low production farmland and preserve quality soil for profitability to local farmers and families. Increasing width of highway to accommodate bike path would decrease farmland, & cost for project, to add leisure option to the area. The path from Fort Ridgley does not get used, in fact it did not add to use of that park. Consider profitability vs leisure choices.

\* Do you consider giving payment for land when you add mileage & time to get from South 25 to North of Hwy 14?

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Ken + Janice DrillEmail address: jandrill@newulm.tel.nAddress: 52605 506<sup>th</sup> StPhone number: 507 354-2867

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Intersection treatment is very important as we farm  
on both sides of present hwy.

Fire protection access?

We would hope that when the time is right that  
we would be contacted as to our needs for getting  
farm machinery across the highway safely.  
We now use 531<sup>st</sup> Ave. to travel with our equipment  
from Cty Rd 25 to Hwy 14 to 531<sup>st</sup> Ave.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Cindy Klingler Email address: cklingler@auctelecom.netAddress: 57930 US Hwy 14 Phone number: 507-354-1908

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?

- a. Where does the 4-lane highway end? Courtland to New Ulm Hwy 15X
- b. County Road 37 intersection south of New Ulm. 1 roundabout or nearby
- c. Intersection treatment around Courtland. yes
- d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
- e. DNR Minnesota River State Trail. yes

Comments: \* love to see a bike trail New Ulm to twin Cities.

roundabout full interchange by Hwy 37

\* Need a driveway off of Hwy 14 or some access to get home.

\* The 4 lane should end at the Hwy 15/14.

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Glen & Lauren Albrecht **Email address:** alberta.newulm.tel.net**Address:** 56924 Hillcrest Lane New Ulm **Phone number:** 507 359 9691

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

How is "Shady Brook Acres" (housing development across from the Quartz Quarry) going to be affected by the Rte 14 expansion.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Greg Kraus**Email address:** Shane Kraus  
1114 Cottonwood St.  
SKraus73@hotmail.com**Address:** 615 S. Front**Phone number:** 276-0285**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:** I'm concerned about access to my woods  
and farmland. I'm also wondering how much land  
is going to be taken. I have a storage shed three  
stalls that I was told can't be replaced. Will the  
shed be in the way or could it be replaced?  
The water run off is another concern I have. The  
water washes out my front farm field and floods  
my land. We need an outlet for more water  
to run off.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

## Highway 14 – New Ulm to Nicollet 4-Lane Expansion

## Comment Form

February 1, 2018

Name: Natasha Gidolish Email address: natasha.gidolish@gmail.comAddress: 314 Fremeyer Dr Courtland Phone number: 507-327-1081

## Things to consider:

1. What are your goals for the corridor? 4 Lane mkt to New Ulm. traffic through town.
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you? Safety
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

## Comments:

There is already a lot of traffic on 24, it's a bad intersection with accidents. I would prefer an interchange at 12. Semi traffic is loud with jack breaking and speeding. I have a hard time getting on and off of 14 to get to my house on Fremeyer. The two lane between Courtland and Nicollet is dangerous with head on traffic

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

## Highway 14 – New Ulm to Nicollet 4-Lane Expansion

## Comment Form

February 1, 2018

Name: David BorchertEmail address: david.borchert@Address: 405 S BroadwayPhone number: (507) 354-co. brown, mn,

Things to consider:

3295

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

## Comments:

Goals: ① Get a four lane between Courtland, Nicollet & New Ulm

② Where should 4-lane end? : I would be agreeable if it ended @ Nicollet #37. I believe this would work fine for the economic benefit of the project

③ Having a bike trail along Minnesota River would be a fantastic idea. Very good use of money & benefit to quality of life for residents & hopefully, economic impact for business in visitors!

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Gerald Fitzner**Email address:** gfitzner@newulm.tel.net**Address:** 45998 531<sup>st</sup> Ave Courtland **Phone number:** 507-359-2561**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

For fire safety, and amount of traffic it would seem to be better to have two entrances into Courtland. One on 531<sup>st</sup> Ave and the other where county 12 now comes into Hwy 14. There is a lot of heavy traffic on 531<sup>st</sup> Ave and also it would be a more direct route for fire trucks with less turns having to be made. It would speed up their response time and also give farmers along 531<sup>st</sup> a closer way to the elevators in Courtland.

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Robert Carlson**Email address:** RCABATE@newulm.tel.net**Address:** 43922 Spruce Haven Ln**Phone number:** 507-341-1546**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

County Rd 37/14 interchange needs lights or stop signs on 14. It is already difficult to turn left onto 14 - & very dangerous

As few roundabouts as possible, please

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Jack Volans Email address: \_\_\_\_\_Address: Nicollet Court Phone number: \_\_\_\_\_

## Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

## Comments:

4 lane ends at Hwy 14  
 support interchange off  
 of CR 12

Careful Planning around MVL

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Mark + Kathy Fisher Email address: \_\_\_\_\_Address: 52213 466th St Phone number: \_\_\_\_\_

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

Comments: Fire + ambulance service would need  
to access both West + East of Courtland  
so that you do not delay response time  
for emergencies.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Bertrang, Jeff & Wendy Email address: \_\_\_\_\_Address: 45493 Jeremy Dr Phone number: 507-404-0204

## Things to consider:

1. What are your goals for the corridor? safety along Hwy 14
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Quarry – trucks coming and going during  
road construction season

MVL – students getting on & off Hwy 14 safely

Jeremy Dr / Kohn Dr – dangerous to ~~go~~ turn onto  
these roads from Hwy 14

CR 37 – ~~needs~~ ~~lots~~ lots of traffic here turning  
in front of oncoming traffic on Hwy 14

Courtland Route – check local snowmobile trail

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:** Michael Sutherland**Email address:** Sidsie.42@gmail.com**Address:** Heim Farmstead**Phone number:** 507-382-8170**Things to consider:**

1. What are your goals for the corridor? *to not lose what little we have for a front yard.*
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - ☒ d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

*Regarding the Heim Farmstead, How much farther North ~~is~~ is being considered added to the existing roadway? Our current distance from our front door to the existing hwy is approx. 40 feet. It would be great to not see that change. And what plans are there to minimize the impact this project will have on daily commutes for people currently living in this area?*

\_\_\_\_\_

\_\_\_\_\_

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For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**

Name: Jennifer Brehme Email address: jbrehme@newulmtnet.net  
 Address: 5800 96th St Phone number: 354-8148  
newulm

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

I would ask that the 4 lane end at  
the 37/14 intersection. Its too congested  
from 37-15

Thank you!

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018****Name:**

Mike Bachman

**Email address:****Address:**

5800 96 Rd 21 New Ulm

**Phone number:**

354-8148

**Things to consider:**

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

One To The Terrain there is no need  
to be 4 lane from 37 to 14.15.

4 lane should end at 37.

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

## Highway 14 – New Ulm to Nicollet 4-Lane Expansion

## Comment Form

February 1, 2018

Name: Ed S. Froehlich Email address: swanlakefroehlich@gmail.com  
 Address: 406 The Demann Ave. New Ulm, MN 56074 Phone number: 507-232-3843

Things to consider:

1. ☒ What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

1, 2 + 3  
 Comments: 1.) To see Hwy 14 completed between Nicollet & N. U.  
 as a 4 lane Hwy. 1. for safety 2. To move goods & services 3. To bring  
 New Economic Growth to our Area.

a) at Hwy 15

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Dave LangeEmail address: dave.lange@co.nicollet.mn.usAddress: NicolletPhone number: 507-934-7106

## Things to consider:

1. What are your goals for the corridor? 4 lane completion to Hwy 15
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end? Hwy 15
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**One Access to CourtlandDon't think a River Trail would be used muchFor more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Jason Enter Email address: jasonenter4@hotmail.comAddress: 57108 422<sup>nd</sup> St Phone number: 507-276-7290Things to consider: New Ulm, MN

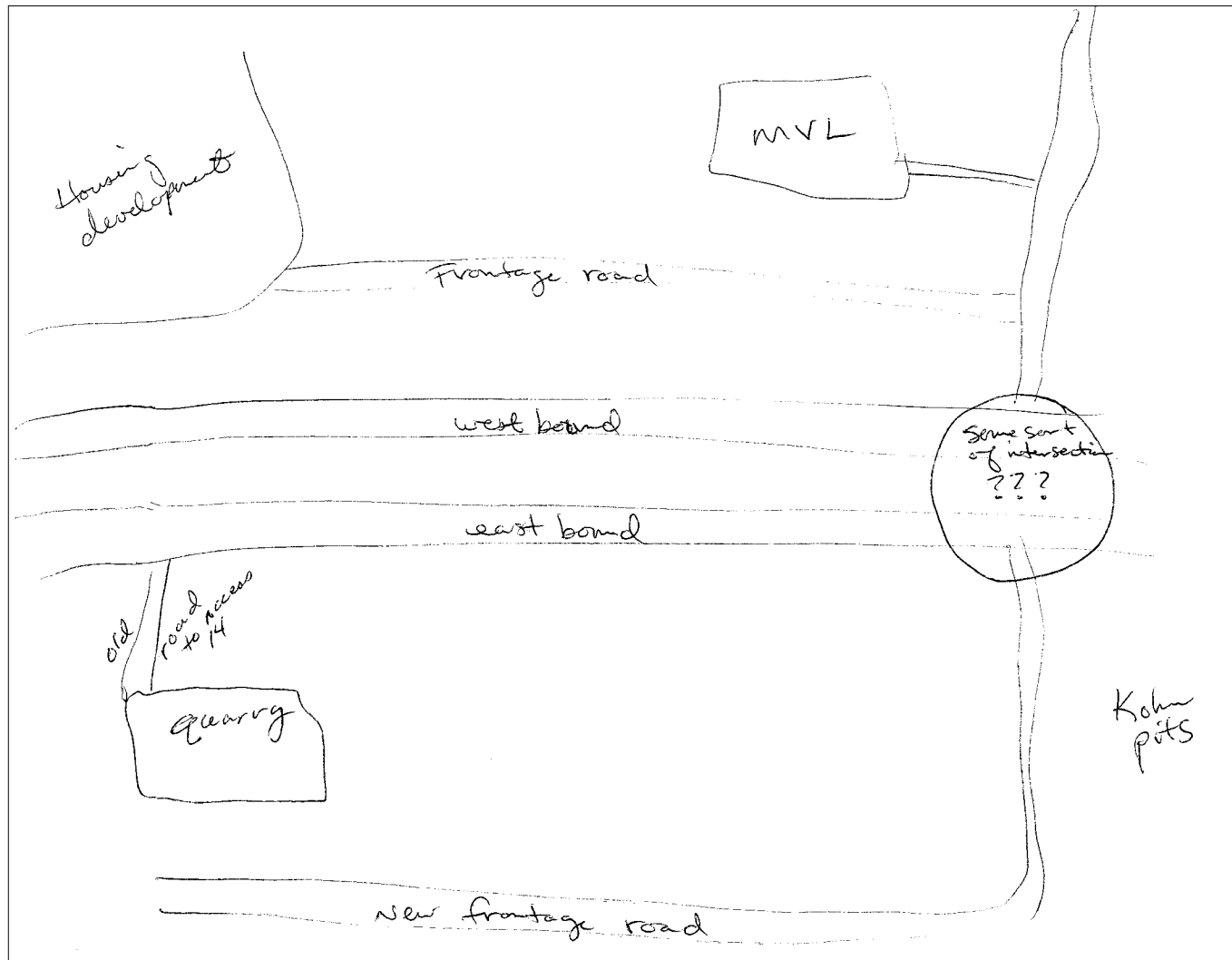
1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
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  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

Comments: My only comment on the project is  
concerning the MVL, rock quarry, and housing  
development intersection. Ideally this intersection  
could be combined all in one at the MVL  
driveaway/twp road by MVL. See map →

Thanks

For more information visit <http://www.mndot.gov/newulm>

OPEN HOUSE 1 COMMENT FORMS



## OPEN HOUSE 1 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 1, 2018**Name: Donna Holm Email address: \_\_\_\_\_Address: 57428 U.S. Hwy. 14 Phone number: 507-354-6742New Ulm, Mn. 56073

Things to consider:

1. What are your goals for the corridor?
2. What do you think about the Task Force Guiding Principles? Is there anything else important to you?
3. What are your top issues for the corridor? Are there issues you would add or remove from those already identified?
  - a. Where does the 4-lane highway end?
  - b. County Road 37 intersection south of New Ulm.
  - c. Intersection treatment around Courtland.
  - d. Impacts to MVL High School softball fields, New Ulm Quartzite Quarry, and historic properties.
  - e. DNR Minnesota River State Trail.

**Comments:**

Once the 4 Lane Hwy. is completed, will I  
be able to access it from my drive way?  
or will there be a service road to county  
road 37, and who will maintain it?

Any idea where I would be getting  
my mail? Now you have an accelerating  
lane off county road 37 and ends right  
before my mail box. This is very unsafe.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 1 COMMENT CAPTURE


Hwy 14 - New Ulm to Nicollet Expansion Project: Written comments from Open House # 1 (February 1)					
Name	Address	Comment	Other comments <small>*Numbers refer to questions listed on OH Comment Form</small>	Theme of Comments	
Jim Sutherland	55712 Hwy 14 W	Nice to see progress out here!	1-Safety, 2 - Leave my yard alone - Look out for well across the road	NA for task force	
Dave Ubel	301 Main St., Courtland MN 56021	Consider representation on the task force. Do they regularly use Hwy 14? Do they access the roads and the land around it? Are they thinking of the businesses and families of the area? Two of the current task force members do not live in town and live south of Courtland so do not even use Hwy 14 to go home. My other major concern is having the interchange so high up on the hill. I believe the interchange should be below the tree line on the hill. Why should we climb the hill every time we go to New Ulm and then come back down immediately. In the winter, there is huge white-outs the minute you get on top of the hill. Our response time for the Fire Dept. to the west of town will be delayed by several minutes if we have to climb that far north to access Hwy 14.		access from Courtland to new Hwy 14 in regards to Fire Dept.	Center town
Ralph Bents	116 Highview Ct., Courtland	As a member of Courtland City Council many important issues and whats the best possible solution for Courtland. A west side interchange may be the best rather than north hilltop. All west side trucking can stay and access their businesses without driving through "bank intersection." Those trucking businesses south of 14 off CR 37/24 will have to engage the bank corner either way. Residents have better, more direct 14 access with a west side interchange, school shopping, work, medical, etc. when going west to NU. Combine ALL the entrances from Quarry to MVL into ONE better - safer interchange.	1 - Improved safety at various points on 14, leverage our public involvement, 3a-At the "Y" 14.15, 3b - Improve so. End access, 3c - !!! Very important all of these, 3d - Combine them ALL into ONE interchange.	access from Courtland to new Hwy 14	West End
Timothy Lendt	49661 US Hwy 14, Courtland	I would like to see the expansion go to the north of our property.		NA for task force	
Marcella Bode	45479 561st Ave, New Ulm, MN	What about the animals? Any possibility of land bridges (as other countries have) for deer crossings?		NA for task force	
Julia Aldrich	48134 501st Lane	Courtland hopefully will not have the road coming into the middle of town. There's a bank, playground, park on that corner. Lots of people walk in this town. I am afraid it would cause problems just like Nicollet 99/111 intersection. I think to bring down on 12 would be better - there's lots of semi/truck business on the west end of town, which would stay there, plus new housing. Bringing the road north of Courtland is a good route. The freeway will be far enough from town to keep it more quiet, the snow will stay off the road better also. If it's put the road below closer to town, it will drift up with snow and could cause water drainage problems. Good luck.	1-To be safe.	access from Courtland to new Hwy 14	West End
James and Dave Stein	50491 US Hwy 14, Courtland	#1 - Wetland east of R4 marking is not marked on map. #2 - West of R4 south side of hwy there are 2 lift pumps for field tile.		NA for task force	
Tim Kohn	46266 547th Lane	Bike trail needs to be on scenic #68 not on a 4 lane!! Really don't want to be living on top of Hwy 14!! #12 would be safer than middle of Courtland. If these historic sights are deteriorating, why are they so important?? 547th Lane needs full access.		Trail location concerns and access from Courtland to new Hwy 14	West End
Robin Hamann	404 Main St., Courtland	Don't have intersection in Courtland. Use #12 or MVL or Kohn access. Safety for crossing that road in town in existing condition is bad, if bring it into town it will be worse.		access from Courtland to new Hwy 14	West End
Cynthia Hamann	404 Main St., Courtland	Don't have intersection in Courtland. Use #12 highway. Why: Safety concerns on crossing road/intersection. Existing one is terrible and dangerous now, it would only be worse.		Duplicate	
Paul Holzbueuer		Get this thing done. Educate area people on what they can do to support the project.	1-Get the Nicollet - New Ulm segment completed! 2-Good objectives.	NA for task force	
Darin Drill	28 Flemeyer Dr., Courtland	Consideration of access interactions into Courtland to keep the semi businesses with direct access to the highway, would make more sense for safety of families and consideration of fire response time and elimination of access to farmland down 531st Ave. Shift curve east of Courtland (by blue house) further west to eliminate low production farmland and preserve quality soil for profitability to local farmers and families. Increasing width of highway to accommodate bike path would decrease farmland and increase cost for project to add leisure option to the area. The path from Fort Ridgley does not get used, in fact it did not add to use of that park. Consider profitability vs. leisure choices. * Do you consider increasing payment for land when you add mileage and time to get from South 25 to North of Hwy 14? * Please consider the speed which semi's will build up 24 through town to get to 14. There will be nothing to slow them.		access from Courtland to new Hwy 14	West End
Ken & Janice Drill	52605 506h St.	Intersection treatment is very important as we farm both sides of present highway. Fire protection access? We would hope that when the time is right that we would be contacted as to our needs for getting farm machinery across the highway safely. We now use 531st Ave. to travel with our equipment from Cty Rd 25 to Hwy 14 to 531st Ave.		access from Courtland to new Hwy 14	
Cindy Klingler	57930 US Hwy 14, New Ulm	Love to see a bike trail New Ulm to Twin Cities. Roundabout full interchange by Hwy 37. Need a driveway off of Hwy 14 or some access to get home. The 4 lane should end at the Hwy 15/14.	3-Courtland to New Ulm Hwy 15, 3b-1 roundabout or nearby, 3c-yes, 3e - yes	favours 4-lane to Hwy 15	
Glen & Lauren Albrecht	56429 Hillcrest Lane, New Ulm	How is "Shady Brooke Acres" (housing development across from the Quartz Quarry) going to be affected by the Rte 14 expansion?		NA for task force	
Greg Kraus Shane Kraus	615 S. Front 1114 Cottonwood St.	I'm concerned about access to my woods and farmland. I'm also wondering how much land is going to be taken. I have a storage shed three stalls that I was told can't be replaced. Will the shed be in the way or could it be replaced? The water run off is another concern I have. The water washes out my front farm field and floods my land. We need an outlet for more water to run off.		NA for task force	
Natasha Goblirsch	36 Fiemeyer Dr., Courtland 56021	There is already a lot of traffic on 24, it's a bad intersection with accidents. I would prefer an interchange at 12. Semi traffic is loud with jake breaking and speeding. I have a hard time getting on and off of 14 to get to my house on Fiermeyer. The two lane between Courtland and Nicollet is dangerous with head on traffic.	1 - 4 lane Mankato to New Ulm. Less semi traffic through town. 2 - Safety.	access from Courtland to new Hwy 14	West End



## OPEN HOUSE 1 COMMENT CAPTURE


David Borchert	405 S. Broadway, New Ulm	Goals: #1 - Get a fourlane between Nicollet and New Ulm, #2 - Where should 4-lane end? I would be agreeable if it ended at Nicollet #37. I believe this would work fine for the economic benefit of the project. #3- Having a bike trail along Minnesota River would be a fantastic idea. Very good use of money and benefit to quality of life for residents and hopefully, economic impact for bringing in visitors!		4-lane ending at CSAH 37	
Gerald Fitzner	45998 531st Ave., Courtland	For fire safety and amount of traffic it would seem to be better to have two entrances into Courtland. One on 531st Ave., and the other where County 12 now comes into Hwy 14. There is a lot of Swan Lake traffic on 531st Ave., and also it would be a more direct route for fire trucks with less turns having to be made. It would speed up their response time and also give farmers along 531st a closer way to the elevator in Courtland.		access from Courtland to new Hwy 14	
Robert Carlson	43922 Spruce Haven Lane	County Road 37/14 interchange needs lights or stop signs on 14. It is already difficult to turn left onto 14 and very dangerous. As few roundabouts as possible please.		efficient flow of traffic at CSAH 37	
Ron Ohm	56947 Hillcrest	Will there be a sound barrier between the highway and my property? My home sits pretty close to the proposed expansion.		NA for task force	
Jack Kolare	Nicollet Court	4 lane ends at Hwy 14, support interchange off of CR 12. Careful planning around MVL		access from Courtland to new Hwy 14	West End
Mark and Karhy Filzer	52213 466th Street	Fire and ambulance service would need to access both West and East of Courtland so that yo udo not delay response times for emergencies.		access from Courtland to new Hwy 14	West End
Jeff and Wendy Bertrang	45493 Jeremy Drive	Quarry - trucks coming and going during road construction season. MVL - students getting on and off Hwy 14 safely. Jeremy Dr/Kuhn Dr - dangerous to turn onto these roads from Hwy 14. Co Rd 37 - lots of traffic here turning in front of oncoming traffic on Hwy 14. Courtland Route - check local snowmobile trail.	1-Safety along Hwy 14.	NA for task force	
Michael Sutherland	Heim Farmstead	Regarding the Heim Farmstead, how much farther north is being considered added to the existing roadway? Our current distance from our front door to the existing highway is approximately 40 feet. It would be great to not see that change. And what plans are there to minimize the impact this project will have on daily commutes for people currently living in the area?	1) To not lose what little we have for a front yard. 3d-circled.	NA for task force	
Jennifer Brehmer	58009 Co. Rd. 21, New Ulm	I would ask that the 4 lane end at 37/14 intersection. It's too congested from 37-15. Thank you!		4-lane ending at CSAH 37	
Mike Brehmer	58009 Co. Rd. 21, New Ulm	Due to the termin (?) there is no need to be 4 lane from 37 to 14-15. 4 lane should end at 37.		4-lane ending at CSAH 37	
Robert Beussman	500 South State St., New Ulm		1-Complete the total project. Let's work for trail money.	3e NA for task force	
Dave Lange	Nicollet	One access to Courtland. Don't think a River Trail would be used much.	1 - 4 lane completion to Hwy 15. Hwy 15	3a access from Courtland to new Hwy 14	Center town
Fred L. Froehlick	406 Theidemann Ave., Nicollet, MN 56074	#1 to see Hwy 14 completed between Nicollet and New Ulm as a 4 lane highway : 1) For Safety, 2) To move goods and services, 3) To bring new economic growth to our area.	3a - at Hwy 15	NA for task force	
Jason Enter	57108 422nd St New Ulm, Mn	My only comment on the project is concerning the MLV, rock quarry, and housing development intersection. Ideally this intersection could be combined all in one at the MVL driveway/twp road by MVL. See map. ->		Won't reroute subdivision 1 mile to combine into one access and take land from MVL to do it.	
Donna Holm	57428 US Hwy 14 New Ulm, MN 56073	Once the 4 lane highway is completed, will I be able to access it from my drive way? Or will there be a service road to county road 37, and who will maintain it? Any idea where I would be getting my mail? Now you have an accelerating lane off county road 37 and ends right before my mail box. This is very unsafe.		NA for task force	
Monty Hulke	52220 Country Rd 21 Courtland MN 56021	Courtland needs interchange with road coming into cneter of town for more traffic and TRUCK traffic to go to county road 24 to 68. Business's on 24 include feedmill, grain elevator, ground zero, wendinger trucking, courland waste, saw mill, numerous farmers haul hundreds/thousands loads to honeymed and poet which require access to 68, why bring them down 12 through town when can have straight shot through. Move 4 lane road closer to town to use existing tree line fro wind break for both road and interchange, road on top of hill would be complete disaster on windy days in winter very windy on that ridge. City of Courtland benefits from treesw currently with existing road on east end of town smaller curves in new road. If road is closer to town it wouldn't allow traffic to pick up speed on 24 before entering town. The interchange would also be protected from Northwest wind if closer to town. Courtland needs a interchange NOT J turns on each end of town. 4 lane can end at 37 with 50% turning off not gonna gain anything in 1.5 mile to 15. DNR Mn River State Trail should secure their own funding not take away from road.		access from Courtland to new Hwy 14 4-lane end at CSAH 37	Center town
Perry Hulke	52108 440th Lane Courland 56021	The Courtland interchanges needs to be moved closer to town to get below hill to use treeline for less snow and visibility problems. Keeping the interchange closer to Courtland will also keep traffic slower going in and out of town (Courtland). With keeping the road lower there will be smaller curves on the east end of town by the bypass. Will help with the realignment of road on east end. A lot of big truck (semis) traffic is at the intersection of 14 and County Road 24 making it the best place to com into the City of Courtland. With the new interchange this would keep a lot of truck traffic out of town. Should make that intersection 4-way stop to keep traffic slow by city park and ball fields. Courland needs an INTERCHANGE. NOT J-turns on EACH end of town. J-turns do not work well for big trucks, semis, field equipment, school buses - for that sharp turn. Dont' think there is a need to have 4-lanes from Co. Highway 37 west to 14/15 intersection (short stretch of road).		access from Courtland to new Hwy 14 4-lane end at CSAH 37	Center town

## OPEN HOUSE 2 EXHIBITS



**DEPARTMENT OF  
TRANSPORTATION**

## EVALUATION CRITERIA



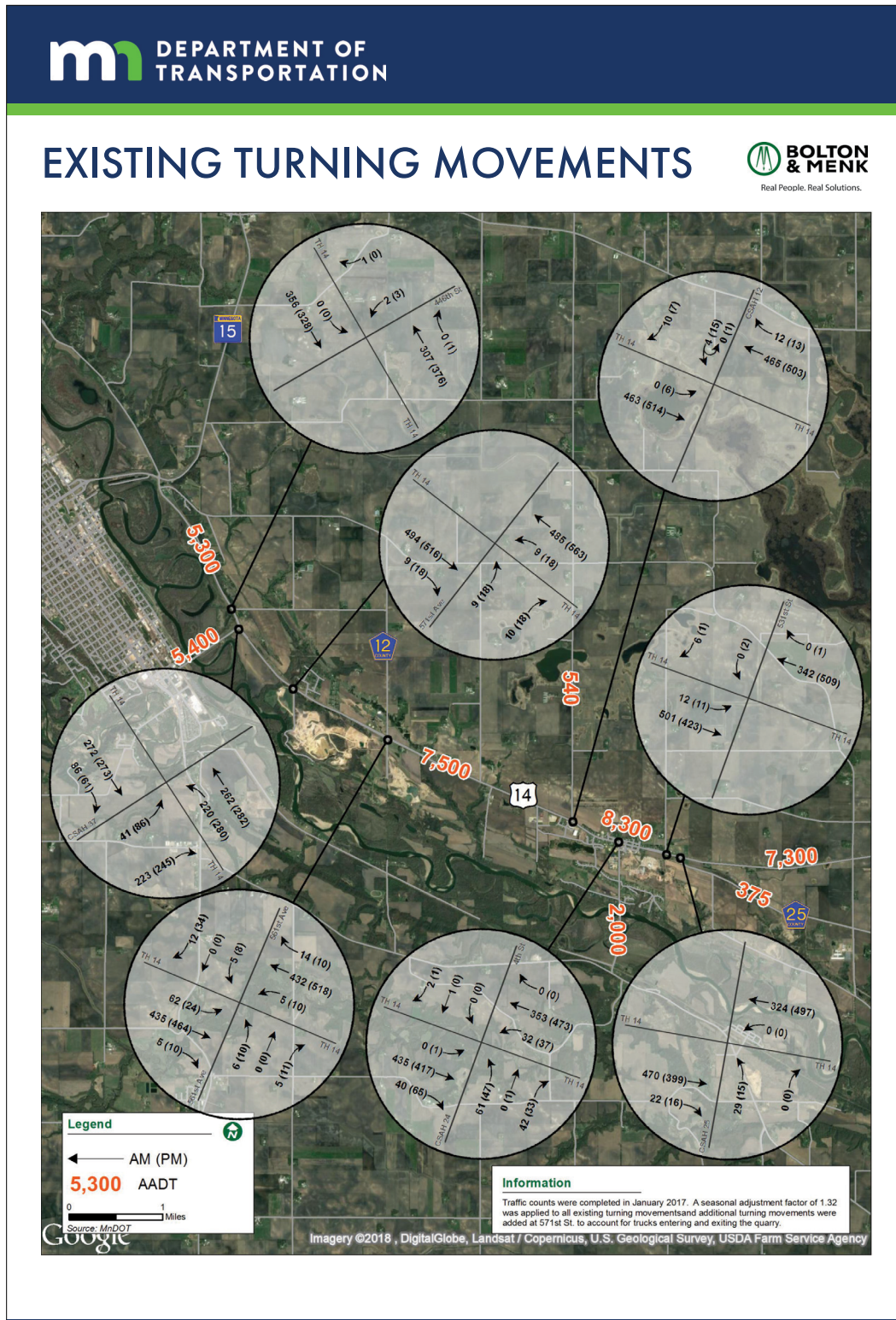
Real People. Real Solutions.

SAFETY			
Relates to growth	Crash Reduction	Score	Notes
	<0	-	This would increase crashes
	10-30%	+	
	30-60%	++	
	>60%	+++	
	>80%	++++	

MOBILITY			
Relates to growth	Travel time savings on corridor	Score	Comparison against existing condition
	>0	+	
	>15%	++	
	>25%	+++	
	Intersection Delay		Comparison against existing condition
	saving > 1 minute	+++	
	saving > 40 seconds	++	
	saving > 20 seconds	+	
	adding > 20 seconds	-	
	adding > 40 seconds	--	
	adding > 1 minute	---	
Relates to growth and investments	Access to anchors		Anchor points will be around Courtland comparing existing time to proposed time for accessing Hwy 14
	<30 seconds	+	This would decrease travel time
	>30 seconds	-	
	>1 minute	--	
	>3 minutes	---	


COMPETITIVE			
	Benefit/Cost	Score	Benefits are crash reduction, time savings, safety improvements. Costs are construction, R/W.
	>0.5	+	
	>1	++	
	>2	+++	
	>4	++++	

OPEN HOUSE 2 EXHIBITS





OPEN HOUSE 2 EXHIBITS



**DEPARTMENT OF  
TRANSPORTATION**




**BOLTON  
& MENK**  
Real People. Real Solutions.

## INTERSECTION CONTROL TYPES

TRADITIONAL AT GRADE




RCUT



ROUNDAABOUT




ROUNDABOUT  
INTERCHANGE



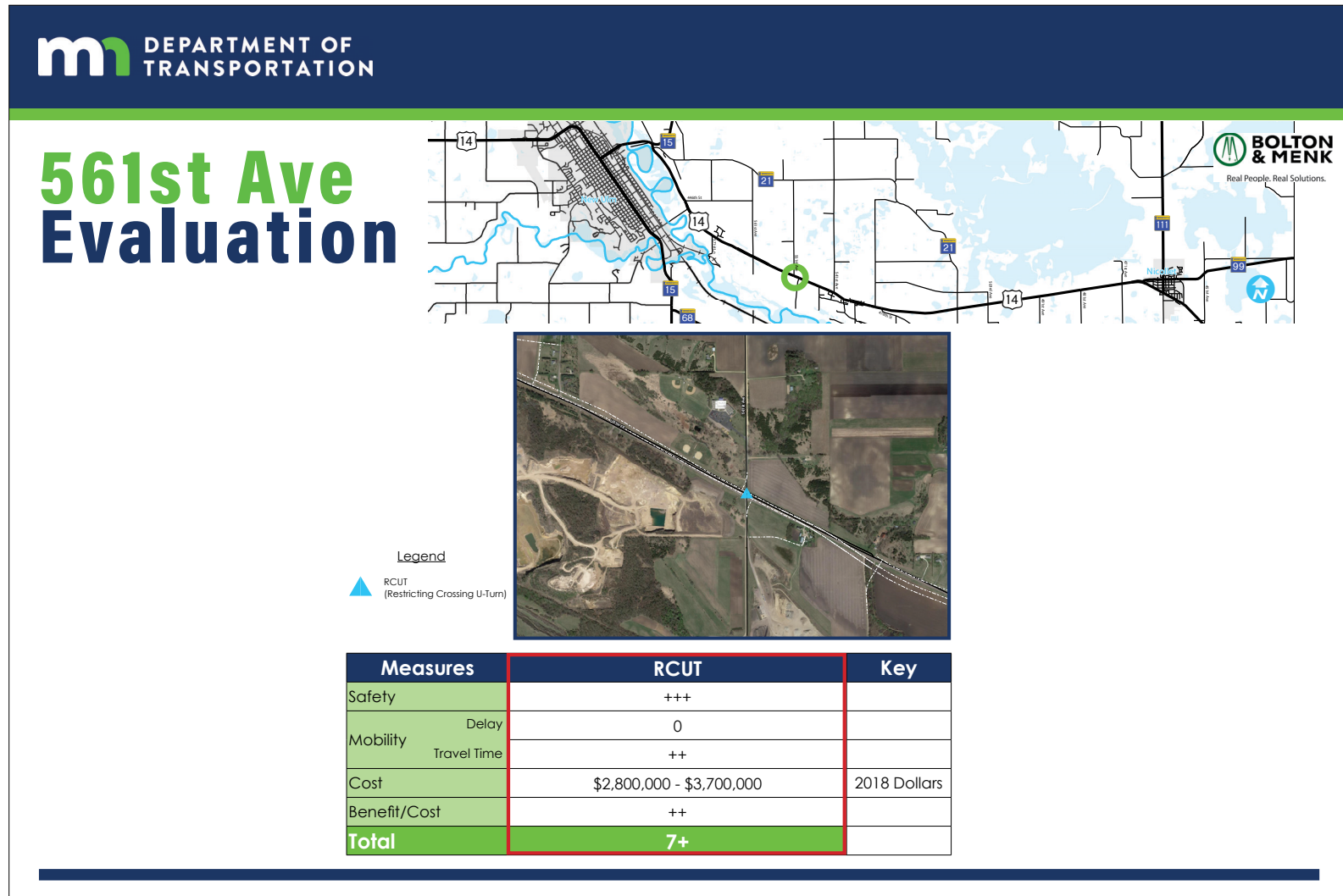
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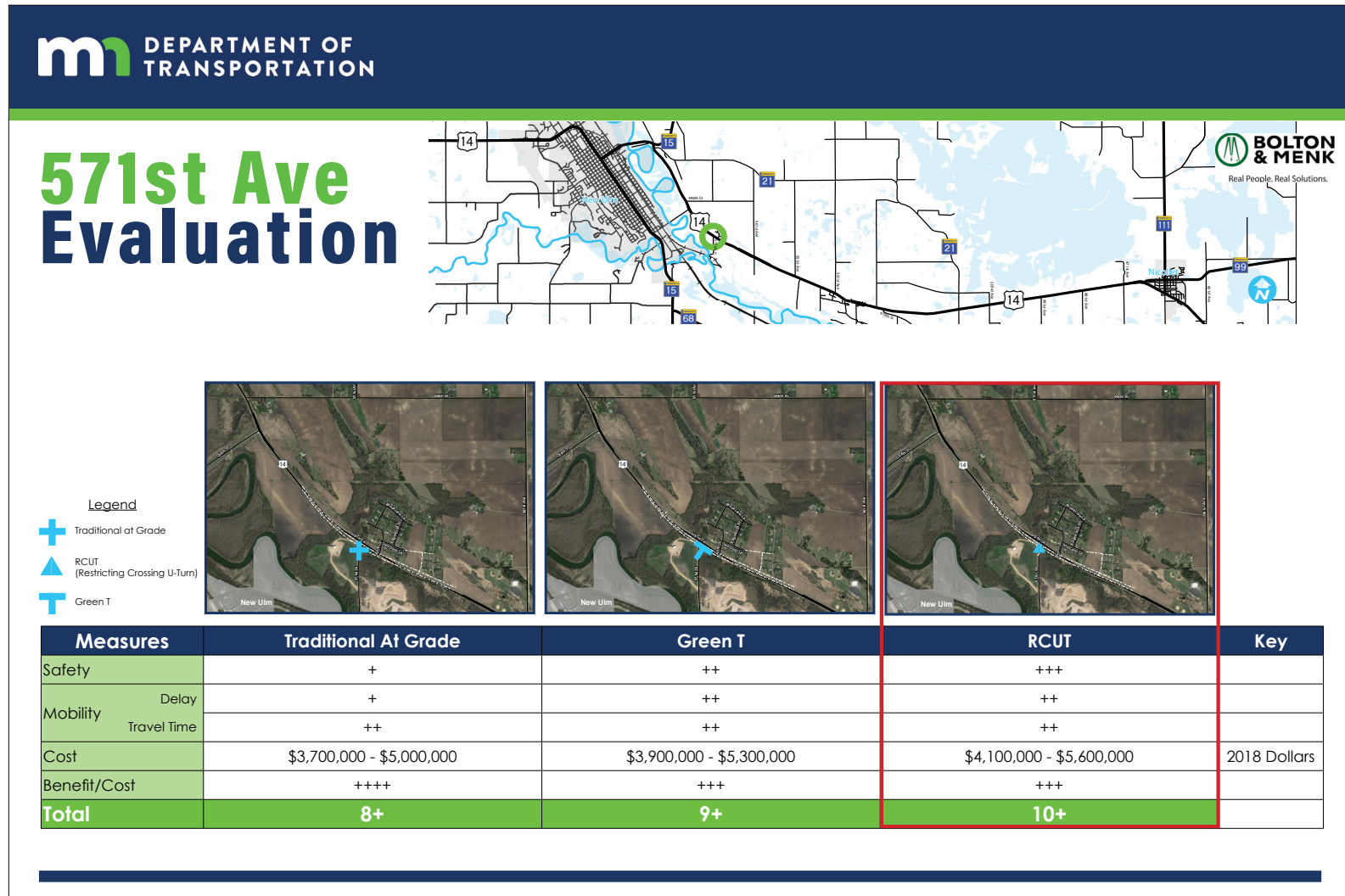


## OPEN HOUSE 2 EXHIBITS

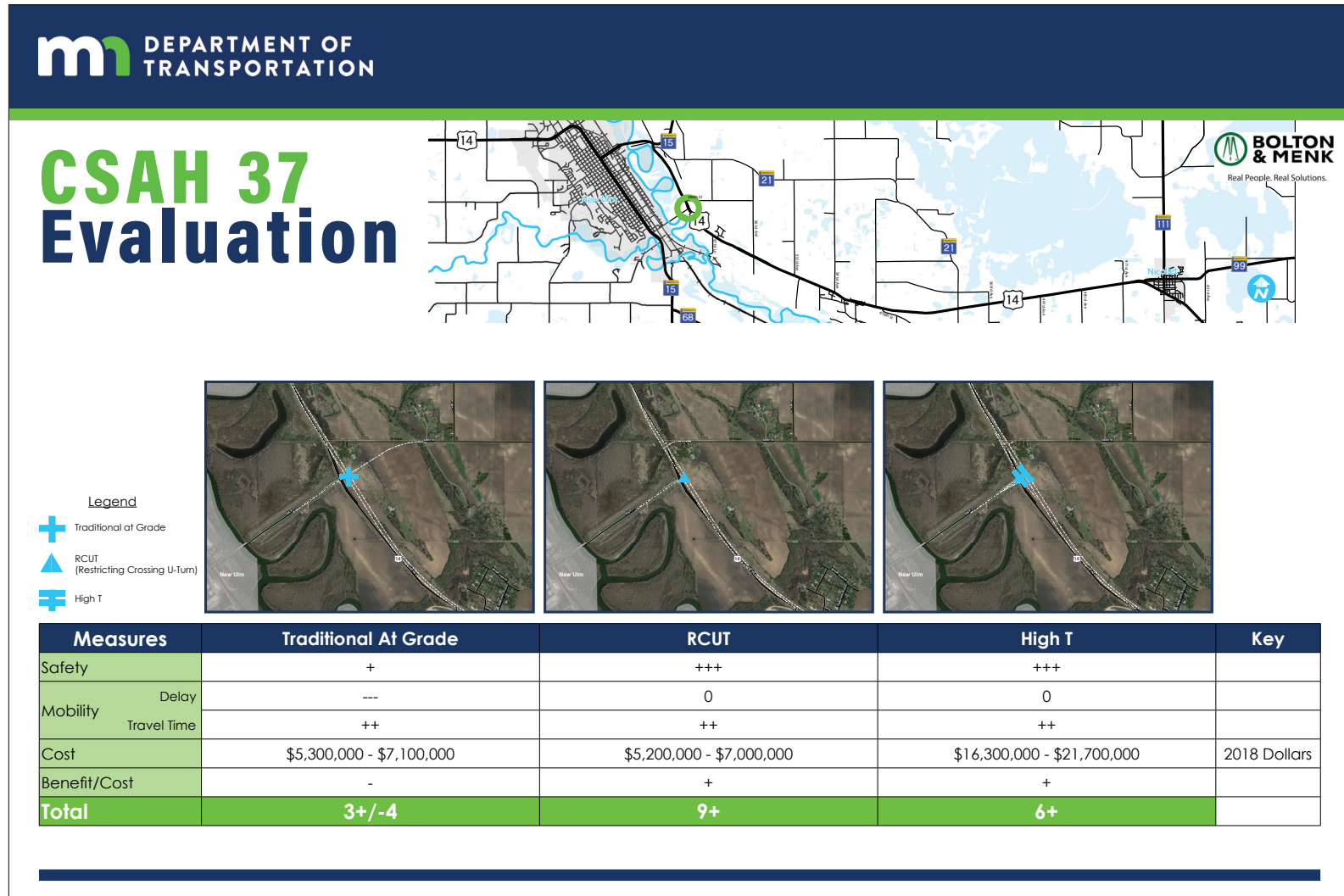




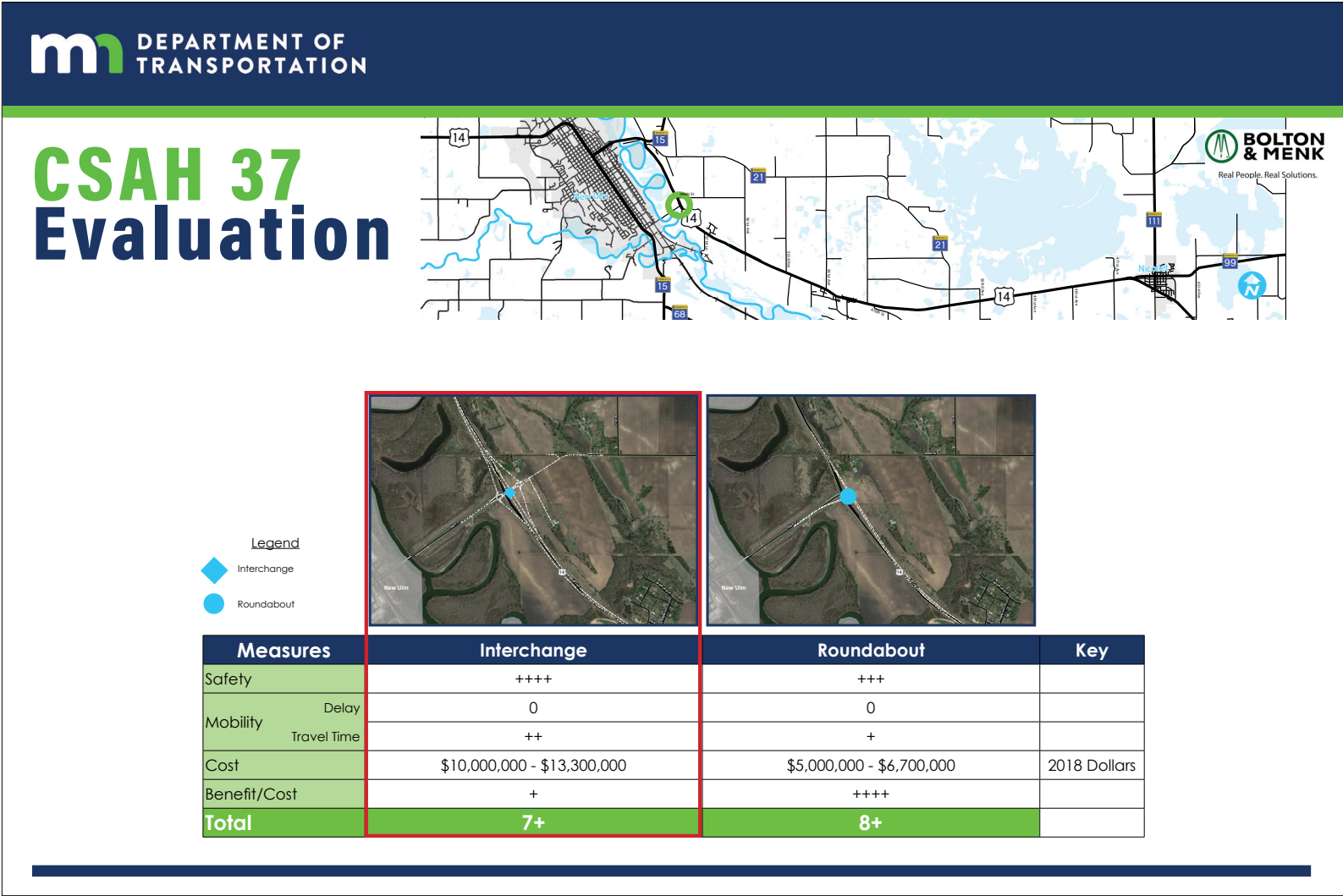
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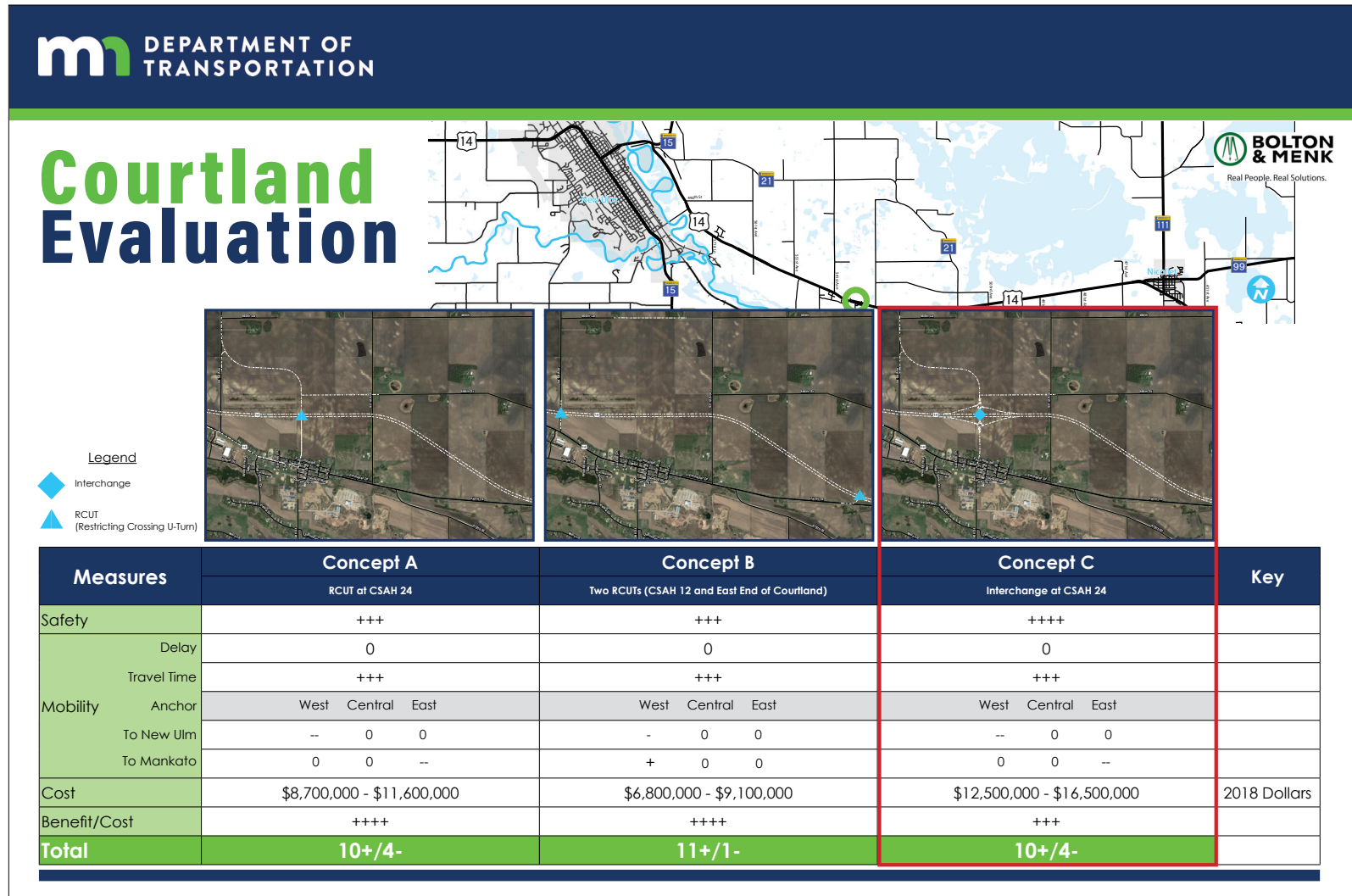
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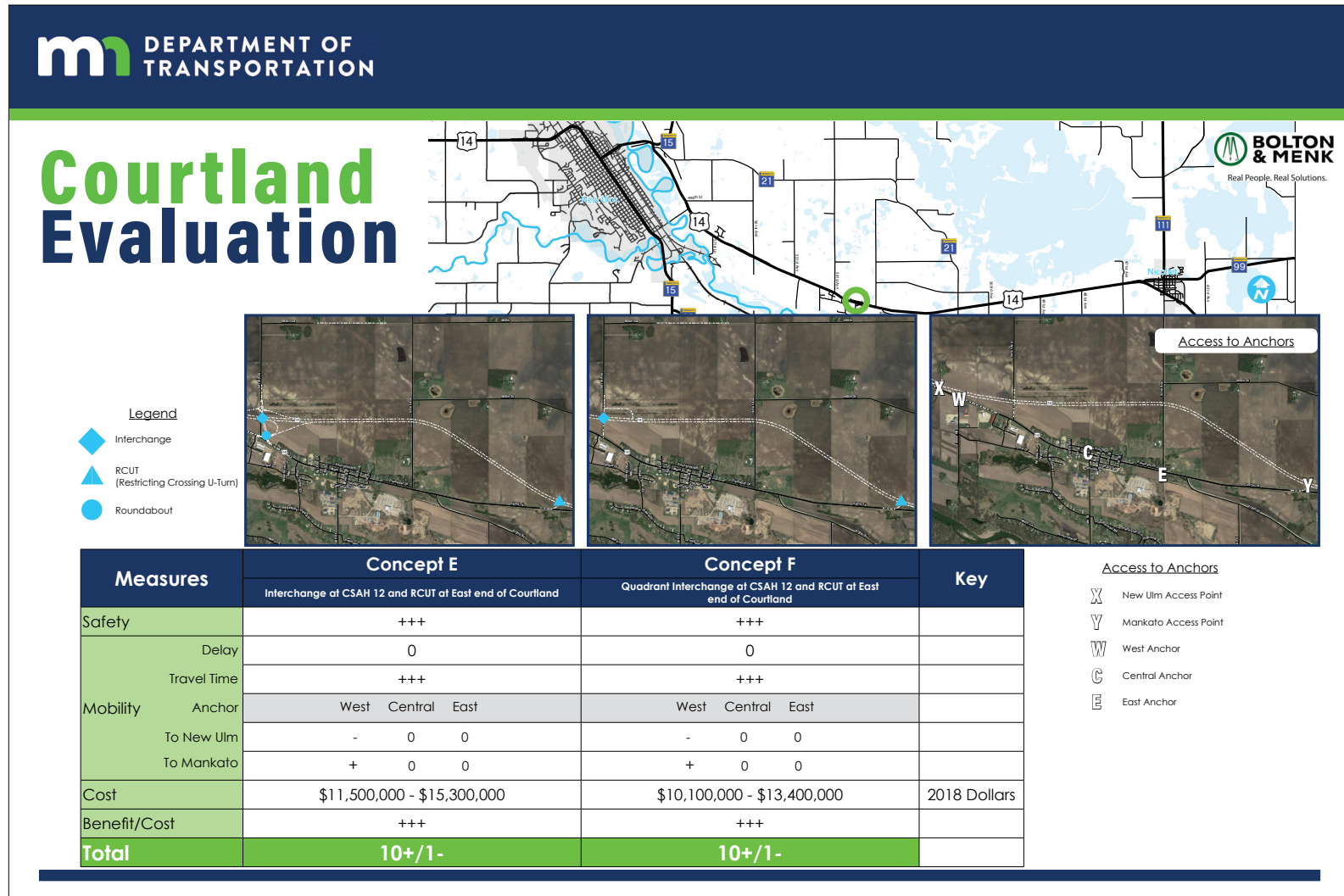
OPEN HOUSE 2 EXHIBITS



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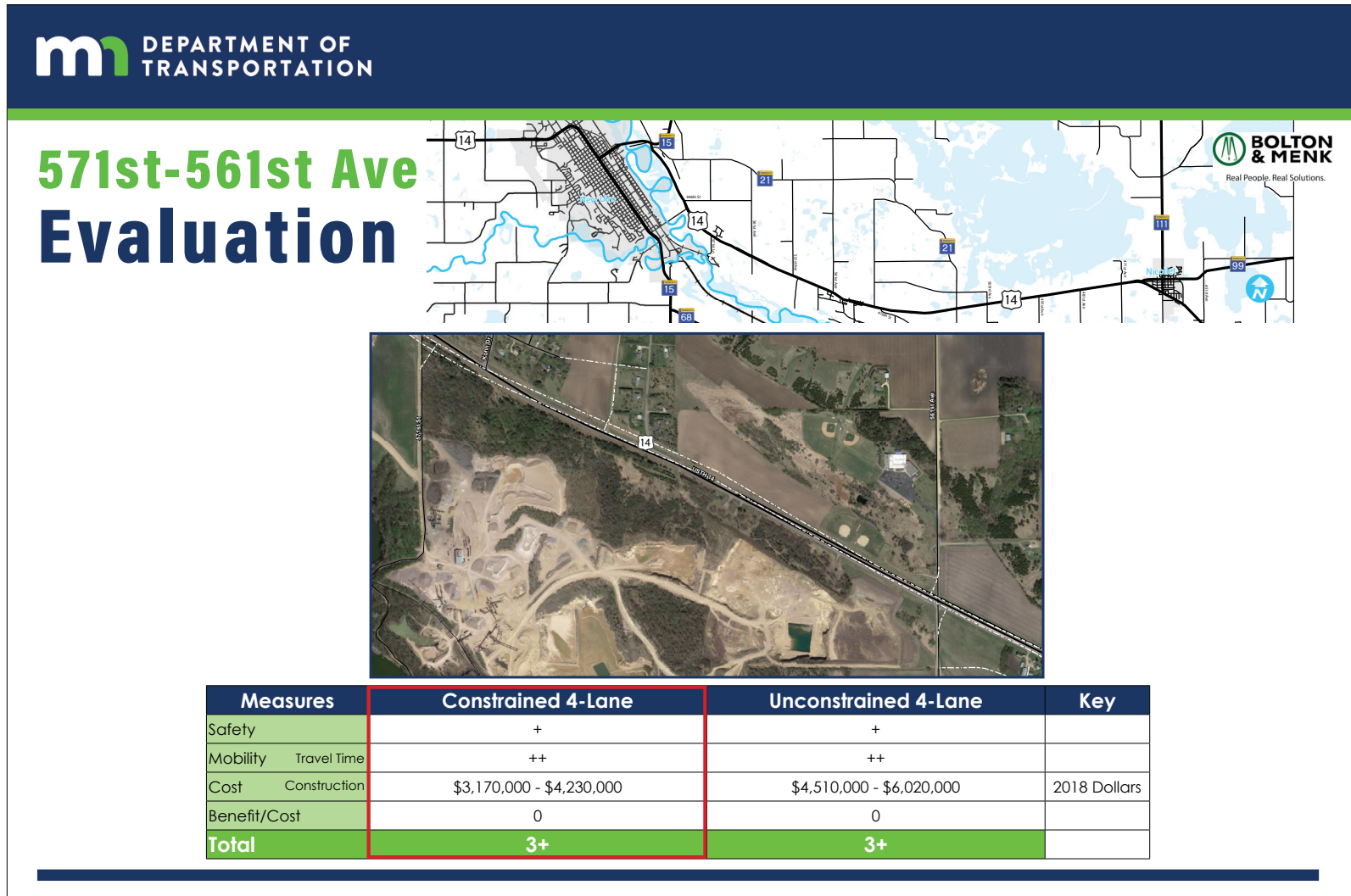


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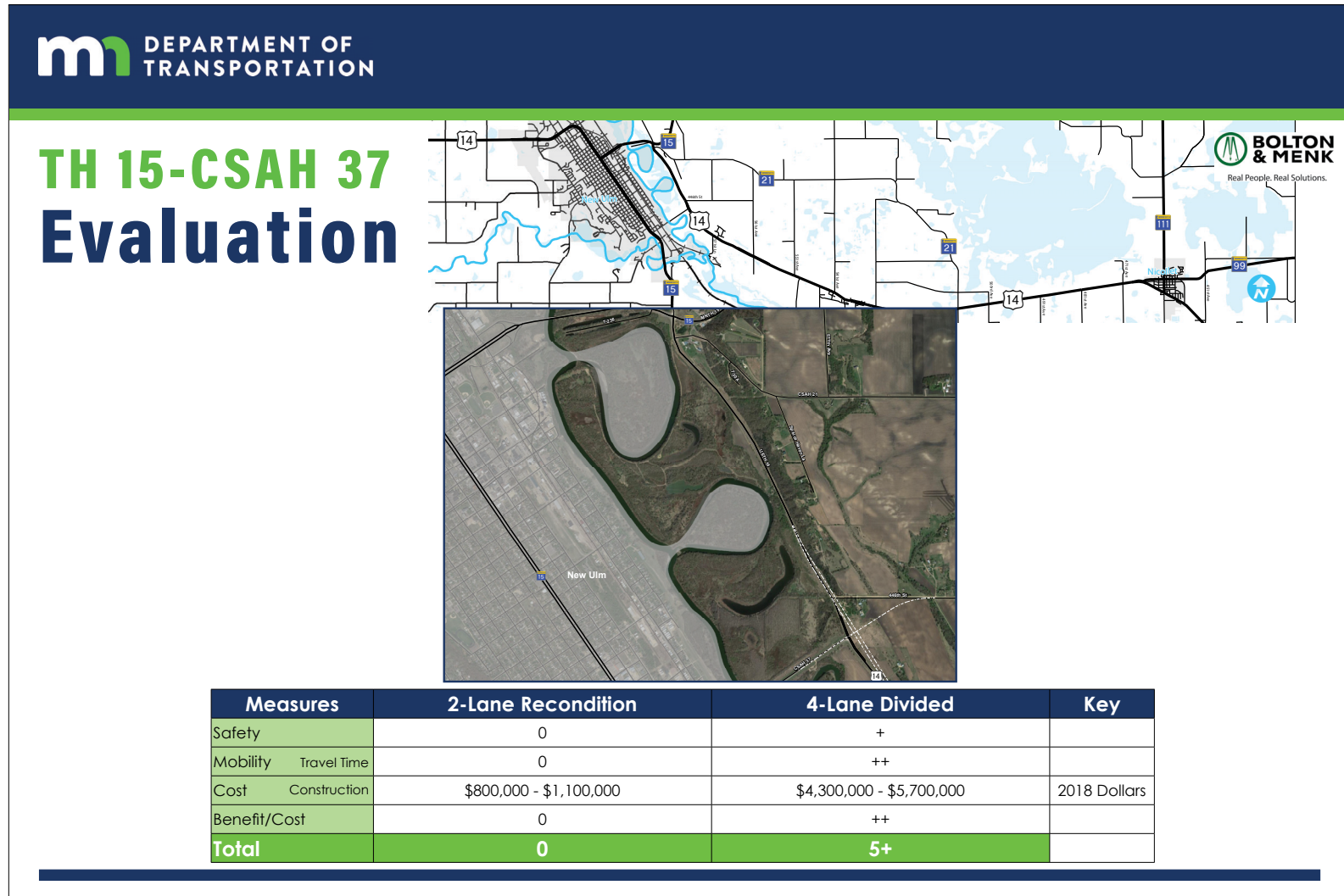




## OPEN HOUSE 2 EXHIBITS



## OPEN HOUSE 2 EXHIBITS



## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 1

Name	Address	Email
Row Kollmann	200 Foothills Rd	
Bob & Becky Carlson	43922 Spruce Haven Ln N.U.	rcagate@newulm1.net
Janice Horning	316 Foothills Rd Ct.	
Gary Bruns	57012 Hillcrest Ln New Ulm	grybruns@newulm1.net
Dawn Fiermyer	441 River View Dr	
Dawn Kuepp	4099 551st Ave NW	
Jack Kolras	Nicollet Co	
Brian Rabe	45691 561st Ave	brianr@rpxpaving.com
Lonnie Bode	47799 478th St	—
David Lechner	55021	COURTLAND
Adam Smith	57531 County Rd 21	New Ulm.
Mike Kollmann	620 Main St Courtland	

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 2

Name	Address	Email
Bob Rogers	SEH	
Greg Huiras MIC		greghuiras@mathiowetzconst.com
BRYAN Hopf	COURTLAND	bkhopf@newulmTEL.NET
Tim A. Wabel	45438 541st Ave Courtland	Wabel@newulmTEL.NET
Darlene Beranek	166 531st Ave Courtland	GKDFShav@NewULM.NET
Ought & Shand	56977 Brookview Pk	
Lynn Flygare	405 Valleyview Dr Courtland	
Marlene Wendler	421 Riverview Dr Courtland	
Tom Forks	522 Valleyview Courtland	
Carl Grieswiler	Courtland	
Monty Hulke	52220 Ct Rd 21 Courtland	
Gary Kohn		

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 3

Name	Address	Email
Charles Beitchlich	1114 N. BROADWAY New Ulm	CBEITLICH@COMCAST.NET
Bob Schuck	101 L... Court	O
Carroll Barb Netze	58023 US Hwy 14	netzeb@sydco.com
Joe Stremcha	101 Wishbone Way Courtland	coach.stremcha@gmail.com
David Wendler	421 Riverview Dr.	Courtland dwendler@outlook.com
Russ Koester	4098 P 547th Ave	New Ulm MN
Wayne Pipping	801 ELZ ST. Nicollet	pipping@historytechnet
Perry Hulke	52108 440th Lane Courtland	pshulke@newulmtel.net
John Reusse	1091 East Main	
Bill Swan	New Ulm	
Kurt Thorsen	Lake Crystal	Kurt.Thorsen@hancockconcrete.com
Gary Schneider	419 Valley View Drive	garyj@newulmtel.net



## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 4

Name	Address	Email
Dave Schultz	45763 Cty Rd. 15 Nicollet, MN 56074	
Ken Olson	56947 Hillcrest Lane NU	
Frank Eckstein	57585 446th St NU	
Margo Bode	60 Shady Oak Dr, Courtland	
Donald Bode	" "	
Connie Deffen	571 Mary Jane Courtland	
Myron Sanger	121 Stony Pt Rd Courtland	
New Wenzinger	New Ulm	
Carol Tolson	Courtland	
Jake Meyer	107 Wishbone Way	Jameyer@angusmidwest.com
Lloyd Vogt	Courtland	
Steve Smith	Courtland	Smithsbs84@gmail.com

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 5

Name	Address	Email
Marilyn Hulke	5370 2 - 460 <sup>th</sup> Lane Courtland	
Tom Haubrich	708 So 12th St Olin MN 56277	haubrich@medic.combo.net
John Schmidt	Alliance Park, Courtland	
(Edric Thom)		
Marcus Daniels	545 Mary Ln 56021	mcdlizer21@hotmail.com
Alex V	601 Walnut SW 56085	alexander.vachek@gmail.com
Les ALDRICH	Courtland	
Barry & Karen Boek	47112 491 5 <sup>th</sup> Ave	
Jeff Allerson	45402 Jeremy Dr. New Ulm	
Danny Gulden	46198 561 <sup>st</sup> Ave	guldenfamilyfarm@gmail.com
Mac Meyer	200 Main St.	macmeyer@newulmte.net
Don Berg	43645 541 <sup>st</sup> Ave Courtland 56021	

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 6

Name	Address	Email
Ron Thill & Jean Thill	67 Main St	
John Vogel	419 Valley View Dr	
Joe Schenkland	55712 Hy 14w	
Doug Golden	732 main	
Tim & Lori Kohn	46266 547th lane	
Glen & Laura Albrecht	56929 Hillcrest Lane	
Robin Hamann	404 main St. Courtland	
Cindy Hamann	404 main St. Courtland	
Bob Schalus	403 Valleyview Courtland	
Andrew Straka	By Watertown Courtland	
Deb Straka	Courtland	
Roy Janic	104 High View Ct	

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 7

Name	Address	Email
MICHAEL	P.O. Box 212	
MARY KILIBARDA	500 VALLEYVIEW DR PO Box 35	
Jeff Brand	Po Box 473 St Peter, mn	brand.fichus@gmail.com
Shane Kraus	1114 Cottonwood St. New Ulm	
John Greene	1018 16th N St New Ulm	MNDOT
Jeff & Cindy Klingbein	57930 US Hwy 14 New Ulm	
Steve Rykkus	807 N Broadway New Ulm	
Carol Thara	50 Shady Oak W. Carleton	
Steve Hulbe	51605 County Road 21 Courtland	
Martin Grubel	113 Main Street Courtland	martin.grubel@rocketmail.com
Dennis Bianchi	1011 Upper Wallacki New Ulm	
Mary Ppung	801 Elm St Nicollet	

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 8

Name	Address	Email
Patti Dittreich	45508 Jeremy Dr N.H.	dpittreich@newulmtel.net
Dave Dittreich	"	"
Corey Hulke	51377 460 <sup>th</sup> S Courtland	ckhulke13@gmail.com
Glenn Bode	4 Fiemeyer Drive	
Bonnie Bode	4 Fiemeyer Drive	
Jo Derksen	45228 Sunrise Drive	LDerksen@newulmtel.net
Banner Mary Margaret	45246 531 <sup>st</sup> Ave	
Kevin Christensen	537 Valley View Drive	minnesotarocks@gmail.com
Rachel Krohn	41791 465 <sup>th</sup> Ave Nicollet	WRKrohn@hotmail.com
Brad Fitener	52346 460 <sup>th</sup> St Courtland	weldera@hotmail.com
Dave Ubel	52838 County Rd 21 Courtland	dubel@newulmtel.net



## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 9

Name	Address	Email
EDWARD OSBERG	309 ZIMMERMAN RD.	
Brenda Jones	108 1st St #9	
Brian Hulke	Courtland	
Handye Peton	345 Valley View Dr. Courtland	petonh1@gmail.com
Mike Dallman	47133 481 <sup>st</sup> Ave Nicollet	
Gary Fehling	49456 US HWY 14 COURTLAND	
Marcy Bode	45479 561 <sup>st</sup> Ave New Ulm	
Wane Rasmussen	41791 465 <sup>th</sup> Ave Nicollet	

## OPEN HOUSE 2 SIGN-IN SHEETS



## Open House

### Sign In – Please Print

Project: Highway 14 – New Ulm to Nicollet Expansion Project

Date: February 22, 2018

Sheet No. 10

Name	Address	Email
Timothy Levee	49661 Usting 14 Courtland	timothy.levee@yahoo.com
Nathan Marti	549 Mary Ln, Courtland	

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Dave Ubel**Email address:** dubel@newulmtnet.net**Address:** 5288 County Rd 24 Courtland MN 56021**Phone number:** 507-276-8413**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

I like the interchange on County Road 24 in middle of Courtland. I believe this gives equal access going east or west. Also provides the safest access to Courtland and eliminates traffic on old 14 through town (From the bank to the west)

I also believe the interchange at 37 is beneficial to everyone. This will provide the safest access for the township and people entering new Ulm from the East

for residents of Courtland and for the fire Department

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Loise Harmering **Email address:** \_\_\_\_\_**Address:** 316 Foothills Rd Ct **Phone number:** 359-2566**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

It is stupid to build a new road for access  
when No 12 is there. You have to buy houses  
to do that. I hope they buy mine. I don't  
want to listen to that  
What a wasteful government!  
How about being more frugal!

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:**

David Wendler

**Email address:**

dowendler@outlook.com

**Address:**

421 Riverview Dr. Courtland

**Phone number:**

354-8965

**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

Prefer interchange at Hwy 12 instead of 24  
 Reasons:  
 1. Will increase truck traffic if stays at 24  
 2. If 24 goes straight - no stop sign - will increase speed of vehicles - at middle of Courtland Residential area  
 3. Increased speed on 24 without stop sign will impact the ballpark - children  
 anything we can do to prevent tragedy is worthwhile  
 therefore - put interchange at Hwy 12

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Doug Schultz**Email address:** dougschultz507@gmail.com**Address:** 45763 Cty Rd. 15**Phone number:** 507 276 3543

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

I would be in favor of using the existing Road by making it wider on one or both sides. the 60' of weeds in the middle is a big waste of land and ~~more~~ money.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**Name: Kevin Gregg Email address: Kevin715kevin@hotmail.comAddress: 209 Shady Oak Dr Courtland Phone number: 507-217-9029

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

Large concern in town of Courtland, regarding  
current Bank corner, city park  
along the ball diamond area  
some way to keep the traffic slower at that  
intersection  
Possible 4 way stop at that corner

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**

Name: \_\_\_\_\_ Email address: \_\_\_\_\_

Address: \_\_\_\_\_ Phone number: \_\_\_\_\_

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

C-26 light on Nicollet Road 1304  
AKSEAL WORKED SINCE PUT IN  
WHY??

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Marlene Wendler**Email address:** wendlermarlene@hotmail.com**Address:** 421 Riverview Dr**Phone number:** 54-8965**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

It sounds good to keep the traffic flowing from 24 straight up to access to highway 14. When you think of what is impacted by more traffic on 24 are all the homes on both sides that ~~need to be able to get on 24~~ <sup>have people who need to be</sup> able to get on 24. Once you're in Courtland, you pass the ball park which is busy during the day all summer & into the evening with ball games.

We live on Riverview Dr & have noticed a lot of increased truck traffic on 24 since the highway was worked on by Nicollet. Truck drivers discovered another road to use & the increased traffic hasn't stopped. Having the interchange where 12 is would discourage the added trucks on 24.

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Brenda Jones**Email address:** \_\_\_\_\_**Address:** 108 1st St #9, Courtland **Phone number:** 507-276-6976**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

Just a concern that there will be no  
access to "Old 14" when coming in from  
New - will cause a lot of backtracking  
for the trucking companies in town.

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Jeff & Cindy Klingler **Email address:** jcKlingler@nutkcom.net**Address:** 57930 US Hwy 14 **Phone number:** 354-1908**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:** Consider having a driveway on the top bluff. Instead of access off of the new 4 lane. We are looking at safety to get onto our driveway and out. Bike trail along river bottom to Mankato:

Continue 4 lane from Courtland to the Y intersection.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Debs Strala**Email address:** \_\_\_\_\_**Address:** \_\_\_\_\_**Phone number:** \_\_\_\_\_**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

Move highway North. Leave the trees  
for a sound barrier. Not disrupting  
as many homes just land

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Andrew Straka**Email address:** \_\_\_\_\_**Address:** Property Next To Water Tower**Phone number:** 507-382-9993**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

Hwy 14 should be pushed more to the North  
to the North side of the trees, leaving the trees as  
a natural sound barrier. Why cut them down to only  
have to figure something else out. Use what nature has in  
place already

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion**

Comment Form

February 22, 2018

Name: Brian W. Luepke Email address: \_\_\_\_\_Address: 48252-501st Lane Phone number: 317-0715Things to consider: Courtland

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

Comments: You have some good  
Ideas But you need  
to talk to some people  
from around here

Please call me 507-317-0715  
Ex-Fireman from Courtland  
Sick and Tired of pulling Dead  
People out of Dangerous  
Highways - Tell Governor to  
Drive this Hi-way every day  
for 40 years - then He'd know  
Thank You

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**Name: Monty HulkeEmail address: deerehulke@hotmail.com

Address: \_\_\_\_\_

Phone number: \_\_\_\_\_

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

The interchange in the center of town with city Rd 24  
~~with~~ is the best option with the amount of traffic  
 in center of town. ~~to~~ to 68.

Also keep the new road close to town as possible  
 to use trees as a wind break and allow easy  
 alignment on each end of town

10 foot shoulder on the 4 lane ~~for~~ for equipment

Bike trail should NOT be part of funding  
 Bike trail should follow railroad on south side of river

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

## Highway 14 – New Ulm to Nicollet 4-Lane Expansion

Comment Form

February 22, 2018

Name: Kurt ThorsonEmail address: Kurt.Thorson@Hancock  
concrete.comAddress: 301 4th STPhone number: 320-287-2843

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

Comments: I like the proposal of Concept C  
I feel it is the best option for the fire  
department to go straight out of town to the  
North for calls.

Bike trail should be moved to the South  
side of the river and follow the Canadian  
Pacific Railroad from New Ulm to Mankato

Lot of people expressing concern of losing  
trees North of Courtland would be nice  
to save them

Would there be 4 way stop in  
Town with Concept C

Lot of ~~people~~ truck traffic from business  
on south side of Courtland and if they didn't  
have to stop would be great.

20 MPH Thru Courtland North to South  
extended 1st ball park

For more information visit <http://www.mndot.gov/newulm>





## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Nathan Marti**Email address:** \_\_\_\_\_**Address:** 549 Mary Ln Courtland **Phone number:** 507 404 0564**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

I like concept C the most by far. Concept A is  
somewhat acceptable. Don't make traffic go through town like the  
other concept - the sooner the semi's and dump trucks get out the better  
and safer

I like the task force recommendations for 561<sup>st</sup> + 571<sup>st</sup> - 561<sup>st</sup> Ave  
571<sup>st</sup> I like the RCUT due to safety

TH 15 - 37 I guess 4 lane is best unless they plan to never  
make 4 lane bridges.

CSAH 37 I like the interchange the best. The RCUT is a horrible  
idea there. Semi's turn from 37 to west 14 all the time there plus  
I do too ~5 times a day.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**

**Name:** Kevin Christense **Email address:** minnesotarocks@gmail.com  
**Address:** 537 Valley View Dr **Phone number:** 507-766-0208

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force? Yes
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:** Add trees as a noise buffer on south  
side of ~~Courtland~~ 4 lane for / along Courtland  
Run & extend ~~road~~ access road to west of  
Courtland to MNDOT location  
Build it

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Tim Kohn**Email address:** \_\_\_\_\_**Address:** \_\_\_\_\_**Phone number:** \_\_\_\_\_**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

551<sup>st</sup> Ave has to go to intersection  
 Can't get to my fields need field approach  
 for farming it is our business

if  
 8 ft shoulders for farm equipment  
 does not work any more  
 Equipment is too large Need 10 ft  
 Some equipment does fit on 10 ft.

Our house is so close to Highway they go  
 55 now it will be 65 - 75  
 way more traffic and way more  
 Demis

Move intersection from middle  
 of Courtland to #12

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

## Highway 14 – New Ulm to Nicollet 4-Lane Expansion

Comment Form

February 22, 2018

Name:

Mike Killman

Email address:

mkrk25@newulm.net

Address:

620 Main St

Phone number:

507-276-8080

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

Pretty close

yes

## Comments:

Ups The Area on the West side  
before Hwy 14, I would like  
to see the new Road on top  
of the Hill not thru the trees  
Reason #1 Noise Barrier for County with Leaning  
trees

#2 Snow Dumping in there  
#3 that is a Beautiful aspect of Country  
and I know of great 35 coyotes that  
Live on that Borm  
I like the whole Plan except for  
the fact we will lose our beautiful  
trees on the Hill side

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**Name: Doug Eulder

Email address: \_\_\_\_\_

Address: 732 mainPhone number: 276-2086

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

Comments:

I would like to see the  
Highway on top of the trees for a  
nature sound barrier. I do like  
that you have the road going  
straight up 24

For more information visit <http://www.mndot.gov/newulm>



## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**Name: Timothy Lent Email address: Timothy.lent@yaho.comAddress: 49661 US Hwy 14 Phone number: 507-574-1157

Things to consider:

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

how do the bus routes +  
stops work on the 4 lane?

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018****Name:** Perry Hulke**Email address:** pshulke@newulmtel.net**Address:** \_\_\_\_\_**Phone number:** \_\_\_\_\_**Things to consider:**

1. Do you agree with the recommendations set forth by the Task Force?
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:**

Keep interchange as close to Courtland  
as possible. - The new black line that  
is drawn in. Use trees as wind break.

Keep Road shoulder lanes at 10 feet.  
not 8 for wide equipment & farm  
machinery.

Don't feel the bike trail needs to  
be funded by corridors of commerce.

Keep interchange in center of town.

Need an acceleration lane on South  
Lanes heading East at the ~~interchange~~  
intersection of Hwy 14 and county Road 16.

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**Name: Courtland Township Supervisor

Email address: \_\_\_\_\_

Address: Corey HulkePhone number: 507 276 6848

## Things to consider:

1. Do you agree with the recommendations set forth by the Task Force? Not All
2. Are there any aspects of the recommendations that you would alter?
3. Do you have any comments on the layout?

**Comments:** You definitely need to have  
acceleration lanes at the County 21 intersections  
East of Courtland. And Street Lights

We feel that all township intersection  
to to be 2 way access not only for the  
farmers but for Emergency Response to them  
roads. 551st Ave.

If the intersection north of courtland  
goes down Hwy 12 We need to have an  
intersection at 531st Ave. We cannot have Emergency  
Response Vehicles going 4-6 miles out of the way  
to access north of Courtland.

Should be an exit coming from the west to  
get into Courtland by 531st Motors.

Wondering why a member of the Township was  
not asked to be on the Task Force

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT FORMS

**Highway 14 – New Ulm to Nicollet 4-Lane Expansion****Comment Form****February 22, 2018**Name: Cary Pahlberg Email address: pahlbergfarm@aol.comAddress: 49456 US HWY 14 Phone number: 507-340-7465Things to consider: COURTLAND

1. Do you agree with the recommendations set forth by the Task Force? NO
2. Are there any aspects of the recommendations that you would alter? YES
3. Do you have any comments on the layout? YES

**Comments:** Do not agree with new access  
road to HWY - 14 for my place. If  
I can not have access off my  
existing Driveway, I prefer moving  
Driveway to front of farm lot  
and go East to next place drive-  
way - which lines up with 491st St.  
(this drive is also within our  
property line)

For more information visit <http://www.mndot.gov/newulm>

## OPEN HOUSE 2 COMMENT CAPTURE

Hwy 14 - New Ulm to Nicollet Expansion Project: Written comments from Open House # 2 (February 22)							
Name	Email	Address	Phone number	Comment	Other comments <small>*Numbers refer to questions listed on OH Comment Form</small>	Theme of Comments	
Dave Ubel	<a href="mailto:dubel@newulmtel.net">dubel@newulmtel.net</a>	52838 County Rd 21 Courtland, MN 56021	507-276-8413	I like the interchange on County Rd 24 in the middle of Courtland. I believe this gives equal access going east or west for residents of Courtland and for the fire department. Also provides the safest access to Courtland and eliminates traffic on Old 14 through town (From the bank to the west). I also believe the interchange at 37 is beneficial to everyone. This will provide the safest access for the township and people entering New Ulm from the east.		access from Courtland to new Hwy 14	Center town
Carlson		43922 Spruce Haven		Looks good at 37 City.		NA for Task Force	
Janice Harmering		316 Foothills Rd Ct	359-2566	It is stupid to build a new road for access when No. 12 is there. You have to buy houses to do that. I hope they buy mine. I don't want to listen to that. What a wasteful government! How about being more frugal!		access from Courtland to new Hwy 14	West end
David Wendler	<a href="mailto:dowendler@outlook.com">dowendler@outlook.com</a>	421 Riverview Dr. Courtland	354-8965	Prefer interchange at Hwy 12 instead of 24. Reasons: 1. Will increase truck traffic if stays at 24 2. If 24 goes straight - no stop sign - will increase speed of vehicles - at middle of Courtland residential area. 3. Increased speed on 24 without stop sign will impact the ballpark - children. Anything we can do to prevent tragedy is worthwhile. Therefore - put interchange at Hwy 12.		access from Courtland to new Hwy 15	West end
Doug Schultz	<a href="mailto:doupschultz507@gmail.com">doupschultz507@gmail.com</a>	A5763 County Road 15	507-276-3543	I would be in favor of using the existing road by making it wider on one or both sides. The 60' of weeds in the middle is a big waste of land and money.			
Kevin Gregg	<a href="mailto:kevin715@hotmail.com">kevin715@hotmail.com</a>	209 Shady Oak Dr Courtland	507-217-9029	Large concern in town of Courtland, regarding current bank corner, city Park along the ball diamond area. Some way to keep the traffic slower at that intersection. Possible 4-way stop at that corner.		old Hwy 14 and CR 24 intersection safety	
				C-26 Light on Nicollet Roundabout hasn't worked since put in. WHY??		NA Task force	
Marlene Wendler	<a href="mailto:wendlermarlene@hotmail.com">wendlermarlene@hotmail.com</a>	421 Riverview Dr	354-8965	It sounds good to keep the traffic flowing from 24 straight up to access to highway 14. When you think of what is impacted by more traffic on 24 are all the homes on both sides that have people who need to be able to get on 24. Once you're in Courtland, you pass the ball park which is busy during the day all summer and into the evening with ball games. We live on Riverview Drive and have noticed a lot of increased truck traffic on 24 since the highway was worked on by Nicollet. Truck drivers discovered another road to use and the increased traffic hasn't stopped. Having the interchange where 12 is would discourage the added trucks on 24.		access from Courtland to new Hwy 14	Center town
Brenda Jones		108 1st St #9 Courtland	507-276-0976	Just a concern that there will be no access to "Old 14" when coming in from New - will cause a lot of backtracking for the trucking companies in town.		access from Courtland to new Hwy 14	
Jim Sutherland		55712 Hwy 14	507-380-0143	How do we get out during construction? Relocating my well? Costs?	1. - Yes	NA Task Force	
Jeff and Cindy Klingler	<a href="mailto:cklingler@nutelecom.net">cklingler@nutelecom.net</a>	57930 US Hwy 14	354-1908	Consider having a driveway on the top bluff. Instead of access off of the new 4 lane. We are looking at safety to get into our driveway and out. Bike trail along river bottom to Mankato. Continue 4-lane from Courtland to the Y intersection.			
Deb Stralia				Move highway north. Leave the trees for a sound barrier. Not disrupting as many homes just land.			
Andrew Straka		Property next to water tower	507-382-9993	Highway 14 should be pushed more to the North to the North side of the trees. Leaving the trees as a natural sound barrier. Why cut them down to only have to figure something else out. USE what nature has in place already.			
Brian W. Luepke		48252 50 1st Lane Courtland	317-0715	You have some good ideas but you need to talk to some people from around here. Please call me 507-317-0715. Ex-fire man from Courtland sick and tired of pulling dead people out of dangerous highways - tell governor to drive this highway everyday for 40 years, then he'd know. Thank you.		NA Task Force	
Monty Hulke	<a href="mailto:deerehulke@hotmail.com">deerehulke@hotmail.com</a>			The interchange in the center of town with County Road 24 is the best option with the amount of traffic in center of town to 68. Also keep the new road close to town as possible to use tree's as a wind break and allow easy alignment on each end of town. 10 foot shoulder on the 4-lane for farm equipment. Bike trail should NOT be part of funding. Bike trail should follow railroad on south side of river.		access from Courtland to new Hwy 14	Center town
Steve Rykus	<a href="mailto:rykussteven@gmail.com">rykussteven@gmail.com</a>	8087 N Broadway New Ulm, MN 56073	507-276-3521		1. - Yes 2. - No 3. Looks good - just get it done	NA Task Force	
Kurt Thorson	<a href="mailto:kurt.thorson@hancockconcrete.com">kurt.thorson@hancockconcrete.com</a>	301 4th ST	320-287-2843	I like the proposal of concept C. I feel it is the best option for the fire department to go straight out of town to the north for calls. Bike trail should be moved to the south side of the river and follow Canadian Pacific Railroad from New Ulm to Mankato. Lot of people expressing concern of losing trees north of Courtland. Would be nice to save them. Would there be 4-way stop in town with Concept C. Lot of truck traffic from business on south side of Courtland and if they didn't have to stop would be great. 20 mph through Courtland north to south extended past ballpark.		access from Courtland to new Hwy 14 old Hwy 14 and CR 24 intersection safety Trail location	Center town

## OPEN HOUSE 2 COMMENT CAPTURE

Mike Dallmann	<a href="mailto:madbb@live.com">madbb@live.com</a>	47133 481 st Ave Nicollet	507-381-1988	Put an intersection to access highway on 481st Ave instead of catering to the duck hunters on swan lake		NA Task Force	
Nathan Marti		549 Mary Ln Courtland	507-404-0564	I like concept C the most by far. Concept A is somewhat acceptable. Don't make traffic go through town like the other concept. The sooner the semi's and dump trucks get out the better and safer. I like the task force recommendations for 561st and 571st - 561st Ave. 571st I like the RCUT due to safety. TH 15-37 I guess 4-lane is best unless they plan to never make 4-lane bridges. CSAH 37 I like the interchange the best. The RCUT is a horrible idea there. Semi's turn from 37 to West 14 all the time there plus I do too ~5 times a day.		access from Courtland to new Hwy 14	Center town
Kevin Christense	<a href="mailto:minnesotarocks@gmail.com">minnesotarocks@gmail.com</a>	537 Valley View Dr	507-766-0208	Add trees as a noise buffer on south side of 4-lane for along Courtland Run extend access road to west of Courtland to MnDOT location. Build it.		NA Task Force	
Tim Kohn				551 st Ave has to go to an intersection can't get to our fields need field approach for family - it is our business. If 8 ft shoulder for farm equipment does not work anymore. Equipment is too large! Need 10 ft. Some equipment does fit on 10 ft. Our house is so close to highway they go 55 now it will be 65 - 75 way more traffic and way more semi's. Move intersection from middle of Courtland to #12.		access from Courtland to new Hwy 14	West end
Mike Kollmam	<a href="mailto:mrk29@newulmtel.net">mrk29@newulmtel.net</a>	620 Main St	507-276-8080	Yes, the area on the west side beside highway 12, I would like to see the new road on top of the hill not thru the trees. #2 Snow dumping in there. #3 that is a beauty aspect of Courtland and I now of around 35 coyotes that live on that berm. I like the whole plan except for the fact we will lose our beautiful trees on the hill side.	1. - Pretty close 2. - Yes		
Doug Culder		732 Main	276-2086	I would like to see the highway on top of the trees for a natural sound barrier. I do like that you have the road going straight up 24.		access from Courtland to new Hwy 14	Center Town
Timothy Lendt	<a href="mailto:timothy.lendt@yahoo.com">timothy.lendt@yahoo.com</a>	49661 US Hwy 14	507-514-1157	How do the bus routes and stops work on the 4-lane?		NA Task Force	
Perry Hulke	<a href="mailto:pshulke@newulmtel.net">pshulke@newulmtel.net</a>			Keep interchange as close to Courtland as possible. The new black line that is drawn in. Use trees as windbreak. Keep road shoulder lanes at 10 feet. Not 8 for wide equipment and farm machinery. Don't feel the bike trail needs to be funded by corridors of commerce. Keep interchange in center of town. Need an acceleration lane on south lanes heading east at the intersection of Hwy 14 and County Road 11.		access from Courtland to new Hwy 14	Center Town
Corey Hulke	Courtland Township Supervisor		507-276-6848	You definitely need to have acceleration lanes at the County 21 intersections East of Courtland. And street lights. We feel that all township intersections to be 2-way access not only for the farmers but for Emergency Response to those roads, 551st Ave. If the intersection north of Courtland goes down Hwy 12. We need to have an intersection at 531st Ave. We cannot have emergency response vehicles going 4-6 miles out of the way to access north of Courtland. Should be an exit coming from the west to get into Courtland by SRS Motors.	1. - Not all		
Gary Pehling	<a href="mailto:pehlingfarms@aol.com">pehlingfarms@aol.com</a>	49456 US Hwy 14 Courtland	507-340-7465	Do not agree with new access road to Hwy 14 for my place. If I cannot have access off my existing driveway, I prefer moving driveway to front of farm site and go east to next place driveway - which lines up with 491st St. This drive is also within our property line.	1. - No 2. - Yes		
Map Comment	Location of comment:	Intersection of 551st Ave and TH14		Full access for fire service		NA Task Force	
Map Comment	Location of comment:	551st and north of TH14		~ 10 houses Farm business is split on both sides of highway		NA Task Force	
Map Comment	Location of comment:	561st Ave and south of TH14		Move road (driveway) to the north.		NA Task Force	
Map Comment	Location of comment:	Rcut to west of 561 and TH14		Include acceleration lane		NA Task Force	
Map Comment	Location of comment:			Use existing roads along TH14		NA Task Force	
Map Comment	Location of comment:	481st and TH14		Eliminate frontage road or put intersection at 481st and run frontage from Lumbrick to 481st. Put driveway from Lumbrick to old TH 14.		NA Task Force	
Map Comment	Location of comment:	CSAH 21/CSAH 11 and TH14		Need acceleration lane and street lights.		NA Task Force	



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## APPENDIX D: COMMENTS and COMMUNITY FEEDBACK from WEBSITE

Hwy 14 - New Ulm to Nicollet Expansion Project: Comments from Interactive Map				
Category	Initial Comment	Comment	Theme of Comments	
Other Concerns	There is 2 lift pumps for field drain tile here that pump water coming in from tiles to drainage ditch under the road. Nowhere have I ever seen these marked. They can be clearly seen from the highway. One has a tin		NA for task force	
Identify Intersection Concerns	This is the entry and exit point for students and families traveling to and from Minnesota Valley Lutheran High School. I would encourage MNDOT to make that entry and exit as safe as possible	There is a lot of left-turn traffic into and out of this area at certain times of the day. With four-lane traffic moving even faster than the traffic now, it will be imperative to have safe access to MVL.	MVL Safety	
Identify Intersection Concerns	This is the entry and exit point for students and families traveling to and from Minnesota Valley Lutheran High School. I would encourage MNDOT to make that entry and exit as safe as possible	I think there should be a frontage road from MVL back to the west that would join up with Jeremy Drive and look into a r cut intersection there.	MVL Safety	
Identify Intersection Concerns	Since approx 50% of the traffic that comes west on Hwy 14 turns onto County 37, and 50% of the traffic going east originates from County 37, this intersection is very important. It should be safe, but also facilitate an efficient traffic flow as people turn onto and off of County 37.	Add roundabout perhaps?	efficient flow of traffic at CSAH 37	
Identify Intersection Concerns	This is a very dangerous intersection now. Please take consideration that is the center of town. Parks next to hwy and parking on Hwy 14 almost		old Hwy 14 and CR 24 intersection safety	
Identify Intersection Concerns	Having this Interchange going in to town does not solve the hwy14 and city rd 24 intersection as far as Safety concerns. That intersection needs to be looked at long and hard.		old Hwy 14 and CR 24 intersection safety	
Other Concerns	look at putting the 4 lane below the hill north of town. This creates a break from the blowing snow whiteouts that occur now up on top of the		NA for task force	
Other Concerns	We have been waiting more than 50 years for this road to be made into 4 lanes. FUND THIS DAMN ROAD NOW!!!!		NA for task force	
Identify Intersection Concerns	I think there should be a frontage road from MVL back to the west to meet up with Jeremy Drive and put an R-cut intersection there		MVL Safety	
Other Concerns	I think the 4 lane could switch back to 2 lane after the highway 37 intersection since you have to combine to 2 lane when you get to that	Maybe combine with cr 21, US 14, MN 15 round about or J turns	End 4-lane at CSAH 37	
Identify Intersection Concerns	I think the interchange north of Courtland should be at the current County Road 12, not moved for a straight run. I feel that all the traffic that would be coming into Courtland down the hill on a straight run would be very dangerous and fast going by the park and ballfield		access from Courtland to new Hwy 14	West End
Other Concerns	I think there should be a frontage road from Hwy 37 that would access NUQQ.		NA for task force	
Other Concerns	I think the 4Lane could end by S&S Motors and continue on as a 2 lane the rest of the way		End the 4-lane just west of Courtland	
Identify Intersection Concerns	As part of the 4 lane project, change the intersection at US 14 and Old Hwy 14 (the back road to Nicollet) into a J-turn intersection.		access from Courtland to new Hwy 14	
Identify Intersection Concerns	Change the intersection at MN 111 and MN 99 to a 4-way stop.		NA for task force	
Identify Intersection Concerns	This intersection needs to be safe and efficient. This is a busy intersection at times and over the last few years that I have driven through this intersection it seems to have more accidents recently.		Safety	
Identify Intersection Concerns	This intersection should also be looked at. I have had numerous issues with trucks pulling out in front of me here and almost causing accidents.		Safety	
Identify Intersection Concerns	This is another bad intersection that needs attention.		Safety	
Lane Expansion	Hwy 14 New Ulm to Nicollet Corridor	This is an extremely busy highway. During the school year many MVLHS students travel this highway. A four-lane road would great diminish the risk of accident especially connected with dangerous passing.	MVL Safety	
Lane Expansion	Hwy 14 New Ulm to Nicollet Corridor	The intersection of HWY 14 and the road to MVLHS presently is very dangerous for school students and campus visitors in view of the traffic on HWY 14. Any modifications of HWY 14 should include improvements for accessing HWY 14 from MVL and accessing MVL from HWY 14.	MVL Safety	

		The expansion of Hwy 14 to four lanes from Nicollet to New Ulm would be a great benefit for MVLHS provided the improved safety of the intersection of Hwy 14 and 561st Avenue is given a high priority. This is currently a highly used, highly dangerous intersection; and the drivers traveling it run the gamut from very new drivers to the grandparents of those students and everyone in between. Thank you for your conscientious consideration of this access point.	MVL Safety	
Lane Expansion	Hwy 14 New Ulm to Nicollet Corridor			
Lane Expansion	Hwy 14 New Ulm to Nicollet Corridor	Should decrease speed limit by school, just to allow traffic volume to flow, along with wb acceleration lane	MVL Safety	
Lane Expansion	Hwy 14 New Ulm to Nicollet Corridor	Should partner with DNR to create bike path from peds bridge (New Ulm) to Kato,	Trail preferred	
Line comments: 5	Point comments: 4		NA for task force	
Category	Initial Comment	Comment		
Other Concerns	The problems with the new lanes are expansion and safety while turning. A solution could be to have two lanes going west on top of the hill and keep the existing highway lanes as the ones going east. County Rd 21 appears to follow the top of the hill and either turning that or creating a new road following the hill closer seems to be an idea. Turning would be simpler, as in the case of MVL activities. Students looking to travel to Mankato would make a simple left turn without crossing much traffic. Students going to New Ulm would drive to the top of the hill and make a left turn as well. Distances and times would obviously change, but this seems like a safe option, bypassing the city of Courtland as well.		MVL Safety	
Identify Intersection Concerns	Courtland needs a full interchange with roundabouts north of town on county road 24 NOT a J turn Why would it be feasible to put it on 12 and run thousands of cars trucks and semis daily though town from the west that go on 24 anyway to the 8 businesses's in center of town and to highway 68.		access from Courtland to new Hwy 14	Center Town
Identify Intersection Concerns	The new 14 lanes should be moved further south closer to town on the bypass. This would allow easier alignment with current 14 east of Courtland with less curve in new lanes			
Other Concerns	Build it in segments would allow easier funding Do 4 lane from Nicollet to west of Courtland first. This would allow more time to decide on MVL Quarry's, and 37 interchange		End 4-lane at CSAH 37	
Identify Intersection Concerns	Allowed access to cross 14. On county road 21			
Other Concerns	Only need 2 lane from 37 to 15. Since 50% plus traffic turns on 37		End 4-lane at CSAH 37	

Hwy 14 - New Ulm to Nicollet Expansion Project: Comments submitted via website.				
Name	Subject	Message		Theme of Comments
Tim Waibel	hwy 14	<p>I'm a land owner in section 4 Courtland twp . looks like I will end up with very small field south of new hwy ? please buy this land as well.</p> <p>County RD 12 or 541 ave ,I would not move county road 12 keep the inter section on existing road. We use 12 a lot because live in section 31</p> <p>Interchange on 561 AVE MVL road adjacent property owner to MVL .Please make tar road 10 ton up to MVL driveway. If MVL has to move there softball fields I have 16.6 acres I would be willing to work with DOT softball fields. These acres are right next to MVL baseball fields</p> <p>Historic barn concern from state. That barn is piece of junk. The back wall is falling out,. As a tax payer this is a waste of tax payer dollars if you think you move the road for this structure</p>		NA for task force
SCOTT WINDSCHTIL	4 lane to hwy 15	<p>It is not acceptable to not bring the four lane to the intersection of Hwy 15.</p> <p>IF IT IS STOPPED AT CO RO 37 IT WILL CREATE A TRAFFICC MESS ALL THE WAY THROUGH NEW ULM. MOST OF THE TRUCKING FIRMS ARE ON THE NORTH END AND THEY WOULD END UP DRIVING 5 MILES IN 30MPH SPEED ZONES ALL THE WAY THRU TOWN TO GET TO THEIR LOCATIONS. THERE WOULD BE EXCESSIVE ROAD SURFACE WEAR. IT WOULD HURT COMMERECE ( RETAIL) ON THE NORTH END AS WELL AS NORTH END DEVELOPEMENT. WE HAVE COMMITTED TO THE 35 MILLION DOLLAR INTERSECTION WHICH WILL HANDEL THE FOUR LANE COMING IN, LETS NOT SELL IT SHORT TO GAIN SO LITTLE.</p>		favours 4-lane to Hwy 15

Hwy 14 - New Ulm to Nicollet Expansion Project: Comments submitted through other means.				
Name	Source	Comment		
Tim Plath	Email (02/08/0218)	I had a meeting with an architect about potential expansion at MVL that could take place in the next 8 years. I shared with him the progress of our task force, since building plans could directly or indirectly be affected by the path Hwy 14 takes. He suggested that I let you know that there could potentially be a request from MVL to MnDOT and Nicollet County to put in an overflow exit that would be on the western section of our property. This would only be used when we have large crowds. I just thought I'd share this development with you so that you had it in the back of your mind. I can explain more, if you're interested.	MVL Safety	
Community Member	Phone call to Zak	Caller requested that Highway 24 be extended through town so that truck traffic could reach new Highway 14 north of town and avoid old Highway 14. He noted that currently there is truck traffic congestion when trucks were turning onto/off of Highway 14 from Highway 24.	access from Courtland to new Hwy 14	Center Town
Thomas Doerr	Email (02/26/0218)	It is my belief that using highway 12 as the highway 14 exit is the most logical solution. In my opinion taking houses out of Courtland to redirect is not only more work and cost but it also disrupts our community.	access from Courtland to new Hwy 14	West End
Darv Turbes	Email (02/26/0218)	Sorry have been out of town. I'm concerned that after the last meeting that Nicollet County has decided Courtland and we have no input. Please understand that I believe the west end is the better option. I don't support one exchange north of Courtland	access from Courtland to new Hwy 14	West End
Jason Schmitz	Email (02/26/0218)	As a Citizen of New Ulm and have grown up in the Courtland area, I strongly recommend using some existing roads during the hwy 14 project. I was thinking it makes a lot more sense to use CR 12 as an exit road to cut down costs and for convenience of everyone around the community. I believe that if you do this it will allow semi trucks to bypass Courtland instead of going through the town. Also I think it will save money in the long run and everyone likes to save money. So as far as a convenience factor and a money saver I believe this is essential to the development of the area.	access from Courtland to new Hwy 14	West End
Andrew Gieseke	Email (02/26/0218)	But I do want it noted that I am in support of re-visiting the Courtland Interchange and look at moving it to the Co Rd #24 intersection instead of building a whole new interchange north of Courtland. This would be in hand with the general conversation that Mark Schafer, you, and myself shared at the Courtland Open House last week.	access from Courtland to new Hwy 14	West End
Mark Schaefer	Email (02/26/0218)	I wanted to officially go on record for not supporting County Road 24 at this time. You didn't ask before the end of the meeting.	access from Courtland to new Hwy 14	West End
Mark Schaefer	Email (02/26/0218)	Why is the dot getting an access just for them it doesn't make sense that the highway department is held to a different standard than local business	access from Courtland to new Hwy 14	West End