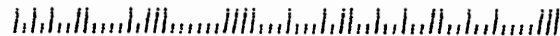


Lonnie Lien
17869 Co Rd 130
Raynesville, MN 56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION R
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



COMMENTS WELCOMED. PLEASE USE THIS CARD TO PROVIDE YOUR COMMENTS, QUESTIONS OR CONCERNS REGARDING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR Mn/DOT'S PROPOSED ALTERNATIVES TO IMPROVING HIGHWAY 23 IN AND AROUND PAYNESVILLE. AFTER YOU FILL IN YOUR COMMENTS, YOU CAN MAIL THIS CARD TO THE ADDRESS ON THE REVERSE, PLACE IT IN THE PROVIDED COMMENT BOX, OR YOU CAN GIVE IT DIRECTLY TO A MEMBER OF THE PROJECT DESIGN TEAM.

Hwy. 23 needs to be 4 lane as soon as possible. The traffic grows day by day. The decision needs to be made soon as to where it will go. The eastern route would destroy our golf course and the most welcoming part of our town. A route through town would jeopardize the safety of local citizens and create a bottleneck in the flow of traffic. The two western routes would be acceptable. The town would need to grow out to the far western route so the town can be seen. The near west is the most practical for businesses in town. Unfortunately this is where my family farm is located. We don't want to see it destroyed. We have many memories and dreams to retire on this farm but we also understand that what is best for us is not best for others. The population is changing and it affects us all. My only request is that the decision is made with no more delays. Not everyone will be happy, but change is inevitable. It is a way to improve and grow in a positive way.

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

Jane Frier
21852 Co. Line Rd.
Paynesville, MN 56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201+0768



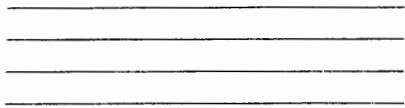
Attention: Lowell W. Flaten MN/DOT - Dist. 8 Project Mgr.

COMMENTS WELCOMED. PLEASE USE THIS CARD TO PROVIDE YOUR COMMENTS, QUESTIONS OR CONCERNS REGARDING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR Mn/DOT'S PROPOSED ALTERNATIVES TO IMPROVING HIGHWAY 23 IN AND AROUND PAYNESVILLE. AFTER YOU FILL IN YOUR COMMENTS, YOU CAN MAIL THIS CARD TO THE ADDRESS ON THE REVERSE, PLACE IT IN THE PROVIDED COMMENT BOX, OR YOU CAN GIVE IT DIRECTLY TO A MEMBER OF THE PROJECT DESIGN TEAM

To whom it may concern: I am in favor of the FAR WEST ALIGNMENT for improving Hwy 23 around Paynesville. This alternative will most efficiently move traffic and it has the least amount of disruption to existing homes & businesses. This alternative also allows for economic growth from the existing city limits out to the proposed highway.

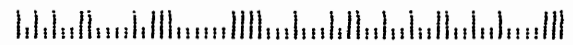
Jane Frieler
21852 Co-Line Rd.
Paynesville, MN 56362

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

36201+0768



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Figure out a bridge or underpass for City Road 33. This road brings many people in from St. Martin, Lake Henry + anywhere north of town. It is also a safety risk. It is a long way around for the fire dept. + ambulance also if they go down Lake Ave there could be a train on the tracks + that would slow them down more.

Thank you

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

Steve Frier

21852 Co. Line Rd

Paynesville, MN 56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

36201-0768



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A four lane highway is meant to move larger accounts of traffic. By choosing the Far West alternative this can be done without slowing down the flow of traffic. There will be fewer homes + businesses lost by this proposal. The City can then expand out to the highway.

Steve Frierer
21852 Co. Line Rd
Paynesville, MN 56362

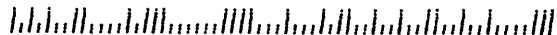
Attention: Lowell W. Flaten
Mn/DOT - District 8 Project Manager

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION R^{CD}
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



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① Why is the old Paynesville cemetery (on #2 near at Koronis Hills) ignored by this study? Sure, we hope all the ~~lots~~ bodies were moved when the cemetery was moved, but is Mn/DOT prepared for construction delays and/or cost increases if the east bypass is chosen and any human bones are found?

② I think the possible impacts to the golf course would be much tougher to mitigate than the study recognizes. The golf course is a public draw for Paynesville and it had to take for the east bypass. The club will not just get to magically acquire replacement property!

③ Pedestrian impacts to a four-lane through town would be severe. Crossing a four-lane highway would be a deterrent! Saying people could cross 2 times on one lane and ten ^{another 2} is ^{not} ^{really} thinking.

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

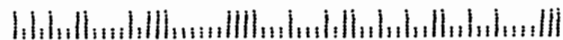


Rosalind Strodtman
24144 Roseville Rd. NE
Paynesville, MN 56362-9200



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201+0768



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I am very concerned about the west route. I do not think it would be a good choice. Being that route will take out some of the best areas in Paynesville along the river with some of the oldest trees and protected area, along with some private homes that when built there thought they were safe from being taken out for a road! Also cutting that part of town off from easy access to shopping downtown. I personally do not think the towns museum will dry up using the far west route. People who shop in Paynesville will still come with easy access. It also seems to be the way that does the least amount of damage to private homes. I would hope that someone has personally been at that location to see that it should not go that way. I support the far west route as the most economical & sensible route. There is more to Paynesville than the museum community, the residents should have as much to say about where the road should go. I personally will have some of my land with any of the 3 routes but that will not take any homes. So I hope you will take this into consideration when making the choice.

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

I have been a resident for 45 yrs, and also run a museum here.



Pat Meagher
30078 Cemetary Rd
Paynesville, MN 56362-9418



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



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Lowell

It is my opinion as a Resident,
Business Owner, and Township Board Member
in Paynesville, that the far west option
would be the best

Sincerely,
Patrick Meagher
30078 Cemetery RD
Paynesville MN
56362

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

Linda Liestman & Larry Ellis

PO Box 12

Paynesville MN 56362

PLACE
STAMP
HERE

LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768



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We strongly believe that the near West route is by far the best. It will allow close access and view of the city and will allow people to go downtown quite easily

without directing the increasing noise of traffic to go through the middle of the city. It also will allow freer movement about town that will be safer than it is now. We are absolutely against the through town route because of the lack of access across every intersection and the noise factors. We are against the Eastern route because

it goes through the golf course driving range and they have little other choice about where to move it, in addition to the 4 lane providing too much separation for travel into town by those living at the lake. The far West route is the only feasible alternative, but I do not think it will meet the concerns and needs of the city businesses - it truly would be a bypass of the Paynesville - out of sight, out of mind

so to speak. At this point the growth is heading east of Paynesville, not west. I am extremely concerned about the appearance of the entry into Paynesville. If it is inviting and attractive, people are more likely to want to stop off. Some of this is the community's responsibility, but some is also that of MNDOT. We will need careful planning for this and to be sure that those on the North side of town are not left out in the planning when it comes to easy access to the community. I travel from South of

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

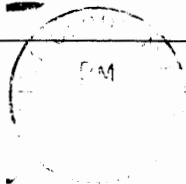
Andy J. Sullivan & Larry Ellis

town to the North side each day and it takes me 7 min. to travel 3 miles now. I'd like to see local traffic have easy access to and across town in all directions.



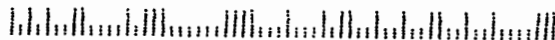
Robert Meyer

18202 County Road 33
Paynesville, MN 56362-9790



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201+0768



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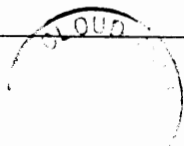
Robert H Meyer 18202 CR33 Paynesville Mn.

I would like to see the East Alternative be used AS Highway 23 bypass. IF not the Far west Alternative would be OK. On CR33 I would like to see that the road stay intact and that CR33 will not be dead ended AT Highway 23 bypass

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.



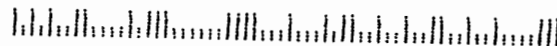
Ms. Michelle Bruntlett
PO Box 176
Paynesville, MN 56362-0176



Luiseno basket USA37

LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



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Michelle Ann Bruntleff

First choice is East Alternative as Hwy 23 bypass

2nd choice Far West Alternative.

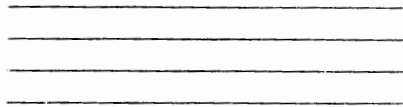
CR 33 should not be dead ended

Doesn't make sense

Michelle Bruntleff

6/29/05

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

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the most-practical route
is the far-west alignment

I would also suggest that when
on north-side of paynesville you take
a northeasterly direction to Roscoe &
connect with 23 near the superclub on
the hill.

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.



Rick Leyendecker
21867 County Road 33
Paynesville, MN 56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



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I would like to see an access on to
highway 23 from county Road 33

Thank you,

R. T. Leyerlecker
21867 Co. RD. 33
Paynesville, MN 56362

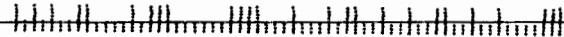
THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

Doug Miller
343 Augusta Ave
Paynesville, MN 56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



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The Paynesville Area Chamber of Commerce would like it to be known that we support a bypass route as long as it allows for a speed reduction and multiple access into town.

Doug Miller

Paynesville Area Chamber of Commerce
board member

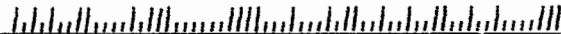
THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

Ralph & Mary Ann Meyer
107 N Lake Ave
Paynesville MN
56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768



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We would like to see the East Alternative as Hwy 23 bypass. If this is not possible Far west would do. on CR 33 the road should stay intact and CR 33 should not be dead ended at Hwy 23 bypass

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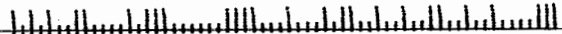


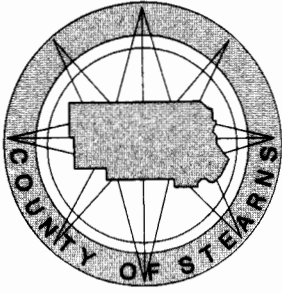
Lorie Meagher
30078 Cemetary Rd
Paynesville, MN 56362



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768

56201-0768





COUNTY OF STEARNS

Department of Highways

PO Box 246 • St Cloud, MN 56302
(320) 255-6180 • FAX (320) 255-6186

MITCHELL A. ANDERSON, P.E.
Highway Engineer

July 6, 2005

JEFF MILLER, P.E.
Asst. Highway Engineer

JODI TEICH, P.E.
Asst. Highway Engineer

Lowell W. Flaten
MNDOT –District 8 Project Manager
2505 Transportation Road
Willmar, MN 56201-0768

RE: SP 3408-15 (TH23) DEIS

Dear Mr. Flaten:

I am writing to express my concern for the effect that several alternates of the above referenced proposed project may have on the continuity of County Road 130 (CR 130) and County State Aid Highway 33 (CSAH 33) north of Paynesville. (CR 130 is shown as CR 22 on the Alternatives)

Both the Far West and the West Corridor Alternatives sever existing CR 130 and CSAH 33 as they extend north from Paynesville. The West Alternative does reestablish a new CR 130 alignment but leaves CSAH 33 severed. There exists on both alternatives an interchange at Lake Ave., however, Lake Avenue does not extend north of 185th St.

Volumes of traffic on CR 130 and CSAH 33 in 2003 were 730 and 640 vehicles per day respectively. If left as shown on the Far West and West Alternatives these interrupted movements would be difficult to reestablish.

Thank you for your consideration of my concerns.

Sincerely,

Mitchell A. Anderson

Mitchell A. Anderson, P.E.
Stearns County Engineer



July 5, 2005

Dear Mr. Flaten,

Paynesville has been our home since 1973, 32 years.

Reasons why we would like to keep Highway 23 out of town. Less highway noise, smells, pollution, and people don't want to slow down for towns!

Please keep the highway out of town. Our vote would be far West route.

Thank you,

Clif & Mary

P.S. Our 2 daughters who also live in town would like to keep it out.

Leslie & Patrick

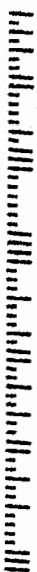
Karie & Roger

Cliff Korkle
840 Flanders Dr
Paynesville, MN 56201



Howell Flaten, Project Manager
2505 Transportation Road
P.O. Box 768
Willmar, MN 56201-0768

06



June 17, 2005



Dear Mr Flaten,

In reference to the route Highway 23 will take in the future we urge you to avoid going through town. The 25 years we've lived here has shown continued growth in traffic through town.

A more efficient route for the Hwy 23 traffic along with the least disruption to property owners would be the West bypass.

We urge you to go with the west bypass but especially to avoid the current through town route.

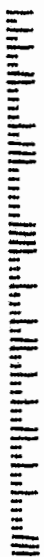
Madonna Leimer

Galle and Madonna Leimer
643 Circle Pines Ct.
Paynesville, MN 56362



Joanell Flaten
2505 Transportation Rd
P.O. Box 768
Willmar, Mn 56201-0768

56201-0768



TORBORG EQUIPMENT COMPANY

27542 STATE HWY 23
PAYNESVILLE, MN 56362
320-243-3798

MR LOWELL FLATEN

I support the far west alignment I think it will provide the best traffic flow. The only concern I have is that County Rd 33 stays open to existing 23. As Captain on our fire department we consider that road our main route to our NE area it is the ONLY PAVED ROAD going North of town where we don't have to cross railroad tracks and take the risk of having to wait for trains to switch cars or just pass thru. State hwy 23 to Lake St. intersection is fine but has a grade level rail crossing which can cause a long delay. County 33 would not have to intersect the ST 23 passing under or over would be just fine, as it would provide the access we need to the north. If we would have to go to the west end to get over the railroad tracks that would add miles to our response to the residents NE of Paynesville. And would increase the risk of accidents in town because of all the intersections involved. And it seems that's where most emergency vehicle accidents take place. Also quite a bit of farm equipment passes thru going to farms or the dealer in St Martin and from farms to dealers in Paynesville. To run that sort of oversize equipment thru down town Paynesville is down right dangerous

Thank you





**U.S. Department of Commerce
National Oceanic and Atmospheric Administration
Office of Program Planning and Integration**

SSMC 3
1315 East West Highway
Silver Spring, MD 20910

301-713-1632
301-713-0585 (FAX)

TO: Lowell Flaten

FROM: Shelby Mendez

FAX: 320-231-5168

TELEPHONE: 301-713-1622 ext 207

Date: 7/8/2005

NUMBER OF PAGES: 3

MESSAGE:

Mr. Flaten

**Following are NOAA's comments on the DEIS for the Trunk Highway 23
Improvements Project in Paynesville, MN.**

**Thank you,
Shelby Mendez**



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
PROGRAM PLANNING AND INTEGRATION
Silver Spring, Maryland 20910

JUL 8 2005

Lowell W. Flaten
MN/DOT-District 8 Project Manager
2505 Transportation Road
Wilmar, MN 53201-0768

Dear Mr. Flaten:

Enclosed are comments on the Draft Environmental Impact Statement for the Trunk Highway 23 Improvements Project in Paynesville, MN. We hope our comments will assist you. Thank you for giving us the opportunity to review this document.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Kennedy".

Susan A. Kennedy
Acting NEPA Coordinator

Enclosure

MEMORANDUM FOR: Susan A. Kennedy
Acting NEPA Coordinator

FROM: Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: Trunk Hwy 23 Improvements Paynesville, MN EIS

The subject statement has been reviewed within the areas of the National Ocean Service (NOS) responsibility and expertise and in terms of the impact of the proposed actions on NOS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the National Geodetic Survey's home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov> After entering the this home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the National Geodetic Survey data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about geodetic control monuments, please contact:

Brett Howe
SSMC3 8746, NOAA, N/NGS
1315 East West Highway
Silver Spring, Maryland 20910

Voice: (301) 713-3197 ext. 115
Fax: (301) 713-4175
Email: Brett.Howe@noaa.gov

Lu Anne Reeck
29949 230TH ST
Paynesville, MN 56362

April 22, 2005

Lowell Flaten, P.E.
Project Manager
P.O. Box 768
2505 Transportation Road
Willmar, MN 56201

Dear Mr. Flaten:

I am writing to you about the Highway 23 Paynesville Area Project, as a concerned citizen living north of Paynesville. I would like to know how someone living and farming north of Paynesville, would reach Paynesville if a "West Corridor" is chosen? We live near County Road 130 and often use that road. Many others use 293rd Avenue and County Road 33. Where are the intersections that these roads would access? How much extra travel would be involved? How would machinery get to the major implement dealers and vice versa? Would the old railroad underpass be necessary, as that would be difficult for wide machinery? How would supplies, including anhydrous tanks and spraying equipment, from Paynesville Cenex get to us and back? How would loaded milk trucks access AMPI?

I know many things are already planned, but it is hard to see any plans, except for what the newspaper chooses to portray and sketch. I have been to city hall, but it is awkward to stand in the council chambers and try to memorize the maps. I have been to the Zion Township Annual Meeting to express my concerns, since they have and may continue to spend money on 293rd Avenue improvements. Will this road connect to the 4 lanes or allow a direct route into Paynesville if a "west" route is chosen?

Following the Zion Township Meeting a committee was appointed, but it is waiting for the comment period. I feel these are valid questions that should be asked as soon as possible. Any response would be appreciated.

Sincerely,



Just a note from -

John Janotta



June 23, 05

Re: June 28 Meeting



Lowell,

Since I am unable to attend
the meeting I will submit my
concerns about the Highway 23
routes via letter. Thanks for the
opportunity to be heard

John S. Janotta

Paynesville Area Public Schools

District 741

Paynesville, Minnesota
56362

TODD W. BURLINGAME, SUPT.

District Office
217 West Mill St.
320-243-3410

Fax: 320-243-7525

tburlingame@paynesville.k12.mn.us

DEBRA J. GILLMAN, PRINCIPAL

Elementary School
205 West Mill St.
320-243-3725

Fax: 320-243-7525

dgillman@paynesville.k12.mn.us

JOHN S. JANOTTA, PRINCIPAL

High School
795 West Highway 23
320-243-3761

Fax: 320-243-4534

jjanotta@paynesville.k12.mn.us

MATTHEW L. DICKHAUSEN, DIRECTOR

Community Education
795 West Highway 23
320-243-7570

Fax: 320-243-4534

mdickhausen@paynesville.k12.mn.us

KYLE NEHOWIG, ATHLETIC COORDINATOR

795 West Highway 23
320-243-7570

Fax: 320-243-4534

knehowig@paynesville.k12.mn.us

DONNIE MAYER

Building & Grounds Supervisor
217 West Mill St.
320-243-3410

Fax: 320-243-7525

dmayer@paynesville.k12.mn.us

June 28, 2005

Lowell W. Flaten
MN/DOT - District 8 Project Manager
2505 Transportation Road
Willmar MN 56201-0768

As Principal of Paynesville Area High School and a Highway 23 Task Force Member, I would like to share some thoughts about the future route of Highway 23.

Having served on the Highway 23 Paynesville Area Task Force, I have been following carefully the discussions on which route Highway 23 should take. One of the routes that is proposed makes little sense from our perspective. The route I am concerned about is the East Bypass.

My concern in regard to the East Bypass involves the loss of school property. The golf course driving range is on the path that the East Bypass would most likely take. Many people do not realize that the golf driving range is on school property. Nearly ten years ago the school district and the golf course worked out an arrangement that allowed Koronis Hills Golf Course to build and maintain, but not own, the current driving range which is on school property. In return, a long term agreement was worked out in which the school would not have to pay the golf course for the driving range usage, for golf team practices and meets, for Cross Country practices and meets, and for physical education classes pertaining to golf and cross country skiing. This continues to be an excellent arrangement for both parties. However, the East Bypass would wipe out all these arrangements.

It should be known that over 1200 students have used the driving range during Physical Education classes alone to learn golf in the past 10 years. This facility would not be able to be replaced if lost to the highway. While other methods could be used to teach the game of golf, they undoubtedly would not be as favorable as the present situation.

Continued...

Success For Everyone Through Quality Learning

Safety is also a factor. This highway bypass would provide a safety concern in regard to students needing access to the golf course for golf, cross country and skiing a concern that would be present most months of the year for our school athletes and Physical Education students.

I might add that as a member of Koronis Hills Golf Course Board of Directors, in the early 1990's we checked with the Minnesota Department of Transportation about the impact of future highways before the expansion to 18 holes was begun. We were assured that it wasn't an issue and that we should continue the plans to expand, which included the driving range. We did, and a short time later the discussion of highway plans showed a possible route that would eliminate the driving range as well a part of the second hole.

Expansion plans were not only pursued, but we addressed concerns for environmental issues that will make it difficult to re-structure the present 18 hole routing. A Land Trust on golf course property was established to preserve sensitive land between the golf course and Lake Koronis. This land is never to be used for any type of expansion or building project. To move or rearrange the golf course holes or driving range at this time is impractical and virtually impossible because of that.

It is in Paynesville's best interest to have easy and safe access to Highway 23 from the Middle and High School campus. It is also crucial to have excellent recreational facilities for students, community members and visitors. Let's not jeopardize what we have by allowing the East Bypass to be chosen.

Sincerely,

A handwritten signature in cursive script that reads "John S. Janotta".

John S. Janotta
Secondary School Principal

JSJ/clk

LOWELL FLATEN, PROJECT MANAGER
2505 TRANSPORTATION ROAD
P.O. BOX 768
WILLMAR, MN 56201-0768

July 19, 2005

MR. LOWELL FLATEN,

AS A CITIZEN OF PAYNESVILLE AND AS A PLANNING COMMISSION MEMBER, I WOULD LIKE TO EXPRESS MY OPINION ON THE HWY 23 PROJECT.

AT THIS POINT IN TIME , PROPERTY NORTH OF THE CITY BETWEEN LAKE AVE. AND THE SUBSTATION IS IN THE ANNEXATION PROCESS. IF THE HIGHWAY WENT THE WEST OR THE FAR WEST ROUTE IT WOULD BE ON CITY PROPERTY.

THE FAR WEST ROUTE MAKES THE MOST SENSE TO ME, IT WOULD STILL BE TOUCHING THE CITY AND THE FLOW OF TRAFFIC WOULD BE FASTER. I DO NOT BELIEVE A 4 LANE HWY SHOULD BE SO CLOSE TO THE PAYNESVILLE AREA SCHOOL OR THE AIRPORT. ACCESS TO THE SCHOOLS AND AIRPORT WOULD BE ON HEAVY TRAFFIC ROADS AND WOULD SLOW TRAFFIC, WHICH WOULD HAVE THE OPPOSITE EFFECT ON THE FASTER FLOW OF TRAFFIC YOU ARE TRYING TO ACCOMPLISH WITH A 4 LANE HWY.

WITH WELL PLANNED EXITS AND ENTRANCES TO THE CITY OF PAYNESVILLE THE COMMUNITY SHOULD BE ABLE TO GROW TO THE NORTH AND WEST IF THE FAR WEST IS THE CHOSEN ROUTE.

THANK YOU FOR YOUR CONSIDERATION OF MY OPINION.
FEEL FREE TO CONTACT ME WITH ANY QUESTIONS YOU HAVE CONCERNING THIS LETTER.

JACKIE BRAUN



422 LAKE AVE.
PAYNESVILLE, MN 56362
HOME PHONE 320-243-4424
WORK PHONE 320-243-3751

Second Hand See

...and Friends

RARE BOOKS, COLLECTIBLES,
VINYL, AND GREAT JUNK

320-243-4461

570 River Street Paynesville, MN



Harold Eastley

320 243-4781

July 18, 2005

Lowell Flaten, Project Manager
2505 Transportation Road
P.O. Box 768
Willmar, MN 56201-0768

Mr. Lowell Flaten,

Herein is a group opinion regarding the Highway 23 bypass. These Paynesville business people are very concerned about the loss of business that most Paynesville businesses rely on from Highway 23 traffic. Highway 23 has been Paynesville's main source of getting customers/visitors for many, many, many years. Most Paynesville businesses would not exist if not for the traffic that Highway 23 has given them. Many businesses have spent hundreds of thousands of dollars on their business property. It is not only the businesses that will be affected. We are very concerned that the loss of traffic will have an effect on many facets on Paynesville living.

We understand that the Paynesville City Council has made a decision to support the West Route. In view of the fact that the City Council has made that decision, **WE WOULD LIKE TO HAVE INPUT ON YOUR FINAL DESIGN DECISION.** Such as: SLOWER SPEED ~ STOP LIGHT PLACEMENTS AND TO DIRECT TRAFFIC ON A BUSINESS 23 THRU TOWN ~ STREET LIGHTS ON BOULEVARDS TO BRIGHTEN ENTRANCES ~ AND NICE LANDSCAPING ON ALL ENTRANCES, ETC.

Whatever decisions are made by you will affect the life of Paynesville **forever.** It would be a shame to see the hard work that these business people have done deteriorate.

We want to thank you for all consideration given in this matter.

*Lowell Flaten
2505 Transportation Rd.
Box 768
Willmar, Mn. 56201*

Dear Mr. Flaten:

*Enclosed is the July 18 letter
sent to you - I am in
total agreement with this
and appreciate your consideration
It would be a great loss to*

*Paynesville. Thank you -
Sue*

Paynesville, Minnesota
July 18, 2005

Mr. Lowell Flaten
Mn Dot -- Dist. 8 Project Manager
2505 Transportation Road
Willmar, Minnesota



Dear Mr. Flaten,

RE: Paynesville Area Routing for Hwy. 23

As a life-long Paynesville resident...(and I LOVE PAYNESVILLE!), let me make my final plea for reason to prevail over parochialism, as regards selection of the future route of trunk highway 23, in the Paynesville area.

The choice of the Far West Option, as the best alternative, seems so obvious to me, that is almost a 'no-brainer". The challenge is to move traffic from New London to Richmond, or the reverse, in the:

1. shortest distance feasible;
2. safest route feasible;
3. least expensive route feasible;
4. least disruptive route of the listed alternatives.

Ergo, the Far West Option does seem to be a clear choice!

Oh yes, there is a very vocal insistense, from a few in the business faction, that Paynesville would turn into a 'second Rockville', if the new Hwy 23 doesn't, at least, touch the city. I can't buy that one! Neither can I believe that the 'city fathers' have the final word, as to which route is chosen.

Respectfully,

Dr. Richard L. Kannenberg
1730 W. Mill St.
Paynesville, MN 56362-4533

(320) 243-4707

City of Paynesville



July 13, 2005

A Lifetime Opportunity

Lowell Flaten
Mn/DOT – District 8 Project Manager
2505 Transportation Road
Willmar, MN 56201-0768

Re: Truck Highway 23 DEIS – Preferred Route

Dear Mr. Flaten:

The Paynesville City Council unanimously supports the “West Alignment Alternative” for Trunk Highway 23. The following outlines the Council’s justification for supporting the West Alternative.

In respect to the “Far West Alignment Alternative” the City Council has several major concerns. Its distance from the city is a detriment to the existing commercial, retail, and service businesses. Commuters and people simply traveling through Paynesville do patronize our businesses and bypassing the city so far out would jeopardize those business opportunities. In addition, the distance will have a cost impact on the City when it extends its water and sanitary sewer services. It is anticipated upon completion of the new four-lane highway that businesses will begin to develop along the highway and the City may have to invest large sums of money to extend those services. Lastly, the Far West Alignment Alternative currently does not meet the constitutional highway requirement (abutting or traversing the city) and the City Council is not willing to waive that requirement.

In respect to the “Through Town Alternative” the City Council also has several major concerns. Foremost would be the loss of tax base through the displacement of 30 to 40 homes and businesses. Relocating the main building of the local telephone and video service company would certainly be a major and expensive undertaking. Another great concern would be expanding the highway from a two to a four-lane through the heart of the city, splitting the downtown and industrial park from the residential part of the city, which includes the schools, hospital, churches, parks, etc. Also, based on the projected traffic volume increases, air and noise pollution levels are certain to increase which would have a negative impact on the quality of life in Paynesville. Safety would be a concern too. Pedestrians walking to and from the downtown, churches, schools, etc. would experience difficulties in crossing the four-lanes, especially at intersections where stop lights will not exist. Even now with just a two-lane highway and existing traffic levels it is difficult for some to cross, especially for the elderly, young children, and disabled persons.

221 Washburne Avenue, Paynesville, MN 56362-1697

Phone: 320-243-3714
TDD #711 320-243-7737

Fax: 320-243-3713
pvilcityhall@mchsi.com

The "East Alignment Alternative" does serve the city better than the alternatives discussed above. However it does split the city from Paynesville Township which represents a large part of the city's retail base and contributes greatly to the city's economic vitality. Furthermore, it cuts through the heart of what has been determined to be a prime residential growth area, as outlined in the City's Comprehensive Plan. The East Alternative also negatively impacts the Lake Koronis Recreational Trail. A federal TEA-21 grant has been awarded with construction scheduled for 2006 for a segment of trail that will extend from the city to the existing trail on Old Lake Road in Paynesville Township. The East Alternative will directly impact the planned trail route.

The "No-Build Alternative" presents many of the same problems as the Through Town Alternative. The increased traffic will certainly create a lot of congestion and traffic flow through the city will be slow. Safety for drivers and pedestrians alike will be a concern.

The "West Alignment Alternative" compared to the other alternatives has the least problems and offers the most compromises. It would abut the existing city limits and would not split the city. In addition, the cost of extending water and sanitary sewer services to new developments along the highway will be more feasible. The West Alternative will better serve the city's existing commercial, retail, and service businesses, as well as our industry.

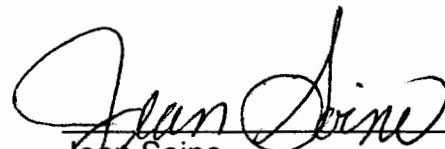
The City Council recommends that when planning the West Alignment Alternative to take into consideration the Lake Koronis Recreational Trail which will be developed along Cemetery Road. The City and Township of Paynesville have secured funding assistance through the 2005 Minnesota Bonding Bill with construction planned for 2006. In addition, with the construction of the West Alternative it is recommended that Lake Avenue be upgraded from a five to a nine ton roadway. Given its proximity to the city's Industrial Park, Lake Avenue is very likely to become a primary route for trucks going to and from the Industrial Park.

Your consideration is appreciated.

Sincerely,

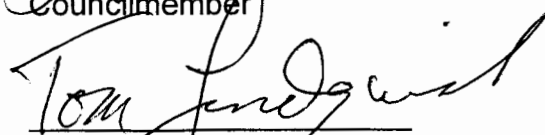
CITY OF PAYNESVILLE


Jeff Thompson
Mayor


Jean Soine
Councilmember


Jeff Bertram
Councilmember


Dennis Zimmerman
Councilmember


Tom Lindquist
Councilmember

July 2005

We believe that to best serve Paynesville and the entire community as a whole the best choice would be to improve the existing highway 23. This existing route has served the entire area very well and has served us very well in our 25 plus years of business at Paynesville Greenhouse.

If an alternate route must be chosen we would prefer the east route.

No matter what route is chosen it is extremely important that easy access to the existing 23 is available to both ends of town. Convenience and very easy is important to our small community. Many small towns along 23 that have been bypass have failed or are failing because of poor access to their town. We want only the best for our town and area residents.

We believe the best interest of this community will be served with the existing highway 23 route, if not possible an easy access on both ends is a must.

~~Convenience~~ is important to everyone.

Martin and Angie Arends

Paynesville Greenhouse

456 East Hoffman St. / East Hwy 23

Paynesville Mn 56362

320-243-3740



Terry & Jean Nichols
425 Wendell Street
Paynesville, MN 56362
July 19, 2005



Lowell W Flaten
MnDOT – District 8 Project Manager
2505 Transportation Road
Willmar, MN 56201-0768

Dear Mr. Flaten:

I would like to submit my opinion regarding the Highway 23 situation in Paynesville. As a twelve-year resident living right on Highway 23 in town, I have to tell you that nothing would make me happier than to see a by-pass around town. When we looked at the property we purchased, the noise and traffic levels weren't even a consideration. Now, just a few years later, we can't even leave our living room windows open anymore because of the noise. The weekends are the worst with all the recreational traffic (motorcycles, travel trailers, rv's, etc.). But daytime commuter traffic has also increased to levels like we've never seen before.

Construction of a four-lane highway right through town would be so disruptive to so many homeowners and businesses and what would the end result be?

Downtown business owners who are upset at the possible loss of business if the highway by-passes need to understand that during the probably two years that it takes to build the through-town, people will go elsewhere to buy groceries, go to a movie or grab a bite to eat if they can't get where they want to go. And a good many of them probably won't come back!

Frustrated pedestrians who are trying to cross your newly constructed raceway, will be taking their lives into their hands by attempting to maneuver four lanes of traffic. (Vehicles don't stop for pedestrians now with only two lanes!!)

Many beautiful homes and businesses will be lost forever to construct your new super highway, and the ones that are left will have to contend with more noise and traffic than ever before making their properties on the open market virtually worthless! My home has not been slated to be taken, but the highway would come right up to my front door. And I thought noise levels were bad now!

Please consider the far west by-pass when making a determination. It makes the most sense (avoids the high school, golf course, wetlands) – but make Paynesville accessible for the people who live out that direction. Make sure their access to town is not cut off (go over the roads or at least allow crossways).

I'm sure that I speak for most of the residents of Highway 23 when I tell you that we appreciate the amount of time you have put into this to make sure it is the right decision for this town. I know it isn't an easy decision to make. I hope you will listen to all who have something to say.

Thank you for your consideration of my comments.

Sincerely,

Jean Nichols

A handwritten signature in cursive script, appearing to read "Terry Nichols".

Terry & Jean Nichols

Do inform in my presence.

Name on record I prefer the

find what route - My property is directly north of the Pagersville

Budget line entrance - The City of Pagersville wants an easy and direct route from the airport to

down town - Having a few lanes to cross would save the revenue effect -

It is safety reasons - I don't believe the King's Road should be in the

near vicinity of a 4 lane highway -

The flow of traffic on a 4 lane would be faster with the few road cuts -

Bill Mearns
30074 Lemay Rd. Box 32
Pagersville, MN 56362

Pat Mearns
30078 Lemay Rd
Pagersville, MN 56362-9418



LOWELL FLATEN
Mn/DOT DISTRICT 8
2505 TRANSPORTATION ROAD
PO BOX 768
WILLMAR, MN 56201-0768



56201-0768



Paynesville, MN 56362
June 28, 2005

Lowell Flaten, P.E.
MnDot District 8
2505 Transportation Road
PO Box 768
Willmar, MN 56201-0768

Dear Mr. Flaten,

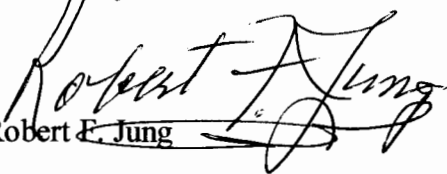
I am unable to attend the meeting tonight due to recovery from heart surgery but I certainly want to express my views on the Highway 23 Project. Because of this surgery I hope to be around to see this project completed. In the attached copy of a letter I sent you in 2003 I didn't have this confidence.

I realize that I have a biased view because of living 320 W. Hoffman St. for over 40 years but the increase in traffic flow will just keep increasing through a major residential section of town. In addition "through city" separates half the city from Lake Koronis and it is a vital part of our community. The stated purpose of this project is to move more traffic through the area with a steady flow and that in my mind means a by-pass of some kind.

The West and Far West Corridors are best and I still favor the West. However more important in my thinking is "easy off—easy on" access from the by-pass to the city. These are essential to keeping Paynesville a viable, thriving community.

Thank you for considering my concerns.

Yours truly,


Robert F. Jung

Paynesville, MN 56362
June 5, 2003

Lowell Flaten, P.E.
MnDot District 8
2505 Transportation Road
PO Box 768
Willmar, MN 56201-0768

Dear Mr. Flaten,

I attended the meeting last night at the High School to keep updated on the Highway 23 Project. I have lived at 320 W. Hoffman St. for over 40 years. 40 years ago we could communicate anywhere in our yard easily. Today with increase in traffic my wife and I have to shout at each other if we want to be heard a good portion of any day. The increase in truck traffic these last 10 years is particularly evident. We cannot conceive of what it would be like with a 4 lane and another big increase in traffic.

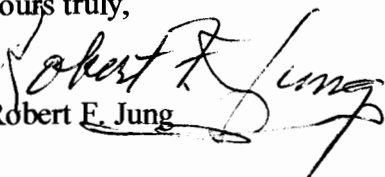
A significant portion of 23 runs through a predominately residential area. Because of slower speeds needed in town and with another stop light or two the trucks would be constantly downshifting or shifting up going through adding still more noise. And this can't possibly help the flow of traffic through town.

Some of the houses that would have to be taken have a value of \$80,000 to \$90,000. If the State paid those prices where would these people find new housing? There aren't that many homes in that range available in Paynesville and to build new would cost much more than they could get for their house. They might have to relocate in another community where housing they could afford would be available.

Lake Koronis is important to Paynesville and having a 4 lane road cutting off a significant part of the community from easy access does not seem wise. I feel that the West or Far West Corridors are the best options with the West preferred for at least two reasons; one being proximity to town and the other a view of the city when coming from the West.

I realize I have a biased view living where we do but I feel it is not in the best interest of Paynesville to run 23 through town. At my age (72) I may be out of the picture by the time this project actually happens but there will always be people living in the residential area if 23 goes through town and it will certainly affect them. To split the town into two parts with a four lane highway will not help Paynesville prosper.

Yours truly,


Robert F. Jung



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, ILLINOIS 60604-3590



JUL 12 2005

REPLY TO THE ATTENTION OF:

B-19J

Ms. Cheryl Martin
Federal Highway Administration
Galtier Plaza, Suite 500
380 Jackson Street
St. Paul, MN 55101

Re: Draft Environmental Impact Statement – Trunk Highway 23 Improvements, Paynesville, Minnesota. CEQ No. 20050213

Dear Ms. Martin:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the United States Environmental Protection Agency, Region 5 (U.S. EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for the Trunk Highway 23 (TH 23) Improvements Project in and around the City of Paynesville, Kandiyohi and Stearns Counties, Minnesota. This letter provides the results of U.S. EPA's review.

The Minnesota Department of Transportation (MnDOT) and the Federal Highway Administration (FHWA) propose improvements to all or a portion of a 7.8 mile segment of TH 23 in order to resolve existing and anticipated future traffic congestion, roadway deficiencies and safety problems. The DEIS identifies that the TH 23 improvements in the Paynesville Area are being undertaken as part of a regional effort to upgrade TH 23 to improve regional mobility between St. Cloud and Willmar, Minnesota. The proposed action will result in the construction of a four-lane, divided highway, using either a new alignment that meets the design standards for a rural expressway with a 70 mph design speed and controlled access, or a combination of new and existing alignments that meets design standards for an urban roadway.

The DEIS evaluates The No-Build and four build Alternatives. The Through Town Alternative would utilize the existing TH 23 alignment through the City of Paynesville. Three new alignment alternatives (Far West, West and East Alternatives) bypass the existing TH 23 roadway. The DEIS does not identify a preferred alternative.

Based on our review of the information provided in the DEIS, we rate all build alternatives as "EC-2." The "EC" indicates that we have environmental concerns with certain aspects of the proposal as described in the DEIS. The "2" indicates that additional information and discussion concerning impacts and mitigation measures is required to fully protect the environment. We

have based these ratings on our concerns substantially revolving around surface/ground water quality and drinking water supplies, aquatic resources, wildlife habitat, wetlands and noise impacts. Our rating of record for the DEIS is therefore an "EC-2." Enclosed you will find copies of our: (1) rating sheet, (2) Alternatives Ratings and Basis for Ratings sheet, and (3) our detailed DEIS comments.

Thank you for the opportunity to review and comment on the DEIS for the proposed TH 23 improvements project. If you have any questions regarding our DEIS comments, you may contact Virginia Laszewski of my staff at (312) 886-7501.

Sincerely,

A handwritten signature in cursive script that reads "Virginia Laszewski, Acting for".

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Science, Ecosystems and Communities

Enclosure: (3)

cc: Minnesota Department of Transportation, District 8, 2505 Transportation Road,
P.O. Box 768, Willmar, MN 56201-0768 (Atten: Lowell Flaten, Project Manager)

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS state, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

NEPA Ratings for the TH 23 Improvements Project Alternatives and DEIS Rating

DEIS Alternative	Description/Basis for Rating <i>(Italicized items are MnDOT/FHWA mitigation proposals for selected resources.)</i>	NEPA Rating
<p>“No-Build” with a 3-lane section with continuous center left turn lane</p>	<p>Normal pavement maintenance, spot traffic operational improvements, and minor safety improvements of pavement overlays, providing turn lanes and minor intersection improvements on existing roadway. Also includes converting the existing two-lane roadway to a three-lane section – one through lane in each direction and a continuous center left turn lane extending from TH 55 to Claire Avenue. Reconstruct TH23/55 intersection.</p> <p><u>Length of corridor:</u> approximately 1.5 miles? (length not provided in DEIS).</p> <p><u>Additional r-o-w:</u> no additional acres of r-o-w needed</p> <p><u>LOS 2025:</u> unknown – possibly C and B (DEIS page 2-11, and page 3-6) (LOS information for this particular alternative is not included in DEIS Table 1-7)</p> <p><u>Number of Intersections and/or Interchanges:</u> numerous existing (exact number not provided in DEIS)</p> <p><u>Cost:</u> \$1 million (construction and right-of-way cost only, DEIS Table S-1. Total estimated cost of construction, right-of-way, operation and maintenance, and mitigation as a basis to compare alternatives is not included in the DEIS). <u>Cost/Benefit:</u> 1.4</p> <p><u>Residential Relocations:</u> none</p> <p><u>Business Relocations:</u> none</p> <p><u>Noise:</u> 135 receptors - L10 night (2025)</p> <p><u>Wetlands:</u> 0 acres (No forested wetland impacts)</p> <p><u>River/Stream crossings:</u> utilizes existing TH 23 bridge over North Fork Crow River</p> <p><u>100-yr Floodplains:</u> none</p> <p><u>Drinking Water Supplies/Wellhead Protection areas:</u> alternative located just up gradient of four of the six municipal wells. Mn Dept. of Health currently developing a Wellhead Protection Plan.</p> <p><u>Contaminated Sites:</u> 83 (site descriptions and locations are not provided in DEIS)</p> <p><u>Upland Forest (wooded areas):</u> ? acres impacted (information not given in the DEIS)</p> <p><u>Farmland Conversion:</u> none</p> <p><u>Cultural Resources:</u> none</p>	<p>LO</p>

<p>Far West Alignment</p>	<p>New terrain 4-lane divided highway bypass to the west and north of Paynesville.</p> <p><u>Length of corridor:</u> 7.9 miles <u>Additional r-o-w:</u> ? acres (information not provided in the DEIS) <u>LOS 2025:</u> B and A (from DEIS Table 1-7) <u>Number Interchanges:</u> 5 new interchanges</p> <p><u>Cost:</u> \$30 million (construction and right-of-way cost only, DEIS Table S-1. Total estimated cost of construction, right-of-way, operation and maintenance, and mitigation as a basis to compare alternatives is not included in the DEIS). <u>Cost/Benefit:</u> 2.33</p> <p><u>Residential Relocations:</u> 3 <u>Business Relocations:</u> none <u>Noise:</u> 139 receptors - L10 Night (2025)</p> <p><u>Wetlands:</u> 12.2 acres (0.7 acres are forested wetland impacts). <i>Future 404 permitting, potential 2:1 compensation, 5 potential wetland mitigation sites (281.3 acres) are identified within the study area and North Fork Crow River watershed.</i></p> <p><u>River/Stream crossings:</u> 2 new crossings (North Fork Crow River and unnamed stream) <u>100-yr Floodplains:</u> 2 crossings (13 total acres) <u>Drinking Water Supplies/Wellhead Protection areas:</u> minimal – outside recharge area <u>Contaminated Sites:</u> 11 (site descriptions and locations are not provided in DEIS) <u>Upland Forest (wooded areas):</u> ? acres impacted (information not given in the DEIS) <u>Farmland:</u> 270 acres (includes 41 acres of indirect impact).</p> <p><u>Cultural Resources:</u> 2 possible <u>Glacial Lakes Trail:</u> 2 crossings</p>	<p>EC-2</p>
<p>West Alignment</p>	<p>New terrain 4-lane divided highway bypass to the west and north in and around Paynesville.</p> <p><u>Length of corridor:</u> 7.8 miles <u>Additional r-o-w:</u> ? acres (information not provided in the DEIS) <u>LOS 2025:</u> B and A (from DEIS Table 1-7) <u>Number Interchanges:</u> 4 new interchanges</p> <p><u>Cost:</u> \$32 million (construction and right-of-way cost only, DEIS Table S-1. Total estimated cost of construction, right-of-way, operation and maintenance, and mitigation as a basis to compare alternatives is not included in the DEIS). <u>Cost/Benefit:</u> 2.11</p> <p><u>Residential Relocations:</u> 15 <u>Business Relocations:</u> none <u>Noise:</u> 150 receptors - L10 night (2025)</p> <p><u>Wetlands:</u> 6.41 acres (0.4 acres are forested wetland impacts). <i>Future 404 permitting, potential 2:1 compensation, 5 potential wetland mitigation sites (281.3 acres) are identified within the study area and North Fork Crow River watershed.</i></p> <p><u>River/Stream crossings:</u> 2 new crossings (North Fork Crow River and unnamed stream) <u>100-yr Floodplains:</u> 2 crossings (8 total acres) <u>Drinking water Supplies/Wellhead Protection areas:</u> minimal – outside recharge area <u>Contaminated Sites:</u> 21 (site descriptions and locations are not provided in DEIS) <u>Upland Forest (wooded areas):</u> ? acres impacted (information not given in the DEIS) <u>Farmland Conversion:</u> 279 acres (includes 18 acres of indirect impacts)</p> <p><u>Cultural Resources:</u> 1 possible</p>	<p>EC-2</p>

<p>Through Town Alignment (four lane)</p>	<p>4-lane divided highway [urban roadway] along existing TH 23 alignment with raised median, turn lanes at select intersections, horizontal alignment with sight line improvements, and access closures. Replace Canadian Pacific Railroad underpass. Reconfigure TH23/TH55 intersection.</p> <p><u>Length of corridor:</u> approximately 3 miles</p> <p><u>Additional r-o-w:</u> ? acres (information not provided in the DEIS)</p> <p><u>LOS 2025:</u> C and B (from DEIS Table 1-7)</p> <p><u>Number Interchanges:</u> no interchanges</p> <p><u>Cost Estimate:</u> \$18 million (construction and right-of-way cost only, DEIS Table S-1. Total estimated cost of construction, right-of-way, operation and maintenance, and mitigation as a basis to compare alternatives is not included in the DEIS). <u>Cost/Benefit:</u> 1.77</p> <p><u>Residential Relocations:</u> 24</p> <p><u>Business Relocations:</u> 14</p> <p><u>Noise:</u> 113 receptors - L10 night (2025)</p> <p><u>Wetlands:</u> 1.0 acres (No forested wetland impacts). <i>Future 404 permitting, potential 2:1 compensation, 5 potential wetland mitigation sites (281.3 acres) are identified within the study area and North Fork Crow River watershed.</i></p> <p><u>River/Stream crossings:</u> utilizes existing TH 23 bridge over North Fork Crow River</p> <p><u>100-yr Floodplains:</u> none</p> <p><u>Drinking Water Supplies/Wellhead Protection areas:</u> alternative located just up gradient of four of the six municipal wells. Mn Dept. of Health currently developing a Wellhead Protection Plan.</p> <p><u>Contaminated Sites:</u> 83 (site descriptions and locations are not provided in DEIS)</p> <p><u>Upland Forest (wooded areas):</u> ? acres impacted (information not given in the DEIS)</p> <p><u>Farmland Conversion:</u> none</p> <p><u>Cultural Resources:</u> none</p> <p><u>Memorial Park</u></p>	<p>EC-2</p>
<p>East Alignment</p>	<p>New terrain 4-lane divided highway bypass to the south and east in and around Paynesville.</p> <p><u>Length of corridor:</u> 7.2 miles</p> <p><u>Additional r-o-w:</u> ? acres (information not provided in the DEIS)</p> <p><u>LOS 2025:</u> B and A (from DEIS Table 1-7)</p> <p><u>Number of Interchanges:</u> 4 new interchanges</p> <p><u>Cost Estimate:</u> \$36 million (construction and right-of-way cost only, DEIS Table S-1. Total estimated cost of construction, right-of-way, operation and maintenance, and mitigation as a basis to compare alternatives is not included in the DEIS). <u>Cost/Benefit:</u> 2.62</p> <p><u>Residential Relocations:</u> 8</p> <p><u>Business Relocations:</u> 2</p> <p><u>Noise:</u> 183 receptors - L10 night (2025)</p> <p><u>Wetlands:</u> 2.0 acres (No forested wetland impacts). <i>Future 404 permitting, potential 2:1 compensation, 5 potential wetland mitigation sites (281.3 acres) are identified within the study area and North Fork Crow River watershed.</i></p> <p><u>River/Stream crossings:</u> 1 new crossing (North Fork Crow River)</p> <p><u>100-yr Floodplains:</u> 1 crossing (9 total acres)</p> <p><u>Drinkingwater Supplies/Wellhead Protection areas:</u> passes down gradient of 5 of the City's wells, but is in close proximity to Well #7. Mn Dept. of Health currently developing a Wellhead Protection Plan.</p> <p><u>Contaminated Sites:</u> 13 (site descriptions and locations are not provided in DEIS)</p> <p><u>Upland Forest (wooded areas):</u> ? acres impacted (information not given in the DEIS)</p> <p><u>Farmland Conversion:</u> 264 acres (includes 46 acres of indirect impacts)</p> <p><u>Cultural Resources:</u> 2 possible</p> <p><u>Driving range</u></p>	<p>EC-2</p>
<p>DEIS Rating</p>		<p>EC-2</p>

**EPA Region 5 Review and Comments on
Trunk Highway 23 Improvements, Paynesville, Minnesota,
Draft Environmental Impact Statement (DEIS)
CEQ No. 20050213**

We commend MnDOT for the efforts made to avoid and minimize impacts to the human and natural resources environment when developing the four DEIS build alternatives. The Through Town Alternative would utilize the existing TH 23 alignment through the City of Paynesville (City). The three new alignment alternatives (i.e., Far West Alignment, West Alignment, and East Alignment) substantially bypass the more developed areas of the City. The DEIS does not identify a preferred alternative.

Surface/Ground Water Quality/Drinking Water Supply

The existing TH 23 corridor is located immediately up gradient of the City's drinking water supply wells. The DEIS does not identify whether there are measures currently in place for the existing TH 23 roadway to adequately protect the integrity of the drinking water supply wells from typical roadway pollutants or hazardous spills. The FEIS should provide this information.

The Through Town Alignment Alternative may provide an opportunity for additional protection of the wells by incorporating specific structural measures into the design and operation of the roadway through this area. These measures might include, but are not limited to, a roadway design that channels all storm water runoff within the TH 23 right-of-way to storm water detention ponds located down gradient of the wells and their recharge area, and installing devices to capture and hold roadway hazardous spills until they can be recovered. If this alternative or the East Alignment Alternative is chosen as the FEIS preferred alternative, these types of measures to protect this valuable resource should be identified, discussed and their implementation committed to in the FEIS.

The DEIS identifies that the Minnesota Department of Health (MnDH) is currently developing a Wellhead Protection Plan (WPP) for the well fields. The FEIS should provide an update on the status of the WPP. If the WPP is completed prior to the FEIS, the FEIS should identify and discuss any implications that the FEIS preferred alternative may have on the successful implementation of the WPP.

North Fork Crow River and Floodplains

All three bypass alignment alternatives (Far West, West and East) would require a new crossing of the North Fork Crow River and associated 100-year floodplain. If any of the bypass alternatives are identified as the preferred alternative in the FEIS, then measures for the adequate treatment of roadway/bridge storm water runoff and hazardous spills retention and recovery should be identified and committed to in the FEIS. We also recommend bridging across the entire 100-year floodplain to allow for unrestricted floodwater flow and to minimize impacts to forested riparian wildlife habitat (see Woodlands and Riparian Wildlife Habitat/Corridors discussion below).

Woodlands and Riparian Wildlife Habitat/Corridors

Woodlands serve as important cover, food sources and travel corridors for wildlife. Woodlands also help to protect the water quality of lakes and streams by acting as a vegetative buffer in the watershed.

The DEIS does not provide an estimate of the amount of woodland that would be lost under each alternative. The cumulative impacts analysis does not indicate whether upland woodlands or forested riparian wildlife habitat and wildlife corridors have already been significantly impacted due to past actions. However, the large figures that accompany the DEIS show limited forested riparian habitat along the North Fork Crow River. EPA suspects that a substantial loss of forested riparian habitat associated with the North Fork Crow River has already taken place in the project study area.

Consequently, all reasonable efforts should be made to avoid and minimize impacts to riparian and upland woodlands. The FEIS should identify the amount, type and quality of woodland lost for each alternative and identify the mitigation that will be undertaken for this loss. We recommend minimizing the loss of forested riparian wildlife habitat by bridging across the North Fork Crow River and its entire 100-year floodplain. We also recommend voluntary compensation for any unavoidable woodland loss. This might occur by planting replacement trees in riparian areas and/or in upland buffers of wetland mitigation sites. Mitigation might also include assisting, the North Fork Crow River Watershed District, county, state, or federal agencies with any on-going or planned forest reclamation projects in the affected watershed

Wetlands

The four DEIS build alternatives would directly impact between 1 to 12 acres of wetlands. The Far West Alternative has the greatest acreage of wetland impact. The alternatives have either no or less than one acre of direct forested wetland impacts. The cumulative impacts analysis does not indicate whether wetlands in the area have been significantly impacted due to past actions. However, based on the information in the DEIS it appears that a substantial loss of wetlands may have already occurred due to past farming practices. Consequently, all reasonable efforts should be made to avoid and minimize impacts to wetlands and adequate compensation is provided for any unavoidable wetland loss.

We appreciate the identification of five potential wetland mitigation sites and note that the sites are located within the project study area and within the North Fork Crow River Watershed where the loss occurs. The sites are characterized as areas previously drained for agricultural purposes and are identified as potentially suitable for wetland restoration. Wetlands restored should be located in an area anticipated to be free from future land use and development conflicts, preferably as part of an existing wetlands complex. We recommend that all wetland mitigation sites include upland buffers that are planted with native vegetation to help protect the site.

Cumulative and Secondary Impacts Analysis

The DEIS cumulative and secondary impacts analysis is deficient in several respects. The analysis does not identify or consider past actions and their contribution to impacts to resources of concern, such as woodland, wildlife habitat, wetlands, and drinking water supply. The

analysis does not identify whether there are resources of concern that have already been significantly impacted. The analysis relies heavily on local land use plans. However, there is no information on how the plans were developed. Consequently, the reader has no way of knowing whether the land use plans were developed based on the identification of the natural resources base and with an underlying premise to protect and enhance that base. In addition, there are no figures/maps that show proposed future land use in relation to the natural resources base that would allow the reader to readily understand the implications of the plans implementation on the environment. No information is offered as to whether or not enforceable local implementing regulations exist to protect natural resources, such as siting setbacks from wetlands, streams, 100-year floodplains and drinking water supply wells. Based on the information in this section it appears that the land use plans were first and foremost developed to enhance economic development. The FEIS should provide additional information to address these concerns. This information is important to consider when choosing the preferred alternative and identifying the mitigation that should be undertaken to adequately protect the environment.

Noise Impacts

We note that in the year 2025 the DEIS identifies that all build alternatives will have greater noise impacts than the No-Build Alternative. The Through Town Alternative will have less noise impacts than the three bypass alternatives. Special emphasis should be placed on identifying and committing to measures that reduce the noise impacts associated with a new roadway on sensitive receptors throughout the TH 23 corridor. We recommend that the FEIS identify and evaluate additional mitigation measures such as the feasibility of using noise-reducing roadway pavements.

Additional Recommended Information and Corrections for the EIS

- p.S-2. What is the actual length of the No-Build Alternative?
- p.S-3 As with the other build alternatives, suggest you provide the length of the Through Town Alternative here.
- p.S-4 Why isn't the future extension of the new Airport's runway listed under "Major Actions Proposed by Other Government Agencies?"
- p.S-6 Table S-1 Summary of Impacts: Are "costs" in Millions of dollars? Are "Business Relocations" for the Through Town Alternative 14 or 9 (see contradictory information on page 3-14)? For each alternative, identify: (1) whether or not their design and operation could potentially adversely impact the city's drinking water supply wells, (2) the number of new river and stream crossings, (3) the acreage of upland forest/woodland loss, (4) the acreage of riparian forest/wildlife corridor loss. Recommend the Summary Impacts Table in the FEIS include the specific mitigation measures that will be under taken for each impacted resource/category.
- p.1-13 Figures 1-3 and 1-4: Shouldn't horizontal axis be labeled "Days" instead of "Hours"?
- p.1-21 Table 1-7: 2001 and Projected 2025 Peak Hour Urban LOS for TH 23 Key Intersections.: Show the Year 2025 LOS for the actual DEIS "No-Build" Alternative (i.e. the No-Build Alternative with a three-lane section between TH55 and Lake Street).
- p.3-27 Wetlands. Tables 3-18 and 3-19: The "Totals" for the East Alternative and the Through Town Alternative are different in each table.

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HI LOWELL W. FLATEN THANK YOU FOR TAKING AN INTEREST OF WHAT I SAID
 JUNE 28-2005 TUESDAY NIGHT. THE MAYOR JEFF THOMPSON AND I AND RONALD
 MERGEN. ALL AGREE MAKING THE FAR WEST BYPASS TO THE FAR WEST IS THE
 BEST THE CITY CAN REGROW TO THE FAR WEST BYPASS. PUBLIC SAFETY OUT OF
 THE WAY FOR PEOPLE ITSELF AND GET KEEPING TRAFFIC MOVING STEADY OUT IN
 THE OPEN COUNTRY AREAS. AND YET WHEN IT COMES TOGETHER IT WILL MEET BY
 SOUTH OF 185TH IN THE BACKSIDE OF PAYNESVILLE. THIS INCREASE PEOPLE OF
 WHOM WHO INTERED IN NON LAKE DISTURBANCES ON LAKE KORONIS AND IN
 THE CITY OF PAYNESVILLE. THIS INPORT IN A CITY ALL NEW REGROWETH.
 NORTH OF PAYNESVILLE PEOPLE WHO COME FROM BELGRADE, BROOKEN, GLENWOOD,
 ON HWY 55 WILL HAVE EASIER INTERANCES TOWARDS AND TO PAYNESVILLE.
 NORTH OF PAYNESVILLE EXIT RAMPS ON COUNTY ROAD 130 STEARNS COUNTY AND LAKE
 AVENUE, AND COUNTY ROAD 33 STEARNS COUNTY NEED EASIER INTERANCES TO
 PAYNESVILLE AND TO PAYNESVILLE BUSINESS. JUST LOOK AT BUFFALO AND ROCKFORD
 MN ON OLSON HIGHWAY TUNK HIGHWAY 55. YOU ALL FROM MINNDOT DO A NICE JOB PRESENT
 ING TO THE PAYNESVILLE THANKS A LOT. ALSO FOR LUNCH. I AM WRITTING MORE YET.
 THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

COMMENTS WELCOMED. PLEASE USE THIS CARD TO PROVIDE YOUR COMMENTS, QUESTIONS OR CONCERNS REGARDING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR Mn/DOT's PROPOSED ALTERNATIVES TO IMPROVING HIGHWAY 23 IN AND AROUND PAYNESVILLE. AFTER YOU FILL IN YOUR COMMENTS, YOU CAN MAIL THIS CARD TO THE ADDRESS ON THE REVERSE, PLACE IT IN THE PROVIDED COMMENT BOX, OR YOU CAN GIVE IT DIRECTLY TO A MEMBER OF THE PROJECT DESIGN TEAM.

MARCH-8-2005 TUESDAY People got up who were REPRESENTIVES OF THE SENZOR said IF IT WAS NOT FOR DONATIONS OF THE PUBLIC AND OUR TOWN SHIP FUND RAISER AND PEOPLE WHO CARE IN THE AREA THE SENZOR CENTER WOULD CLOSE. CAN'T YOU UNDERSTAND PEOPLE WHO LIVE AROUND THE SENZOR CENTER ON THE BACK SIDE OF THE AIRPORT DONOT WANT THEIR LIVES DESTROYED BY THE WEST BYPASS OF HIGHWAY 23 TRUNK HIGHWAY. CEMETERY ROAD AND ALL AROUND BRIDGE STOR HWY 23 PEOPLE DONOT WANT KNOW & DISTURBANCE. EVEN THE POLICE SAID IN A HAZARDOUS MATERIAL ACCIDENT OR INCIDENT. PEOPLE ARE THE BIGGEST PROBLEM IN A CLEANUP. BECAUSE PEOPLE HAVE KNOW PLACE TO GO. PEOPLE ARE IN A HURRY, BZZY LIVES STYLES. PEOPLE AROUND THE SENZOR CENTER LIKE IT AS IT IS AS A BED ROOM TOWN. PEACE AND ENJOYMENT OF A SMALL TOWN IS THE WAY THEY WANT TO LIVE REMEMBER THIRTY-SIXTY HOUSES MUST MOVE AND GET DISTROYED FOR A PROBLEM SOME HIGHWAY TRUNK 23 PROJECT. THIS WHY OUT IN THE FAR WEST BYPASS IS CHEEPER MOVE COST EFFECTIVE, BETTER OUT IN THE OPEN FARM LAND & COUNTRY. I TOLD JEFF THOMPSON THAT IN THE LATE 90'S WHEN WE HAD GATHERINGS AND MEETINGS. REMEMBER. PEOPLE LOVE WHAT THEY GOT AS HOME AND THAT IS WHERE THE HEART IS
THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

COMMENTS WELCOMED. PLEASE USE THIS CARD TO PROVIDE YOUR COMMENTS, QUESTIONS OR CONCERNS REGARDING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR Mn/DOT's PROPOSED ALTERNATIVES TO IMPROVING HIGHWAY 23 IN AND AROUND PAYNESVILLE. AFTER YOU FILL IN YOUR COMMENTS, YOU CAN MAIL THIS CARD TO THE ADDRESS ON THE REVERSE, PLACE IT IN THE PROVIDED COMMENT BOX, OR YOU CAN GIVE IT DIRECTLY TO A MEMBER OF THE PROJECT DESIGN TEAM.

ON THE FAR WEST BYPASS EXTRA LAND WITH ROSEVILLE TOWNSHIP KANDZYHOZ AND PAYNESVILLE TOWNSHIP AND THE CITY CAN ALL RELOCATE TO THE FAR WEST WITH THE NEW BUSINESS LIKE ROCKVILLE MN DID. PEOPLE ENJOY A SMALL TOWN LIVING NOT DESTROYING PROGRESS TO MAKE EXTRA IMPROVEMENTS. NATURAL RESOURCES DONOT HAVE A PROBLEM WITH ANY PROGRESS WITH THE HIGHWAY PROJECT ACCORDING TO THE TUESDAY NIGHT MEETING.

PLEASE JUST STAY AWAY FROM THE AIRPORT FOR SAFETY OF THE PEOPLE AND ACCIDENTS OF ANY KIND THAT MAY OCCURE ANY TIME TO ANYONE OF US.

PEOPLE DONOT THE CROW RIVER DESTROYED AT ALL THEY LOVE IT FOR WHAT IT IS.

REMEMBER JUST THE STUDIES ALREADY COSTED THE CITY AND MAYOR JEFF THOMPSON AROUND A \$150,000.00 OR SO WHERE DID THAT MONEY OR FUNDS GO? PUT AN CER IN THE PAYNESVILLE PRESS AND TO THE NEW MEDIA SO PEOPLE CAN GET ON WITH THE REAL LIVES.

SCHOOL TEACHERS LOVE THIS AREA FOR WHAT IT IS NOT TO BE DESTROYED IN THE PAYNESVILLE AREA. I ENCLOSED I WILL GIVE YOU A MAP TO LOOK AT, PLEASE STUDY IT CORRECTLY AND POSITIVELY FOR THE GOOD OF THE PAYNESVILLE PEOPLE. OUTLINED IN YELLOW IS WHAT PEOPLE OF THIS AREA DONOT WANT DESTROYED AT ALL. PLEASE CONTACT ME WITH YOUR QUESTIONS YOU ALL HAVE I GREW UP AROUND HERE ALL MY LIFE.

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.

PAGE:04

INCLOSED IS A MAP OF PAYNESVILLE THE BEST I COULD FIND TO HELP OUTLINE THIS PROJECT ON THE MN DOT HIGHWAY TRUNK 23 NEW PROJECT AS HWY 23 RUNS THRU PAYNESVILLE AS OF NOW.

WITH THE WEST BYPASS YOU WILL EFFECT CEMETARY ROAD. BRIDGE ST OR HWY 23. EXCHANGE ST, MERIDIAN ST. LIBERTY ST GRAND ST, ELIZABETH ST. FROM THE HOUSING AIRPORT TO HWY 55 AND HIGHWAY 4. PAYNESVILLE MN ITSELF AS IT STANDS. STUDY THIS MAP. PEOPLE DONOT WANT THIS NEW HIGHWAY 23 THRU THEIR HOUSES, LIVING ROOMS, KITCHENS. OR THEIR PROPERTY AT ALL.

PEOPLE WHO LIVE IN THIS AREA DONOT WANT THIS AT ALL IN THE CITY OR IN AREAS WHERE OUR FUTURE CHILDREN WILL BE HURT CRIPPLED UP. OR RUN OVER BY SEMI TRACTOR TRAILERS.

GULF COURSE NOISE LEVELS. OR ANY PART OF THE GULF COURSE. PEOPLE I TALKED TO DONOT WANT IT FROM EAST OF HIGHWAY 6 AND HIGHWAY 23. THEY DONOT WANT A PROPERTY SPLT AT ALL. SO YOU WILL SEE THAT THE FAR WEST BYPASS IS THE ANCHER. ON YOUR MAP THE ORANGE AND PURPLE COLOR DRAWINGS PEOPLE DONOT WANT AT ALL.

PLEASE LESSON COST OF PROBLEMS. PAYING FOR RELOCATIONS ABC FARM SERVICE DOES NOT WANT THAT IN THEIR BACKYARD OR LOT.

PAYNESVILLE IS A BED ROOM TOWN AND A TOURIST ATTRACTION FOR VACATIONERS & PASSER BYERS. WHO STOP FOR A MOMENT OR SO.

PASSER BY'S TOLD ME THEY LIKE THIS AREA FOR WHAT IT IS LOOK PURITY NATURAL ALL AROUND LETS KEEP IT THAT WAY.

TAX INCREASES TO PEOPLE. THE SCHOOL BUS INTERRUPTIONS EVEN ACCIDENTS. OR MAYBE PEOPLE KILLED IN ACCIDENTS DUE TO THE WEST BYPASS AND SPEED ONE IN A HURRY. HURRY ALWAYS EQUALS ACCIDENTS OR BRAKE DOWNS. I WORK CONSTRUCTION FOR A STECH CORPORATION I KNOW FOR A FACT WHAT THINGS CAN HAPPEN. JUST USE THE FAR WEST MOVE THREE HOUSES AND START PUTTING IN THE MN DOT HIGHWAY 23 TRUNK HIGHWAY SYSTEM. DO IT THE BEST SAFEIST, MOST PRODUCTIVE FOR ALL OF US. AND THE FASTEST WAY TO MOVE TRAFFIC THE BEST. STILL KEEP OLD HWY 23 INTO PAYNESVILLE ON TH 23.

PAGE: 05

KEEP GLACIAL LAKES TRAIL THE BEST FOR
PEOPLE WHO DO A LOT OF WALKING OR BIKING. USE THE
BRIGHT RED TRAIL FOR THE FARWEST BYPASS.

NOISE INQUIRY MUST BE CONSIDERED FOR THE
LEGION AND MANY OTHER BUSINESS. IN THE BUSINESS AREAS.

KANDYOHZ COUNTY COMMISSIONERS AND THE
STEARNS COUNTY COMMISSIONERS MUST BE BROUGHT UP TO
DATE ON ALL THE DEVELOPMENTS ON HIGHWAY TH 23 TRUNK HIGHWAY.
STATE AND LOCAL OFFICIALS MUST BE INVOLVED
AS WELL AS FEDERAL PEOPLE. CITY OF PAYNESVILLE AND MAYOR AND
MANY OTHER MUST BE INVOLVED IN THIS PROJECT.

THE FAR WEST BYPASS IS WHAT PEOPLE WANTED AT THE
MEETING ON LAST TUESDAY EVENING. AREA LAND OWNERS I
TALKED TO AS WELL AS FARMERS. SAID TO ME IT IS OUR FEATURE
WE WILL BETTER US COMPLETELY ALL AROUND US ON COUNTY ROAD
130 STEARNS COUNTY AND COUNTY ROAD 33 AND LAKE AVENUE.

PEOPLE WHO TRAVEL THESE ROADS WANT EASIER INTERCHANGE
TOWARDS THE TOWN OF PAYNESVILLE FROM SPRING HILL, LAKE HENRY,
SAUK CENTRE URBAN FARM AREAS MEL ROSE. ST. MARTIN. OR
NORTHERN STEARNS COUNTY. PLEASE LOOK EVERYTHING I AM
TELLING YOU'LL BE VERY CLOSE WHEN LOOKING AT THE FARWEST
BYPASS SYSTEM. REMEMBER IT WILL BE OUR FEATURE IN YEARS
TO COME. THAT IS THE CHEAPEST OF ALL FOR THE PEOPLE OF PAYNESVILLE

MY NAME IS TIMOTHY J. HUBER

19251 293RD AVE PAYNESVILLE MN 56362 / 1-320-243-3303.

1-320-333-6649. I WORK FOR ASTECH CORPORATION 8345

BRIDGEWOOD ROAD ST. JOSEPH MN 56374 - 1-320-363-8500

REMEMBER I'VE SEEN ACCIDENTS TAKE PLACE ON I-80 IN
SEPTEMBER, OCTOBER OF 2004. I GOT SHUT DOWN THE CITY PEOPLE WERE NOT
INVOLVED AT ALL. PLEASE STAY IN CONTACT WITH ME AND CALL IF YOU
HAVE ANY QUESTIONS. LET'S WORK TOGETHER ON NEW STATE PROJECTS
TOGETHER AS A GROUP. I WILL WORK WITH YOU AS WELL.
THANK AGAIN

PAGE:06

MR. RAY AND LONNIE LIEN
17869 COR& 130
PAYNESVILLE MN 56362
1-320-243-7210

MR. RAY LIEN WAS AT THE MEETING
JUNE-28-2005 TUESDAY NIGHT HE TOLD ME PERSONALLY DID NOT
WANT ANY PART OF THE WEST BY PASS ON TH 23 THROUGH OR
AROUND PAYNESVILLE AT ALL. OR ON HIS PROPERTY THAT IS
WHY WHEN YOU ALL LOOK AT THE HIGH LIGHTED MAP OF PAYNESVILLE
IT DOES NOT GET DELETED AT ALL. EVEN LOOK AT THE INDEX
MAP 1-20. KEY OF PAYNESVILLE: IN YELLOW HIGH LIGHTED
PEOPLE DO NOT WANT IT IN THIS AREA AT ALL. PEOPLE ONLY WANT
THE FAR WEST BYPASS OUT OF THE WAY AND AS I SAID
BEFORE AND MR. JEFF THOMPSON SAID THE CITY OF
PAYNESVILLE CAN EXPAND AS IT DID ONE HUNDRED
AND FIFTY YEAR AGO. WE CAN PICK UP AND MOVE AGAIN.

PEOPLE WANT IT AS WILL MAR MN HAS HIGHWAY TH 23
AND HIGHWAY US 71. PLEASE STUDY KEY 16 AIRPLAINS
DO HAVE ACCIDENTS TOO. KEY 12 IS THE SCHOOL AND BUSES
AND TEACHER AS WELL AS FELLOW WORKER. MOST OF ALL IS THE
YOUNG PEOPLE AND STUDENTS SAFETY. THAT IS IMPORTANT
TO ALL OF US. OF HIGH SPEED TRAFFIC THEY DO NOT LIKE TO
SLOW DOWN TO STOP AND WAIT FOR TEN TO TWENTY SCHOOL
BUSES. THEN EMERGENCY SERVICE MUST HAVE SPEED AND
QUICK AND FAST ACTIONS TO ACCIDENTS OR PROBLEMS.

AGAIN I ASK PLEASE STUDY PAYNESVILLE
CORRECT AND ACCURATE. PLEASE AGAIN ASK YOU WHO MAKES
THE DECISION MAKE THE FAR WEST BYPASS AND OUT OF
EVERYONES WAY OUT IN THE OPEN COUNTRY AND
STILL YET IT IS CLOSE ENOUGH TO PAYNESVILLE WHEN
ONE NEEDS TO COME. REMEMBER BUSINESS ARE ON THE OUTSIDE.

PAGE: 07

STILL people do GET TO THEM AND FIND THEM IF THEY WANT TO. REMEMBER ALL THE CHANGES THAT TOOK PLACE IN THE 1970'S WITH THE CORNER OF HIGHWAY 55 AND 23. OUR SCHOOL BUS WAS IN ACCIDENTS IN THAT INTERSECTION WITH ACCIDENTS. PEOPLE WOULD DRIVE INTO THE SCHOOL BUS, BECAUSE OF TRAFFIC PROBLEMS. WHY CAN'T WE STOP THAT FROM HAPPENING BY PUTTING IN THE FAR WEST BYPASS AND BE DONE WITH THAT. IN FACT PEOPLE TRAVELING WILL STOP IN LOOK AT THE INTERNET AND COMPUTER AGE WE ARE IN TODAY. TELEPHONES WITH PICTURES REMEMBER A PICTURE IS WORTH A THOUSAND WORDS.

LET'S LOOK AT KEY 13 THE ARMORY MILITARY THEY NEED TO MOVE FAST IN A DISASTER OR PROBLEM THEY WOULD WANT THE FAR WEST BYPASS AS WELL. GOING FROM WILLMAR MN TO FORT RIPLEY ON US HIGHWAY 10. ASK THEM.

SHOW THE MILITARY THIS MAP OF PAYNESVILLE AND YOUR MN/DOT MAP AND ASK THEM TO FIGURE IT OUT FOR YOU. AND GET GO THROUGH ALL INFORMATION I AM GIVING YOU.

PUT THE HIGHWAY TH 23 LIKE NORTH DAKOTA DID I-94 ACROSS THE STATE. ASK THEM SHOW ALL THE INFORMATION I GIVE YOU AT MN/DOT. TO COME UP WITH THE FAR WEST BYPASS. CROW RIVER PEOPLE COME TO LOOK AT TO SEE WHAT IT IS. THANKS FOR THE COURT REPORTER WHO TOOK DOWN THE INFORMATION I GAVE HER ON JUNE-28-2005

PLEASE AGAIN WORK WITH ME AND US TO PUT THE ONLY WAY TO HAVE HIGHWAY TH 23 AROUND PAYNESVILLE IS THE FAR WEST BYPASS AND ONLY THAT. ANYTHING ELSE WILL BE IN PEOPLE'S WAY ACCORDING TO THE HIGH LIGHTED MAP I GIVE YOU. AS THE MAYOR SAID AND I AGREE PEOPLE ARE GOING TO HAVE TO LEARN TO GO ALONG WITH THE FAR WEST BYPASS. THANKS AGAIN
SINCERELY: Timothy John Duber

NORTH PAYNESVILLE

CO RD 136

LAKE AVE

INDUSTRIAL PARK

CROW RIVER

MINNEAPOLIS ST PAUL

MAY ST

INDUSTRIAL LOOP

MINNIE STREET

SAULT ST MARIE

RAILROAD AVE



TH 55 TO GLENWOOD
TH 4 TO SAUK CENTRE

TH 4 & 55

CROW RIVER

CENTRAL AVE

BUSINESS JAMES ST

15

THRU HWY 23

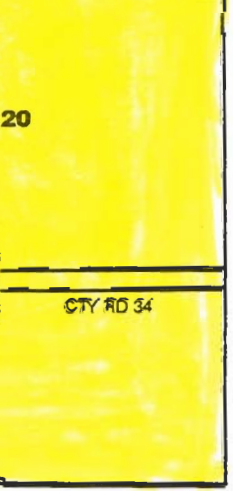
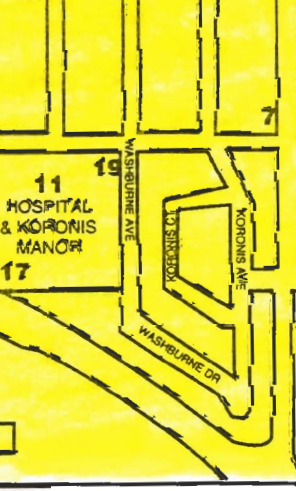
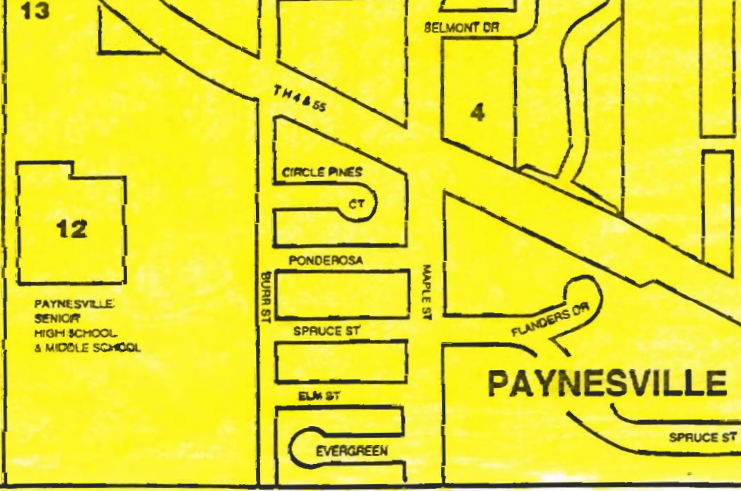
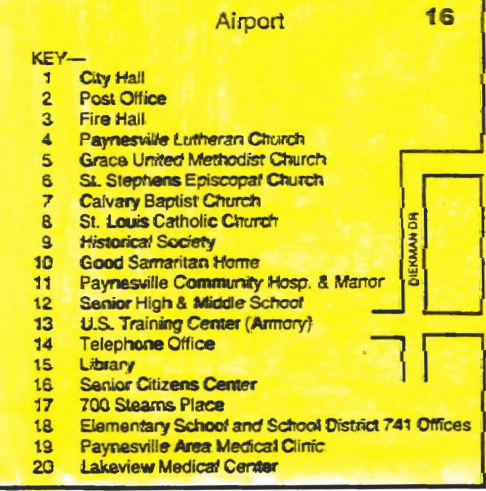
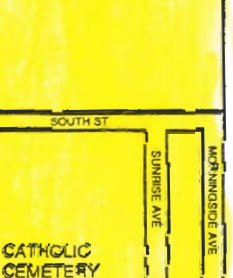
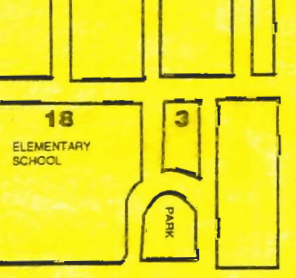
HOUSON ST

6

14

10

RD TO COLD SPRING



KEY—

- 1 City Hall
- 2 Post Office
- 3 Fire Hall
- 4 Paynesville Lutheran Church
- 5 Grace United Methodist Church
- 6 St. Stephens Episcopal Church
- 7 Calvary Baptist Church
- 8 St. Louis Catholic Church
- 9 Historical Society
- 10 Good Samaritan Home
- 11 Paynesville Community Hosp. & Manor
- 12 Senior High & Middle School
- 13 U.S. Training Center (Armory)
- 14 Telephone Office
- 15 Library
- 16 Senior Citizens Center
- 17 700 Stearns Place
- 18 Elementary School and School District 741 Offices
- 19 Paynesville Area Medical Clinic
- 20 Lakeview Medical Center

PAYNESVILLE

From: "Russ Bennett" <rbennett@bennettoffice.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 6/28/05 10:39AM
Subject: Paynesville

Lowell -

As a frequent traveler personally and have numerous employees traveling on Hwy #23, I would like to encourage MN DOT to pursue the West option for the possible Paynesville by-pass.

Thank you.

Sincerely,

Russ Bennett

President

Bennett Office Technologies

320-214-3820

From: "BOB " <BobK@mwhco.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 6/29/05 9:33AM
Subject: Highway 23 project

I travel Highway 23 from St Cloud to Willmar once a week for business and support the West option around Paynesville.

Thank you.
Bob Kovell
Miller Welle Heiser & Co.
bobk@mwhco.com

From: "Bob Dols" <bdols@northernstatessupply.com>
To: "Lowell Flaten" <Lowell.Flaten@dot.state.mn.us>
Date: 6/29/05 9:45AM
Subject: RE: Highway 23 project

THANKS

From: Lowell Flaten [mailto:Lowell.Flaten@dot.state.mn.us]
Sent: Wednesday, June 29, 2005 8:37 AM
To: BobK@mwhco.com
Subject: Re: Highway 23 project

Thanks Bob,

I will include your comments in the public record for this project.

Lowell

>>> "BOB " <BobK@mwhco.com> 06/29/05 09:35AM >>>
I travel Highway 23 from St Cloud to Willmar
once a week for business and support the
West option around Paynesville.

Thank you.
Bob Kovell
Miller Welle Heiser & Co.
bobk@mwhco.com

From: "Reese, Matt" <mreese@isk-industries.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 6/29/05 1:26PM
Subject: Hwy 23

To whom it may concern,

I am in favor of putting the new Hwy 23 west of Paynesville. I often travel to Willmar for business, and the best route for me is 94 to St. Cloud, and then 23 to Willmar. By putting the new hwy 23 west of Paynesville, I am very confident that I can make this trip in a hour and 40 minutes.

Thanks for listening,

Matt Reese

I.S.K. Industries

Toll Free - 1-888-510-0046, ext. 102

Direct - 763-398-3882

Fax - 763-398-3899

From: "Bob Dols" <bdols@northernstatesupply.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 6/30/05 9:26AM
Subject: HWY 23

Lowell after being part of the task force on Paynesville project

I think the West Alternative is the best.

It works for the City and moves traffic around that will speed up the traffic compared to going through town and be a much safer road.

From: "Hilding, Gregory, D.," <GDHilding@bremer.com>
To: "lowell.flaten@dot.state.mn.us" <lowell.flaten@dot.state.mn.us>
Date: 6/30/05 9:34AM
Subject: Highway 23 comments

Lowell, as you know, I have worked on the Hwy 23 funding including 3 trips to Washington. The primary focus of these trips has been to secure funding for the Paynesville bypass. Mayor Jeff Thompson of Paynesville has accompanied our delegation each time. I commend the citizens of Paynesville for their hard work and patience on this project.

In my opinion the "west option " is the best. It provides good, safe traffic flow while allowing accessibility to Paynesville. All the people I talk to are impressed and pleased with the sections of 23 that have been completed. The Paynesville section is a real key. Left uncompleted, it will be a major bottle neck.

On a personal note, I travel Hwy 23 every week in my position with Bremer. My destinations are Marshall, St. Cloud and the Twin Cities. I have direct responsibility for the Willmar and Marshall markets. Our Greater Mn "Region Hub" is located in St. Cloud, and I am on that management group as well. Additionally, our Corporate offices are in St. Paul, and I am down there regularly for various meetings. I mention this to make it clear that I do have good personal perspective on the traffic flow at all times of the day on Hwy 23. It is apparent to me that this Hwy carries not only the local traffic of West Central and So. Western MN, but a large amount of through traffic. The amount of goods that are being transported along this corridor is amazing. It is a strong visual reminder of the economic importanc of this transportation corridor. Literally, the "main artery" for this part of the State.

From: "Mike Meagher" <mmeagher@lakedalelink.net>
To: <lowell.flaten@dot.state.mn.us>
Date: 6/30/05 12:08PM
Subject: TH 23 Paynesville By Pass

Lowell, the following are some of my comments for future TH 23 around Paynesville. I feel the far west bypass will best serve the Paynesville community for the future. This route will allow the most room for expansion and "LONG TERM GROWTH" for our community, "THE CITY WILL GROW OUT TO THE HIGHWAY". I know that law requires the TH 23 to touch the city of Paynesville. At the June 29th 2005 Paynesville City Council meeting it was approved to annex approximately 230 acres of land that now borders the city of Paynesville and 185th street on the north side of town on both sides of Lake Avenue this will meet the requirement of the highway touching the city. I feel by choosing the west bypass it will have an access to near our present school that has many inexperienced drivers at a high traffic point in our community making this a safety hazard with high flow of traffic moving at greater speed. I have been a resident of Paynesville area for nearly 40 years and am an independent businessman in the Paynesville community. The far west route is the least costly and disturbs the least amount of present development. Allowing the highway to go east and thru town are definitely the least desirable for the community as they will virtually divide the town. I feel the far west route provides excellent access to our community. For the record, not all business owners feel we need the highway thru town or near town for that matter. My brother (who also is a Paynesville Township Officer) and his wife own and operate a restaurant in the city of Paynesville and prefer the far west route as the best choice for the future of our community. I hope these comments are considered in the decision making process. Thank you for your time. Mike Meagher 22963 Tri CO Rd Paynesville, MN 56362 Tel 320-376-8211

From: "John Dean" <johnafs@afsmn.com>
To: <Lowell.flaten@dot.state.mn.us>
Date: 7/5/05 10:04AM
Subject: Paynesville by-pass

Lowell,

Please do what you can to further the "West" option. I travel to St. Cloud often and this appears to be the best solution when you consider time and the removal of property from the tax rolls. Thanks for all you do and for your consideration in this matter.

John R. Dean

President

Affiliated Financial Services

Willmar, MN

CC: "Ken Warner" <kwarner@willmarareachamber.com>, "Bob Dols" <BDols@northernstatessupply.com>

From: "Ken Warner" <kwarner@willmarareachamber.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/5/05 11:05AM
Subject: Highway 23 Paynesville

As the representative organization of over 600 business in Kandiyohi County, the Willmar Lakes Area Chamber of Commerce would like to go on official record of supporting the "West Option" as it relates to the Highway 23 Paynesville project. We advocate for the "West Option" as the best option for the Paynesville bypass as the other three options have the biggest impact on Paynesville and would be very detrimental to their future growth.

As they say...The West is the Best!

Sincerely,

Ken Warner

Ken Warner, President
Willmar Lakes Area Chamber of Commerce
2104 Highway 12 East
Willmar, MN 56201
Email: kwarner@willmarareachamber.com
Phone (320) 235-0300 Main Line (320) 231-0272 Direct Line
Fax: (320) 231-1948 (320) 212-8700 Cell Phone
Website: www.willmarareachamber.com

CC: <bdols@northernstatessupply.com>

From: "Brian Menk" <brianmenk@tds.net>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/9/05 9:53AM
Subject: (TH) 23

Lowell W. Flaten
Mn/DOT - District 8 Project Manager
2505 Transportation Road
Willmar, MN 56201-0768
Fax (320) 231-5168

Brian Menk
680 South Street
Paynesville, MN 56362

Lowell,

Below is my viewpoints on the Trunk Highway 23 routes that are being considered at this time. I would appreciate if these comments would be taken into consideration for the route chosen as a final decision.

As a business owner along (TH) 23 in the city of Paynesville I feel that the through town route is vital to the businesses and growth of the community. However as a future parent with my own parents aging & living in town I don't feel that this option is a very safe route to go with when all ages are considered. It will also be noisier in time than it is now & I see that as a large factor also.

The East alternative seems logical with just a few concerns which are, the closeness to the school grounds, an underpass for walkers/bikers underneath (TH) 23 possibly along CR181.

The West alternative looks like the best all around option when all is considered with 5 different ways to route traffic to area businesses. I feel that 90% of the semi traffic could be routed in & out from the Northern on & off ramps which that street would need to be upgraded also. Cutting down the noise pollution in town & minimizing accidents concerning persons from town. At the public hearing there was concern about persons from north of town being able to get into town to do business, I really don't see this option as much of a concern on this issue as they would still have ways to get into town, they would probably just have to adjust a little to a new route to take.

The Far West & No Build alternatives should not even be considered as options at all and would more than likely do more damage than good to this beautiful area.

Thank You for your time & consideration

Respectfully,

Brian Menk

From: "Betty Zollner" <bzollner@lakedalelink.net>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/13/05 4:08PM
Subject: TH 23/Paynesville

Mr. Flaten,

Having attended the public meeting recently at the Paynesville Auditorum, I also wish to express my opinion regarding the prospective Hwy 23 - 4 lane route. I have been a commuter for 25 years, recently retiring and would like the fastest and most efficient way to reach my destination and Not being slowed down with several stop lights. It is a joy to drive to St. Cloud AFTER Richmond and also see an increase in traffic daily which can only increase over the years. If 2017 is the next possible date of seeing a completed HWY 23 from New London through Paynesville I can only see a very congested road, all coming through Paynesville. A decision and plan needs to be put in place before this.

For this reason I also think, as did others, that the through town route would be ludicrous. Consider the safety issues since an elementary school is on one side, along with nursing home, church and businesses that would be affected. The curves through town have always been an issue and have seen several semi trailers overturned. This will wipe a huge share of the cities tax base. I honestly don't see how having a 4 lane through the town will help any of the business economics. I believe all the current business relies on local clientel not people commuting from point A to B. If they plan to stop it will be by seeing advertisements and billboards that are attractive giving them the option of stopping.

I cannot see how the East route can be considered since it will now affect NEW housing developments that were approved by the City earlier and are underway. If our council were more informed about the route I would hope they would not have allowed these building permits. Had a decision been made years earlier by the state this probably would have been an an ideal route even though it affects the golf course. Now it should NOT be considered.

This leaves either the West or Far West routes as alternatives. I would prefer the Far West which seems the least invasive of home destruction. Although it will affect farm land, and not knowing how many owners are affected, the land is not high quality. Yes we need to be concerned with enviromental issues and accessiblity of people living north of Paynesville.

I don't believe any consideration was given to Hwy 4 which connects with 55 and currently passes through Paynesville and how it connects with 23.

In summation either of two West routes gets my vote. Lets make a decision as soon as possible so people can make future plans

Thank you for your consideration.

Respectively submitted,

Betty Zollner
650 Elm St
Paynesville, MN

From: <John.Wesley@faa.gov>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/13/05 5:54PM
Subject: Fw: Comments: Mn/DOT DEIS Trunk HWY 23 improvements Paynesville, MN State Project Number 3408-15 (TH23)

Mr. Flaten,

Per the letter, dated June 3, 2005 and submitted by Keith Voss, I am providing feedback to you relative to the Draft Environmental Impact Statement (DEIS) for the proposed improvements to Trunk Highway (TH) 23 in Kandiyohi and Stearns Counties.

The DEIS retained five alternatives for analysis. Two of the bypass alternatives that are identified are in the vicinity of the Paynesville Municipal Airport. These alternatives are referred to as the "Far West Alternative" and the "West Alternative."

The West Alternative bypass alignment traverses an area south of the airport. On page 2-13 of the DEIS it states "Near the golf course, the alignment curves to the north outside the new airport runway's glide path."

On page 2-11 of the DEIS it states that the Far West Alternative "stays outside of the new airport runway's glide path." On page 3-55, the DEIS indicates that "If there is insufficient room for the airport clear zone and the roadways" associated with the realignment, "then the river will be rechannalized." On page 3-39, the DEIS further describes the design considerations that are used to avoid impacts to glide path clear zones.

The remaining alternatives do not appear to have the potential for direct impacts on the Paynesville Municipal Airport.

However, if any construction impacts require disruption to navigational aids or would create obstructions that would affect navigable airspace, construction notification may be required under Part 77 of Title 14 of the Code of Federal Regulations.

If you have any questions or comments, please feel free to contact me at 847-294-8126.

Thanks.

John Wesley
AGL-30

From: "Gjelhaug, Terri" <tgjelhaug@ingdirect.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/20/05 11:00AM
Subject: hwy 23 project Paynesville

Dear Mr. Flaten,

I would like to make two points about the Hwy 23 project-Paynesville.

Point one being the loss of business to Paynesville should you choose any other route but through town. Point two being the cost of the routes. Why would you choose any but the cheapest. Our state can't even settle on a state budget and you want to possibly spend twice the amount on one of the other proposed routes. It just doesn't make any sense. Our house would be one to go should you take the smartest and cheapest route and go through town. This is our opinion. We did not know of the meeting until after it was over or we would have been there.

Thank you for your time and consideration.

Cecil and Terri Gjelhaug

311 West Hoffman Street

Paynesville, MN 56362

320-243-3125

This email may contain confidential or privileged information. If you believe you have received the message in error, please notify the sender and delete the message without copying or disclosing it.

From: "koronis hills" <koronishills@hotmail.com>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/21/05 12:02PM
Subject: paynesville bypass

from Jason M. Ruhoff 501 morningside ave. Paynesville, mn. 56362
the city of paynesville annexed 230 acres to the north on town these two
parcels of land are bordered by the south side of 185th street this would
allow the far west bypass to touch the city limits I feel this would be the
best bypass.

From: "Richard Michaelis / M & M Lumber, Inc." <djm@lakedalelink.net>
To: <lowell.flaten@dot.state.mn.us>
Date: 7/21/05 4:01PM
Subject: highway 23

Richard Michaelis
29822 St. why 23
Paynesville, MN 56362

I would like to make a few comments about the location of where the highway should go. Rule out the no build option, we need a better highway. The through town would create mass confusion and to much traffic, besides splitting the town. The east alignment splits the lake from the town and the area it would be going through is better suited for residential housing, also the lake is like a gold mine for the businesses in town. The west route to me would have been the most logical route before the airport was built.

The road should have gone right down the middle of the field where the airport is now, then turn north on the west edge of town and then around to the north. With the road in that location business could of developed on both sides, to the west is kind of where the town has been migrating to over the past few years. With the highway and airport in the area now it pretty much kills that whole area for future growth. The mistake was made on the placement of the airport. Looking at a 50 yr. pojection it might be better to move the airport and put the road in a better location.

With all that in mind I just feel the most logical place to put the highway would be the far west route and let the town build to it. Downtown's have changed lots over the past few decades, we have lost lots of business over the past years, all this happened with more and more traffic going through town. People just don't shop for a lot of the items in small towns like they use to, we are not a complete one stop shopping town like we were 30 years ago.

Highways are meant to move traffic quickly and efficient. As business people we need to be smart enough to get people in our doors and not rely on slowing traffic to our front door.

COMMENTS WELCOMED. PLEASE USE THIS CARD TO PROVIDE YOUR COMMENTS, QUESTIONS OR CONCERNS REGARDING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR Mn/DOT'S PROPOSED ALTERNATIVES TO IMPROVING HIGHWAY 23 IN AND AROUND PAYNESVILLE. AFTER YOU FILL IN YOUR COMMENTS, YOU CAN MAIL THIS CARD TO THE ADDRESS ON THE REVERSE, PLACE IT IN THE PROVIDED COMMENT BOX, OR YOU CAN GIVE IT DIRECTLY TO A MEMBER OF THE PROJECT DESIGN TEAM.

I feel the route should be East or West. Through town would be unbearable traffic for those trying to move around Paynesville and for those trying to travel on Hwy 23 in an expedient way. The Far West Route is too far from Paynesville. It doesn't bring travelers close enough to current businesses. It is not fair to current businesses to be so far from the highway. We're a small town and the cost of moving a business may be prohibitive. A new granite business or new car dealer ^(Rockville) isn't what we need. We need to keep ~~our~~ current businesses healthy. There is always room for development ^{skirting}

If the West Route is chosen there needs to be ^{some} major changes. County Road 136 needs to have easy access ^{to Paynesville} along with County Road 33. ~~These roads~~ should not have one or two extra miles added to their route ^{into} town. The original planning committee put lots of comment into making the East route as convenient as possible, despite not really wanting the East Route. The West (and Far West if chosen) Route needs as much careful planning for convenience as the East Route has received. There should be an over or under pass.

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.
LuAnne Reek 29949 230th St PAYNESVILLE MN 56362

around the town

**Torborg Equipment Company**

27542 State Hwy 23

P.O. Box 34

Paynesville, MN 56362

Phone 320-243-3798

Fax 320-243-5109

Mr. Lowell Flaten:

I think that the far west option will provide the best traffic flow. What I really would like to see happen is that the far west option be used as a bypass and that State Hwy 23 continue to exist through town also so that the signs could read much like they do in Willmar and anyone deciding to go through town will realize that they will end up on the same road once they have gone through town. I think that way travelers who are unfamiliar with the area would be more eager to go through town knowing that they would join up with 23 again on the other side and they would not have to do any backtracking or be concerned about getting off track for their trip.

I also think that #33 needs to continue as a passable road that continues north. This is a very necessary road for emergency vehicle to get north without having to cross a railroad track.

Whatever decision is made, I feel it needs to be made and announce soon so that people can make decisions about their affairs knowing what will happen with the highway.

Thank you

Sharon Torborg
15434 NW Lake Koronis Rd.]
Paynesville MN 56362

FAX TO: Lowell Flaten, MnDOT District 8 Project Manager: 2505
Tran/Road..Paynesville area

From: Marvin Fasen.. Paynesville Township resident & property owner along
Hwy. 23

Subj: Proposed 4 lane.. route in or around Payesville

The selection of which route would be best for the proposed road change in the Paynesville may well relate to what is thought best for the community. i.e. businesses, etc. or what is the best route for those traveling through Central Minnesota.

When traveling.. I don't like driving through every small town. I like the option of easy and safe access, but prefer to by-pass the community if I so choose. Rockville Mn. is a good example of this "well developed by-pass".

Therefore I believe the FAR WEST by-pass would be the best route. The other West route has too many tight curves and seems awkward to effectively keep the flow of traffic moving along this busy hiway 23.

The through town and south route are not realistic options in my opinion.

Thank you for your time.

Marv Fasen
29992 State Hwy 23
Paynesville, Mn.

610 Augusta Avenue.
Raynsville, MN 56362
July 19, 2005

Dear Mr. Flaten,

I am an 81 year old, life-long resident of Raynsville. I am a retired, family-owned auto dealer from 1919 to 1990 and a WWII Veteran. I would like to express my views on the Highway 23 Project.

The Far West route will provide the safest and most efficient movement of traffic by eliminating potential bottlenecks by staying away from the congested area between the school and airport. At the present time there is a tremendous amount of truck traffic in and out of Raynsville and it will only get worse. AMPD has 60 to 65 milk tankers per day & 100 or more semis hauling dairy products out of town. There are school buses, UPS, Speedy, FedEx etc. all of which must come into town. Let's give the transit cars and trucks the Best By-lane, bus. must also provide good on and off street maintenance for the local truck traffic.

There are many personal reasons why ^{people} prefer each of the possible routes, but we must consider what is best for the Majority Now and for the future.

Please use some plain common sense and choose the far west route.

Lowell Flaten, Mn. Dot
Dist. 8 Project Mgr.
Fax # 320-231-5168

Respectfully,
Clint Hoiseth

July 18, 2005

Lowell Flaten, Project Manager
2505 Transportation Road
P.O. Box 768
Willmar, MN 56201-0768

Mr. Lowell Flaten,

Herein is a group opinion regarding the Highway 23 bypass. These Paynesville business people are very concerned about the loss of business that most Paynesville businesses rely on from Highway 23 traffic. Highway 23 has been Paynesville's main source of getting customers/visitors for many, many, many years. Most Paynesville businesses would not exist if not for the traffic that Highway 23 has given them. Many businesses have spent hundreds of thousands of dollars on their business property. It is not only the businesses that will be affected. We are very concerned that the loss of traffic will have an effect on many facets on Paynesville living.

We understand that the Paynesville City Council has made a decision to support the West Route. In view of the fact that the City Council has made that decision, **WE WOULD LIKE TO HAVE INPUT ON YOUR FINAL DESIGN DECISION.** Such as: SLOWER SPEED ~ STOP LIGHT PLACEMENTS AND TO DIRECT TRAFFIC ON A BUSINESS 23 THRU TOWN ~ STREET LIGHTS ON BOULEVARDS TO BRIGHTEN ENTRANCES ~ AND NICE LANDSCAPING ON ALL ENTRANCES, ETC.

Whatever decisions are made by you will affect the life of Paynesville forever. It would be a shame to see the hard work that these business people have done deteriorate.

We want to thank you for all consideration given in this matter.

<u>Name</u>	<u>Business</u>	<u>Address</u>
Stan Yarmou	Yarmou Ford	1640 W Hwy 23
Steve McCorqudale	Paynesville Fleet	30055 St Hwy 55
Bill Zey	Nath's Marine	30133 West Hwy 50
Chuck Koshol	ZAP Leather & Western Wear	114 W. James.
Charles P. Korhonen	ZAP LEATHER & CYCLE	920 W. MAIN
Harlan Leuzink	Wash House	W Hwy 23
Becky Schwandt	Paynesville Linda Sides	700 W Hwy 23
Phyllis Hoppe	American Region	Paynesville
Sharon Truedt	Also	Paynesville
Robert A. Westwig	Dairy Queen	823 W. Minnesota St.
Jim Muenster	Jim's Stables	915 W. Mill St
Alvin Muenster	Jim's Stables	915 W. Mill St.

July 18, 2005

Lowell Flaten, Project Manager
2505 Transportation Road
P.O. Box 768
Willmar, MN 56201-0768

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Name	Business	Address
Lith Rethateris	Paynesville Mutual	201 1/2 Minnie St.
Sheryl Fuchs	Central Minnesota FCU	Minnist
Bryan Johnson	Feed Co	210 Minnie St.
Phillis Nielsen	Paynesville Motor & Trans.	314 Minnie
Judy Rantman	Pro Q u Ed	502 Minnie St.
Greg Johnson	Spaw Welding	
Sally Crawford	Electric Motor Center	521 Minnie St.
Berrie Stang	Stang Auction	531 Minnie St.
Mike Kottler	Jerni Equip.	28100 Minnie St.
Doris Wendlandt	Queen Bee's Bar	121 James St.

July 18, 2005

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2505 Transportation Road
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Name	Business	Address
John Coe	NABA	221 - EAST HOFFMAN HWY 23
Jim Voss	H.P. VOSS TRUCK PARTS	300 E HOFFMAN HWY 23
Jim Voss	VOSS P&H	316 E HOFFMAN HWY 23
Jane Evans	Paynesville Creek	419 E. Hoffman Hwy 23
Kelly Reed	Kue's Restoration & Body Shop	409 E Hoffman Hwy 23
Jim Voss	Auto Service	410 E Hoffman
Roger Coe	Lozberg Equine	Box 31 Hwy 23
John Mitchell	Paynesville Auto	448 E Hoffman Hwy 23
Marjorie Hood (Monica Christien)	PIANO'S PLUS	Hwy. 23
Shirley Oakes	Granite Creations	East Hwy 23

July 18, 2005

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2505 Transportation Road
P.O. Box 768
Willmar, MN 56201-0768

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Name	Business	Address
Tom Bach	Barber	104 W Hoffmann
Patricia Flaten	Paynesville Press	211 Washburne Ave
Patrick Flanders	Flanders Realty	207 Washburne
Mark	Lake County Pond & Hardware	203 Washburne Ave
Brenda Hentges Smith	New's Pure H2O	108 E James St
BEA AMGERKE	Snips & Clips Bed Lin. Cleaning	110 E. James ST
Alma Farmer	Farmers Merchants State Bank	125 E. James ST
Chris Hoff	Koronis Sports Apparel	119 1/2 E. James St.
Ray Huth	INDEPENDENT INSURANCE FINANCIAL	109 E. James ST.
Chris Pombh	Pombrowski Ins. Agency	103 E James St.
Shawn Glanz	Family Eye Center	115 Washburne
Jennifer Kleiner	Frauenstuh & Spooner	113 Washburne Ave.
John Munnis	Smelter for Art Shoppe	102 Washburne Ave

July 18, 2005

Lowell Flaten, Project Manager
2505 Transportation Road
P.O. Box 768
Willmar, MN 56201-0768

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Name	Business	Address
Jan Soren	Paynesville TEC	200 W. James St.
Heather	Ben Franklin	122 W. James
Kay McDaniel	Blessing Well	122 W. James St.
Paul R. Bowden	Chain of Lakes Mtg.	206 W. James St.
Spring Jensen	Jensen Ins. Agency	312 W. James St.
Robbie	C & B Meats	216 W. James
Rubland	H F Paul + Associates	113 W. James St.
Robert Buppert	Grout Floor	202 Washburn Ave
Kathleen Matting	Repsci Automotive Eyewear	204 Washburn Ave
Michael	State Farm Agent	208 Washburn Ave
Paul Brunke	Home Enhancement	212 Washburn Ave
John Brun	Juls Family Foods	216 Washburn



VERN JOHNSON MOTORS, Inc.

115 E Hoffman Street, Highway 23, Paynesville, MN 56362

President: Vern A. Johnson

V. President: Dick Johnson

Phone: 320-243-3653

Fax: 320-243-7462

Comments

Regarding Highway 23:

1. Far west does not 'work' because the town loses contact. Moving the city boundaries does not comply with the spirit of the law and I think could be fought in court.
2. 4 lane through town destroys too much of the community.
3. East is too hard on the golf course and exiting housing development.
4. West route is best if you *have to* build, but '**no build**' works for quite a few years. Spending \$20 million to save Willmar residents 2 minutes to get to St Cloud does not seem like a good economic sense for us tax payers. *A 4 lane bypass makes no sense if Richmond to Paynesville is 2 lane and Paynesville to New London is 2 lane.*

If you do the bypass, a business 23 is very important with inviting entrances and good signage is a must.

I drove Highway 55 Monday at 4 PM from Paynesville to Minneapolis and could not believe the traffic from Buffalo to Medina..bumper to bumper and barely moving. That is where the money should be spent.

Attention: Lowell W. Flaten MN/DOT - Dist. 8 Project Mgr.

COMMENTS WELCOMED. PLEASE USE THIS CARD TO PROVIDE YOUR COMMENTS, QUESTIONS OR CONCERNS REGARDING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR Mn/DOT'S PROPOSED ALTERNATIVES TO IMPROVING HIGHWAY 23 IN AND AROUND PAYNESVILLE. AFTER YOU FILL IN YOUR COMMENTS, YOU CAN MAIL THIS CARD TO THE ADDRESS ON THE REVERSE, PLACE IT IN THE PROVIDED COMMENT BOX, OR YOU CAN GIVE IT DIRECTLY TO A MEMBER OF THE PROJECT DESIGN TEAM.

To whom it may concern: I am in favor of the FAR WEST ALIGNMENT for improving Hwy 23 around Paynesville. This alternative will most efficiently move traffic and it has the least amount of disruption to existing homes & businesses. This alternative also allows for economic growth from the existing city limits out to the proposed highway.

Jane Frieler
21852 Co. Line Rd.
Paynesville, MN 56362

THANK YOU FOR PARTICIPATING IN THIS PUBLIC INFORMATION MEETING.



Minnesota Department of Natural Resources

500 Lafayette Road
St. Paul, Minnesota 55155-40__

July 18, 2005

Lowell W. Flaten
Mn/DOT, District 8 Project Manager
2505 Transportation Road
Willmar, MN 56201-0768

Re: TH 23 Draft EIS (ERDB #20031108)

Dear Mr. Flaten:

The Department of Natural Resources (DNR) has reviewed the Draft EIS for TH 23. This document addresses the construction of a four-lane, divided highway, using either a new alignment that meets the design standards for a rural expressway with a 70 mph design speed and controlled access, or a combination of new and existing alignments that meets design standards for an urban roadway. Five alignment alternatives were retained for analysis in this DEIS. This project is primarily in Stearns County, but one alternative also extends into Kandiyohi County.

Most issues can be grouped into a few categories consisting of trail impacts (4f), wetlands, floodplain, river channel and groundwater.

Trail Impacts

Glacial Lakes Trail Status: The Glacial Lakes Trail is multi-use State Trail on a raised former railroad grade within a 100 foot wide conservation right-of-way that is owned and operated by the MN Department of Natural Resources. This portion of the State Trail at present has an unimproved surface, however, there are conceptual plans (Master Plan for an Addition To The Glacial Lakes State Trail, June 1993), available funds and local support to develop the state trail with a bituminous and grass surface for biking, hiking, horseback riding and snowmobiling. This conceptual plan also identifies a bituminous/multi-use trail from the Glacial Lakes Trail along the Hwy 55 right of way into the Paynesville City Nature Park, avoiding the hazardous Hwy 55/active railroad/State Trail crossing. The City Nature Park is located on the south shore of the North Fork of the Crow River, just east of the Hwy 55 Bridge. This same conceptual plan then connects a bituminous multi-use trail from the Paynesville Nature Park northerly along Stearns County Road 22 back to the Glacial Lakes State Trail.

The Far West Corridor Alternative would have major impacts to the Glacial Lakes Trail with no designated mitigation near the Kandiyohi/Stearns County line. This corridor alternative also prohibits the planned connection from the City Nature Park, along Co Rd. 22 to the Glacial Lakes Trail. This corridor alternative would require substantial trail planning; mitigation and design cooperation between Mn/Dot, DNR, the City of Paynesville and local trail organizations.

The West Corridor Alternative does not impact the Glacial Lakes State Trail right of way directly, however, it would have a major impact the conceptual planned "connection to and from: the Glacial Lakes Trail and the Paynesville City Nature Park. This alternative would also require cooperation between

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Mn/Dot, DNR, the City of Paynesville and local trail organizations.

The Thru Town Alternative has no impact on the Glacial Lakes State Trail right-of-way nor does it impact the conceptual planned connection to and from the Glacial Lakes Trail and the Paynesville City Nature Park. However if the Hwy 55 bridge is changed or replaced as part of this project, the planned state trail/city park connections would be impacted. The present DNR/City conceptual trail connections to and from the state trail/city park are Under the Hwy 55 bridge on an existing 10 feet wide level/flat concrete raised surface.

The East Corridor Alternative would not impact on the Glacial Lakes State Trail or planned connections to and from the State Trail and City Nature Park. There may however be impacts on the City trail system.

Wetland Impacts

There are wetland impacts associated with all 4 alternatives. The Far West alternative has the most wetland impacts. Page 3-27 indicates that wetland boundaries were delineated by MnDOT in November and December 2003. Typically speaking, this is not a good time of year to determine wetland boundaries, as vegetation is likely dormant, soils may be frozen and hydrology may also be frozen or difficult to determine. Based upon these scenarios, wetland delineations completed during this time frame may be inaccurate and should be verified during the primary growing season of May to September.

Floodplain Impacts

All alternatives accept the "through town" alternative and "no build" will have floodplain impacts. In particular, the far west alternative and the east alternative will have the most impacts with 9 acres each. Page 3-33 and 3-34 discuss these impacts. The draft EIS should include more discussion about meeting the requirements of the Stearns County and City of Paynesville floodplain ordinance requirements for roads and bridges. Any fill encroachment upon a designated floodway shall only be authorized under a conditional use permit and must demonstrate that there is no stage increase in the 100-year flood profile and that no increase in flood damages will result. Changes to the floodplain hydraulics may also require a Letter of Map Revision from FEMA. As noted in the mitigation measures discussion, it may be necessary to employ such measures as lengthening the bridge and incorporating guardrails and slope reduction measures to limit floodplain and in particular, floodway encroachment.

The East alternative may impact the City of Paynesville community well system, in particular, the well head protection area and drinking water supply management area. The Department of Health is currently working with the City to develop a well head management plan according to MnDOT. However, the preliminary maps that indicate the extent of the well head protection area and the drinking water supply management area have not been completed. Further clarification and expected time frames should be included with the potential groundwater impacts associated with this alternative. Additional coordination with the Department of Health should occur regarding this matter. Additionally, the Far West and West alternatives will be located in a very high pollution sensitivity area concerning groundwater. The potential impacts are not just limited to the construction of the new highway. Secondary development impacts associated with commercial and industrial development could also be located in this area of sensitivity as a result of relocating the road. Particular attention must be given to protecting the shallow groundwater aquifer in these locations.

Section 3.20 (p. 3-55) concerning water quality, should also include discussion about groundwater quality in addition to surface water quality.

Page 3-54 and 55 discusses water body modifications and mitigation measures. Section 3.19.3 (p. 3.55) indicates that the North Fork Crow River may have to be moved and a new channel constructed to mitigate for insufficient clear zone room for the city airport and local road relocations necessary for the Far West Alternative. The Final EIS should address this issue in more detail and determine whether these impacts would be required to implement the Far West Alternative. The MnDNR would have major reservations about an alternative that required moving the North Fork Crow River. Moving the river channel should not be considered as mitigation for local road impacts and clear zone problems for the airport.

The draft EIS does not discuss what will happen to the existing "through town" segment of highway 23 if one of the by-pass alternatives is selected. Will the old part of hwy 23 still exist? Will it be improved? Will the bridge crossing on existing hwy 23 over the NF Crow River, located in SW1/4 Section 10, T122N, R32W (NE end of town), still be necessary? These items should be addressed in the final EIS.

In summary, the Far West and East alternatives appear to have the most impacts to the areas natural resources. The Far West and West alternatives raise the most issues to be resolved regarding state and local trail alignments.

Thank you for the opportunity to review this draft environmental impact statement. Please contact me with any questions regarding this letter.

Sincerely,



Dennis Thompson, Principal Planner
Environmental Policy and Review Unit
Division of Ecological Services

C: Tom Balcom, Dan Collins, Steve Colvin, Bruce Gerbig, David Lais, Craig Mitchell, Michael North, Greg Soupir, Skip Wright

H:\Environmental Review\TH 23 Draft EIS.doc



Memo

DISTRICT 8
2505 Transportation Road
Willmar, MN 56201

Office Tel: 320-214-
Fax: 320-231-5168

July 13, 2005

To: Paynesville DEIS Comment File

From: Lowell Flaten

Subject: Comment on Paynesville DEIS

I received a phone call from Ted Hoekstra (Ted's RV Sales – Paynesville)

Ted's comment was that we should use the east route. Keep it as straight as possible and connect up further east than the present east route connects into existing TH 23. Also, Ted thought we should run TH 55, TH 23 and TH 4 together from TH 55 as the east alignment connects into it, west to the west side of the airport.



Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

July 15, 2005

Mr. Lowell W. Flaten
MN/DOT- District 8 Project Manager
2505 Transportation Road
Willmar, MN 56201-0768



Dear Mr. Flaten:

Thank you for sending us a copy of the Draft Environmental Impact Statement for the proposed improvements to Trunk Highway 23 in Kandyyohi and Stearns Counties. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

We have reviewed this document for potential health and safety impacts on human populations. We believe that the DEIS has adequately addressed these impacts with one exception. Although it was stated that a Phase I study had been completed, it was not clear if sampling had been done for lead or asbestos in any of the residential or commercial buildings that may be torn down as a result of this project. This should be clarified in the Final EIS. This project should have very positive effects on the travel within the project area and there should be very minimal threats to health and safety from project construction. Therefore, we have no additional project specific comments to offer at this time.

Thank you for the opportunity to review and comment on this document. Please send us a copy of any future EAs or EISs which may indicate potential public health impacts and are developed under the National Environmental Policy Act (NEPA).

Sincerely yours,

Paul Joe, DO, MPH
Medical Officer

National Center for Environmental Health (F16)
Centers for Disease Control & Prevention



Minnesota Pollution Control Agency

July 14, 2005



Mr. Lowell W. Flaten
Mn/DOT District 8
2505 Transportation Road
Willmar, Minnesota 56201-0768

RE: Draft Environmental Impact Statement for Trunk Highway (TH) 23
in Kandiyohi and Stearns Counties

Dear Mr. Flaten:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the proposed expansion of TH23 in Paynesville. The proposal is to widen the roadway to four lanes. The Minnesota Pollution Control Agency (MPCA) staff has reviewed the DEIS for this Project. The MPCA staff has the following comments for your consideration and response in preparing the final EIS on the project.

It appears that the draft EIS has done a good job of identifying the potential for construction activities to contribute sediment and stormwater to water resources in the project area. When an alternative is selected, a stormwater pollution prevention plan (SWPPP) will be developed specifically for the selected alternative. At that time, the MPCA will review the SWPPP for compliance with the Phase II National Pollution Discharge System stormwater permit that became effective on August 1, 2003.

MPCA staff have identified three areas of concern, listed below. Our comments and questions on these items follow.

- Section 3.9.2 of the DEIS document states "all of the new alignments being evaluated for the project will involve some direct impacts to wetlands in the form of filling, as will improvements to the existing alignment alternative." It also states that "these impacts create a net loss of wetland acreage and may impair wetland functions and values."
- Section 3.11 states that the City of Paynesville has 6 public supply wells that do not have a Wellhead Protection Plan yet. All alternatives cross geologic areas of medium to high sensitivity to contamination.
- Section 3.21 states that this portion of the North Fork of the Crow River 100-year floodplain floods nearly annually and all bypass alternatives would impact the mapped 100-year floodplain.

To address these three concerns, all the alternatives will require timely and effective installation of temporary erosion and sediment control as well as control of stormwater runoff. Permanent stormwater management will also be necessary for the long-term protection of these resources. Depending on the alternative chosen, it may be necessary to evaluate the location of stormwater detention basins with respect to the location of potential wellhead contribution areas.

Mr. Lowell W. Flaten

Page 2

July 14, 2005

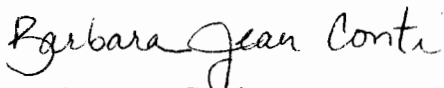
There are some minor discrepancies between Table 3-18 which describes total wetland impacts and Table 3-19 which describes wetland impacts by wetland type. Please clarify.

Will potential wetland mitigation areas identified in the document maintain or enhance the 100-year floodplain hydrology within the project area?

Are there any downstream impacts anticipated for the floodplain impacts associated with the various alternatives?

This comment letter addresses matters of concern to the MPCA staff reviewing the DEIS and is submitted for consideration and response by the Responsible Governmental Unit. It does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future Permit action(s) by the MPCA. We have attempted to identify and consult with interested program staff to identify the MPCA Permits that may be required. Additional comments or requests for information may be submitted in the future to address specific issues related to the development of such Permit(s). Ultimately, it is the responsibility of the Project proposer to secure any required Permits and to comply with any requisite Permit conditions. If you have other questions concerning our review of this document, please contact me at (651) 296-6703.

Sincerely,



Barbara Jean Conti
Project Manager
Environmental Review and Operations Section
Regional Division

BJC:ns

cc: Margaret Leach, MPCA