



September 7, 2021

Background

The following are comments received from the public at the July 8, 2021 open house, along with our responses. In addition, comments were received through the website, InputID and our project email system that are included within this memo. The public can continue to comment on the project through the website, InputID and the project email system for the duration of the project design and construction. Any comments received in the future will be addressed and shared monthly.

Comments from July 8, 2021 Open House

“Foley Road was never meant for the amount of traffic it gets. It is very slippery in the winter between the animal hospital and Knollwood. Without a turn lane for Knollwood, you will see people getting rear-ended. I feel the traffic on Knollwood is underestimated. Foley needs to be widened!! And straightened. Turn lane for Knollwood!”

Response: An evaluation of turn lane additions is being considered at the intersection of Knollwood/Foley Rd in the proposed condition. A reason why Foley Road can be slippery in the winter is because the roadway is very flat today and it receives limited sun light due to the adjacent trees on the south side. The proposed roadway typical section includes a 5' grass boulevard between the trail and roadway curb line along the entire Foley Road corridor. This pushes the drive lanes 5' to the north and will help expose the roadway to sunlight. In the reconstruction areas of the project, the profile of the roadway will be adjusted to add longitudinal slope which will help in improving drainage of the roadway.

“The idea of making Foley Road the main route off Knollwood is crazy. You cannot make it narrower! It needs to be straightened out. All of Foley Road needs to be redone and made bigger if this goes forward. Suggest no left turn. You also need a left turn lane for Foley and Knollwood. What are you going to do about Elder Drive and Foley Road (left turn)? I understand that you will likely move forward with this. DO IT RIGHT if you are going to do it. The amount of traffic from Knollwood onto Foley is more than you have estimated. Widen Foley, straighten it out. Be aware that there is very little sun on the 300 feet of Foley before meeting up with Knollwood. It is all ice in the winter.”

Response: We understand Foley Road will have increased traffic between Inglewood and Elder Drive with this project because it will become the western reliever roadway for TH 371. Our goal was to maintain the existing access points along that stretch of roadway of Foley Road. In order to maintain them and keep those access points safe, we implemented the access roadway alongside Foley road to separate the two functions of those roadways. No improvements are proposed at Foley Road/Elder Drive with this project. That intersection is a bigger problem with the two trunk highways (TH 210/TH 371) and the direct access to and from TH 210. Solutions to the TH 210/TH 371 intersection will need to be applied first in order to solve the issue at Elder Drive.

An evaluation of turn lane additions is being considered at the intersection of Knollwood/Foley Rd in the proposed condition. The roadway will become straighter, and the footprint will be larger with the

addition of the 5' grass boulevard between the trail and roadway. The pavement section of the drive lanes will be 1' less in width total. The reasons are: cheaper, less to maintain, less assessment costs to the adjacent residences, and controls speeds. Today the roadway uses sharp curve movements with wider thru lanes to controls speeds but research shows it is more effective and safer for vehicles to be in a straight and narrow section of roadway in order to control speeds.

Comments from Website/InputID

Received July 9, 2021

"We have family who will be financially devastated by these assessments. They poured their life savings in their home and now faced with tens of thousands of dollars potential assessments. Please reconsider, changes don't appear to be critical to pedestrian/ vehicle traffic."

Response: The city recognizes these assessments can be a burden to its residences while trying to balance their responsibility of providing safe and effective routes of transportation within its limits in the present and future. The city has been awarded state and federal dollars to implement this project that would be sacrificed if the city didn't execute this project by 2022. With this opportunity, delaying again or eliminating the project is a last resort for the city.

Of this understanding and circumstance, the city has adopted a Deferred Assessments program to help support and give residents flexibility with their payments to adapt to any other their situations. Special cases can be addressed through contact with the city. The city wants to work with their residents in all particular cases and is encouraged to approach city staff for any concerns with their assessments.

Comments from Project Email

Email #1:

Received July 6, 2021

"I received the open house notice regarding the Inglewood Dr project for the City of Baxter. My address is Timberlane Dr. The back (north) side of my property borders Foley road. I am not sure if I will be able to attend the info session on July 8th, but have two questions regarding this project.

I do not have access to my property from Foley Road. If special assessments will be used to fund a portion of this project, will my property be subject to any special assessments related to the project? With the reconstruction of the railway crossing at Knollwood and the construction of the new crossing at Inglewood, will Baxter have all of its crossings constructed in a manner in which the City can establish a quiet zone for the stretch of railroad along Hwy 210?"

Response July 7, 2021

Good morning,

We have been informed that you have tried to reach out to Pete Lemke with some questions about the project. Pete will no longer be the project engineer and we apologize for this inconvenience. An email blast through our website and notification at the open house will be provided to the public of this project engineer change.

Moving forward, I'm pleased to inform you I will be the public contact for this project. To date, I have been the Engineer-of-Record for this project and intend to remain in that role as well. My full information is located below and on the project website so please feel free to reach out to me with any

further questions. Our Principal, Aaron Warford, with his contact information below, will become the Project Manager.

Aaron J Warford P.E., Principal Transportation Engineer
Bolton & Menk, Inc., Mobile: 651-503-5700

To answer your current questions:

- With your address being Timberlane Dr and that you don't have direct access to Foley Rd, you will not be assessed.
- On the quiet zones, the goal of this new crossing at Inglewood Drive is that it will be constructed in a manner to be quiet zone ready. The BNSF quiet zone qualification and establishment will not be a part of this project. However, the City has a plan to enact a quiet zone corridor through the City limits by 2023-24. Following this project, the intersections of TH 210/371 and Elder Drive need some reconstructive work with others needed certain signage to make this happen.

Hopefully I was able to answer your questions. Thanks!

Email #2:

Received July 6, 2021

"Hi Pete. I emailed you a while back regarding the upcoming open house which I am unable to attend. My preference is to have a right in/right out at 210 and Knollwood but I imagine the railroad wants to eliminate the crossing. At Inglewood/Foley, I hope there will be a right turn lane wb and a left turn lane eb to allow thru traffic on Foley when there is a backup for the signal. I am a civil engineer and a retired MN DOT employee. Thanks for the opportunity to comment."

Response July 12, 2021

Good morning,

Thanks for your comments towards the project. We will combine these with the ones we have received from the open house.

First, we want to inform you that Pete Lemke will no longer be the contact for the project. As stated on the project website (<https://clients.bolton-menk.com/inglewooddrive/>), I will be the contact moving forward along with Aaron Warford as the Project Manager. Please reach out to myself for any future comments or questions you may have. In response to your direct questions:

- You are correct in that the railroad {BNSF} will not allow the city to have two railroad crossings (one at Inglewood and one at Knollwood). Therefore, a RI/RO on the southside of Knollwood/TH 210 will not be possible. We actually are getting a pass with the railroad in just moving a crossing since this agreement and plan has been in the works over the past 20 years. The railroad's policy is that if you add a new crossing, two existing need to be closed as part of the process but again, we don't need to meet that requirement. Moving the crossing location of the railroad allows for better access to and from the commercial district to the east and aligns with the City's regional movements-since Inglewood Drive is a North-South roadway that runs all of the way to the northern City limits.
- For the turn lane comments, please see the attached figure. We are proposing 500' turn lanes for the eastbound left turn and westbound right turn movements for backups caused by the signal and train delays. The lengths were determined based both on our traffic modeling and the locations of the Access Road servicing the driveways adjacent to Foley Road. The last 100' of those turn lanes are a combination center left/by-pass lanes and queue storage.

Thanks.

Response July 12, 2021

"Thanks for getting back to me. I have no additional comments."

Email #3:

Received July 9, 2021

"Hi,

I do apologize, we meant to attend the open house but I worked late and then my son had baseball. I wanted to let someone know however that I am strongly opposed the proposed plan.

I feel it unnecessary and wasteful. It also seems to dump more traffic into already congested areas. I did fill out the survey this winter as well, but feel no consideration has been given to residents while this directly impacts.

With respect, I hope this feedback is considered.

Thanks.

Ps sent this to the email listed on the flyer we got and he apparently no longer works there. Extremely unsettling."

Response July 10, 2021

Thanks for taking the time to send your note. We understand that it's difficult to attend open houses, particularly in the summer, but we still want as much feedback as possible. We do strive to take all comments into consideration when developing improvements like this, particularly residents who will be directly or indirectly impacted by the project.

Re: the change in project staff-we regrettably did lose a team member who left our firm to pursue another opportunity. I have transitioned into the role of project manager for this project and will remain through construction. Feel free to reach out to me with additional feedback or questions related to the project. Apologies for any confusion related to this transition.

Thanks.