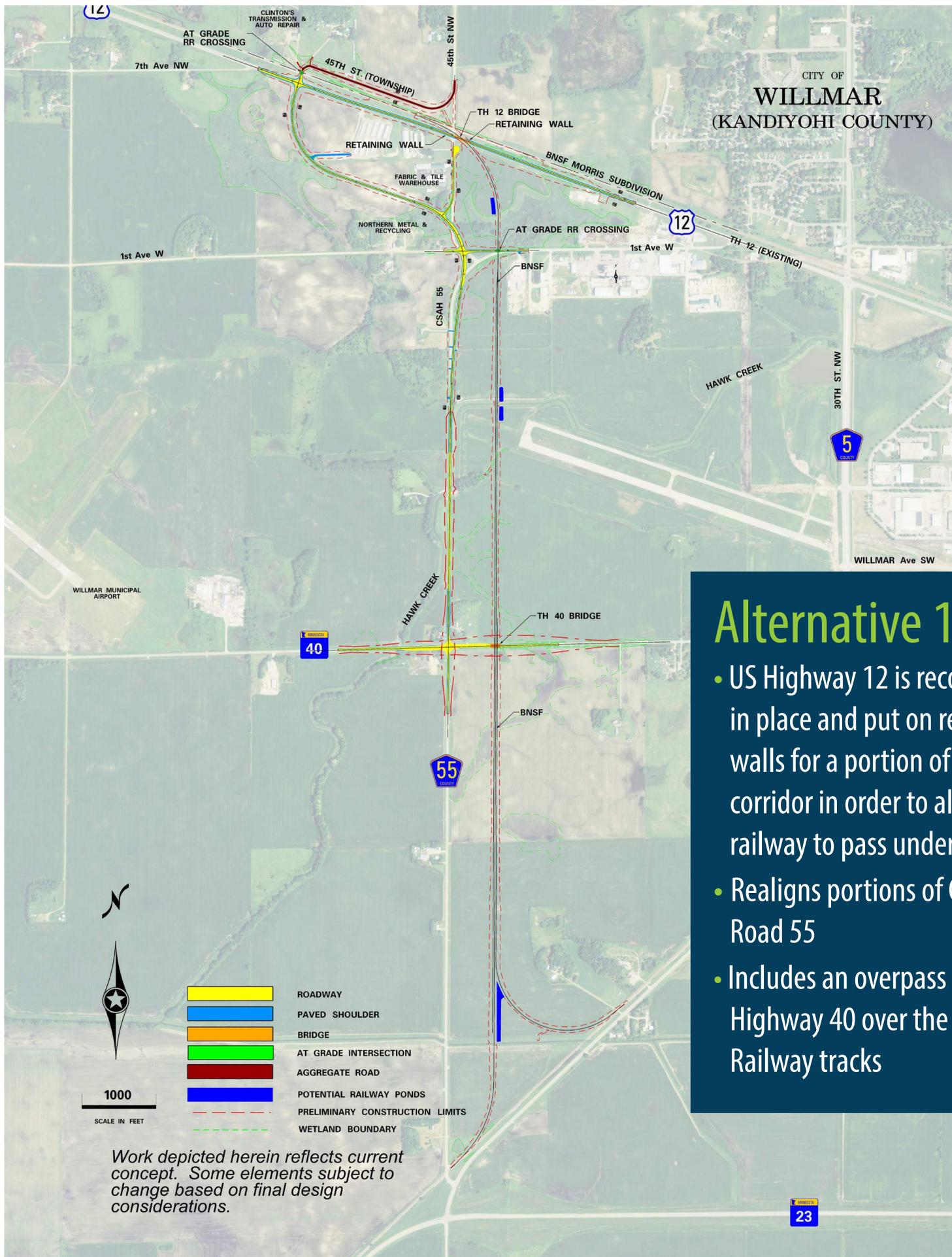


Willmar Wye

rail connector and industrial park access project



Preliminary design alternatives

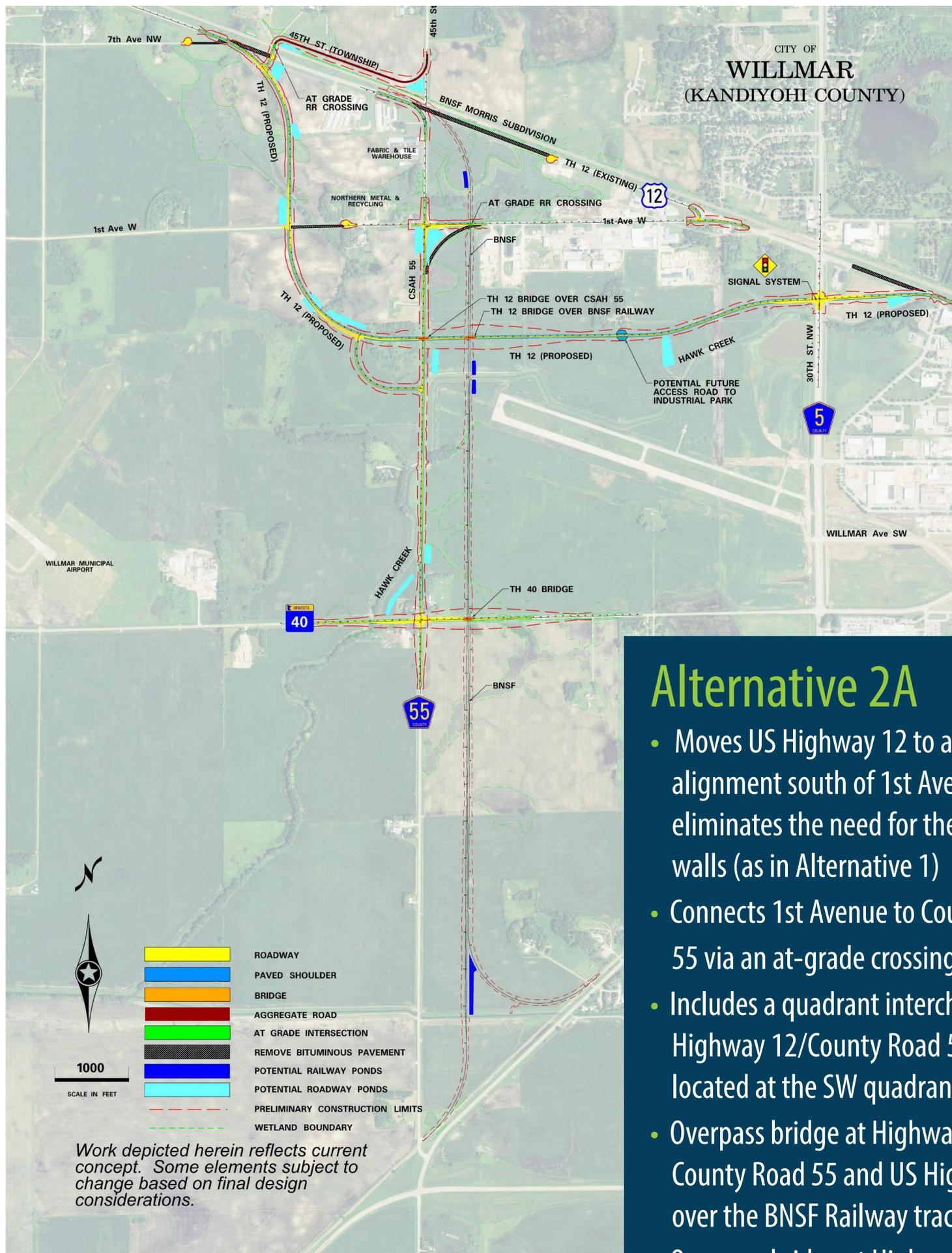


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Preliminary design alternatives



Alternative 2A

- Moves US Highway 12 to a new alignment south of 1st Avenue, and eliminates the need for the retaining walls (as in Alternative 1)
- Connects 1st Avenue to County Road 55 via an at-grade crossing
- Includes a quadrant interchange at Highway 12/County Road 55 – ramp located at the SW quadrant
- Overpass bridge at Highway 12 over County Road 55 and US Highway 12 over the BNSF Railway tracks
- Overpass bridge at Highway 40 over the BNSF Railway tracks

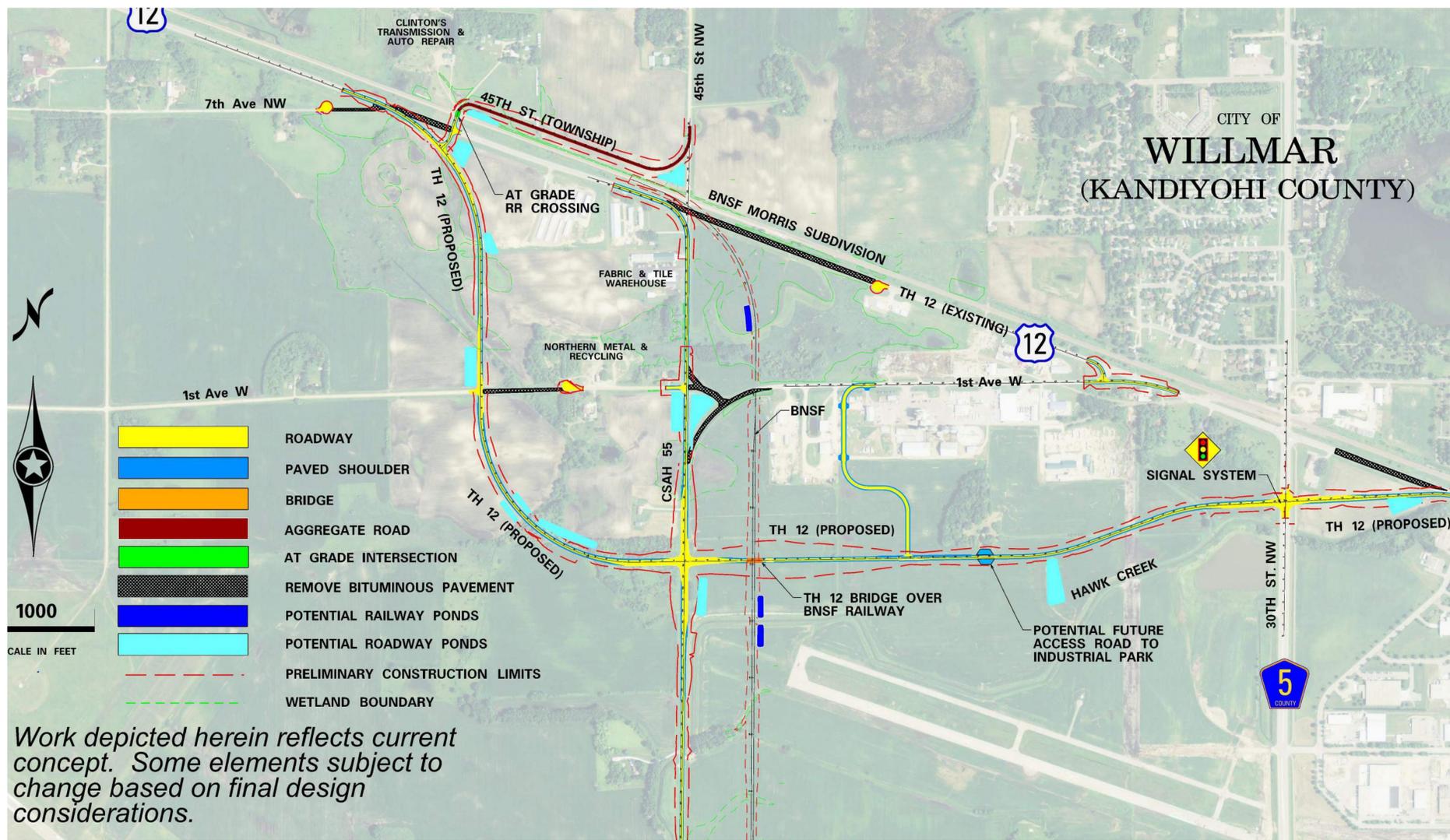


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Preliminary design alternatives



Alternative 2B

Same as Alternative 2A except:

- Does not include an at-grade railroad crossing at 1st Avenue
- County Road 55 directly connects to the north at 45th Street NW and 1st Avenue ties-in from the west – creating a “T” intersection west of the proposed BNSF Railway tracks
- Existing 55/1st Avenue alignment serving the industrial businesses, east of the proposed BNSF Railway Tracks will be disconnected starting from the western-most business (Quam Construction)
- A new roadway between PALS and the Farm Service Elevator will connect County Road 55/1st Avenue to the proposed US Highway 12 alignment
- Only one overpass bridge on proposed US Highway 12 – over the BNSF Railway tracks
- Removes the quadrant interchange at US Highway 12/ County Road 55 (crossing traffic volumes do not warrant the interchange)

Preliminary design alternatives

Alternative development and evaluation

- There are two primary alternatives under consideration. Railway alignment and modifications to Highway 40 are the same for both
- Alternative 2 includes two sub alternatives to provide local property access
- Refinement and evaluation of alternatives is currently underway and identification of a recommended alternative is anticipated in Fall 2016

