

## Comments on latest (July 2025) CAMP

1 message

**Rod Hanson** <rod@nlakes.cc>

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To: Julie Spackman <julie.spackman@matsugov.us>

Cc: "North Lakes Community Council (board@nlakes.cc)" <board@nlakes.cc>, Alex Strawn <Alex.Strawn@matsugov.us>

Julie,

In preparation for the Assembly meeting on August 5th, I just spent some time reviewing the updated (July 2025) CAMP document. I have the following observations / comments / recommendations:

### Section 4.4.2 - Paragraph 2

The write-up on Central Gravel Products is out of date and not consistent with current permitted operations. I recommend changing it to read: "Central Gravel Products was issued a Conditional Use Permit and has begun operations at a new material site located on the north side of E Bogard Road. There are two driveways into the operation. The primary driveway is onto Bogard Road and is currently operating as a full access driveway (left and right turns). The existing DOT driveway permit requires the use of flaggers for all left turning truck traffic at this driveway. After construction of the Engstrom - Bogard roundabout, the CGP driveway will then be restricted to right-in / right-out operations. The secondary driveway is operated as an inbound-only to CGP operations off of Engstrom Road. Outbound traffic is prohibited."

### Section 4.4.4 - Paragraph 2, Second bullet

There is no symbol on the map showing the closure of this driveway off of Bogard, although the connection to Greentree is shown. There is also no reference to the point made in Section 4.4.4 - Paragraph 3 that indicates this driveway could become a RI/RO driveway if the Greentree connection is not feasible. I recommend putting a red X on the driveway to reflect the primary recommendation as described in Paragraph 2, second bullet.

### Section 4.4.4 - Paragraph 4, second bullet.

This is the discussion of the mini roundabout at Bogard-Seldon. The last sentence speaks to a future analysis regarding the capacity of the roundabout. In fact, the DOT analysis already determined it was under-designed for the projected capacity. It would be good to have some stronger language here. I suggest rewording the last sentence to read; "The capacity of the existing Bogard-Seldon mini-roundabout is insufficient for anticipated traffic loads and the State DOT and MVP offices have identified it as a high priority area for future project planning and implementation."

### Section 4.4.4 - Paragraph 6, first bullet, item ii

This bullet (providing an option of cul-de-sacs on both the east and west ends of Radon, in lieu of a full connection, is inconsistent with Section 4.4.4 - Paragraph 10, first bullet. It would not be viable to cul-de-sac N. Lagoon drive without a full connection of the east and west ends of Radon. I recommend removing item ii as an option in the text.

### Section 4.4.4 - Paragraph 7, first bullet

The connection of Dolly Vardon Drive to Toller Court described here is not shown on the map. Recommend adding the connection to the map.

### Section 4.4.4 - Paragraph 7, 5th bullet

If the frontage road between N Bear Street and Greyling Street is determined infeasible, then there will also need to be a solution provided for the three driveways that need to be closed on the north side of Bogard across from Earl. The prior version showed new driveway access connecting through Bear Cub court. I recommend an item d. be added to the list as follows: "Closure of the three driveways that access Bogard between Grayling and Bear will require ROW acquisition and a new connecting road eastward to Bear Street."

### Section 4.4.4 - Paragraph 9

There is no longer any indication of the south Bear extension on the map. I suggest shortening this paragraph to read: "No New Direct Access. Due to the density of access points along Segment C, no new direct access should be provided along Segment C. Any new development along this segment should connect to local roads and collectors to access E Bogard Road. If a new connector road is established between Engstrom and Trunk Road just north of Bogard, then the recently (2025) approved new driveway access on the north side of Bogard between Trunk and Engstrom for the gravel extraction business should be eliminated and primary driveway access re-routed to this new east-west connector road."

### Section 4.4.4 - Paragraph 11, 1st bullet

This bullet should be removed to be consistent with Section 4.4.4 - Paragraph 5, 2nd bullet.

### Section 4.4.4 - Paragraph 11, 2nd bullet

This roadway improvement should be shown on the map.

Section 4.5.4 - Paragraph 1

This statement is inconsistent with paragraphs 3 and 4 and has caused confusion in the neighborhood. I recommend changing paragraph 1 to read as follows: "General. Except where noted below, Segment D has generally sufficient intersection spacing and access control ... "

Section 4.5.4 - Paragraph 3, 3rd bullet

This statement should be shortened to read: "N Anoka Place. Access will be provided with a new connecting road to E. Lakeview Drive as described in paragraph 6."

Section 4.5.4 - Paragraph 6

This paragraph should be divided into two bullets. The first bullet would include all of the existing text. A second bullet should be added to address the planned new road connection to Lakeview Drive from either N. Anoka, N Oronoco, or E Wanamingo Drive.

I hope this helps. I am simply trying to head off problems with Assembly approval of the plan next Tuesday. I fear without these changes, the discrepancies will cause another delay.

Please let me know if you have any questions.

Thanks,

Rod Hanson  
North Lakes Community Council  
[rod@nlakes.cc](mailto:rod@nlakes.cc)  
907-841-8735