



Highway 23 Coalition: 2025 PROGRESS REPORT

INTRODUCTION

Hwy 23 Coalition Mission/Purpose

The Highway 23 Coalition is focused on advocating for a 4-lane expansion throughout the Minnesota Highway 23 corridor from southwest Minnesota to northeast Minnesota.

2025 has been another year of progress toward fulfilling our mission of 4 Lanes 4 You!

Currently, there are approximately 82 miles of four-lane highway on the Highway 23 Corridor. This number includes: 9 miles between Paynesville and Richmond, 7 miles between New London and Paynesville, 9 miles by Marshall, 1 mile by Green Valley, 3 miles by Granite Falls, 45 miles between Willmar and Waite Park, and 8 miles from St. Cloud to Foley. The Highway 23 corridor, stretching **276 miles** from I-90 in southwest Minnesota to I-35 in northeast Minnesota, has approximately 30% designated as four-lane.

2025 PRIORITY PROJECTS

4-Lane Extension SW of Willmar from Highway 71 to Kandiyohi County Road 5

- Planning/Funding

Preferred Route Study from Marshall to Granite Falls

- Planning/Funding

Preferred Route Study from Foley to I-35

- Planning/Funding

2025 PROGRESS

Highway 71 to Kandiyohi County Road 5

- Funding requests continue, and planning remains focused on advancing the 4-lane extension southwest of Willmar from Highway 71 to Kandiyohi County Road 5.
- In the Willmar area, a separate resurfacing project on Highway 71/23 began in August 2025.

Foley to I-35

- Planning and advocacy continue for long-term improvements east of Foley. This segment remains an important focus as the Coalition works to support a safer and more efficient connection through east central Minnesota.

- Corridor planning efforts and future route discussions remain part of the long-term vision for this portion of Highway 23 in 2025.

Marshall to Granite Falls

- Planning and advocacy continue for a preferred route study from Marshall to Granite Falls.
- In western Minnesota, additional Highway 23 safety work moved forward in 2025, including pavement marking upgrades and corridor improvements that support visibility and safer travel conditions.

Raymond and Svea Intersection Improvements

- A Highway 23 and Highway 71 left-turn lane project began in April 2025 near Raymond and Svea.

2025 PROGRESS CONTINUED

- The project added left-turn lanes at Highway 23 and County Road 1 northeast of Raymond and at Highway 71 near Svea.
- Both detours were removed in late June after the project reached majority completion.

Pipestone to Russell Highway Improvement

- Final work continued in 2025 on the Pipestone to Russell project that began in 2024.
- This project focused on a smoother road surface and improved drainage, and punch list work was completed during the 2025 construction season.

Green Valley Bridge Project

- The Highway 23 Green Valley bridge project began in May 2025 and was completed in August 2025.
- The project resurfaced two bridge decks spanning the Redwood River and Threemile Creek near Green Valley.
- Crews also replaced approach panels and guardrails to improve the roadway surface and extend the life of the bridges.

New London Quadrant Interchange

- Planning and coordination continued in 2025 for the future interchange at Highway 23 and Highway 9 in New London.
- The project remains an important long-term investment for corridor safety and mobility in the New London area.

Mora Highway 65 & Highway 23 Corridor Study

- Following completion of the corridor study in 2024, MnDOT and project partners moved into the next phase in 2025 by beginning preliminary design work in Mora.
- Work continues with local stakeholders and community partners as long-term corridor improvements are advanced.

Clara City Highway 23

- Project planning continued in 2025 for the Highway 23 and Highway 7 intersection south of Clara City.
- The project remains focused on improving safety and traffic flow through intersection control improvements.

Granite Falls Highway 23

- Planning also continued in 2025 for the Highway 23 and Highway 67 intersection near Granite Falls.
- The project remains focused on improving alignment and sight lines for travelers along this section of the corridor.