



Minnesota Department of Transportation

Metropolitan District

Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 20, 2013

Nikki Farrington
CH2M Hill
1295 Northland Drive, Suite 200
Mendota Heights, MN 55120

SUBJECT: Jordan Aggregates – Traffic Analysis
Mn/DOT Review # Study12-001A
Southwest Quadrant of US 169 and 173rd Street
Sand Creek Township, Scott County
Control Section 7009

Dear Ms. Farrington:

Thank you for the opportunity to review the revised Jordan Aggregates Traffic Analysis and comment on the recently added Option #6. As you are aware, MnDOT continues to strongly support Option #1. If option #1 cannot be built, option #6 is much better (for reasons stated in our previous review letter) than the proposed U-Turn on US 169.

There were three specific questions asked of MnDOT with this review. Below are the questions as well as MnDOT's response:

1. Noise Issue – is there concern from MnDOT if there is a noise impact for Option 6 (is it a deal breaker?) ***A noise issue would indeed be a concern for MnDOT but it wouldn't necessarily mean that Option 6 would be ruled out. Please note that if the increased noise warranted the need for a noise wall for the adjacent properties, due to the U-turning trucks, it should not be anticipated that MnDOT would fund the walls.***
2. Long term vs. Interim solution – there has been discussions during our internal EIS team meetings about the idea that what we are trying to come to an agreement about is really an interim solution; that long-term, the TH 169 corridor is a freeway and frontage roads to the north and south will likely be needed in order to get to the TH 169 vision. ***Due to current and anticipated future funding constraints, a fully grade separated facility on US 169 should not be anticipated within the next 20 years. With that said, if interchanges were to be built on US 169, option #1 does not conflict with that vision and would still be the preferred alternative.***

3. Next Steps – We have on record what your preferred alternative is (Alternative 1 using existing backage/frontage roads), but would like some recognition of Alternative 6 as an acceptable alternative (if that is the case). ***Based on the information we have at this time, Option #6 is indeed an acceptable alternative for further consideration. Additional engineering work will be needed to design a u-turn that can provide an adequate merge, acceleration distance, and sight distance. When the final preferred alternative is determined, it should be stated as the required haul route in the Interim Use Permit (IUP).***

Design Layout Guidelines:

For the proposed options requiring substantial work on MnDOT right-of-way, a Level 2 Layout would need to be approved by MnDOT before the construction plans could be submitted. MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design. The engineer would need to work with MnDOT to refine the option.

The following web sites provide layout design guidance and identify layout requirements:

- <http://www.dot.state.mn.us/design/geometric/index.html>
- On the right side of the above page under “Quick Links”, the third bullet (HPDP Geometric Design Resources) directs you to the following page:
<http://dotapp7.dot.state.mn.us/edms/download?docId=636152>

For questions concerning the Level 2 Layout process and timing, please contact Nancy Jacobson, MnDOT Metro Design Section at 651-234-7647

Permits:

Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT’s utility website at <http://www.dot.state.mn.us/utility/> Please include one 11 x 17 plan set and one full size plan set with each permit application. Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT’s Metro Permits Section.

Plan Submittal Options;

As a reminder, there are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

MnDOT – Metro District Planning Section
Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113

3. One (1) compact disc with plans in .pdf format.
4. Plans to MnDOT's external FTP Site. Please send pdf. files to:
<ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7794.

Sincerely,

A handwritten signature in black ink that reads "Tod Sherman". The signature is fluid and cursive, with a large, sweeping initial "T" and "S".

Tod Sherman
Planning Supervisor

Copy sent via Outlook:

Buck Craig, Permits
Nancy Jacobson, Design
Diane Langenbach, Area Engineer
Sheila Kauppi, Area Manager
David Sheen, Traffic
Lee Williams, Right-of-Way
Nick Olson, Water Resources
Hailu Shekur, Water Resources
Peter Wasko, Noise and Air
Tim Donovan, Design
Nicole Farrington, CH2MHill
Ann Braden, Metropolitan Council
Kate Sedlacek, Scott County