

August 26, 2014

Mr. Jon Solberg
Area Manager – Carver, Scott, and Dakota Counties
MnDOT Metro District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113

Mr. Mitch Rasmussen, P.E.
County Engineer
Scott County
600 Country Trail E
Jordan, MN 55352

RE: TH 169/TH 282/County Road 9, Jordan, MN

Dear Mr. Solberg and Mr. Rasmussen:

The City of Jordan has been discussing options to address development of a grade separated interchange at TH 169/TH 282/CR 9 for quite some time. MnDOT, Scott County, and the businesses around the intersection have all participated in numerous meetings in an effort to identify potential solutions, costs, and timeframes. Finding a solution that satisfies most or all of the stakeholders has been challenging. Recently, the City of Jordan Economic Development Authority (EDA) and the City of Jordan City Council passed resolutions to forward the attached information to MnDOT and Scott County to document the City of Jordan's position regarding this intersection. This information also will be used by the City to inform adjacent landowners and businesses as well as perspective developers (for undeveloped parcels) what the City's understanding is regarding future improvements at this intersection and the City of Jordan's position regarding future improvements. The City of Jordan is proceeding with the opportunity to complete official mapping for right-of-way preservation using either option No. 1 or No. 2 as shown on Figures 1 and 2 in section 7 of the following report. The city council has passed a motion to move forward with the official mapping process over the next 8 to 12 months.

We anticipate and understand that MnDOT and Scott County may not agree with all information presented within this summary document. This document is intended to communicate the City of Jordan's position as of the date of this document and over the course of 15 years of discussions. We look forward to finding mutually agreeable solutions in the future to improve safety and intersection operations while, at the same time, ensuring that Jordan businesses can operate, expand, and grow.

We are available for further discussion or clarification of this document should that be helpful.

Please feel free to contact Tim Loose our consulting engineer at timlo@bolton-menk.com or (507) 380-9344 or myself at (952) 492-2535 or by email anytime.

Thank you for your consideration,
City of Jordan

Tom Nikunen
Acting City Administrator
City of Jordan EDA
City of Jordan City Council

Cc: Tim Loose, Bolton and Menk; Gary Ehret, Kimley-Horn

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Executive Summary

The City of Jordan has worked cooperatively with MnDOT and Scott County for more than 14 years to discuss issues and proposed solutions to safety and operational concerns in the area of the TH 169/TH 282/CR 9 intersection. The Jordan business community has and will continue to be valuable and important stakeholders in the future of the city and this interchange as efforts to evaluate short- and long-term transportation solutions are considered. Since 2012, the City of Jordan Economic Development Authority (EDA) has been working with the business stakeholders to understand the current business development plans and concerns. Numerous discussions also have been held with the stakeholder agencies to understand their objectives and priorities and discuss alternative long-term solutions, project development issues, schedule considerations, and funding constraints.

The results of these efforts have been presented to and discussed with the EDA, City Council, and the business community. These discussions have informed and guided the City of Jordan's position, which is summarized in the bullets below and expanded on in the following sections of this report.

- Establishing a long-term solution that is acceptable to all stakeholders for a grade separated interchange at TH 169/TH 282/CR 9 will require additional engineering study, stakeholder involvement, compromise, and cooperation.
- Long-term funding for a grade separated interchange has not been identified at this time.
- At this time, MnDOT and Scott County have not identified TH 169/TH 282/CR 9 as a priority and have indicated that any long-term project would need to be initiated, led, and significantly funded by the City of Jordan.
- The schedule for construction of a grade separated interchange is probably at least 10 to 20 years away based upon current priorities and funding availability.
- The Jordan business community does not support moving forward with a grade separated interchange unless it fits within the City of Jordan's preferred alternatives and meets our key criteria.
- The City of Jordan and the Jordan business community would like to continue to support development and growth of the existing businesses and redevelopment for both current and potential new businesses in the area of the TH 169/TH 282/CR 9 intersection.
- The City of Jordan is committed to alternatives that meet the City's key attributes as described in Section 6, Locally Preferred Alternatives. To move forward the City has initiated the official mapping process based upon right-of-way option Nos. 1 or 2, as described in Section 7, Right-of-Way.
- The City of Jordan supports efforts to look for a long-term solution and funding for this intersection, while continuing to work cooperatively with MnDOT and Scott County to address safety and operational issues in the near term. Existing issues that have been identified and will need to be addressed in the interim before a long-term solution is found include:
 - Intersection crash severity and frequency
 - Pedestrian crossing accessibility and safety
 - Queuing and operational issues on TH 282
 - Railroad crossing operations and safety
 - Floodplain impacts and mitigation
 - Right-of-way preservation and/or acquisition as identified in this document

The City of Jordan has provided the information in this report to document recent efforts and inform MnDOT, Scott County, and the Jordan business community of its position regarding the TH 169/TH 282/CR 9 intersection.

Project History and Background

Study and design development at the TH 169/TH 282/CR 9 intersection has history that dates back to 1999/2000. The TH 169 Interregional Corridor (IRC) study identified the intersection as a future grade separation, and the search for possible solutions that meet the needs of all stakeholders has included consideration of dozens of options. Numerous meetings have been held with stakeholder agencies and impacted businesses in the Jordan business community. Schematic level alternatives were discussed, evaluated, and considered. In 2005, the process of trying to identify and study possible interchange solutions was terminated.

In 2012, the City of Jordan reinitiated efforts to identify a possible path to move the project forward. The City of Jordan's interest to reinitiate efforts was in part motivated by a study conducted by the Scott County Association for Leadership and Efficiency (SCALE) in December 2011, which suggested that for commercial commerce "there is too much risk in investing and developing further at this intersection (TH 169/TH 282/CR 9) until a grade separated interchange is built." Continuing safety and mobility concerns also were issues that motivated the City to move forward with a renewed interest to identify a possible path forward towards a mutually agreeable solution.

In June of 2012, the City of Jordan EDA approved a scope of work for an updated study as generally follows:

The first step in the process of moving the TH 169/TH 282 intersection improvements forward would be to prepare an initial assessment of options for discussion with the City of Jordan EDA. Options for the study would include the following:

1. Do nothing
2. Consider short- to mid-term improvements that address capacity and safety
3. Reevaluate and consider selected grade separated interchange options as prepared by MnDOT
4. Proceed with additional study of the interchange options identified by Kimley-Horn in 2005

The discussion with the EDA would include an updated assessment for each of these options from a high-level conceptual perspective to provide to the EDA for their consideration, possible direction, and to support an evaluation of next steps. This study effort was specifically designed to evaluate the current business conditions in Jordan in the intersection area, identifying changes in the business environment that may provide opportunity for redevelopment, business expansion or tenant/ownership changes that would influence interchange concepts. This step one assessment included an open house for all businesses in the potentially impacted area and an invitation to separate, private one-to-one meetings with business owners, if they so desired. (This is explained further in the next section – *Business Discussions*.)

The second step in the process included an evaluation of a number of other factors including:

1. Specific property impacts
2. Qualitative cost estimates
3. Schedule discussions
4. Benefits
5. Next steps forward

The results of this work effort would then be used to determine next steps in the process of moving the project forward.

Business Discussions

During the last six months of 2012, as directed by the Jordan EDA, a number of meetings were held with owners and tenants of businesses potentially impacted by a possible interchange project at TH 169/TH 282/CR 9. Businesses were invited to an open house held on September 10, 2012, to review a wide variety of options previously generated for the intersection and discuss any plans or changes to their business that may have occurred since the 2005 study including any development and/or redevelopment plans. Business representatives were asked to identify any concerns and or issues that either affected their operations or created operational or safety issues on TH 282 or TH 169. Individual comment sheets also were received from a number of businesses.

Subsequent to the open house meeting individual meetings were held with businesses that requested separate property-specific meetings.

A summary of the September 2012 open house meeting attendees and a summary of the meeting are attached including written comments received in the process.

On March 27, 2014, a meeting was held at the Scott County Government Center with each of the primary stakeholder agencies and a majority of the immediately impacted stakeholder businesses represented. Project history, alternatives, key criteria, and future courses of action were all discussed. Notes from this meeting are attached.

Attachments – Business Meeting Notes, September 10, 2012
Business Meeting Notes, March 27, 2014

TH 169/TH 282/County Road 9 Intersection Improvements

BUSINESS MEETING SUMMARY

Business Open House – September 10, 2012

- 16 attendees signed in (5+ others that attended, but did not sign in).
- Summary of Comments and Questions
 - Don't see that the interchange will promote development – there is not that much space and there is already plenty of space in existing industrial parks.
 - It doesn't matter what it costs, do what is best for Jordan.
 - The option that has the least impact to existing businesses should be the obvious choice.
 - If you improve traffic and businesses aren't visible, people will drive right through.
 - Concerned about possible loss of businesses in the Triangle area due to relocations.
 - Jordan will not survive without healthy businesses and jobs. A loss of easy access and visibility will be a disaster.
 - Do not repeat what happened in Belle Plaine (multiple comments).
 - Don't want it to be like TH 169/Bloomington Ferry Rd.
 - Would like to get cost information for each option.
 - Top priorities are still property impacts, property access, and visibility (multiple comments).
 - Timing is a concern. The project needs to be done sooner rather than later due to safety and development concerns.
 - Willing to consider phasing of Creek Lane.
 - Can the curve on TH 169 be lessened in option #10?
 - How would business relocation costs be paid?
 - Is there a deadline for a decision to be made on this project?
 - What are the benefits of this project for residents of Jordan?

Individual Business meetings – October 3, 2012

- 2 meetings with individual businesses.
- Summary of Comments/Discussion
 - No development will occur on the north side of TH 169 until the south side is full.
 - Most business owners don't feel sense of urgency for the project or the need to cooperate.
 - Need to protect "anchor" businesses in Jordan. This is tax base for the City.
 - Perception is that this is premature, nothing is going to happen soon.
 - Options that close Triangle Ln will be very controversial.
 - Access in and access out are equally important.
 - Must have direct access.
 - There is a break point where inconvenient access will push customers somewhere else.
 - Need something that works for our business or pay a premium to buy us out.
 - Interested in the potential for large scale redevelopment in the Triangle Ln/Creek Ln area under option #10 – opportunity for combining into larger parcels using old TH 169 ROW.
 - Would be interested in interim intersection improvements to enhance safety.

TH 169 / TH 282 / CR9
BUSINESS MEETING
9/10/2012

SIGN-IN

NAME

CONTACT INFORMATION

Tim Shimek

Glowing hearth & home
957-0292-7228

CRAG JENSEN

SOFT CO

Lee Rademacher

Amy Rademacher

Rademachers Fresh Market
Raderam@aol.com

Tampa Valeshek

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* Josh B Choate

Joshua Choate Partners.mca.com

* Wes Hallberg

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RICK LOCKERT

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Jim Holle

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Patricia Chilton

Jordan wine and spirits 235@gmail.com

Gregg Wolf

Gregg.Wolf@WolfMotors.com

DAVE WOLF

DWolf682@AOL.COM

* DAVE MUMFAN

777 degenumv@COMCAST.NET

----- **Jordan 169/282 Interchange directly Effected Businesses**-----

The following operating businesses would be directly effected by property takings or access changes:

Clancy's

Yocum Oil

Burger King

Mc Donald's

Wolf Motors

Jordan Quicklane

Jordan Vet Clinic

Frandsen Bank

Hometown Bank

Ace Hardware

Radermacher's

Jordan Wine and spirits*

Total Job count for these businesses as of 12/18/12 is 309 Jordan Retail Jobs

***estimated not contacted**

TH 169/TH 282/CR 9 Business Meeting – September 10, 2012

Name Dr. Elizabeth Thelemann

Property Address 301 El Dorado Dr. Jordan

What changes have there been to your business or property since 2004?

newly built 2001-12 Jordan Dental Care, PA

What short-term or long-term plans do you have for your business or property?

growth, survival

Please rank YOUR top 3 priorities or concerns relative to the interchange design (1= highest priority)

- | | |
|--|---|
| <input type="checkbox"/> Safety | <input type="checkbox"/> Local road connections across TH 169 |
| <u>1</u> Property (right-of-way) acquisition | <input type="checkbox"/> Local road connections across railroad |
| <input type="checkbox"/> Business relocation | <input type="checkbox"/> Schedule for improvements |
| <u>2</u> Business/property access (driveways) | <input type="checkbox"/> Costs for improvements |
| <u>3</u> Business/property visibility | <input type="checkbox"/> Other (please describe) _____ |
| <input type="checkbox"/> Traffic flow (reduced congestion) | _____ |
| <input type="checkbox"/> Land for future development (north of TH 169) | _____ |

Please provide any additional comments or concerns Jordan will not survive w/o healthy businesses + jobs. A loss of easy access + visibility will be a disaster. Please do not repeat what happened in Belle Plaine!

Please leave your comments with staff today or send to:
E-mail - jonette.kuhnau@kimley-horn.com
Mail - Kimley-Horn and Associates, Inc.
2550 University Avenue West, Suite 238N
St. Paul, MN 55114

Belle Plaine!
Thank you

TH 169/TH 282/CR 9 Business Meeting – September 10, 2012

Name HomeTown Bank Rick Lockert, MGR. & V.P.

Property Address 101 CREEK LANE So.

What changes have there been to your business or property since 2004? NONE

What short-term or long-term plans do you have for your business or property? _____

No major physical changes are planned at this time.

Please rank YOUR top 3 priorities relative to intersection improvements (1= highest priority)

- 1 Property (right-of-way) impacts
- 2 Property access
- 3 Property visibility
- _____ Land for future development
- _____ Local road connection across TH 169
- _____ Local road connections across railroad
- _____ Other (please describe) _____

These three mostly effect our neighboring businesses and customers. Right-of-way can lose them totally. Access can cost them customers. Visibility can also cost them customers.

Please provide any additional comments or concerns I am very concerned about the possible loss of businesses in the triangle area with relocating customers. The access and duration of the construction process is also a concern, especially for emergency vehicles up Creek Lane.

Please leave your comments with staff today or send to:
 E-mail - jonette.kuhnau@kimley-horn.com
 Mail - Kimley-Horn and Associates, Inc.
 2550 University Avenue West, Suite 238N
 St. Paul, MN 55114

*HomeTown Bank
 R. Lockert, Mgr. V.P.*

TH 169/TH 282/CR 9 Business Meeting – September 10, 2012

Name Mark Seifert

Property Address 700 Seville Drive

What changes have there been to your business or property since 2004? Our bank
did not exist in 2004 so we are a new business
and built a new building.

What short-term or long-term plans do you have for your business or property? Add
tenants to the upstairs office space which would
increase traffic counts.

Please rank YOUR top 3 priorities relative to intersection improvements (1= highest priority)

4 Property (right-of-way) impacts

2 Property access

5 Property visibility

7 Land for future development

3 Local road connection across TH 169

6 Local road connections across railroad

1 Other (please describe) Timing - the project needs to be done sooner
vs. later due to safety and development concerns.
Please provide any additional comments or concerns _____

10 years is a long time to wait!

Need to consider a hybrid plan which utilizes a new
bridge over Creek Lane for north bound exit & entrance.
the old dairy green and empty used car sites can

Please leave your comments with staff today or send to:

E-mail - jonette.kuhnau@kimley-horn.com

Mail - Kimley-Horn and Associates, Inc.

2550 University Avenue West, Suite 238N
St. Paul, MN 55114

need to think out of the box
and not get stuck in the "old plans!"

Wolf Motor Co., Inc.
600 West 2nd Street
PO Box 128
Jordan, MN 55352

Question 1. Since 2004 we have had a number of business expansions and new retail services added, such as our new Quicklane Tire and Auto maintenance facility that was added in 2009. This was add in response to a "city need" that was requested by our local citizens. A \$400,000 expansion was added and 6 more jobs were created. We also have had an increased number of (non-automotive) retail franchise business inquiries in the last two years for this property.

Question 2. We are in the process of plans for a \$1,000,000+ facility expansion and remodel in 2013. This is in response to an industry wide desire by manufacturers programs to have their dealers in similar looking upgraded dealerships. This will result in more tax base and more Jordan job creations. In addition, we have development plans for an additonal (non-Ford) franchised facility adjacent to this one, and in response to those retail inquiries, we have engineered development plans for another desirable (non-automotive) retail business on this property. This, of course, is all dependent upon Jordan keeping a "design" similar to what was negotiated in 2004 with MNDOT, which keeps its businesses and their jobs intact, along with the Triangle Lane access staying open to fully utilize the potential of this highly productive and desirable business property.

Rank three priorities:

#1. Property (right-of-way) acquisition. There should be zero business or retail job loss on the south side of Hwy 169 as a result of right of way acquisition.

#2. Business/property access (driveways). There is no need to restrict any business accesses "if" we keep the right design.

#3. Business/property visibility. "If customers cannot see you, they will not come." The undeveloped commercial property to the north of Hwy 169 has zero visibility from the south or the northerly traveling traffic. This is the main reason no one wants to put their retail business there - any commercial real estate developer will tell you that.

* We did not put in "business relocation" because there is no place with-in

the city of Jordan to locate our business or our potential businesses.

Additional comments. Wolf Motors is a 57 year old Jordan family business that by itself creates in excess of 50% of all of Jordan's retail sales. We are among the top 25 volume Ford dealers in the 5 state region. We are one of Jordan's top business anchors as 70% of our business comes from non-Jordan residents, therefore, we are bringing 1,000's of visiting customers to Jordan every year for the other Jordan businesses to benefit from. We employ 60+ retail jobs at close to a 3 million dollar payroll, 40+ of those jobs which are career/trade type with an excess of \$60,000+ average salary benefit.

The project effected Hwy 169/282 business properties employ an estimated 200+ retail jobs. Jordan needs to try as hard as possible to keep these businesses and their jobs intact, as it would to attract new business and new jobs to the community. It will be very easy to lose them and very hard to replace them.

CITY OF JORDAN, MINNESOTA
NOTES FROM MEETING ON POSSIBLE JORDAN INTERCHANGE PROJECT
TH 169/TH 282/CR 9
SCOTT COUNTY GOVERNMENT CENTER
MARCH 27, 2014
2:30 P.M. – 4:30 P.M.

The meeting was called to order at 2:30 p.m. Ed Shukle, Jordan City Administrator, welcomed everyone to the meeting. The following persons were present: Lisa Freese, Scott County; Mitch Rasmussen, Scott County; Dave Wolf, Wolf Motors; Gregg Wolf, Wolf Motors; Lee Radermacher, Radermacher's Fresh Market; Paul Radermacher, Radermacher's Fresh Market; Kirsten Arbeiter, McDonald's; David Choate, McDonald's; Sue Rague, McDonald's; Mark Seifert, Riverland Bank; Tim Yocum, Yocum Oil; Diane Langenbach, MnDOT; Sheila Kauppi, MnDOT; Brian Isaacson, MnDOT; Mike Waltman, Assistant City Engineer, Bolton and Menk; Tim Loose, City Engineer, Bolton and Menk; Daryl Karsky, Hometown Bank; Jim Holle, Fransden Bank; Tanya Velishek, City Councilmember; Ed Shukle, City Administrator; and Gary Ehret, Kimley-Horn & Associates.

Mr. Shukle served as the facilitator/moderator. He explained the purpose of the meeting and thanked everyone for attending. He explained that the interchange project at TH 169/TH 282/CR 9 began in the late 1990's and early 2000's. MnDOT had prepared a number of different designs for an interchange at this location. Each of those designs was rejected by the city of Jordan. The city hired Gary Ehret, Kimley-Horn & Associates, to review the project and to see if a design(s) could be developed to minimize negative impacts to existing property owners/businesses on the south side of TH 169. Mr. Ehret prepared 2 different designs that moved the existing alignment of TH 169 to the north allowing a grade separated interchange over TH 282 and CR 9. It also provided for a grade separation at the Union Pacific Railroad crossing just to the north of the intersection on CR 9. Estimated cost in 2012 dollars depending on which solution is selected is approximately \$30 million.

Mr. Shukle pointed out that the impetus for the interchange came from MnDOT and their interest in promoting safety and mobility. He also stated that MnDOT had taken an approach of eliminating stoplights on major arterials such as TH 169 to convert the roadway to a freeway between Minneapolis and Mankato. MnDOT studied statistics on fatalities, crashes and near crashes at this location and had recommended an interchange. Since 2004, the city has been working diligently with MnDOT and Scott County to try to arrive at a suitable interchange design that would satisfy MnDOT's safety and mobility goals and minimize any impacts to property owners/businesses on the southside of the roadway.

Mr. Shukle summarized a recent experience that he had at the intersection where he was broadsided by a vehicle traveling southbound on TH 169 while he was crossing the intersection to go north on CR 9. Fortunately, he explained, that no one was hurt in the accident but that this was a clear example of the safety hazards at the intersection.

Mr. Shukle then introduced Gary Ehret, Kimley-Horn & Associates who presented a power point on interchange options. Mr. Ehret explained that the alternatives recommended by Kimley-Horn and endorsed by the EDA and City Council requires the following:

- Shifting the mainline of TH 169
- Moves interchange ramps (all movements) to the north side of TH 169
- Likely requires railroad grade separation
- Preserves Triangle Lane intersection
- Minimizes changes to business access on west side of TH 282
- Avoids/minimizes business impacts from construction or acquisition
- Identifies Right-of-Way (ROW) to be preserved on the north side of TH 169
- Has an estimated schematic cost depending on which alternative is preferred , between \$29M and \$34M in 2012 dollars.

Mr. Ehret then reviewed a recent design alternative proposed by MnDOT and Scott County for a “tight or compressed” diamond on existing TH 169 alignment. The key features of this alternative are:

- Does not move TH 169 mainline
- Diamond ramps (eastbound on south side of TH 169, westbound on north side of TH 169)
- Eliminates railroad grade separation, if possible
- Closes Triangle Lane intersection
- Modifies access on west side of TH 282
- Impacts existing businesses for construction and likely acquisition
- ROW requirements not identified
- Estimated costs need to be verified

The property owners/businesses, MnDOT and Scott County then commented and a dialogue began among participants.

Observations:

MnDOT stated that the tight diamond alternative was not presented as an absolute solution or preferred alternative, but rather, was presented to identify the impacts/issues for this alternative.

- Property owners/businesses made it clear that they were not interested in an interchange design that would close Triangle Lane or negatively impact their properties and businesses in any way. They requested that more be done by MnDOT to monitor the safety issues at the intersection and to consider introducing other safety measures. The businesses are not interested in any kind of improvement (other than safety) unless MnDOT decides to push something through that they don't agree with and then the businesses want to be involved.

- MnDOT and Scott County are definitely unsupportive of an interchange design that will be too expensive. MnDOT and Scott County will only move forward on an interchange project if the city of Jordan wishes to be the “driver.”
- MnDOT also stated that the interregional corridor studies of past years are not a factor anymore. MnDOT said they are not following these corridor recommendations at this point in time so there is no urgency by MnDOT to push an interchange project forward.
- MnDOT also commented on the purpose of corridor coalitions and one representative indicated that coalitions are ineffective in the support of interchange projects. City staff disagreed with this statement indicating that many projects occurred due to coalition involvement and influence.
- MnDOT indicated that the maintenance of the existing systems is the key priority and that more dollars are being dedicated toward mass transit projects i.e., central corridor light rail, southwest light rail, commuter rail, etc.
- MnDOT will support consideration of safety improvements short of grade separation projects if they are warranted and justified.
- MnDOT indicated that many interchange projects are now being funded locally in the neighborhood of 25% - 50%. More projects are being driven by the development process but must follow the Metropolitan Council’s Transportation Policy Plan (TPP).
- There needs to be political support and pressure from the city of Jordan to move an interchange project forward.
- MnDOT’s disclaimer is that incidents of crashes and fatalities could supersede any of the above discussion and could trigger the need for possible improvements.

Where do we go from here?

It was clear from the statements made by MnDOT and Scott County that an interchange at the intersection of TH 169/TH 282/CR 9 will not occur in the near future unless the city “drives” the process. The property/business owners are not supportive of an interchange that is going to close off access and visibility to their respective businesses making it difficult for patrons to get to these businesses.

The meeting concluded with staff stating that the city’s EDA and City Council need to discuss whether the city should be the leader on this project. The attitudes of MnDOT and Scott County are currently to “stay the course” and not jump into a very expensive project when the monies are just not there. The EDA will be discussing this topic again at its meeting on Tuesday, April 15, 2014, 7 p.m., Jordan City Hall.

Alternatives

A number of alternative geometric configurations have been considered over the past 15 years. In late 2012, these alternatives were revisited and evaluated to provide a high-level assessment of impacts and opportunities, with a focus on relevance to criteria important to the City of Jordan. Alternatives identified for further assessment were selected from original concepts completed by MnDOT from 2001 to 2004 and two additional alternatives completed by Kimley-Horn from 2004 to 2005. Original concepts to be considered further were selected based upon the results of previous study efforts for those that appeared to be feasible. The alternatives to be considered further were reviewed at the September 10, 2012, business open house. For simplicity in identifying the potential alternatives, they were renamed as shown in the table below.

Alternative	New Label	Old Label	Originator	Note
Diamond	A	2	MnDOT	Off TH 169 alignment
Folded Diamond	B	3	MnDOT	On TH 169 alignment
Tight Diamond	C	10	MnDOT	Off TH 169 alignment
Partial Cloverleaf	D	13	MnDOT	Off TH 169 alignment
Diamond	E	16	MnDOT	On TH 169 alignment
Offset Single Point-version 1	F	none	Kimley-Horn	Off TH 169 alignment
Offset Single Point-version 2	G	none	Kimley-Horn	On TH 169 alignment

Attachment – MnDOT evaluation matrix for alternatives A through E

Attachment – Alternatives A through G

TH 169 / TH 282 Interchange - Jordan, MN (S.P. 7008-46) Evaluation Criteria

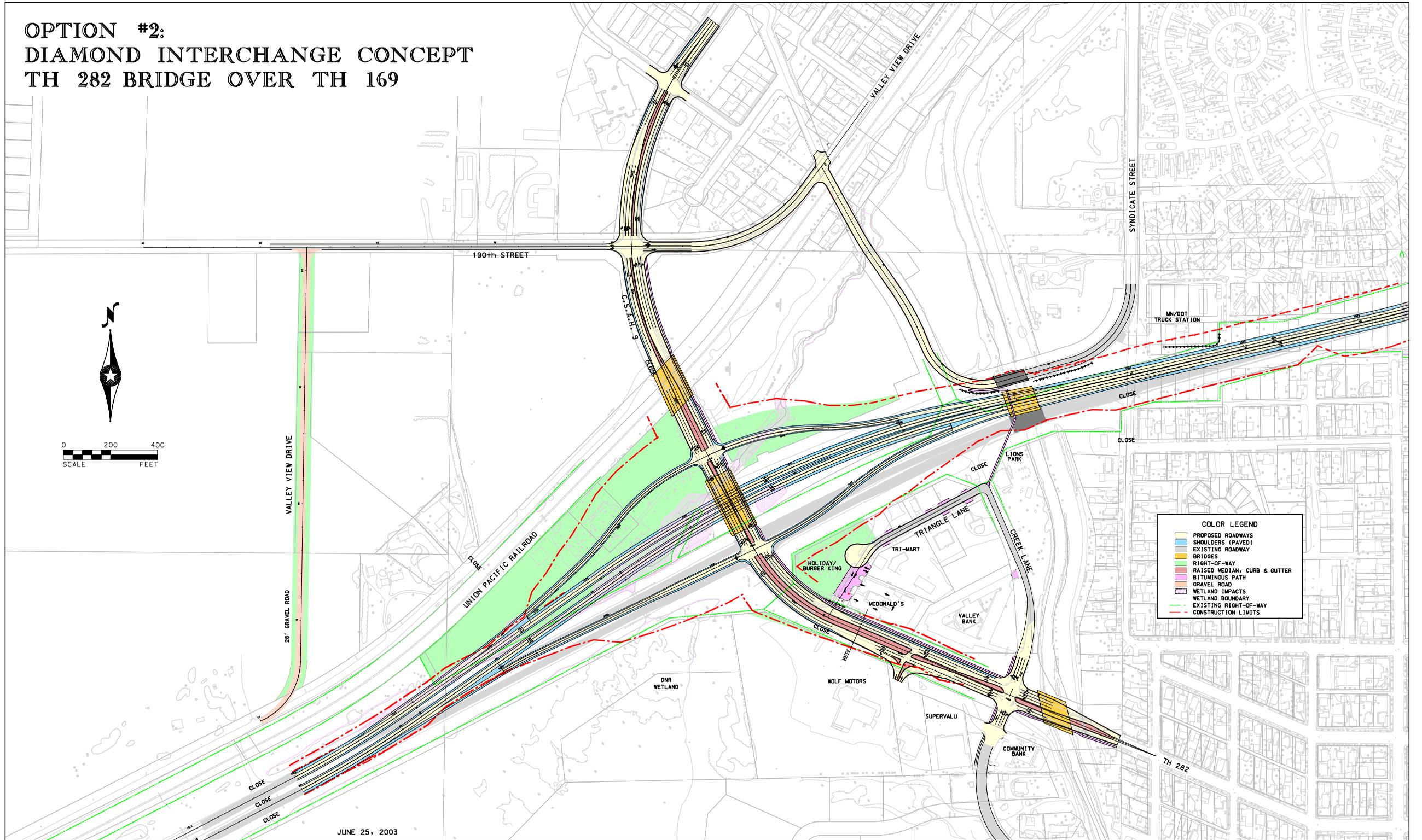
Option	Total Estimated Project Costs		Project Cost w/ Creek Ln Underpass	Operational Efficiency & Safety of TH169	Right of Way Impacts to Existing Businesses	Developable Commercial Property	Access Impact to Businesses	Environmental Impacts	Visibility of Businesses and Ability to Exit TH 169	Triangle Lane Access to TH282	Valley Green Neighborhood & Mn/DOT Truck Station Access	Railroad Crossing Consolidation		Driver Expectation of Interchange Configuration
	Cost	Cost										Net Change	Net Change	
Option 2	\$26.4		\$26.0			51.5 acres						-1		
	\$18.4 M Construction \$4.3 M Right-of-Way \$3.7 M Delivery \$26.4 M		\$3.3M additional cost associated w/ additional bridge,	TH 169 shifted north, introducing two more horizontal curves.	Holiday - Full purchase and relocation Wolf Motors - purchase 0.1 acres of 9.0 acre property	41.5 ac NW Quad 10.0 ac NE Quad 0.0 ac SE Quad 0.0 ac SW Quad 51.5 acres	Shared 3/4 access to Wolf Motors, SuperValu, Jordan Vet. Clinic & Jordan Hardware off TH 282. Businesses on Triangle Ln. access TH 282 via Creek Ln.	3.3 acres of wetland Pending Floodplain Impact analysis	Difficult to see businesses in time to exit TH 169	Triangle Ln. cul-de-sac. Access to TH 282 via Creek Ln.	Less convenient access to CSAH 9 for Truck Station and Valley Green neighborhood.	Grade separated at CSAH 9. Close Acorn Way. Add one at-grade crossing at Creek Ln. Net Change = -1	Conventional diamond - four ramps.	
Option 3	\$20.1		\$24.4			57.5 acres						-2		
	\$11.9 M Construction \$5.8 M Right-of-Way \$2.4 M Delivery \$20.1 M		\$6.2M additional cost associated w/ additional bridge and reconstruction of TH 169	TH 169 on existing alignment.	Holiday - Full purchase and relocation Wolf Motors - likely full purchase and relocation	41.5 ac NW Quad 9.5 ac NE Quad 0.0 ac SE Quad 6.5 ac SW Quad 57.5 acres *desirable access **remaining Wolf Motors property	Shared 3/4 access to Wolf Motors, SuperValu, Jordan Vet. Clinic & Jordan Hardware off TH 282. Triangle Ln. access maintained to TH 282. South entrance to McDonald's closed.	5.3 acres of wetland, including DNR Protected Wetland Pending Floodplain Impact analysis	Folded diamond provides better visibility and ability to exit, particularly for southbound motorists.	Triangle Ln. access to TH 282 maintained.	Convenient access for Truck Station and Valley Green neighborhood through frontage road connection to ramp terminal.	Grade separated at CSAH 9. Close Acorn Way crossing. Net Change = -2	Folded diamond - two ramps and two loops. One accel. loop and one decel. loop.	
Option 10	\$28.2		\$31.5			51.6 acres						-2		
	\$19.8 M Construction \$4.4 M Right-of-Way \$4.0 M Delivery \$28.2 M		\$3.3M additional cost associated w/ additional bridge,	TH 169 shifted north, introducing two more horizontal curves.	No right-of-way impacts to businesses.	41.5 ac NW Quad 10.1 ac NE Quad 0.0 ac SE Quad 0.0 ac SW Quad 51.6 acres	Full access to Wolf Motors, SuperValu, Jordan Vet. Clinic & Jordan Hardware off TH 282. Triangle Ln. access maintained to TH 282.	3.5 acres of wetland Pending Floodplain Impact analysis	Better visibility, but difficult in time to exit TH 169	Triangle Ln. access to TH 282 maintained.	Less convenient access to CSAH 9 for Valley Green neighborhood (Synodicate Street cul-de-sac on south end). Relocation of Mn/DOT truck station	Grade separated at CSAH 9. Close Acorn Way crossing. Net Change = -2	Conventional diamond - four ramps.	
Option 13	\$27.1		\$27.7			53.0 acres						-1		
	\$19.0 M Construction \$4.3 M Right-of-Way \$3.8 M Delivery \$27.1 M		\$3.3M additional cost associated w/ additional bridge,	TH 169 shifted north, introducing two more horizontal curves.	Holiday - Full purchase and relocation Wolf Motors - purchase 0.4 acres of 9.0 acre property	41.5 ac NW Quad 9.0 ac NE Quad 2.5 ac SE Quad 0.0 ac SW Quad 53.0 acres *potential excess TH 169 R/W	Shared 3/4 access to Wolf Motors, SuperValu, Jordan Vet. Clinic & Jordan Hardware off TH 282. Triangle Ln. access maintained to TH 282.	3.6 acres of wetland Pending Floodplain Impact analysis	Better visibility, but difficult in time to exit TH 169	Triangle Ln. access to TH 282 maintained.	Realigned Syndicate Street to connection at 190th Street with at-grade RR crossing.	Grade separated at CSAH 9. Close Acorn Way. Add one at-grade crossing at Creek Ln. Net Change = -1	Modified diamond - three ramps and one loop. Loop is accel.	
Option 16	\$19.2		\$23.3			53.5 acres						-1		
	\$11.9 M Construction \$4.9 M Right-of-Way \$2.4 M Delivery \$19.2 M		\$6.2M additional cost associated w/ additional bridge and reconstruction of TH 169	TH 169 on existing alignment	Holiday - Full purchase and relocation Wolf Motors - likely full purchase and relocation Jordan Liquor - Full purchase Dairy Queen site - Full purchase West Side Auto - Full purchase	41.5 ac NW Quad 12.0 ac NE Quad 0.0 ac SE Quad 0.0 ac SW Quad 53.5 acres	Shared 3/4 access to Wolf Motors, SuperValu, Jordan Vet. Clinic & Jordan Hardware off TH 282. Businesses on Triangle Ln. access TH 282 via Creek Ln.	4.5 acres of wetland, including DNR Protected Wetland Pending Floodplain Impact analysis	Difficult to see businesses in time to exit TH 169	Triangle Ln. cul-de-sac. Access to TH 282 via Creek Ln.	Realigned Syndicate Street to connection at 190th Street with at-grade RR crossing.	Grade separated at CSAH 9. Close Acorn Way. Add one at-grade crossing at Creek Ln. Net Change = -1	Conventional diamond - four ramps.	

GREEN - High Level of Achievement in Meeting Project Objective

BLUE - Acceptable Level of Achievement in Meeting Project Objective

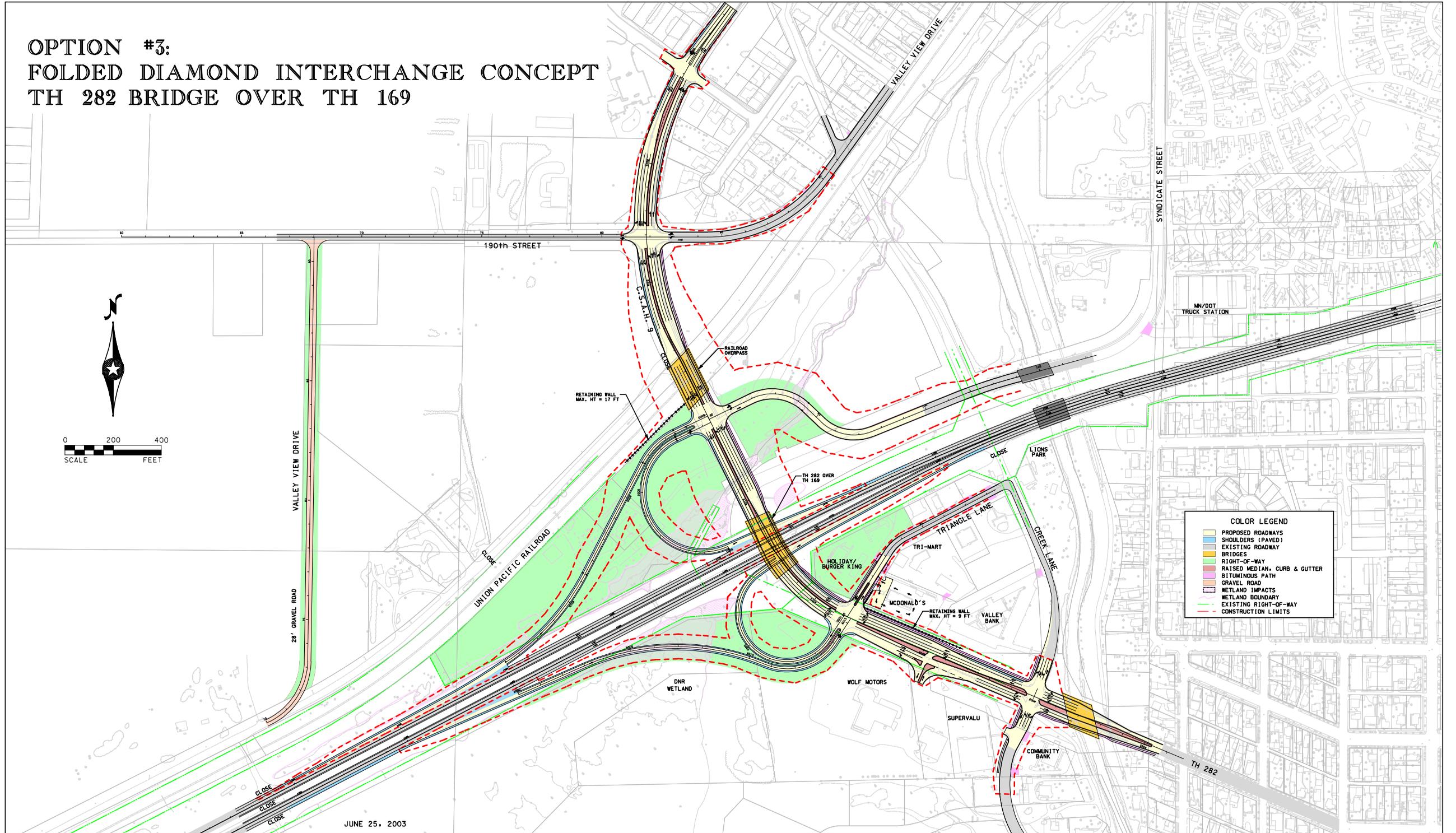
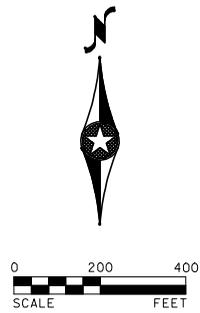
RED - Low Level of Achievement in Meeting Project Objective

**OPTION #2:
DIAMOND INTERCHANGE CONCEPT
TH 282 BRIDGE OVER TH 169**



JUNE 25, 2003

**OPTION #3:
FOLDED DIAMOND INTERCHANGE CONCEPT
TH 282 BRIDGE OVER TH 169**



COLOR LEGEND

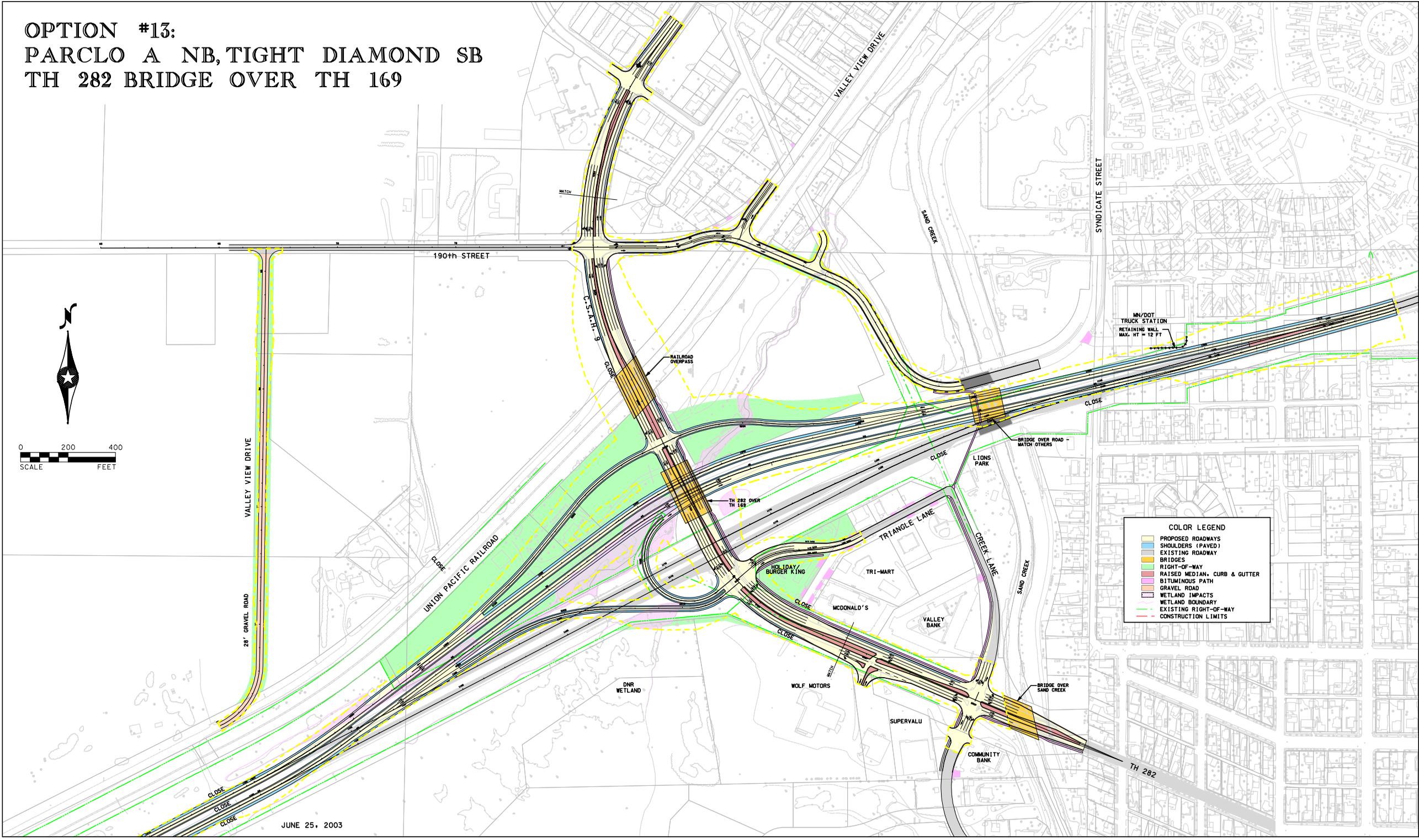
- PROPOSED ROADWAYS
- SHOULDERS (PAVED)
- EXISTING ROADWAY
- BRIDGES
- RIGHT-OF-WAY
- RAISED MEDIAN, CURB & GUTTER
- BITUMINOUS PATH
- GRAVEL ROAD
- WETLAND IMPACTS
- WETLAND BOUNDARY
- EXISTING RIGHT-OF-WAY
- CONSTRUCTION LIMITS

JUNE 25, 2003

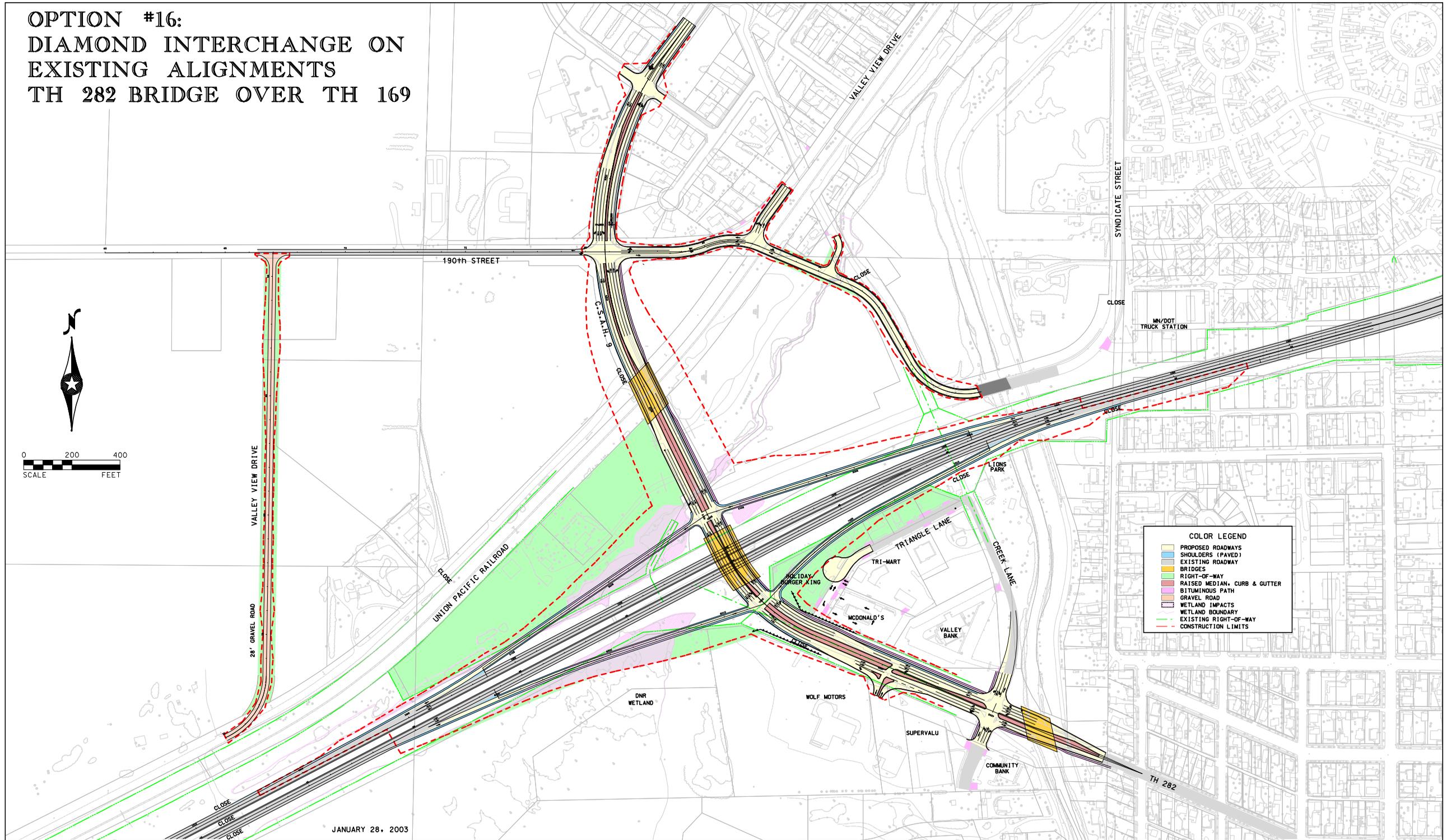
**OPTION #10:
TIGHT DIAMOND INTERCHANGE CONCEPT
TH 282 BRIDGE OVER TH 169**



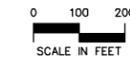
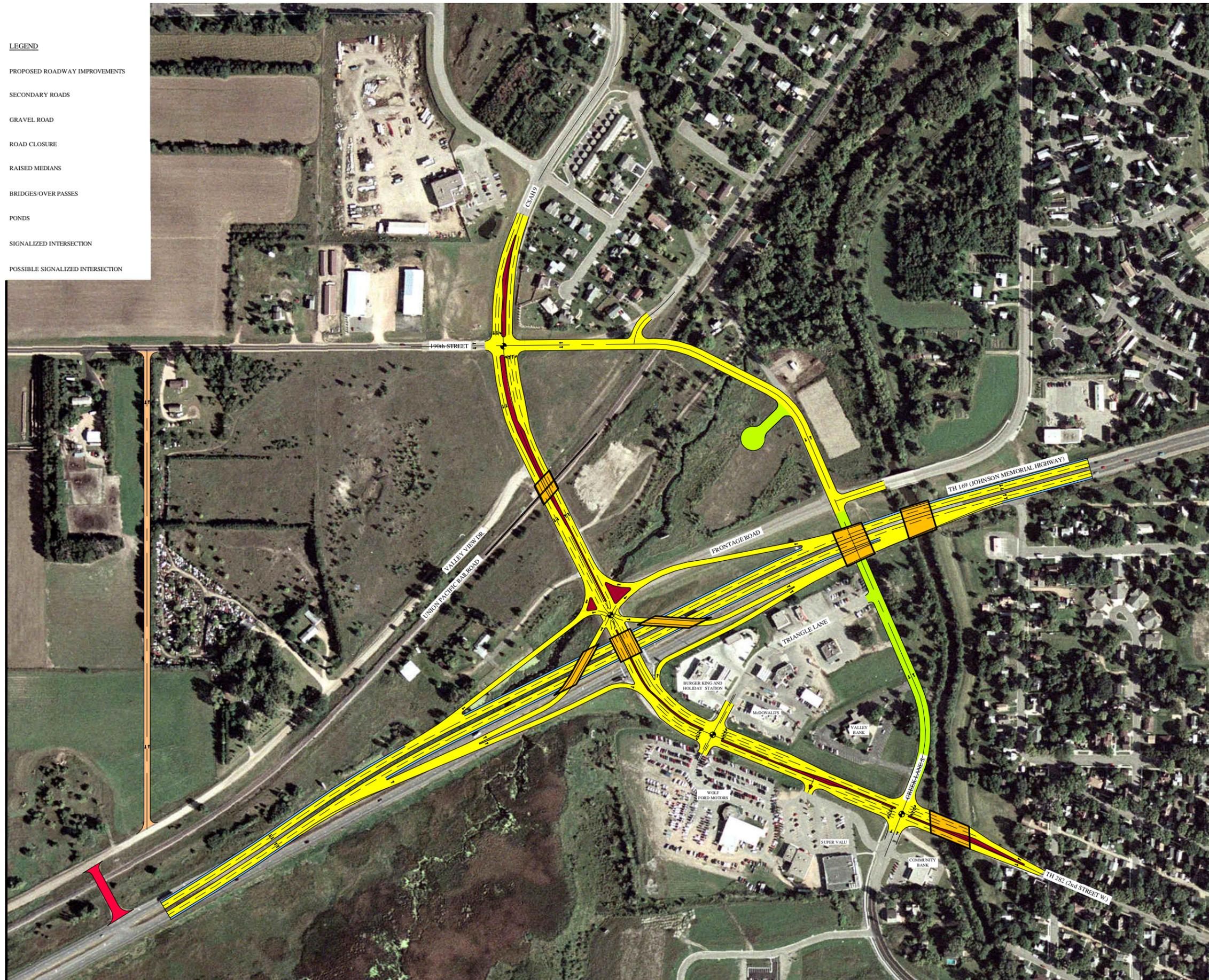
**OPTION #13:
PARCLO A NB, TIGHT DIAMOND SB
TH 282 BRIDGE OVER TH 169**



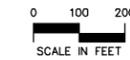
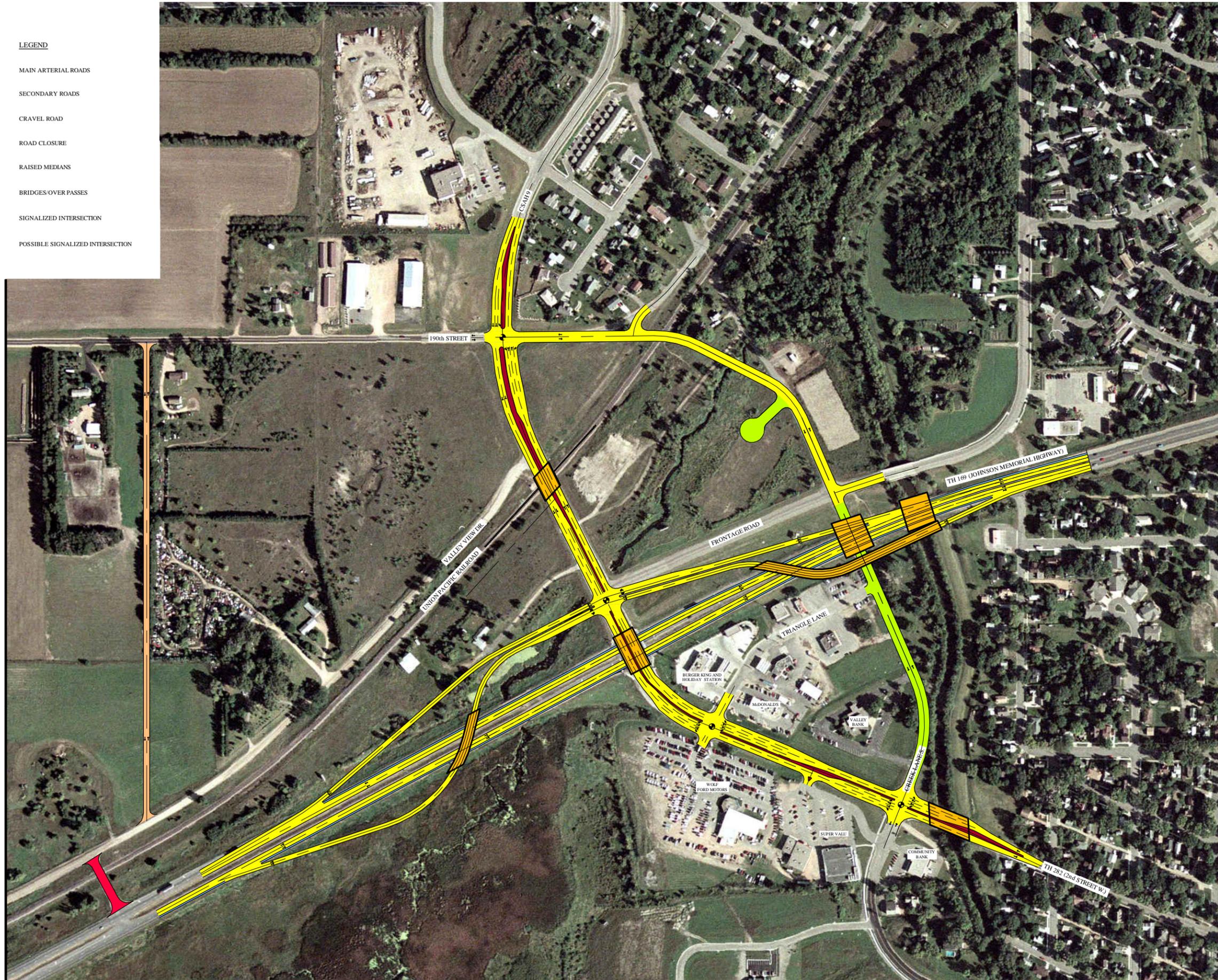
**OPTION #16:
DIAMOND INTERCHANGE ON
EXISTING ALIGNMENTS
TH 282 BRIDGE OVER TH 169**



- LEGEND**
- PROPOSED ROADWAY IMPROVEMENTS
 - SECONDARY ROADS
 - GRAVEL ROAD
 - ROAD CLOSURE
 - RAISED MEDIANS
 - BRIDGES/OVER PASSES
 - PONDS
 - SIGNALIZED INTERSECTION
 - POSSIBLE SIGNALIZED INTERSECTION



- LEGEND**
- MAIN ARTERIAL ROADS
 - SECONDARY ROADS
 - CRAVEL ROAD
 - ROAD CLOSURE
 - RAISED MEDIANS
 - BRIDGES/OVER PASSES
 - SIGNALIZED INTERSECTION
 - POSSIBLE SIGNALIZED INTERSECTION



Evaluation Criteria

The City of Jordan EDA established a number of criteria important to them when considering potential interchange alternatives. These criteria include business property impacts, property access, saving/creating local jobs, preserving property for development/redevelopment, environmental impacts, community support, agency support (perceived), and cost. An unweighted evaluation matrix was created as a tool to discuss the benefits and impacts of each of the seven alternatives (attached). A second evaluation matrix was created to consider the weighted value of each criterion, with specific emphasis on those criteria most important to the City of Jordan (attached). It should be noted that these evaluation matrices were not represented as inclusive of all possible evaluation criteria, but rather, were based upon criteria most important to the City of Jordan and were rated based upon Jordan's perspective of each criterion. Both evaluation methods led to the same three alternatives being rated most favorably by the City of Jordan.

Attachment 1 – Project evaluation matrix – unweighted value

Attachment 2 – Project evaluation matrix – weighted value

Project Evaluation Matrix - Unweighted Value

Interchange Alternative	Business Property Impacts	Property Access	Saving/Creating Local Jobs	Available Property for Development/ Redevelopment	Environmental	Community Support	MnDOT Support	Scott County Support	Cost	TOTAL
A	-	-	-	-	o	-	0	o	-	-6
B	-	+	-	+	-	-	0	o	+	-1
C	+	+	+	+	o	+	o	o	-	+4
D	-	+	-	o	o	-	o	o	-	-3
E	-	-	-	o	-	-	+	o	+	-3
F	+	+	+	-	o	+	o	o	-	+1
G	+	+	+	-	o	+	o	o	o	+3

Scoring

- + Alternative has positive impact for this criteria
- o Alternative has neutral impact for this criteria
- Alternative has negative impact for this criteria

*Evaluation matrix is from the December 18, 2012 presentation to the City of Jordan EDA.

Project Evaluation Matrix - Weighted Value

Interchange Alternative	Business Property Impacts	Property Access	Saving/Creating Local Jobs	Available Property for Development/ Redevelopment	Environmental	Community Support	MnDOT Support	Scott County Support	Cost	TOTAL
A	-	--	-	-	o	-	0	o	-	-7
B	--	+	--	+	-	-	0	o	+	-3
C	+	++	++	+	o	+	o	o	-	+6
D	-	+	-	o	o	-	o	o	-	-3
E	--	--	--	o	-	-	+	o	+	-6
F	+	++	+	-	o	+	o	o	-	+3
G	+	++	+	-	o	+	o	o	o	+4

Scoring

- + Alternative has positive (+) or very positive (++) impact for this criteria
- o Alternative has neutral impact for this criteria
- Alternative has negative (-) or very negative (- -) impact for this criteria

*Evaluation matrix is from the December 18, 2012 presentation to the City of Jordan EDA.

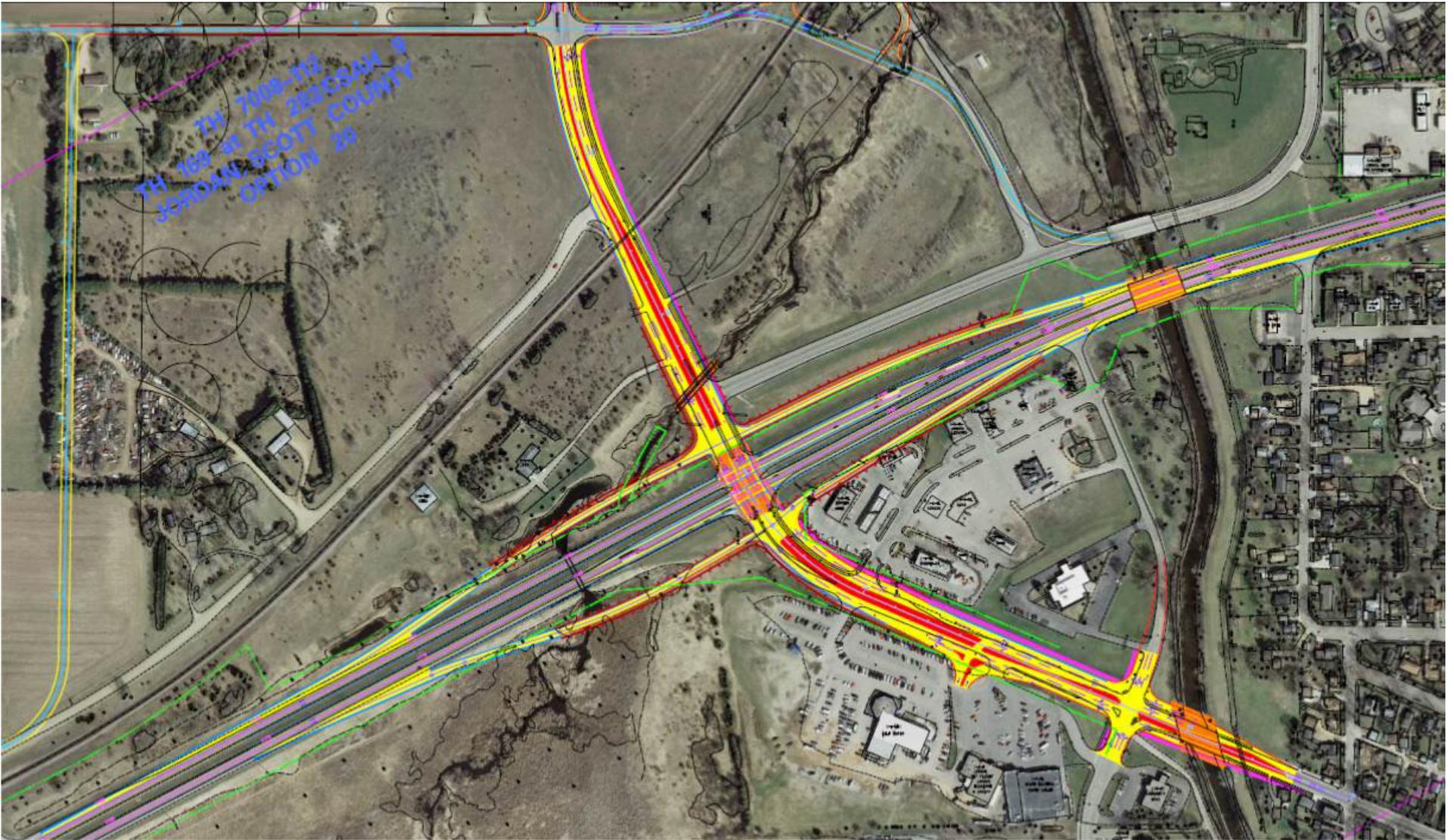
Locally Preferred Alternative(s)

In December 2012, as a result of numerous discussions with stakeholders, the concept layouts for alternatives A through G, and the evaluation matrices from the previous section, the City of Jordan EDA recommended further consideration of alternatives C, F, and G. Key attributes that were the basis for priority selection of these alternatives by the City of Jordan included:

- The TH 169 mainline shifts north far enough to avoid business and access impacts on the south side of TH 169 (alternatives C and F)
- The interchange ramps are shifted north of TH 169 (alternatives F and G)
- Grade separation at the railroad crossing is the most desirable long-term solution from a safety and operations perspective (alternatives C, F, and G)
- Triangle Lane would be preserved in its current alignment with impacts limited to moderate vertical modifications as needed
- Significant business access impacts or changes along TH 282 are avoided (alternatives C, F, and G)
- Business acquisitions are avoided (alternatives C, F, and G)
- Right-of-way would be preserved or identified for preservation on the north side of TH 169 for the future needs of CR 9 (alternatives C, F, and G)
- Schematic costs in 2012 dollars (total project cost) would be approximately \$29 to \$38 million, depending upon inclusion of a railroad grade separation, Creek Lane connection across TH 169, and the specific interchange alternative selected

In 2013, after several stakeholder agency conversations, MnDOT and Scott County identified an additional schematic alternative for a tight diamond interchange on the existing TH 169 alignment. This alternative would attempt to eliminate the need for a railroad grade separation and eliminate a Creek Lane crossing of TH 169 to reduce project costs. It is recognized that this alternative was presented for further discussion and possible evaluation; however, based upon the information presented and the lack of additional refinement that has occurred since the initial presentation, the City of Jordan considers this alternative to be inconsistent with the key attributes identified above. Considering the tight diamond alternative as presented, the City of Jordan is significantly concerned with this alternative and maintains its selection of alternatives C, F, and G as the alternatives that meet the City's criteria.

Attachment – MnDOT preliminary schematic layout



Provided by MnDOT and presented at the October 15, 2013 City of Jordan EDA meeting.

Right-of-Way

Based upon the alternatives preferred by the City of Jordan (alternatives C, F and G), two potential interchange right-of-way footprints were created to identify parcels that may be subject to right-of-way preservation for future transportation and stormwater needs. These right-of-way footprints could accommodate any of the three alternatives. Option 1 would propose preservation of about 23 acres, leaving remnant parcels as shown in the following attachment. Option 2 would propose preservation of about 27.2 acres and eliminate remnant parcels. Both right-of-way footprints are based upon the interchange improvement impacting the north side of TH 169 and avoiding right-of-way impacts on the south side of TH 169, which was identified as a key attribute by the City of Jordan as described in the previous section. The right-of-way footprints also include small areas of right-of-way on the north side of the railroad for future expansion of the CR 9 corridor. The two attachments to this section illustrate the potential right-of-way preservation areas.

The City of Jordan is prepared to work with MnDOT and Scott County using these footprint options to preserve the right-of-way through the statutory official mapping process with actual property acquisitions to be discussed and considered in the future as funding can be identified.

Attachment – Right-of-Way Footprint Option 1

Attachment – Right-of-Way Footprint Option 2



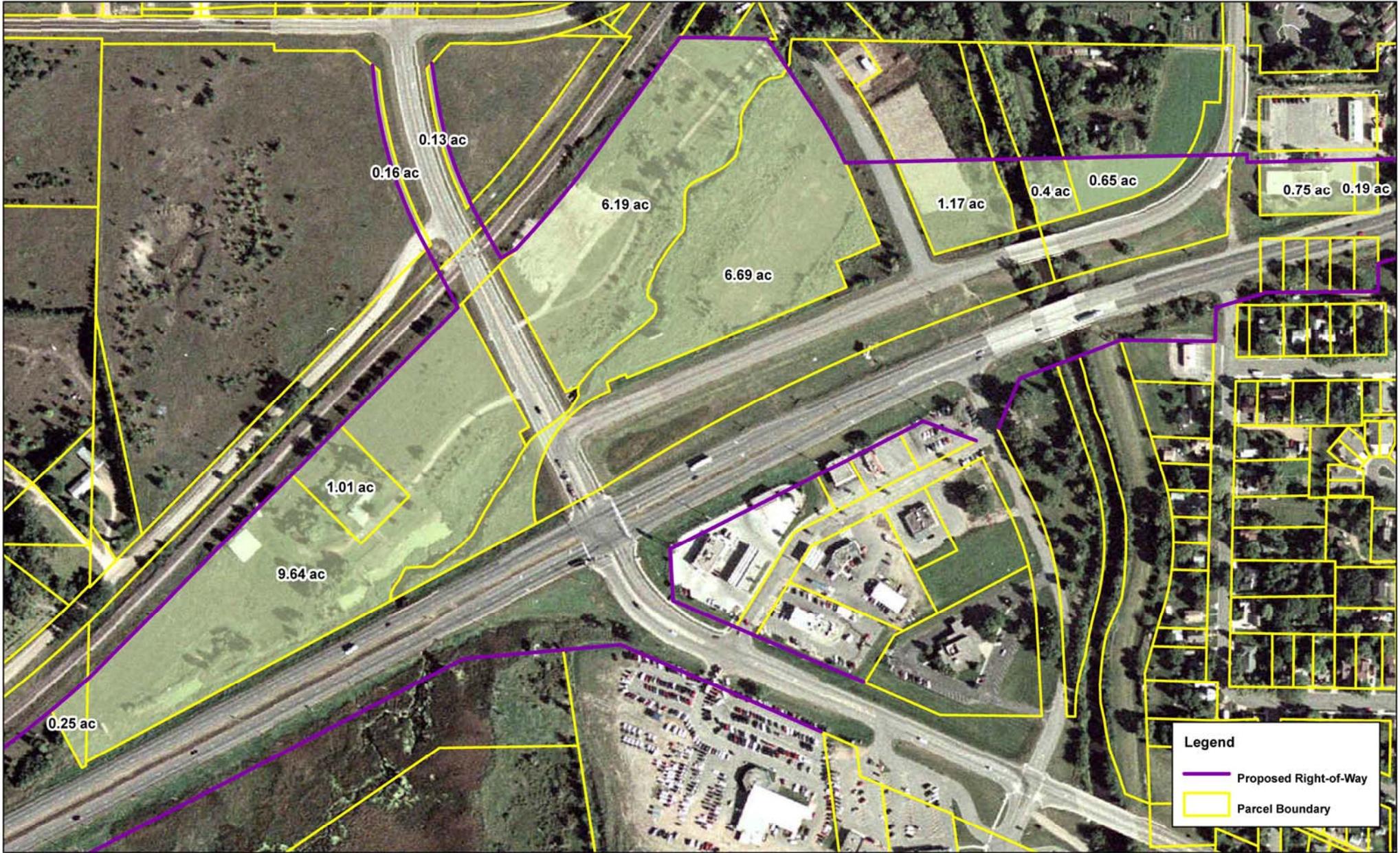
Kimley-Horn and Associates, Inc.



Legend
 — Proposed Right-of-Way
 — Parcel Boundary

Figure 1
 Proposed Right-of-Way - Option 1

Proposed right-of-way presented at the December 18, 2013 City of Jordan EDA meeting.



Implementation Schedule

The City of Jordan recognizes that funding for transportation improvement projects at all levels of government is constrained and will be a significant challenge for this project. The City also understands that the intersection is not identified as a priority in the current 10-year Transportation Policy Plan as adopted by the Metropolitan Council. The difficulty of identifying funding sources may be a driving factor in the timing of implementation of a grade separated interchange project at TH 169/TH 282/CR 9 and the City of Jordan understands that a full grade separation may not occur for 10 to 20 years. Upon reinitiation of a grade separation project, the City understands that the following general schedule is likely:

Concept and environmental phase:	6 months to 2 years
Design phase:	1 to 2 years
Right-of-way acquisition:	1 to 1.5 years
Construction:	2 to 3 years

These are broad timeframes and may overlap or require varying timeframes consistent with the requirements of the MnDOT project development process.

Estimated Costs

Conceptual cost estimates were developed at various times during the course of the project, with cost estimates for the initial alternatives completed in 2003. No detailed cost estimates were calculated in 2005 for the two new alternatives introduced at that time. In an effort to consider cost differences during the City of Jordan evaluation process, costs were updated using the quantities and base costs generated previously, with adjustments for inflation and matching of project scope among alternatives (for example, the Creek Lane connection) to produce comparable cost estimates for all alternatives, represented in 2012 dollars. For alternatives A through G, the following table illustrates updated costs with and without a Creek Lane connection across TH 169. It should be noted that all alternatives include a grade separation of the railroad at CR 9.

Attachment – Cost Table

Cost Estimates

Interchange Alternative	Cost – Without Creek Lane (2012 dollars)	Cost – With Creek Lane (2012 dollars)
A	\$32 M	\$35 M
B	\$24 M	\$32 M
C	\$34 M	\$38 M
D	\$32 M	\$36 M
E	\$23 M	\$31 M
F	\$34 M	\$38 M
G	\$29 M	\$36 M

*Cost estimate matrix presented at the December 18, 2012 City of Jordan EDA meeting.

**More detailed estimates can be provided and used the MnDOT LWD methodology.

Related Improvements

The City of Jordan has a number of outstanding concerns that remain as important issues to be addressed as soon as possible. These issues are related to potential TH 169/TH 282 intersection improvements, but are of concern beyond the intersection itself and may be addressed through individual project solutions or involve other potential stakeholders. Some of these concerns include:

Roadway Safety Improvements

- **Intersection safety:** There continue to be crashes at the TH 169/TH 282/CR 9 intersection including some severe crashes. If a grade separation project is not possible for several years, it is important to evaluate the intersection for improvements that may reduce the frequency and severity of crashes.
- **TH 282:** Intersection capacity and operations at TH 282 and Creek Lane continue to be a concern, particularly in the PM peak hour.
- **Railroad:** Safety at the railroad crossing on CR 9 needs to continue to be monitored, especially if rail freight traffic increases.
- **Surface:** The surface conditions on TH 169 east of TH 282 towards Creek Lane remain a concern. The future overlay project led by MnDOT should help to address these concerns.

Pedestrian Safety Improvements

- **TH 169 crossing:** Pedestrians continue to have difficulty crossing TH 169. The City of Jordan remains very concerned and continues to support a grade separated pedestrian crossing to improve nonmotorized mobility and safety at this location.
- **Floodplain impacts:** The Sand Creek bridges at Syndicate Street, TH 169, and TH 282 continue to restrict flood flows in the spring resulting in a significant part of the business area and City Park being subjected to flooding.

The City of Jordan stands ready to work with MnDOT, Scott County, and other stakeholder agencies to address these concerns as appropriate as soon as practical.