

**CITY OF JORDAN**

**RESOLUTION NO. 11-94-2018**

**RESOLUTION SUPPORTING ALTERNATIVES 1 AND 1A FOR THE US 169 / TH 282  
/ CH 9 INTERCHANGE**

WHEREAS, between 2011 and 2015, the intersection of US 169 / TH 282 / CH 9 experienced 62 crashes including 2 fatalities, resulting in a critical crash index of 1.61; and

WHEREAS, from an existing condition and 2040 traffic operational analysis, the intersection and surrounding area is anticipated to exhibit unacceptable delay to motorists, thereby exacerbating known safety issues and degrading access conditions for local businesses; and

WHEREAS, the City of Jordan, Scott County, and the Minnesota Department of Transportation formed a Technical Advisory Committee (TAC) to review solutions including alternatives for a grade separated interchange at US 169 / TH 282 / CH 9; and

WHEREAS, the TAC screened numerous concepts and alternatives, ultimately narrowing consideration to five alternatives for further evaluation and comparison; and

WHEREAS, the TAC recommended alternatives 1 and 1A for adoption as the Agency Supported Concept; and

WHEREAS, interchange alternatives 1 and 1A are largely similar, however alternative 1A provides immediately implementation of a CH 9 overpass of the Union Pacific Railroad, and alternative 1 allows for implementation of this in the future; and

WHEREAS, in a letter to the City of Jordan dated November 14, 2018 the Minnesota Department of Transportation clarified their interests which support alternatives 1 or 1A as the Agency Supported Concept; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF JORDAN, MINNESOTA:

The City of Jordan hereby supports interchange alternatives 1 or 1A for the intersection of US 169 / TH 282 / CH 9.

STATE OF MINNESOTA  
COUNTY OF SCOTT

I hereby certify that the foregoing Resolution is a true and correct copy of the Resolution presented to and adopted by the City of JORDAN at a duly authorized meeting held on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, as shown by the minutes of said meeting in my possession.

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TANYA VELISHEK, MAYOR

ATTEST:

\_\_\_\_\_  
TOM NIKUNEN, CITY ADMINISTRATOR

Notary Public

My Commission Expires \_\_\_\_\_

*that initial construction is based on near-term volumes with the ability to expand capacity as traffic grows.*

A. Roundabout/Split Diamond

- *Adding a railroad overpass on CR 9 in the future would require reconstruction of a significant portion of the adjacent roundabout.*
- ***Kimley-Horn will develop a layout for Concept 1A to include a railroad overpass. Concept 1A will be added to the matrix and an estimated cost increase compared to Concept 1 will be determined.***

B. Folded Diamond/Tight Diamond

- *A 5% maximum profile grade was used and the loop ramp was designed with the minimum radius allowed to avoid impacting the railroad.*
- *MnDOT commented that a disadvantage of this concept was the potential for drivers traveling the wrong direction on the southbound 169 exit ramp.*
- *A concern was raised for both Concepts 1 and 2 regarding the ability for trucks to enter TH 169 NB from Creek Lane.*
- ***Kimley-Horn will add information on the layouts for Concept 1 and Concept 2 detailing the modifications needed on the TH 169 NB Sand Creek Bridge as well as a profile of the northbound acceleration lane.***
- *MnDOT mentioned the need to check sight lines at the NB TH 169 off-ramp looking west on CR 9/TH 282 over the bridge. This will need to be verified during detailed design.*

C. TH 169 going over TH 282/CR 9

- *This option includes about 4,000 feet of TH 169 reconstruction.*
- *The detour route for this option was discussed since it would likely require the full closure of TH 169 during construction. It was discussed that there is no good detour option in the area.*
- *It was discussed whether this option could also include TH 169 going over Creek Lake to provide improved local access for vehicles and pedestrians/bikes.*
- ***Kimley-Horn will develop Concept 3A to include TH 169 also going over Creek Lane which will result in more TH 169 reconstruction. Concept 3A will be added to the matrix and an estimated cost increase compared to Concept 3 will be determined.***

### 3. INTERCHANGE EVALUATION MATRIX

A. Review Draft Evaluation Matrix

- *A draft evaluation matrix was handed out and discussed.*
- ***Kimley-Horn to change “Minimize Railroad Impacts” criteria to “Improves Railroad Crossing Safety” and change colors (from top to bottom) to yellow, yellow, green, red.***

### 4. PROJECT SCHEDULE

- *A current project schedule was distributed.*

### 5. NEXT STEPS

- Refine Interchange Concept Designs
- Refine Evaluation Matrix
- Preparation of Corridor Study Report

## 6. QUESTIONS/OTHER DISCUSSION

- *Comments were gathered from the TAC members regarding the three concept alternatives as follows:*

*Tanya – Wants to see the project done safely and with the least cost. Prefers Concept 1.*

*Jeff – Prefers Concept 3 but understands that costs could be an issue. When evaluating Concept 3A, we need to recognize that a Creek Lane underpass and new TH 169 bridge over Sand Creek have value.*

*Jon S. – Not a fan of Concept 2. Is leaning toward Concept 1, especially when considering budget. Concerned about Concept 3 since MnDOT recently replaced the TH 169 pavement in the project area.*

*Tony – Given that traffic operations, environmental considerations, and right-of-way impacts do not differentiate, the cost factor will be important. Prefers Concept 1.*

*Craig – Prefers Concept 1 but wants to understand the cost of Concept 1A with the railroad overpass.*

*Mike W. – Same thoughts as Tony/Craig. Prefers Concept 1.*

*Mike F. – Leaning toward Concept 1. Likes Concept 3 design, but not if cost prohibitive.*

*Mark – Prefers Concept 1.*

*Almin – Prefers Concept 1. Concept 3 is difficult given cost and regional construction impacts.*

*Tom – Likes Concept 1. Likes the flexibility in phasing the construction of this option.*

## Minutes

### Technical Advisory Committee (TAC) Meeting #5

September 25, 2018

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#### Attendees

*Tanya Velishek, Jordan Mayor*

*Mike Franklin, Jordan City Council Member*

*Jeff Will, Jordan City Council Member*

*Tom Nikunen, Jordan City Administrator*

*Jon Solberg, MnDOT*

*Tony Winiecki, Scott County*

*Mark Callahan, Scott County*

*Mike Waltman, Bolton & Menk*

*Jon Horn, Kimley-Horn*

*Brandon Bourdon, Kimley-Horn*

Meeting notes identified in *Italics* below. Action items are highlighted in **Bold**.

#### 1. TRAFFIC ANALYSIS UPDATE

##### A. Review Traffic Operations Analysis

*Kimley-Horn reviewed the traffic analysis. The future forecasts that were used to develop the peak hour turning movement counts were the same as previously presented. Overall intersection level-of-service (LOS) diagrams were presented for existing, 2040 no action, and 2040 conditions for the three alternatives developed (Concepts 1, 2 and 3). No action operates unacceptably at many locations supporting the need for improvements. All the proposed concepts operate at acceptable overall intersection LOS under future conditions, although the westbound ramp intersection at TH 169 and TH 282 under the Concept 2 alternative operates worse than Concepts 1 and 3. **Kimley-Horn will provide a draft report summarizing the results of the traffic analysis in advance of our next TAC meeting.***

#### 2. REVIEW UPDATED INTERCHANGE CONCEPTS

*The five concepts were reviewed and discussed as follows:*

- *Jeff Will suggested that we look at a tight diamond on the north side of TH 169 for Concept 3 (as opposed to roundabout).*
- *Jon Solberg said he still wanted to get additional input from others at MnDOT regarding the slip ramp concept shown in Concepts 1, 1A, and 2. **Kimley-Horn to provide a more detailed Creek Lane slip ramp layout to Jon Solberg so that it can be shared with others at MnDOT for review and comment.***

- *MnDOT and Scott County do not want to select a concept that rules out the possibility of future grade separation at the railroad crossing. Alternatives 3 and 3A would rule out future grade separation since the grades would not allow you to get from below TH 169 to up and over the railroad given the distance between the proposed westbound ramps and the railroad crossing.*
- *Jon Solberg was asked the degree to which railroad grade separation may be beneficial in terms of pursuing freight funding. **Jon Solberg to seek input from others at MnDOT regarding the advantages of CR 9 railroad grade separation for the pursuit of freight funding.***
- *Tom Nikunen said that meetings were being scheduled with the local businesses and that the goal is to meet with the most impacted businesses prior to having a general public open house meeting. An open house is being planned for October 29<sup>th</sup>. It was discussed that we could then present the information to the City Council at a work session on either November 5<sup>th</sup> or 19<sup>th</sup>.*

### 3. INTERCHANGE EVALUATION MATRIX

#### A. Review Updated Evaluation Matrix

*An updated evaluation matrix was reviewed and there were no significant comments. Members of the TAC provided input on their preferences among the options. Considering all factors (with costs being important) a majority of the TAC preferred Option 1 with some interest in adding the railroad grade separation (Option 1A) if additional funding can be obtained for the railroad bridge. There was also some support for Option 3 due to concerns associated with the routing of all northbound TH 169 traffic to Creek Lane and business visibility.*

### 4. PROJECT SCHEDULE

### 5. NEXT STEPS

#### A. City Council Update on October 1<sup>st</sup>

*It was discussed that the City Council update would be delayed until after the October 29<sup>th</sup> open house meeting.*

- B. Refine Locally Preferred Concept
- C. Prepare Corridor Study Report
- D. Develop Implementation and Funding Plan

### 6. QUESTIONS/OTHER DISCUSSION