TH 169 Belle Plaine Interchange
At TH 25 (CSAH 6)/CR 64

MN/DOT Environmental Stewardship
and Streamlining Workshop
March 28, 2007
The Story—Meeting Local, Regional & State Needs

• A tale of 3 agencies - history prior 2000
• Multiple Efforts Leading toward vision
  - IRC Plan
  - Subarea Plan
  - Interchange Project Development
    • Municipal Consent
    • R/W Acquisition
    • Final Design
    • Detour Planning
    • Project Financing
    • Aesthetics
  - Frontage Road Project
  - CASH 5/7 Realignment Study
  - Jurisdiction Realignment (CSAH/TH)
  - CSAH 8 Corridor Study
  - Kittson Road Project
  - Ongoing Issues & Next Steps
Where is Scott County?

- Southeast portion of Twin City Metro Area
- Rapidly Growing County
- Served by State Highways 169, 13 and I35
- Preserving Mobility on these corridors – Important County Objective
City of Belle Plaine

- Freestanding Community
- 25 miles from I-494 beltway, 40 miles from downtown Minneapolis
- Rural Service Center
- Rapid Residential Growth since late 1990’s
Balancing Local, Regional and State Needs Prior to 2000

or Why we needed to build an interchange
A Bypass that became Main Street

- Bypass and divided Highway constructed 1955
- Town grew out & jumped the bypass
- Grid system of local streets that run into high speed highway at skew-safety issues
- Highway commercial, industrial development, residential development
- County Road system
  - Farm to market oriented
Belle Plaines Highway Safety Issues

- Skewed Intersections
- Multi-lane crossing
- Growing Traffic Volumes - fewer gaps
- 1998-2000 65 crashes at 5 major crossings - 2 fatal
- During the 1990’s - Signals were requested “Strive for Five”
- One Signal installed - Laredo street - driven by development
County East-West Corridor

- Discussion of need since 1960’s
- No continuous east-west route
  - Between TH169, TH13 & I35
- Regional System Need for Minor Arterial
- In mid 1990’s Study Initiated—Never Completed
- Political Opposition
  - County Commissioner lost seat over support of corridor
- Location Still Uncertain in 2000
2000 Moving Minnesota Package

- Legislature Approved $469 Million Package
- One Time Funding – Transit, IRC, and Bottleneck Removal
- General Funds – more flexibility on use of funds
- Planning & Project Money for IRC’s/Bottlenecks
  - TH169 IRC Corridor Management Plan
  - Belle Plan Subarea Study
  - Preliminary Design for Interchange
  - Funding earmark for R/W preservation
- Funding Sunset – end of FY 2002/ June 30, 2003
Highway 169 Corridor Management Plan-2001

- Corridor Partners
- From I-494 to Mankato identified as IRC
- Performance Measures
  - Speed Performance
  - Safety
Completed Early 2002
Belle Plaine Sub Area Plan
2001-2003

• Representation from City, County & 3 Surrounding Townships
• Focused on 2 Access Points to Highway 169
  - Main Street (County Road 64/Highway 25)
  - Meridian Street (County Road 3)
• Frontage road plan
• Identified other local transportation system needs
• Concept plan for South Interchange
Interchange Predesign 2002

- Location selected
  - regional system connections
- Design Alternatives
  - Several alternatives
  - Revised to folded diamond based on open house input
  - Business impacts
  - Mainline reconstruction
    - Lower r/w impacts
    - Increased project costs
    - Trails added along Main Street
- Interchange Influence Area
  - Safety
Right of Way Acquisition

- Piece of Moving Minnesota Package
- $5 Million
- Timeline for delivery based on bonding funds
- June 30, 2003 Timeline
- Needed Municipal Consent by May 2002 to meet R/W Delivery Timeline
Municipal Consent Required

• on State Projects that
  - Will alter Access within a municipality
  - Will require acquisition of permanent Right of Way within a municipality
  - Will increase or reduce highway traffic capacity within a municipality
Project Submittal Timeline

- Pre - 2000 discussions on interchange alternatives between staff
- May 2001 – Interchange development begins
- June and November – Open Houses
- November 19 presentation to Council
- December 3 Public Hearing
- December 10 Workshop with Council
- December 17 City Council approval with conditions
Municipal Consent Conditioned

- Issue was Access Restrictions/Median on Highway 25-City Resolution attached
  Conditions of approval December 2002
Municipal Consent Appeal

• New Legislation (2001) sets timeline
• Commissioner of Transportation notified the City and County of intent to appeal on February 4, 2002
• DOT and City agreed to membership of the appeal hearing board
• Hearing set for March 18, 2002
Process Followed

- Members – DOT, Belle Plaine, 3rd Party
- Meet site at 9:00 to review layout, project purpose and topography
- Convene at Scott County Board Room
- Notices posted
Process Followed (Cont.)

• Hearing open to public, but not for public comment.
• Chair elected by three
• Roberts Rules of Order followed
• Court recorder was present and video recorded by the County
Process Followed (Cont.)

- Mn/DOT designate official spokesman - 45 minute presentation by team.
- Board members time to ask questions
- City designate official spokesman - 45 minute presentation by team.
- Board members time to ask questions
- Adjourn meeting
Process Followed (Cont.)

• After adjournment - allow 10 Calendar days to provide requested information if needed
• After 10 days, Board to meet and make decision - not open to public
• Recommendation and written report presented to Commissioner within 60 days of hearing
• All three member sign report
Mn/DOT Presentation

• Focused on the problem and project background
  - Interregional Corridor Study and Needs
  - Belle Plaine Intersection and Interchange
    • Signal Proliferation
    • Safety and Accident History
    • Planned Growth
  - Interchange Project Timeline
    • Project Development Process
    • Municipal layout approval and contingencies
    • Interchange Functional Area
Mn/DOT Presentation (Cont.)

- Business Access and comprises made
- Change in layout based on public input
- Driver Expectancy
- Safety
- Summary
City Presentation

• Focused on business access and anticipated loss of business due to median on TH 25
• Anticipated growth in the Community
• Desired interchange but not access control on TH 25
Decision of the Appeal Board

• 2 - 1 vote in favor of DOT Geometric Layout as presented by DOT without modifications or changes
• Commissioner sent letter to Mayor
• If final plan required changes the plans would be resubmitted for City approval
Lessons Learned

- Alternatives and access initial drawings created some confusion
- Open house process led to final interchange option decision – communicated better
- Mn/DOT staff multiple public and staff meetings to resolve prior to Municipal Consent
- Process of Appeal was smooth
- Decision made timely manner so able to begin R/W process
Where are We Today?

• Making a timely decision led to:
  – City Council resolution in 2004 asking Scott County to advance fund project in 2004 (a whole other episode)

• So the local, regional and state transportation systems were winners in moving towards a timely decision:
  – Completion of Frontage Road/Local Plan
  – Decision for East-West County Arterial Location
  – Multiple Access closures to TH 169............
So We Are Building

2007

- Finish Pouring Bridge Deck
- Ramps/Loops on South side
- Close access at Laredo
- Remove Temporary signal at Meridian/Restore to Preconstruction configuration
- Seeding/Turf Establishment
- Anticipate Open to Traffic
  - by Mid-June 2007