

From: [Sherri A. Buss](#)
To: [Kristina Handt](#)
Subject: FW: RLK comments on MnDOT required mitigation for Zavoral Mine project in Scandia
Date: Monday, January 07, 2013 10:09:48 AM

MnDOT has reviewed the Vern Swing letter dated 11/17/12. Mr. Swing states in the letter that he has used MnDOT's Access Management Manual to develop his recommendation that if the City does approve the Tiller mine, intersection Type 2 should be required for access to this site.

MnDOT's comments (attached, below) indicated that [the Access Management Manual identifies the Type 2 access is appropriate for driveways with less than 100 trips per day.](#)

The traffic analysis and many comments on the EIS have noted that the new access may have up to 744 trips per day, depending on the alternative recommended by the City. Therefore, the Type 3 access that MnDOT has indicated it would require is the appropriate access type for this project, and the Type 2 intersection recommended by Mr. Swing is not appropriate.

The MnDOT email also notes additional issues related to Mr. Swing's recommendation.

Please provide this information to the City Council, Planning Commission, and Tiller.

Thanks, Sherri



TKDA Sherri A. Buss, RLA, AICP | Senior Planner/Manager, Planning Group
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From: Sherman, Tod (DOT) [mailto:Tod.Sherman@state.mn.us]
Sent: Thursday, January 03, 2013 4:09 PM
To: Sherri A. Buss
Cc: Erickson, Chad (DOT); Brunner, Jeff (DOT); Josephson, Adam (DOT); McCartney, Molly (DOT); Corbett, Michael J (DOT)
Subject: RE: RLK comments on MnDOT required mitigation for Zavoral Mine project in Scandia

Sherri:

Thank you for the opportunity to respond to the RLK Traffic Analysis. RLK has recommended that the Zavoral driveway be offset for the TH 95/TH 97 intersection by 100 feet. MnDOT's concerns with this proposal is as follows:

- The RLK traffic analysis states "For the proposed land use as a mining development, the trip generation forecast submitted in the FEIS of at most 744 trips per day would match the definition of the driveway for the site as Type 2 – Low-Volume Commercial." Figure 2.6 in MnDOT's Access Management Manual identifies a Type 2 access as a driveway with less than 100 Trips per day while a Type 3 access is a driveway with greater than 100 new trips.

This is indeed a Type 3 driveway.

- The site is currently served by a southbound left turn lane. A T-intersection to the north would result in trucks blocking the main lane while waiting for a gap in traffic to turn into the site.
- Motorists are more inclined to anticipate trucks turning from the TH 95/TH 97 intersection than midblock on TH 95.

Please let me know if you have any questions.

Thanks, Tod

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From: Sherri A. Buss [<mailto:sherri.buss@tkda.com>]
Sent: Monday, December 31, 2012 9:01 AM
To: Sherman, Tod (DOT)
Cc: Kristina Handt
Subject: RLK comments on MnDOT required mitigation for Zavoral Mine project in Scandia
Importance: High

Tod,

The Planning Commission in Scandia is currently considering the conditional use permit for the Zavoral Mine and Reclamation Project, which was the subject of a recent EIS. MnDOT recommended an Aligned intersection at the proposed mine entrance in its letter to the City of Scandia dated January 22, 2009, and this mitigation recommendation was included in the Draft and Final EIS.

Project opponents hired RLK to submit a memo regarding the proposed intersection alignment. In the letter, Vern Swing of RLK challenges MnDOT's recommendation, and recommends that the City not allow the construction of the site access, or if allowed, that the City require an offset T-intersection rather than the aligned intersection recommended by MnDOT.

I have attached the RLK letter for your review. TKDA's traffic engineer, Bryant Ficek, reviewed the RLK letter and MnDOT's recommendation, and his analysis agrees with MnDOT. I have also attached the TKDA discussion of the issue.

It would be very helpful to the City if you and/or MnDOT's traffic engineer who developed the intersection recommendation in the 2009 letter would review the RLK letter and provide comments on the analysis. We realize this is outside the EIS process, but it is a critical issue for the

City. Specific questions include:

- Does MnDOT still recommend the aligned intersection rather than an offset intersection? Why? Which is safer?
- The RLK letter suggests that the City should not allow construction of the site access at all due to safety concerns. Any comments?

The Planning Commission will be completing its recommendations on the CUP on January 2 and January 7. Any response that you could give to us for use at one or both of the meetings would be very helpful.

Thanks, Sherri



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