LAYOUT HISTORY

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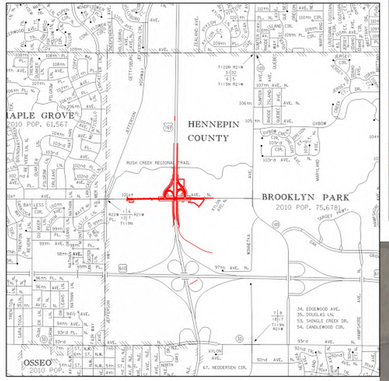
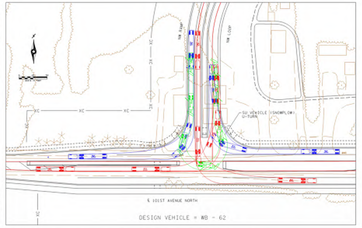
Purpose of the proposed project is to improve safety and operational performance for the interchange at Highway 169 and 101st Avenue North in Brooklyn Park. The existing interchange is a tight diamond configuration with ramps that are too short to accommodate the traffic volumes and queues that are experienced. The goal of the project is to alleviate mobility, accommodating planned growth and forecast travel demands, and improve safety and operations.

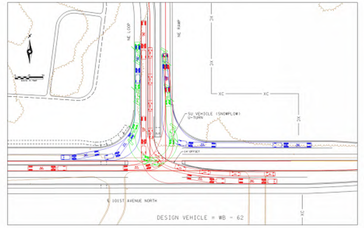
The City of Brooklyn Park completed the I-94 Highway 169 and 101st Avenue Study in 2014. The purpose of this study was to develop a long-term plan for the interchange of Highway 169 and 101st Avenue North. The study identified a preferred alternative that would be implemented over time. The complete US Highway 169 & 101st Avenue Study Report is available on the project website at www.brooklynparkmn.gov/169-101st-study-project. The preferred alternative included the following:

1. Concept layout reviewed at the July 1, 2015 LAC meeting.
2. Revised concept layout reviewed at July 18, 2016 LAC meeting.
3. MnDOT performed a Value Engineering (VE) Study on the proposed alternative. From the developed recommendations the following were incorporated into the design:
   a. The intersection loop ramps have been reduced from the 250 ft. to 190 ft. radii. The recession to the loop and ramp terminals have been reduced accordingly.
   b. Left turn movements from the westbound exit ramp have been eliminated in lieu of the standard treatment. The city has indicated a desire to accommodate these movements in the detail design phase.
   c. The westbound exit ramp has been reduced to one lane from the two lanes shown in the preferred alternative. The width is added for an outside left shoulder to be added at the approach to the ramp.
   d. The eastbound exit ramp has been reduced to one lane from the two lanes shown in the preferred alternative. The width is added for an outside left shoulder to be added at the approach to the ramp.
   e. Closing 101st Avenue North bridge will be left as an option to be determined by the city. The cost remains now to be determined by the city. Bridge No. 27462 will be left as an option to accommodate for future BL-LRT and Xylon Avenue connections.
4. Revised layout based on comments received on November 21, 2016 from GDM Review.

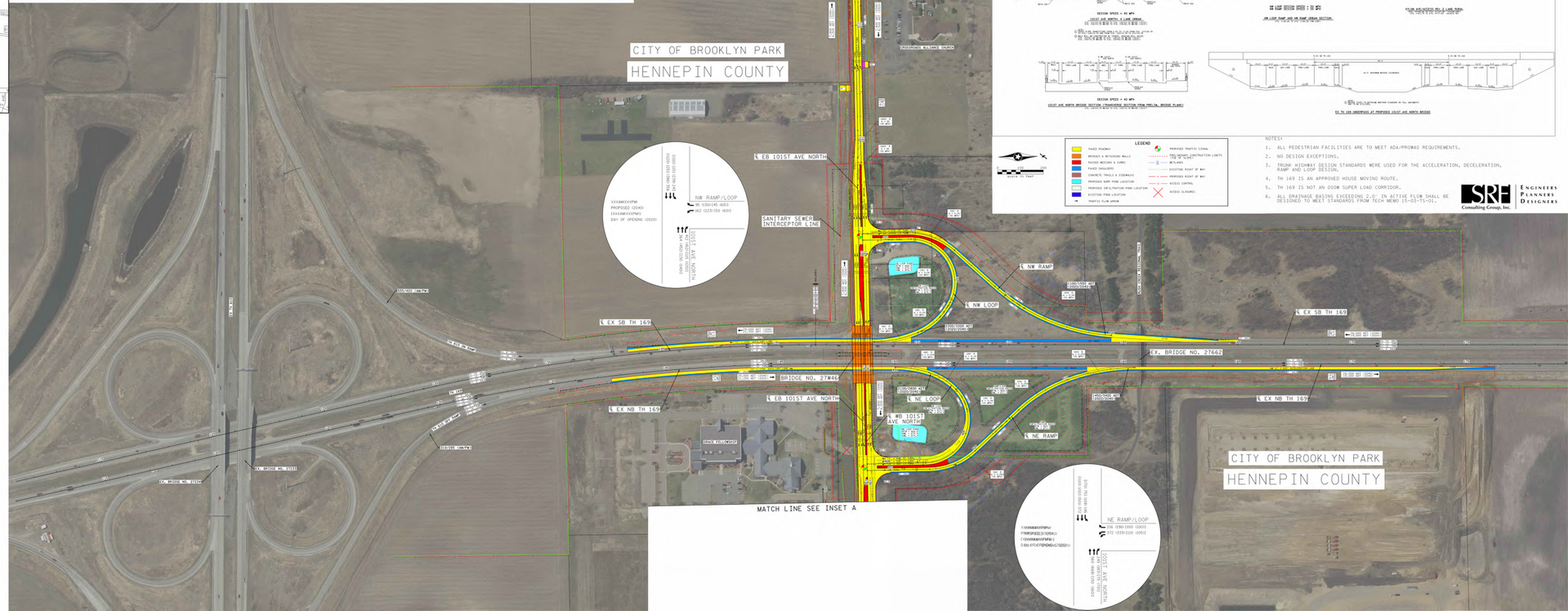
LOCATION MAP

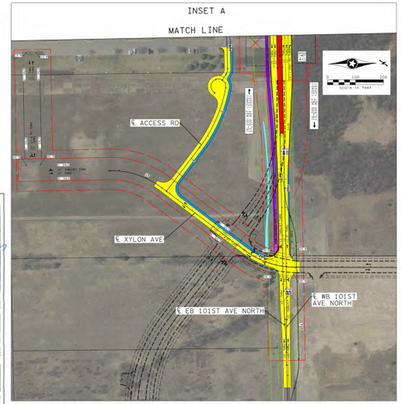


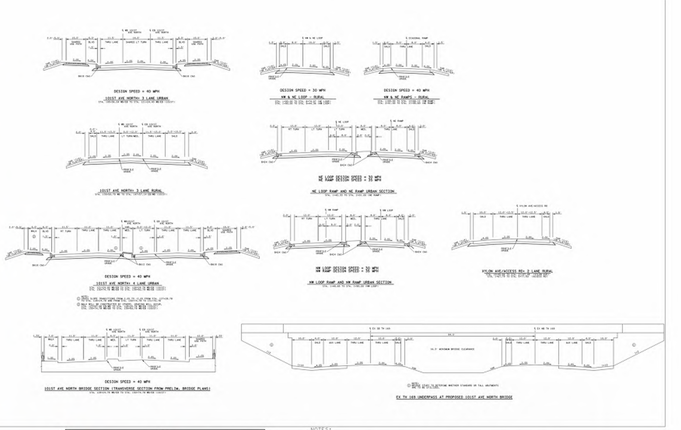




NOTES:
1. 2.5 FT (MIN) DISTANCE FROM FACE OF CURB TO TRUCK TURN WHEEL PATH.







NOTES:
1. ALL PEDESTRIAN FACILITIES ARE TO MEET ADA/PROWAG REQUIREMENTS.
2. NO DESIGN EXCEPTIONS.
3. TRUNK HIGHWAY DESIGN STANDARDS WERE USED FOR THE ACCELERATION, DECELERATION, RAMP AND LOOP DESIGN.
4. TH 169 IS AN APPROVED HOUSE MOVING ROUTE.
5. TH 169 IS NOT AN OSOW SUPER LOAD CORRIDOR.
6. ALL DRAINAGE BASINS EXCEEDING 2.0 IN ACTIVE FLOW SHALL BE DESIGNED TO MEET STANDARDS FROM TECH MEMO 15-03-TS-01.

SRF Consulting Group, Inc. — ENGINEERS PLANNERS DESIGNERS

LAYOUT No. 18 COPY No. ____
T.H. 169 VICINITY OF ____ 101ST AVE BROOKLYN PARK
FROM ____ TO ____
2014 AERIAL PHOTOGRAPHY FROM HENNEPIN COUNTY
Prepared by SRF MAY ____ 2015 Scales Hor: 1 Inch = 100 Ft. Vert: ____
By ____ The engineer and the agency in charge are using an electronic signature to sign this document. Staff approved ____ Prepared 05/05/2015
S.P. 2750-252 T.H. 169 A.M. ____ PMMS Activity ____
S.P. ____ T.H. ____ A.M. ____ PMMS Activity ____
S.P. ____ T.H. ____ A.M. ____ PMMS Activity ____
Copy ____ of ____ copies ____
DESIGN FILE: ____
DATE: 5-06-2015 DATE PLOTTED

Level I LAYOUT APPROVAL

Programmed Letting Date ____ SUMMER 2015

Prepared By	SRF	MAY 7 2015
Reviewed By		5/26/15
Reviewed By		5/28/15
Reviewed By		5/28/15
Reviewed By		5/28/15
Approved By		6/3/15
Approved By		6/3/15

LICENSED UNDER THE LAWS OF MINNESOTA AND REPORT PREPARED UNDER MY DIRECT SUPERVISION FOR THE CITY OF BROOKLYN PARK. LIC. NO. 45595 PROF. ____
DATE: 5/7/2015

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