

INVER GROVE HEIGHTS CITY COUNCIL AGENDA
MONDAY, FEBRUARY 23, 2015
8150 BARBARA AVENUE
7:00 P.M.

1. CALL TO ORDER

2. ROLL CALL

3. PRESENTATIONS

4. CONSENT AGENDA – All items on the Consent Agenda are considered routine and have been made available to the City Council at least two days prior to the meeting; the items will be enacted in one motion. There will be no separate discussion of these items unless a Council member or citizen so requests, in which event the item will be removed from this Agenda and considered in normal sequence.

- A. i) Minutes – February 2, 2015 City Council Work Session _____
- ii) Minutes – February 9, 2015 Special City Council Meeting _____
- iii) Minutes – February 9, 2015 Regular City Council Meeting _____

B. Resolution Approving Application for Fiscal Year 2015 Dakota County Community Development Block Grant Funding _____

C. Approve Purchase of Golf Course Capital Equipment _____

D. Resolution Approving Conveyance of Property to Macalester College and Granting of an Easement by Macalester College to the City of Inver Grove Heights _____

E. Personnel Actions _____

5. PUBLIC COMMENT: Public comment provides an opportunity for the public to address the Council on items that are not on the Agenda. Comments will be limited to three (3) minutes per person.

6. PUBLIC HEARINGS:

A. **CITY OF INVER GROVE HEIGHTS:** Consider Resolutions Ordering Projects, Approving Plans and Specifications, and Authorizing Advertisement for Bids for the 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction and the 2015 Improvement Program, City Project No. 2015-14 – 47th Street Area Water and Sanitary Sewer Improvements and Rehabilitation _____

7. REGULAR AGENDA:

COMMUNITY DEVELOPMENT:

A. **BRAND ENERGY SERVICES:** Consider Resolution relating to a Conditional Use Permit to Allow Outdoor Storage on the property located at 6265 Carmen Avenue _____

B. JAMES CUNNINGHAM: Consider the following Resolutions relating to a Variance from Critical Area Setback Standards to allow a building pad location for property located at the end of Dalton Court:

- i) Resolution approving a Variance to allow a 10 foot setback from bluffline for a 35'x65' building pad and to allow grading to occur on slopes greater than 18% for the storm water design _____
- ii) Resolution denying a Variance to allow a gazebo with a 15 foot setback from bluffline _____

PUBLIC WORKS:

C. CITY OF INVER GROVE HEIGHTS: Consider the following actions:

- i) Receive Preliminary Design Reports for Argenta Trail (CSAH 28/63) Realignment South Project (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment 77th Street Area Study (City Project No. 2014-11, and Argenta Trail (CSAH 63) Realignment North Study Area _____
- ii) Consider Resolutions Adopting an Alignment for the South Project Area, an Alignment for the 77th Street Connection, and an Alignment for the North Study Area Future Right-of-Way Corridor _____
- iii) Consider Resolution Scheduling a Public Hearing at the Planning Commission to Consider a Comprehensive Plan Amendment for the New Road Alignments _____

D. CITY OF INVER GROVE HEIGHTS: Consider Resolution Receiving the Final Feasibility Report and Scheduling Public Hearing for City Project No. 2015-13, Northwest Area Trunk Utility Improvements, Argenta District (70th Street Lift Station to Blackstone Ridge Development) and a Resolution Authorizing Comprehensive Plan Amendments if the 69th Street Alignment is Selected _____

8. MAYOR & COUNCIL COMMENTS

9. ADJOURN

This document is available upon 3 business day request in alternate formats such as Braille, large print, audio recording, etc. Please contact Melissa Kennedy at 651.450.2513 or mkennedy@invergroveheights.org

**INVER GROVE HEIGHTS CITY COUNCIL WORK SESSION
MONDAY, FEBRUARY 2, 2015 – 8150 BARBARA AVENUE**

1. CALL TO ORDER: The City Council of Inver Grove Heights met in work session on Monday, February 2, 2015, in the Council chambers. Mayor Tourville called the meeting to order at 7:00 p.m. Present were Council members Bartholomew, Hark, Mueller and Piekarski Krech; City Administrator Lynch, City Attorney Kuntz, Public Works Director Thureen, Community Development Director Link, Parks and Recreation Director Carlson, Finance Director Smith, Chief Stanger, Chief Thill, and Deputy Clerk Kennedy

2. FIRE STATION FEASIBILITY AND PROGRAMMING STUDY

Chief Thill explained Five Bugles Design was hired to prepare a fire station feasibility and programming study for the City. The design firm had worked with staff since that time to gather information to incorporate into the study.

Steve Gausman, Five Bugles Design, reviewed the process that was followed to prepare the feasibility and programming study. He stated the architectural programming component involved dissecting the department's operations and assigning square footage to components that could be incorporated into the design of the station. The programming process initially yielded a 27,000 square foot design that was further refined to a 23,000 square foot design. He noted the two main priorities in the building were the apparatus floor and the training room. He explained a number of training aids were designed into the facility that would not necessarily equate to additional costs.

Following the completion of the programming component staff identified six (6) potential site locations. The sites were then evaluated and one (1) site emerged as the clear choice to target for acquisition. The site that was selected consisted of multiple acres and was bordered by a highway, an arterial road, and a frontage road. Access to the site would be located along the frontage road. He noted the selected site was excellent in terms of access and visibility but had a number of topographical challenges. He explained the site was not currently served by municipal utilities and the cost to extend utilities to the site was not included in the feasibility study. If the City chose to forego municipal utilities a well, septic system, and fire suppression holding tank would be required at an additional cost of approximately \$350,000.

Mr. Gausman reviewed the proposed site design, including the proposed accesses, and discussed how the topographic challenges of the site could be mitigated. He explained a training tower was incorporated into the design that would double as a primary stairwell to reduce costs. A 4,000 square foot partial basement with a mechanical room was included in the costs presented in the feasibility study. Fire department staff requested looking into the possibility of including a full basement with vehicular drive through access. He explained the request would be relatively easy to accomplish but would be quite expensive. He provided an overview of the design for the main floor of the station. He noted the station would be equipped with four (4) drive through bays equipped with four-fold doors that could be opened in four (4) seconds. The main floor would also include a station dispatch office, training room, resource library, conference rooms, offices, reception area, gear turnout area, storage spaces, and a public conference room. The upper floor would be equipped with six (6) dorms, kitchen, pantry, refrigerators, dayroom, exercise room, and a locker room. He explained final architectural design of the building was outside of the current scope of their work but his firm did put together a visual rendering of the building to give the City an idea of what the building may look like at the proposed elevations. He discussed how the site plan would be altered if the City decided to incorporate a full basement with vehicular access.

Mr. Gausman presented the opinion of probable cost included in the feasibility study. The project construction cost for a 23,500 square foot building with a partial basement was estimated to be \$5,637,600. He reiterated the projected cost did not include the cost to extend utilities to the site. The estimated cost would increase by approximately \$350,000 if the City chose to forego the extension of utilities and operate using a septic/well system with a fire suppression holding tank. The cost estimate for providing a full basement with vehicular access was up to an additional \$752,650 depending on the elevation adjustments that would be required. He explained fixtures, furniture, and equipment were outside of the scope of the study but should be considered in budget discussions. The budget range for

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fixtures, furniture, equipment, and related soft costs was estimated to be \$674,000 to \$1,350,000.

Chief Thill stated the next steps in the process would be for the Council to formally accept the feasibility and programming study, authorize the City Administrator to begin negotiations with the land owner for potential site acquisition, and to authorize staff to prepare a RFP for final design services.

Councilmember Bartholomew questioned why the cost range for the full basement was so large.

Mr. Gausman explained based on their bid experience the additional square footage for a full basement was typically equivalent to the cost of a drive through bay. The vehicular access component would require additional site grading and engineering to raise the elevation of the building that could cost an additional \$400,000 beyond the cost for the additional square footage.

Councilmember Bartholomew questioned what the clear rationale was for the full basement.

Mr. Gausman stated staff wanted the full basement for training space, storage, and mechanical space.

Councilmember Piekarski Krech questioned if it would be better to forego the full basement and add an additional drive through bay on the main floor.

Mr. Gausman stated it depended on how the City wanted to allocate funds and how much in-house training staff intended to conduct.

Councilmember Piekarski Krech clarified that the full basement was needed to provide more training opportunities.

Councilmember Mueller questioned what type of system would be used to heat the facility.

Mr. Gausman stated they budgeted for a modified geothermal system with a boiler and in-floor radiant heat on the apparatus floor.

Mayor Tourville questioned when the City had to make a final decision regarding the specific site.

Mr. Gausman stated it would be ideal to have a site selected before moving forward with the final design process and issuing architectural RFPs.

Mayor Tourville suggested that the City work on negotiating the acquisition of the preferred site before moving forward with design services.

Councilmember Hark questioned if the proposed design of the upper floor of the building assumed a different staffing model for the department.

Chief Thill replied in the affirmative. She explained it assumed a duty crew staffing model.

3. BRODERICK BOULEVARD FEASIBILITY STUDY

Mr. Kaldunski stated the item related to the Broderick Boulevard reconstruction project from Concord Boulevard to 80th Street.

Eric Fosmoe, Kimley Horn, explained the project would generally be broken into two (2) areas, the north segment from 80th Street to College Trail and the south segment from College Trail to Concord Boulevard. A full-depth mill and repave was proposed for the north segment along with the addition of a bituminous trail on the east side of Broderick Boulevard. The proposed trail location was previously identified as a need in the City's trail gap study. Pedestrian improvements would also be constructed at the 80th Street intersection to allow for safe crossing to access the trail. Construction of the trail would also require the installation of curb and gutter along the east side of the roadway to provide separation between the trail and the road. He noted some areas along the north segment would also require the construction of a retaining wall to protect existing wetlands. The south segment would include modifications to improve access to the businesses in the area. The existing trail on the east side was in disrepair and was proposed to be repaved. The addition of a sidewalk on the west side was also proposed from Brooks Boulevard to Concord Boulevard to allow for pedestrian access to the businesses on the west side of Broderick Boulevard. He stated there were four (4) pavement reconstruction options for the south

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segment. The first option included removal of the existing bituminous pavement and replacement with a new aggregate base and bituminous pavement. The second option was essentially the same approach as the first, however concrete pavement was proposed. The third option included removal and replacement of the existing bituminous with a one (1) foot subbase of sand. The fourth option included removal and replacement of the existing bituminous with a two (2) foot subbase of sand. He explained each of the four options provided a range of initial upfront construction costs and life cycle costs. The first option was the least expensive in terms of upfront costs but the most expensive over the course of the design life in terms of a per year life cycle cost. The fourth option was the most expensive in terms of upfront costs but the least expensive life cycle cost per year. The design team recommended moving forward with the fourth option because it was the most feasible from a long-term life cycle cost perspective and it was the most consistent with the City's reconstruction standards.

Councilmember Bartholomew stated the second option presented was a 50 year design life at a projected cost of \$3.25 million and had the same design life as option four. He questioned why option four was a more expensive life cycle cost than option two.

Mr. Fosmoe stated the projected life cycle cost factored in the costs assumed for regular maintenance of the roadway. He explained second option was concrete pavement and the fourth option was bituminous pavement. The regular maintenance of the concrete pavement would be more expensive over the course of the life cycle than the regular maintenance of bituminous pavement.

Mr. Fosmoe reviewed the proposed project costs and funding. Project costs ranged from \$4.5 million to \$5.5 million and funding would be supplied through a combination of City funds and special assessments. It was anticipated that \$1.3 to \$1.7 million in special assessments would be levied for the project and the remaining costs would be funded by state aid, pavement management, and utility funds. He stated 32 properties were proposed to be specially assessed for the project. He noted that 50% of the road frontage was owned by Mn/DOT and was not assessable. He stated the assessment projections were based on an estimated cap although a full benefit appraisal analysis had not yet been completed. Based on the City's standard front footage assessment policy approximately \$400,000 to \$500,000 in assessments would be levied against businesses within the Arbor Pointe commercial development. Approximately \$200,000 would be assessed against four (4) vacant commercial parcels. He stated staff proposed moving forward with neighborhood meetings and meetings with the businesses within the commercial property development in February and March. He reviewed the proposed project schedule and noted that actual construction of the project would be based on resolving the funding challenges that had been identified.

Councilmember Mueller questioned if Inver Hills would be assessed.

Mr. Fosmoe stated the City would likely negotiate an assessment agreement with the college similar to what was done for the College Trail project.

Councilmember Piekarski Krech suggested that staff meet with the Arbor Pointe businesses first because if the property owners did not feel they would be able to sustain the proposed assessments the City would have to rethink the project. She questioned how access to the businesses would be improved.

Mr. Fosmoe explained the current configuration of Broderick Boulevard from Brooks Boulevard to Concord Boulevard was a four-lane roadway with a median. As part of the project modifications were proposed to eliminate the median and provide a three-lane roadway with a left turn lane in each direction. He noted part of the process would be to discuss the modifications with the businesses to determine if that would be the preferred access solution. He explained there was flexibility within the design to make modifications to the proposed access.

Mayor Tourville stated even if the businesses were opposed the project still needed to be done and the City would have to find a way to make it work. He opined the City should consider option four.

Mr. Fosmoe stated any of the four options presented for the south segment were reasonable solutions to the existing problem. The question was related to the City's upfront and long-term investment costs.

Councilmember Mueller opined the project needed to be done but his main concern was the businesses in

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the commercial district.

Mayor Tourville questioned if the Council had to decide on the final design option.

Mr. Kaldunski stated staff was looking for direction with respect to what design option the Council would prefer. He noted staff felt the best investment for the City was option four.

Councilmember Bartholomew questioned if there was a cost estimate for the proposed retaining wall.

Mr. Fosmoe stated the preliminary cost estimate was a couple hundred thousand dollars for the retaining wall to protect the existing wetlands.

Councilmember Bartholomew questioned if there was any grant money available for the project.

Mr. Kaldunski stated staff would research and pursue those types of opportunities.

Mayor Tourville questioned if the City would continue to allow parking along Broderick Boulevard.

Mr. Fosmoe the initial thought was to restrict parking along Broderick. He noted that still needed to be further discussed with the college. He explained based on initial discussions it appeared the college was in favor of restricting parking because their students should be parking in their designated lots.

Councilmember Hark questioned if the life cycle cost represented the average cost per year for the City to maintain the road.

Mr. Kaldunski stated it was the life cycle cost for the entire 50 years.

Mr. Fosmoe explained it represented the cost per year for maintenance and construction.

Mayor Tourville stated the life cycle cost for option four was less than for option two.

Mr. Kaldunski stated the major advantage with option four was the two (2) foot subbase. He explained staff believed that subbase would address the tenting problems along the roadway.

Councilmember Hark questioned if there would be a problem with tenting if concrete was used.

Mr. Fosmoe explained option two would not fix the road subgrade where the main problem occurs.

Mayor Tourville option two should not be considered if it would not fix the subgrade.

The Council directed staff to move forward with design option four.

4. ARGENTA TRAIL REALIGNMENT STUDY UPDATE

Mr. Thureen explained when the City and County first started discussing the future alignment of Argenta Trail the primary focus was on the south project area. Both agencies were interested in a study that would provide for the extension of the four-lane section of CSAH 28 north across T.H. 55 to the intersection with Amana Trail. The project would include construction of the final section of Amana Trail to city collector street standards to obtain a full access intersection at Argenta Trail and Amana Trail. The south project would also include determining an alignment for the relocation of the existing local street connection to Argenta Trail at 77th Street because with the improvement to a four-lane section its proximity to the intersection at Argenta and T.H. 55 would not be safe for a full access intersection. Three (3) alternative alignments were developed for Amana Trail and staff was still gathering engineering information to prepare a recommendation for the local street connection. He stated the goal for the south project area would be to have a project in place for 2016 construction.

Mr. Thureen stated the north project area was not originally included in the study. City and County staff made the decision to include the north project area because a condition of approval for the preliminary plat of Blackstone Ridge indicated that the City needed to address the right-of-way for the future Argenta Trail. Additionally, staff found in the south project area that a decision was needed regarding the future alignment of Argenta Trail going north from Amana Trail in order to determine how to tie into the four-lane roadway. Five (5) different alignments were developed for the north project area. He stated at this point staff had a recommended alignment for Argenta Trail in the south project area, but did not have a

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recommended alignment at this time for the local street connection or the north study area.

Brian Sorensen, Dakota County Assistant Engineer, provided a historical overview of the regional roadway system visioning study that was done to look at the transportation system in Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights. He explained each of the cities, in addition to the County, Mn/DOT, and the Federal Highway Administration participated in the regional study to identify a long-term roadway system vision for improvements in the area to address the needs arising as the result of growth. Five (5) different system alternatives were examined as well as three (3) alternatives for interchanges along 494. He reviewed the adopted system vision that was approved by each of the respective agencies in the summer of 2010. The adopted vision included improvements to Argenta Trail. The study recommended consideration of a high volume, high capacity intersection or an interchange in the long-term at T.H. 55 and Argenta Trail to deal with the increased volume of traffic that would result from an interchange at 494. He noted the design currently being discussed for Argenta and T.H. 55 needed to account for a potential future interchange. The study's recommendations for Argenta Trail itself called for a six-lane roadway with half-mile access spacing to support the anticipated traffic volumes.

Bill Klingbeil, Kimley Horn, reiterated a recommendation was prepared for the south project area. He explained the project goals were to improve safety at the T.H. 55 intersection, accommodating projected traffic growth, and upgrading the roadways to current design standards. He noted the existing Argenta Trail did not meet current design standards. Three (3) alignment alternatives were considered and each of the alternatives met the specified project goals. He reviewed the criteria that were used to evaluate the alignment alternatives. The feedback received from the public indicated a desire to keep the alignment similar to what already existed. Project management staff attempted to keep the proposed alignment as close to the current alignment as possible while still meeting the design standards and project goals. The first alignment considered did avoid the Northwest Area regional basins but did not fix the skewing at the intersection, resulted in poor sight angles and other safety concerns, and would have a significant impact on the surrounding neighborhood. The first alignment alternative also landed directly on the Magellan pipeline and would be very expensive to relocate. The second alignment fixed the skew angle issue at the intersection, had better horizontal curves that met the design standards, minimized the impact on the regional basins, and generally avoided the Magellan pipeline. He noted the second alternative was the best balance between meeting the design criteria and reducing the right-of-way and utility impacts. The third alignment alternative was the straightest and most easterly alignment, but went directly through the regional basins and did not achieve the required drainage features for the corridor. He stated open houses were held as well as individual property owner meetings to discuss the alignment alternatives and gather public input. The general feedback was that the need for the project was understood but there were major concerns regarding right-of-way impacts. He explained with respect to the south project area the City Council would be asked to take action on the alignment recommendations at their regular meeting on February 23rd and the County Board would take action on March 17th. If approved by the City Council and the County Board the right-of-way acquisition process would start in March or April and the final design process would start in early 2016 for construction in the summer of 2016.

Mr. Klingbeil discussed the 77th Street alignment for the local street connection. He explained the current alignment had a connection to Argenta Trail that was extremely close to the intersection of T.H. 55 and Argenta. He stated the intent would be to make modifications to obtain a full access intersection with two access points for the neighborhood. Three (3) alternatives were considered. Alignment A pushed the existing 77th Street intersection to the south. He stated the alternative had some property impacts but maintained the neighborhood connection and traffic pattern and was close to the existing location. Alignment B modified the connection to the neighborhood via Rolling Hills Drive. The alignment would alter traffic patterns and it would impact the City of Eagan. Alignment C created two (2) offset intersections and the traffic volumes were still being reviewed to determine if the separation of the intersections was warranted. He noted each of the alignments posed concerns related to property impacts and rerouting of traffic or changing traffic patterns. He stated another neighborhood meeting was

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scheduled for February 11th to review the local street connection at 77th Street. He explained the Council would also be asked to consider an alignment recommendation for the local street connection at their meeting on February 23rd.

Mr. Klingbeil stated the study for the north project area considered how to plan for a future interchange at 494. Right-of-way corridors up to 200 feet wide had to be considered to accommodate a future six-lane roadway. The study would also provide guidance for future development to the north. Staff did consider a no interchange alignment to address the question of what would happen if an interchange at 494 was never constructed. He explained improvements would still be required because the corridor would still need to handle increased traffic capacities as a result of growth. Five (5) alignment alternatives were analyzed and all of them met the project goals to varying degrees. He stated the evaluation matrix had numerous criteria to attempt to find a differentiating factor between the alignment alternatives. He reiterated the no interchange option still showed expansion and right-of-way impacts and overall would not support the projected growth. He noted none of the five (5) alignments stood out from a cost perspective. The first alignment was located to the west of the power lines. He explained it would be a direct alignment to the future interchange but there would be substantial impact to the neighborhood. Ten (10) total acquisitions and 20 impacted parcels were estimated. The second alignment was centered on the existing power lines and would require a future relocation to the west. He explained it straddled the property line between Blackstone and the existing neighborhood. He stated the option still involved substantial neighborhood impacts as six (6) total acquisitions and 19 impacted parcels were estimated. He noted the alignment went right through one of the larger basins in the area and also impacted the power lines. The thought was that alignment would be implemented in a phased approach over time with the power lines eventually being relocated. He stated it would be a risk to assume that the power lines could be moved at some point in the future and the estimated cost of relocation was approximately \$1 million per mile. The third alignment moved the road onto the Blackstone property and along the eastern edge of the neighborhood. He stated the option would also involve the relocation of power lines to the west and would require a new easement for the power lines as the road expanded. He noted the alternative would allow for a direct alignment to the future interchange. The alignment would require four (4) total acquisitions and would have major impacts to the regional basins. The fourth alignment was located further to the east and avoided impacts to the neighborhood and regional basins while providing a direct alignment to a future interchange. One (1) total acquisition and ten (10) impacted parcels were estimated. He noted the alignment would sever 14 acres of the Blackstone Ridge development. The fifth alignment was located as far east as possible to still allow the ability to tie into an interchange. He stated it also avoided major impacts to the regional basins but was a less preferred roadway intersection design approach because there were a lot of curves in the roadway and some of the intersections would have slight skews. One (1) total acquisition and 11 impacted parcels were estimated. The alignment would sever ten (10) acres of the Blackstone Ridge development. He explained the fourth and fifth alignment options had costs associated with temporarily connecting to the existing alignment and over time additional costs would be incurred to implement the new alignment. The other alignment alternatives did not have similar costs because what would be initially constructed would tie into the future roadway. He stated a lot of comments and feedback were received and the neighborhood was generally opposed to alignments 1, 2, and 3 and would prefer alignment 5. The property owners and developers expressed concerns regarding the impact on future development potential and the severing of parcels. He explained it was difficult to estimate the right-of-way costs in the north project area because the value of the undeveloped parcels in the area were fluctuating based on the stage of development they were in. An estimated cost range was provided to account for the fact that the north area was not slated for immediate construction and various factors would change between now and when construction actually occurred.

Councilmember Piekarski Krech stated with respect to the south alignment her concern had always been the intersection of Argenta and T.H. 55 and what was shown on the plans for the recommended alignment did not look like a full interchange. She questioned if there was a plan for north-south access in both directions.

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Mr. Thureen stated there was a concern from the property owners on the north side regarding the right-of-way needs for a future interchange. He explained a full access interchange was anticipated but what was shown on the map was a folded diamond on the north side to allow those property owners looking to develop to understand the future plans for the interchange. He noted Argenta would eventually go over T.H. 55 but would remain at grade right now. The point of the study was to try to develop a design that would be the least costly to convert to an interchange in the future.

Mayor Tourville stated he heard Mn/DOT had moved the future interchange up on the project schedule to be looked at sooner because of impending development in the area.

Mr. Thureen stated he was not aware that had occurred.

Mayor Tourville questioned where the future interchange was slotted on the County CIP schedule.

Mr. Sorensen stated the south project was slated for construction in 2016.

Mr. Kuntz questioned what the Council would be expected to vote on at the meeting on February 23rd.

Mr. Thureen stated the Council would be asked to approve an alignment for the south project area including Amana Trail and the 77th Street reconnection. The Council would also be asked to make a decision regarding the future alignment of Argenta Trail to the north.

Mr. Kuntz stated in March of 2015 the County indicated an intent to start the right-of-way acquisition process for the south project area. He questioned if the County expected the City to pay for the acquisitions.

Mr. Thureen explained the Council would consider a joint powers agreement with the County if the project was ordered for construction that would include stipulations regarding right-of-way acquisition. He stated no property would be acquired until the joint powers agreement and funding mechanisms were approved.

Mr. Sorensen stated before any money was spent an agreement with the City would be coordinated.

Councilmember Piekarski Krech questioned if the City would lose the intersection at Robert Street if Argenta Trail was moved so far to the east. She opined she could not approve the alignment for the south project area without knowing that information.

Mr. Sorensen stated staff was in the midst of discussions with Mn/DOT. He explained they were required to submit layout plans to Mn/DOT for review and approval because work would be done within their right-of-way. He stated one of the issues that needed to be worked through was the implications for people coming off the ramp at T.H. 3 to the new intersection location. He explained the County's opinion was that the realignment was not substantial enough to directly impact what would happen with a future interchange.

Councilmember Piekarski Krech questioned if the interchange at Robert Street would be eliminated when the future folded diamond interchange at T.H. 55 and Argenta was constructed. She opined the City could not afford to lose any interchanges.

Mr. Sorensen stated it was unknown at this point because there would be less than $\frac{3}{4}$ of mile between the interchanges and Mn/DOT may not agree to allow both interchanges for safety reasons.

Councilmember Piekarski Krech stated she would not agree to another interchange that had the same design as the existing interchange at Barnes Avenue.

Mr. Thureen stated Mn/DOT would not be able to provide a definitive answer until the point at which the full interchange was considered for construction because the plans would be subject to the design standards in place at that time.

Mayor Tourville opined that the interchange at T.H. 55 and Argenta had to be designed in such a manner that the City would be able to retain the interchange at Robert Street. He stated staff needed to communicate the City's position regarding the interchanges to Mn/DOT. He noted no one was interested in a design that was not safe.

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Mr. Sorensen stated they would ask Mn/DOT whether the recommended alignment at T.H. 55 and Argenta Trail would impact the interchange at T.H. 3 in the future.

Councilmember Piekarski Krech stated the City needed to know how to keep both interchanges.

Mr. Sorensen stated at this point in time Mn/DOT did not support an interchange at T.H. 55 and Argenta and their future approval would be subject to the traffic conditions over time.

Councilmember Piekarski Krech stated if Mn/DOT left the intersection at grade it would be unsafe. She opined the City needed accesses.

Mayor Tourville stated the traffic volumes had to support the need for an interchange before Mn/DOT would consider approval.

Mr. Sorensen stated he was not sure that Mn/DOT would be willing to devote a lot of time to the issue at this point because it is unknown when the traffic volumes might reach a level that would warrant a full interchange.

Mayor Tourville suggested that staff communicate with Mn/DOT that the City did not want to lose the interchanges at Robert Street and T.H. 55.

Councilmember Bartholomew questioned how close the City was to meeting the requirements for a full access interchange at T.H. 55.

Mr. Sorensen stated that would be a question for Mn/DOT because it was dependent on the design, how the ramps came into the through lanes, and the merge and diverge points.

Councilmember Bartholomew questioned if the proximity of the interchanges was done in other locations in the metro area.

Mr. Sorensen stated the $\frac{3}{4}$ mile separation between interchanges was extremely tight and he opined it would be very difficult to get Mn/DOT to agree to full interchanges at both locations. He suggested asking Mn/DOT if the location difference between alignments 1 and 2 would substantially affect the discussions in the future regarding the interchange at T.H. 3.

Tim Donarski, 3255 Black Oak Drive, Eagan, questioned if staff was still waiting on information related to the Magellan pipeline and its potential relocation.

Mr. Klingbein stated staff worked on a design that would not require relocation of the pipeline.

Deborah Van, 6660 Argenta Trail, questioned if the interchange at 494 or T.H. 55 had potentially been moved ahead on the State's project schedule.

Mayor Tourville stated the interchange at T.H. 55 may be moved ahead on the project schedule for consideration.

Nikki Abbott, 6720 Argenta Trail, questioned why Robert Street could not be widened and used as the main corridor.

Mayor Tourville stated Mn/DOT would not agree to widen Robert Street.

Mr. Sorensen explained when the growth in the entire south metro was studied it was determined that all of the improvements included in the regional study would be needed to handle the future traffic volumes. He noted that did not account for how the comprehensive plans would evolve over time. He stated the plan does call for eventually expanding T.H. 3 to four lanes and Mn/DOT was not currently prepared to do that. He reiterated all of the improvements needed to happen, including the improvements to Argenta Trail.

Mr. Kuntz stated in the planning process for the Blackstone development the City told the developer that it would make a decision regarding the transportation plan for the north area by April 27th. He questioned if the Council would be asked to select one of the five alternatives for the north segment on February 23rd.

Mr. Thureen replied in the affirmative. He explained staff needed the decision to finalize the design for the south project.

Councilmember Bartholomew questioned if the City could potentially lose access at T.H. 3 and 494.

Mr. Thureen stated the spacing between those interchanges was in excess of a mile and he did not believe that interchange would be in jeopardy.

Dennis Wolfe, 6742 Argenta Trail, opined that the Council was trying to make decisions on an accelerated schedule before having all of the necessary information and it was frustrating for the residents in the community.

Mayor Tourville stated the City was going through a planning process to try to work through the available information to make an informed decision.

5. ABATEMENT ORDINANCE

Bridget McCauley Nason, LeVander, Gillen, & Miller, presented an ordinance amendment related to public nuisances on private property. The ordinance amendment proposed changes to Title 5, Chapter 9 of the current City Code related to public nuisances on property. In 2006 and 2007, the Council adopted an ordinance that prohibited various nuisances on property. She clarified the changes being proposed deal specifically with nuisance conditions on property that are outside of zoning regulations. She stated the proposed amendments do not address personal conduct nuisances. The proposed changes would address the right of the City to abate specific nuisance conditions on property and provide for an expedited process to allow the City to abate nuisances in emergency situations. Under the current ordinance the City did have abatement authority but it was limited to those situations in which there was a threat to public health or safety. The proposed amendment would allow for the costs of abatement of a variety of public nuisances to be assessed against the private property. The amendments would allow for the abatement of junk vehicles, junk, or exterior storage that may not meet the current definition of a hazardous property nuisance. If the abatement authority was expanded, the intent of the enforcement staff would be to use the authority sparingly as a tool to complement what already exists in the code in an effort to address higher profile situations. She provided an overview of the major amendments that were proposed. The definition of a public nuisance on private property was amended to clarify that the accumulation of rubbish, debris, and garbage on the exterior of property would constitute a public nuisance. The major change to the ordinance related to the enforcement of public nuisance on private property whereby the process for abatement was now specifically outlined in the ordinance.

Councilmember Piekarski Krech clarified that the changes would allow the City to abate a nuisance sooner than staff had been able to in the past.

Ms. Nason replied in the affirmative.

Mr. Kuntz stated when the nuisance ordinance was originally adopted the power of the City to abate nuisances was limited to hazardous situations in which there was a threat to public health or safety. Over time it became apparent that there needed to be a process in place for the City to abate nuisances that were not necessarily hazardous but still needed to be addressed as nuisances.

Councilmember Mueller questioned how enforcement staff would identify what was junk.

Mr. Kuntz stated clear definitions were built into the ordinance.

Councilmember Bartholomew suggested putting the proposed ordinance on the website and in the next issue of Insights to inform the public the Council would be considering the amendment.

6. ADJOURN

The meeting was adjourned by a unanimous vote at 10:04 p.m.

**INVER GROVE HEIGHTS SPECIAL CITY COUNCIL MEETING
MONDAY, FEBRUARY 9, 2015 – 8150 BARBARA AVENUE**

1. CALL TO ORDER The City Council of Inver Grove Heights met in special session on Monday, February 9, 2015, in the Council chambers. Mayor Tourville called the meeting to order at 6:00 p.m. Present were Council members Bartholomew, Hark, Mueller and Piekarski Krech; City Administrator Lynch, City Attorney Kuntz, Community Development Director Link, Parks and Recreation Director Carlson, Finance Director Smith, and Deputy Clerk Kennedy

2. Planning Commission Applicant Interviews

Mr. Lynch informed the Council that since last Friday two (2) of the three (3) applicants withdrew their applications from consideration. He explained the remaining applicant was unable to attend the scheduled interview due to a personal conflict. He noted the remaining applicant was still interested in being considered for appointment.

3. Planning Commission Appointment

Councilmember Piekarski Krech stated advertising the vacancy for longer may draw a larger pool of candidates.

Mayor Tourville opined his preference would be to wait until May to fill the vacancy because there were no applicants to interview and to allow more time for the opening to be advertised. He questioned if there was a tremendous need to fill the vacancy prior to May.

Mr. Lynch stated there was not necessarily a pressing need. He reminded the Council that the term of the vacant position expired in May so any appointment the Council would consider would be for the remainder of the existing term. He stated the City could advertise the position in conjunction with the annual appointment process followed for each of the City's advisory commissions.

Councilmember Mueller agreed with Mayor Tourville's suggestion to wait until May to make an appointment.

Councilmember Bartholomew stated he would also prefer to wait to until May to fill the vacancy.

Councilmember Hark stated more interest could be generated if the vacancy was filled as a part of the regular appointment process in May.

Councilmember Piekarski Krech stated the lone applicant remaining would not have to reapply to be considered in May as part of the regular appointment process.

Motion by Piekarski Krech, second by Hark, to not make an appointment to the Planning Commission at this time and to wait to fill the vacancy through the regular appointment process in May

Ayes: 5

Nays: 0 Motion carried.

6. ADJOURN

Motion by Mueller, second by Hark, to adjourn. The meeting was adjourned by a unanimous vote at 6:10 p.m.

**INVER GROVE HEIGHTS CITY COUNCIL MEETING
MONDAY, FEBRUARY 9, 2015 - 8150 BARBARA AVENUE**

CALL TO ORDER/ROLL CALL The City Council of Inver Grove Heights met in regular session on Monday, February 9, 2015, in the City Council Chambers. Mayor Tourville called the meeting to order at 7:00 p.m. Present were Council members Bartholomew, Hark, Mueller and Piekarski Krech; City Administrator Lynch, City Attorney Kuntz, Community Development Director Link, Public Works Director Thureen, Chief Stanger, Chief Thill, and Deputy Clerk Kennedy

3. PRESENTATIONS:

A. Police Department – 50 Year Commemorative Badge

Chief Stanger stated on December 12, 2015 the City would be celebrating its 50th anniversary. A common custom amongst police departments is to where a custom designed commemorative badge to mark such a milestone. He stated the same badge would be depicted on squad cars along with a banner reading, "Celebrating 50 Years". A committee of current and former officers was established to research the order in which police officers had been hired since the inception of the City in 1965. In 2015 the department was budgeted for 37 full time, sworn officers. The number of officers hired since December 12, 1965 was 84 and would be 86 by the end of the year. The committee also reviewed the design of the badges officers had worn over the course of 50 years. The committee selected a badge from the late 1960's/early 1970's to be recreated and worn by current officers until the anniversary date of December 12th. Following the anniversary date, a new badge would be issued to current officers to mark the start of a new era in the department. He recognized the members of the research committee including Lt. Josh Otis, Sgt. Dennis Haugland, former Chief Bob Carstenbrock, retired Officer Cal Ojenparra, retired Lt. Larry Hensch, and retired Officer Bob Thibodeaux. The commemorative badge committee included Sgt. Haugland, Officer Eric Bohrer, Officer Samantha Sauder, Officer Ben Madsen, and Officer Patrick Sloan. The new badge design committee included Sgt. Kasey Schrandt, Officer Allison Anderson, Officer Miguel Guadalajara, Officer Shane Rambaum, and Officer Justin Parranto. He also acknowledge the individual contributors who donated money to fund the purchase of the new badges, Paul and Suzanne Freeland, Rick and Janine Potter, and the Byer Trust Estate.

The Council thanked the past and present officers who participated in the process.

B. Inver Grove Heights Royalty Program

Carol Swenson, Vice President of Inver Grove Heights Scholarship Program, introduced the 2015 royalty court. She stated the organization started in 2007 to provide leadership opportunities for young women and to offer scholarships to assist them with their continuing education. She recognized the Council, the City staff, school district, and business community for supporting the program and enabling the board to give participants over \$21,000 in scholarships since 2007.

Trish Harwell introduced herself as Miss Inver Grove Heights. She stated she graduated from Moorhead State University with a degree in social work.

Alex Mraz introduced herself as the Inver Grove Heights Princess.

Laura Henninger introduced herself as Junior Miss Inver Grove Heights.

Jenna Roubik introduced herself as Little Miss Inver Grove Heights.

Anesya McElmury introduced herself as the Little Princess.

4. CONSENT AGENDA:

Mayor Tourville removed Item 4G from the Consent Agenda.

Citizen Allan Cederberg requested that Item 4I be removed from the Consent Agenda.

- A.** i) Minutes – January 5, 2015 City Council Work Session
ii) Minutes – January 26, 2015 Regular City Council Meeting

- B. **Resolution No. 15-19** Approving Disbursements for Period Ending February 4, 2015
- C. Final Compensating Change Order No. 2, Final Pay Voucher No. 12, Engineer's Report of Acceptance and **Resolution No. 15-20** Accepting Work for City Project No. 2006-08, Asher Water Tower Replacement
- D. **Resolution No. 15-21** Authorizing Staff to Secure an Appraiser's Benefit Analysis for City Project No. 2015-09D, Broderick Boulevard Reconstruction
- E. Accept Grant Funds in the Amount of \$1,500 from the Minnesota Recreation & Park Foundation's New Initiative Grant for Foot Golf at Inver Wood
- F. **Resolution No. 15-22** Supporting City Funding Sources for \$2,000,000 State Bonding Grant
- H. Approve Architectural Contract for Spa Roof Replacement at the VMCC
- J. Accept Donation to the Inver Grove Heights Fire Department
- K. Approve Membership of the City in the Huston Galveston Area Council (HGAC) Cooperative Purchasing Program
- L. Personnel Actions

Motion by Bartholomew, second by Hark, to approve the Consent Agenda

Ayes: 5

Nays: 0 Motion carried.

- G. Approve Purchase of Golf Course Capital Equipment

Mayor Tourville stated this item was being revised and would be brought back at a future meeting.

No action was taken on this item.

- I. Approve Temporary On-Sale Intoxicating Liquor License (Church of St. Patrick)

Allan Cederberg, 1162 82nd St. E., referenced the City Code and stated the City was required to hold a public hearing to consider the issuance of liquor licenses. He opined temporary license requests should not be considered on the Consent Agenda.

Ms. Kennedy stated the City was not required to hold a public hearing with respect to the issuance of temporary licenses. She explained when the City amended the ordinance related to liquor licenses in early 2014 the requirement of a public hearing for the issuance of temporary licenses was changed because the City was limited by State statute in terms of who could obtain a temporary license, the purpose for which a temporary license could be issued, and the number of days for which the permit could be approved. Current city code regulations simply required that temporary license requests be heard by the Council which was why the item was placed on the Consent Agenda.

Motion by Piekarski Krech, second by Mueller, to approve the temporary on-sale intoxicating liquor license for the Church of St. Patrick

Ayes: 5

Nays: 0 Motion carried.

5. PUBLIC COMMENT:

Allan Cederberg, 1162 82nd St. E., opined the City should mandate that 20% of the Blackstone development be affordable housing. He suggested that the City should hire a consultant to deal with the Argenta Trail and Blackstone development issues so the City would not be to blame for what is decided.

Mayor Tourville stated the final decisions had to be made by the City Council.

6. PUBLIC HEARINGS: None.

7. REGULAR AGENDA:**COMMUNITY DEVELOPMENT:****A. CITY OF INVER GROVE HEIGHTS:** Consider First Reading of an Ordinance Amending City Code Title 5, Chapter 9 related to Public Nuisances on Property

Mr. Kuntz stated the proposed amendment considered giving the City a broader authority to abate nuisances and would enable the City to act more rapidly in the case of an emergency situation. He noted the proposed ordinance was previously discussed by the Council at the February 2nd work session.

Motion by Mueller, second by Piekarski Krech, to adopt the First Reading of an Ordinance Amending City Code Title 5, Chapter 9 related to Public Nuisances on Property**Ayes: 5****Nays: 0 Motion carried.****FIRE:****B. CITY OF INVER GROVE HEIGHTS:** Accept Final Fire Station Feasibility and Programming Study

Chief Thill stated in 2014 the City selected Five Bugles Design to complete a fire station feasibility and programming study. She noted the final report was previously presented to the Council at their February 2nd work session.

Councilmember Bartholomew suggested that the final study be posted on the City's website.

Motion by Bartholomew, second by Piekarski Krech, to accept the Final Fire Station Feasibility and Programming Study**Ayes: 5****Nays: 0 Motion carried.****C. CITY OF INVER GROVE HEIGHTS:** Authorize City Administrator to begin Land Acquisition Process for New Fire Station

Chief Thill explained the feasibility and programming study evaluated six (6) potential sites and one site was selected as the preferred site. Staff requested that the Council authorize the City Administrator to begin negotiating with the property owner for the potential acquisition of the preferred site.

Mayor Tourville questioned if the City Administrator would come back to the Council for further discussion if an agreement could not be reached with the land owner for the preferred site.

Mr. Lynch replied in the affirmative.

Motion by Piekarski Krech, second by Mueller, to Authorize City Administrator to begin Land Acquisition Process for New Fire Station**Ayes: 5****Nays: 0 Motion carried.****D. CITY OF INVER GROVE HEIGHTS:** Authorize Advertisement of Request for Proposal for Architectural Services for Final Design of the Fire Station.

Chief Thill stated the next step in the process would be to advertise a RFP for architectural services for final design of the fire station.

8. MAYOR & COUNCIL COMMENTS:

The Council discussed scheduling of the annual business town hall meeting and commission appreciation dinner.

9. ADJOURN: Motion by Bartholomew, second by Hark, to adjourn. The meeting was adjourned by a unanimous vote at 7:40 pm.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Community Development Block Grant Application – Fiscal Year 2015

Meeting Date: February 23, 2015
 Item Type: Consent
 Contact: Thomas J. Link: 651-450-2546
 Prepared by: Tom Link, Director of Comm. Dev.
 Reviewed by: NA



Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other (Revenue)

PURPOSE/ACTION REQUESTED

The City Council is to consider the adoption of the attached Resolution Approving the Application for Fiscal Year 2015 Dakota County Community Development Block Grant Funding.

SUMMARY

The Community Development Block Grant (CDBG) is a federal program which benefits low and moderate income individuals and neighborhoods. The City annually makes application for these funds through the Dakota County Community Development Agency (CDA).

The level of 2015 CDBG funding is expected to be, at most, the same as this last year. The Federal appropriation for the program has been shrinking in recent years and may decrease again this year. The Dakota CDA's best estimate at this time is that Inver Grove Heights will receive about \$113,000.

There continues to be an ongoing interest in both the Doffing Avenue Acquisition Program and the Housing Rehabilitation Program. The Doffing program is funded in part by the Department of Natural Resources (DNR) Floodplain Mitigation Grant. The DNR grant, however, requires equivalent matching funds. CDBG funds have been helpful in providing some of those matching monies. The CDBG rules state that no more than 50% of a year's grant can be used for acquisition programs. It would be wise if the City were to allocate the maximum amount, \$56,500, to the Doffing Avenue Acquisition Program since the funds leverage the DNR grant funds.

The remaining CDBG allocation of \$56,500 should be allocated to the Housing Rehabilitation Program since there is a continued need for housing rehabilitation funds. The program has provided assistance to 67 homeowners in the last eight years. A description of the program and income requirements can be found in the attachment.

Staff recommends the adoption of the Resolution Approving Application for Fiscal Year 2015 Dakota County Community Development Block Grant Funding and the allocation of \$56,500 to the Doffing Avenue Acquisition Program and \$56,500 to the Housing Rehabilitation Program.

TJL/kf

Enc: Resolution Approving Application for Fiscal Year 2015 Dakota County CDBG Funding
Housing Rehabilitation Program information

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**A RESOLUTION APPROVING THE APPLICATION OF THE CITY OF INVER GROVE
HEIGHTS FOR FISCAL YEAR 2015 DAKOTA COUNTY COMMUNITY DEVELOPMENT
BLOCK GRANT FUNDING**

WHEREAS, the City of Inver Grove Heights is a participating jurisdiction with the Dakota County CDBG Entitlement Program for Fiscal Year 2015 (ending June 30, 2016); and

WHEREAS, the Dakota County CDA is a Subgrantee of Dakota County for the administration of the CDBG Program; and

WHEREAS, the Dakota County CDA has requested FY15 CDBG applications to be submitted by February 27, 2015; and

WHEREAS, the City of Inver Grove Heights desires to make application for approximately \$113,000, to be allocated as follows:

- Floodplain Acquisition and Clearance - \$56,500
- Housing Rehabilitation - \$56,500

NOW, THEREFORE, BE IT RESOLVED that the City of Inver Grove Heights hereby approves the following:

1. The FY15 CDBG application is approved by the City Council, and the City Administrator is authorized to execute it on behalf of the City.
2. The Dakota County CDA is designated as the administrative entity to carry out the CDBG program on behalf of the City, subject to future Subrecipient Agreements that may be required for specific CDBG-funded activities.

Adopted by the City Council of Inver Grove Heights on this _____ day of _____, 2015.

AYES:

NAYS:

ATTEST:

George Tourville, Mayor

Melissa Kennedy, Deputy Clerk

Additional Loan Programs

The Dakota County CDA is a local lending partner with Minnesota Housing for state funded Rehabilitation and Fix-Up Fund loan programs.

Minnesota Housing Rehabilitation Loans

This program assists very low-income homeowners in financing basic home improvements that directly affect the safety, habitability, energy efficiency and accessibility of their homes.

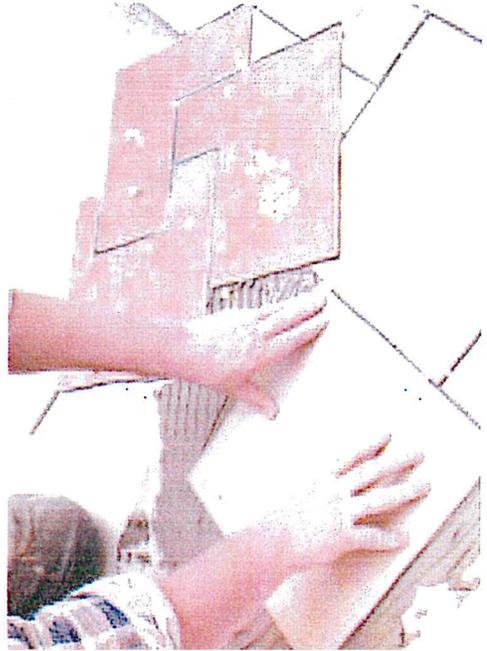
To be eligible, borrowers must occupy the property, have less than \$25,000 in financial assets and meet program income limits.

Fix-Up Fund Loans

The Fix-Up Fund provides low-interest, fixed rate loans to households with incomes at or below \$96,500. This is an installment loan program that allows qualified applicants to borrow up to \$35,000 for needed home improvements.

To apply for these loans, contact Mark Hanson at (651) 675-4469.

For more information about Minnesota Housing's Rehabilitation or Fix-Up Fund loan programs visit www.mnhousing.gov.



Dakota County
Community Development
CDA
Agency
1228 Town Centre Drive
Eagan, MN 55123

 Home Improvement Loan Programs 3/12

Dakota County

Home Improvement Loan Programs

Low interest loans to help homeowners finance their fix-ups.



HOME OWNERSHIP connection

Home Improvement Loan Program

Dakota County homeowners needing financial assistance to make improvements to their homes can apply for a Home Improvement Loan from the Dakota County Community Development Agency (CDA).

Common improvements include adding insulation, furnace replacements, exterior upgrades (roofs, siding, windows) and special needs modifications (such as ramps or roll-in showers).

Annually, the CDA assists between 80 to 100 homeowners with their home improvement projects.

Loans Terms

- 0% interest
- No monthly payments
- Minimum loan = \$15,000
- Maximum loan = \$25,000
- Repayable when the home is no longer the homeowner's primary residence or when the home is sold. Homeowners may also be required to **repay the loan if they refinance or take out a home equity loan.**
- Dakota County CDA home improvement loans are not forgiven.

How to Qualify

Applicants must own their home, meet equity and credit requirements and have a gross annual income under the limits listed below.

Household Size	Income Limit
1	\$45,500
2	\$52,000
3	\$58,500
4	\$65,000
5	\$70,200
6	\$75,400
7	\$80,600
8+	\$85,800

* Income limits are as of 12/11 and are subject to change.

The Process

- If you qualify, the CDA will inspect your home, **prepare specifications and assist you in obtaining** at least two bids for the work to be done.
- Loan proceeds are kept on account for you by the CDA and payments are made directly to the contractors on your behalf when the work is completed.
- Inspection of work upon completion is required by both you and the CDA before payment is made.
- Special provisions may apply to emergency situations and accessibility improvements, which can be obtained by contacting the CDA.

How to Apply

Home Improvement Loan applications can be downloaded from the CDA's website at www.dakotacda.org/homeowners.htm or call (651) 675-4469 to request an application by mail.

Completed applications will be reviewed for eligibility and all personal information will be kept private per Minnesota State Law.

Program funding is limited and there is a waiting list for loans.

Questions?

Contact Mark Hanson at (651) 675-4469 or mhanson@dakotacda.state.mn.us

The Home Improvement Loan Program is funded in part by the federal Community Development Block Grant Program through the U.S. Department of Housing and Urban Development. Additional funding is provided by the Dakota County HOPE Program, CDA General Fund and the federal HOME Program.

This program is part of the Dakota County CDA's Homeownership Connection services which provide programs for homebuyers and homeowners to be successful. For more information, visit www.dakotacda.org



CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Purchase of Golf Course Capital Equipment

Meeting Date: February 23, 2015
 Item Type: Consent Agenda
 Contact: Eric Carlson 651.450.2587
 Prepared by: Eric Carlson
 Reviewed by: Kristi Smith
 Joel Metz

Fiscal/FTE Impact:
 None
 Amount included in current budget
 Budget amendment requested
 FTE included in current complement
 New FTE requested – N/A
 Other

PURPOSE/ACTION REQUESTED

Consider approval of equipment purchase and financing for golf course maintenance equipment.

SUMMARY

A three (3) year replacement program for Inver Wood maintenance equipment was established in the early 2000's. Equipment was last replaced in 2011 when a total of ten (10) pieces, were purchased and financed internally and paid back in 2013. In 2015, we have budgeted to replace four (4) pieces of equipment with a budget total of \$149,000.

We are proposing to purchase three (3) pieces of equipment at this time as follows:

Equipment	Brand	Budget	State Contract/IPA Pricing
Multi Pro 1750 - Chemical Sprayer	Toro	\$40,000	\$33,076.41
Greensmaster Groomer	Toro	\$15,000	\$4,343.23
Reelmaster 551-D	Toro	\$54,000	\$52,901.53
<i>Sub Total</i>		<u>\$109,000</u>	<u>\$90,321.17</u>
Trade			(\$4,000)
Sales Tax			\$5,934.58
Total Purchase Price			<u>\$92,255.75</u>

The fourth piece of equipment, greensmower, not recommended at this time, is budgeted at \$40,000.

The equipment purchase will be financed internally with a loan from the Central Equipment Fund to be repaid over 3-years from golf course revenues as follows:

Year	Amount Paid
2015	\$30,751.92
2016	\$30,751.92
2017	\$30,751.91
Total	<u>\$92,255.75</u>

**LEVANDER,
GILLEN &
MILLER, P.A.**

ATTORNEYS AT LAW

TIMOTHY J. KUNTZ
DANIEL J. BEESON
*KENNETH J. ROHLF
◊STEPHEN H. FOCHLER
◊JAY P. KARLOVICH
ANGELA M. LUTZ AMANN
*KORINE L. LAND
◻*DONALD L. HOEFT
DARCY M. ERICKSON
DAVID S. KENDALL
BRIDGET McCAULEY NASON
DAVID B. GATES
•
HAROLD LEVANDER
1910-1992
•
ARTHUR GILLEN
1919-2005
•
• ROGER C. MILLER
1924-2009
•
*ALSO ADMITTED IN WISCONSIN
◊ALSO ADMITTED IN NORTH DAKOTA
◻ALSO ADMITTED IN MASSACHUSETTS
◻ALSO ADMITTED IN OKLAHOMA

MEMO

TO: Mayor and Councilmembers
FROM: Timothy J. Kuntz, City Attorney
DATE: February 18, 2015
**RE: Macalester College – Conveyance by the City and Granting of Easement by
Macalester College; February 23, 2015 Council Meeting**

Section 1. Background. The City of Inver Grove Heights (“City”) owns real property in Inver Grove Heights, Dakota County, State of Minnesota legally described as follows:

Lots 2 through 13, Block 1, Dorr’s Third Inver Grove Addition, Dakota County, Minnesota, together with those portions of the vacated adjoining streets and public ways that have accrued thereto by reason of vacation thereof;

(the “Property”).

The City took title to the Property by way of a State Deed / Conveyance of Forfeited Lands dated April 29, 1966 and recorded on May 4, 1966 in Book 296 of Deeds on Page 200 of the Records of the Dakota County Recorder (State Deed). The State Deed contains a reverter clause.

By operation of Minnesota Statutes § 282.01, Subd. 1d(d), the reverter clause in the State Deed became nullified on January 1, 2015 because the State of Minnesota did not file a Declaration of Reversion prior to January 1, 2015 pursuant to Minnesota Statutes § 282.01, Subd. 1e.

Minnesota Statutes § 282.01, Subd. 1d(d), provides as follows:

(d) Property conveyed under a conditional use deed executed under this section by the commissioner of revenue, regardless of when the deed for the authorized public use was executed, is released from the use restriction and reverter, and any use restriction or reverter for which no declaration of reversion has been recorded with the county recorder or registrar of titles, as appropriate, is nullified on the later of: (1) January 1, 2015; (2) 30 years from the date the deed was acknowledged; or (3) final resolution of an appeal to district court under

subdivision 1e, if a lis pendens related to the appeal is recorded in the office of the county recorder or registrar of titles, as appropriate, prior to January 1, 2015.

Under Minnesota Statutes, the City now holds title to the Property without the reversion clause.

Section 2. Conveyances Required Under Conveyance Agreement. The City and Macalester entered into a Conveyance Agreement dated May 14, 2012 whereby the City agreed that if all the following conditions occurred:

- a. Prior to January 1, 2015 the State of Minnesota Commissioner of Revenue has not requested that the City re-convey the Property to the State of Minnesota pursuant to Minnesota Statutes § 282.01, Subd. 1d(a); and
- b. Prior to January 1, 2015 the State of Minnesota Commissioner of Revenue has not filed a Declaration of Reversion pursuant to Minnesota Statutes § 282.01, Subd. 1(e) relating to the Property; and
- c. Prior to January 1, 2015 the City has not become otherwise prohibited by statute from conveying the Property to Macalester;

then on or about January 2, 2015, the City would convey the Property to Macalester by way of a Quit Claim Deed from the City of Inver Grove Heights to Macalester College.

The above-described three conditions have occurred and pursuant to the Conveyance Agreement, the City now desires to convey the Property to Macalester by way of the attached Quit Claim Deed.

Macalester desires to receive the Property from the City by way of the attached Quit Claim Deed and pursuant to the Conveyance Agreement, further desires to convey the attached Drainage Easement to the City.

Section 3. Council Action. The Council is asked to consider the attached *Resolution Approving The Conveyance Of Property Owned By The City Of Inver Grove Heights To Macalester College And The Granting Of An Easement By Macalester College To The City Of Inver Grove Heights* at the February 23, 2015 Council meeting.

Attachments

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION APPROVING THE CONVEYANCE OF PROPERTY
OWNED BY THE CITY OF INVER GROVE HEIGHTS TO
MACALESTER COLLEGE AND THE GRANTING OF AN EASEMENT
BY MACALESTER COLLEGE TO THE CITY OF INVER GROVE
HEIGHTS**

WHEREAS, the City of Inver Grove Heights (“City”) owns real property in Inver Grove Heights, Dakota County, State of Minnesota legally described as follows:

Lots 2 through 13, Block 1, Dorr’s Third Inver Grove Addition, Dakota County, Minnesota, together with those portions of the vacated adjoining streets and public ways that have accrued thereto by reason of vacation thereof;

(the “Property”).

WHEREAS, the City took title to the Property by way of a State Deed / Conveyance of Forfeited Lands dated April 29, 1966 and recorded on May 4, 1966 in Book 296 of Deeds on Page 200 of the Records of the Dakota County Recorder (State Deed).

WHEREAS, The State Deed contains a reverter clause.

WHEREAS, by operation of Minnesota Statutes § 282.01, Subd. 1d(d), the reverter clause in the State Deed became nullified on January 1, 2015 because the State of Minnesota did not file a Declaration of Reversion prior to January 1, 2015 pursuant to Minnesota Statutes § 282.01, Subd. 1e.

WHEREAS, Minnesota Statutes § 282.01, Subd. 1d(d), provides as follows:

(d) Property conveyed under a conditional use deed executed under this section by the commissioner of revenue, regardless of when the deed for the authorized public use was executed, is released from the use restriction and reverter, and any use restriction or reverter for which no declaration of reversion has been recorded with the county recorder or registrar of titles, as appropriate, is nullified on the later of: (1) January 1, 2015; (2) 30 years from the date the deed was acknowledged; or (3) final resolution of an appeal to district court under subdivision 1e, if a lis pendens related to the appeal is recorded in the office of the county recorder or registrar of titles, as appropriate, prior to January 1, 2015.

WHEREAS, under Minnesota Statutes, the City now holds title to the Property without the reversion clause.

WHEREAS, the City and Macalester entered into a Conveyance Agreement dated May 14, 2012 whereby the City agreed that if all the following conditions occurred:

- a. Prior to January 1, 2015 the State of Minnesota Commissioner of Revenue has not requested that the City re-convey the Property to the State of Minnesota pursuant to Minnesota Statutes § 282.01, Subd. 1d(a); and
- b. Prior to January 1, 2015 the State of Minnesota Commissioner of Revenue has not filed a Declaration of Reversion pursuant to Minnesota Statutes § 282.01, Subd. 1(e) relating to the Property; and
- c. Prior to January 1, 2015 the City has not become otherwise prohibited by statute from conveying the Property to Macalester;

then on or about January 2, 2015, the City would convey the Property to Macalester by way of a Quit Claim Deed from the City of Inver Grove Heights to Macalester College.

WHEREAS, the above-described three conditions have occurred and pursuant to the Conveyance Agreement the City now desires to convey the Property to Macalester by way of the attached Quit Claim Deed.

WHEREAS, Macalester desires to receive the Property from the City by way of the attached Quit Claim Deed and pursuant to the Conveyance Agreement, further desires to convey the attached Drainage Easement to the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Inver Grove Heights, Minnesota:

1. The City Council hereby approves the conveyance of the Property by the City of Inver Grove Heights to Macalester College.
2. The Mayor and Deputy City Clerk are authorized to execute the attached Quit Claim Deed from the City of Inver Grove Heights to Macalester College.
3. The City Council hereby approves the granting of the attached Drainage Easement from Macalester College to the City of Inver Grove Heights.
4. The Mayor and Deputy Clerk are authorized to execute the attached Drainage Easement Agreement between Macalester College and the City of Inver Grove Heights.

Adopted by the City Council of Inver Grove Heights this 23rd day of February, 2015.

George Tourville, Mayor

ATTEST:

Melissa Kennedy, Deputy City Clerk

(Top 3 inches reserved for recording data)

QUIT CLAIM DEED

Business Entity to Business Entity

eCRV number: _____

DEED TAX DUE: \$1.65

DATE: February 23, 2015

FOR VALUABLE CONSIDERATION, **City of Inver Grove Heights**, a municipal corporation under the laws of Minnesota ("Grantor"), hereby conveys and quitclaims to **Macalester College**, a non-profit corporation under the laws of Minnesota ("Grantee"), real property in Dakota County, Minnesota, legally described as follows:

Lots 2 through 13, Block 1, Dorr's Third Inver Grove Addition, Dakota County, Minnesota, together with those portions of the vacated adjoining streets and public ways that have accrued thereto by reason of vacation thereof.

*total consideration for this transfer was less than \$500.00.

Check here if all or part of the described real property is Registered (Torrens)

together with all hereditaments and appurtenances belonging thereto.

Check applicable box:

- The Seller certifies that the Seller does not know of any wells on the described real property.
- A well disclosure certificate accompanies this document or has been electronically filed. (If electronically filed, insert WDC number: [...].)
- I am familiar with the property described in this instrument and I certify that the status and number of wells on the described real property have not changed since the last previously filed well disclosure certificate.

Grantor

City of Inver Grove Heights

By: _____

George Tourville

Its: Mayor

By: _____

Melissa Kennedy

Its: Deputy Clerk

State of Minnesota, County of Dakota

This instrument was acknowledged before me on February 23, 2015, by George Tourville as Mayor and by Melissa Kennedy as Deputy City Clerk of City of Inver Grove Heights, a Minnesota municipal corporation.

(Stamp)

(signature of notarial officer)

Title (and Rank): Notary Public

My commission expires: _____
(month/day/year)

THIS INSTRUMENT WAS DRAFTED BY:
Timothy J. Kuntz
LeVander, Gillen & Miller, P.A.
633 South Concord Street, Suite 400
South St. Paul, MN 55075
(651) 451-1831
Atty ID: 58993

TAX STATEMENTS FOR THE REAL PROPERTY DESCRIBED IN THIS INSTRUMENT SHOULD BE SENT TO:
Macalester College
Attention: David Wheaton
Chief Financial Officer / Vice President for
Administration and Finance
1600 Grand Avenue
St. Paul MN 55105

DRAINAGE EASEMENT AGREEMENT (#3)

THIS DRAINAGE EASEMENT AGREEMENT (“Agreement”) is made, granted and conveyed effective this 23rd day of February, 2015, between **Macalester College**, a Minnesota non-profit corporation (hereinafter referred to as the “Landowner”) and the **City of Inver Grove Heights**, a municipal corporation organized under the laws of the State of Minnesota (hereinafter referred to as the “City”).

WHEREAS, the Landowner owns the real property situated within Dakota County, Minnesota as described on the attached **Exhibit A** (the “Property”).

WHEREAS, Landowner and the City wish to enter into an agreement which will grant to City a non-exclusive easement for underground storm water and drainage purposes over a portion of the Property (the “Easement”).

NOW, THEREFORE, consideration of the sum of One Dollar and other good and valuable consideration to it in hand paid by the City, the receipt and sufficiency of which is hereby acknowledged, the undersigned agree to the creation of the Easement as herein set forth:

1. **Easement Area:**

The Easement Area means and is defined as follows:

The parcel of real property legally described on the attached Exhibit B, and generally depicted on Exhibit B-1.

2. **Grant of Easement:**

Landowner hereby conveys and grants to the City and its successors and permitted assigns a non-exclusive Easement for underground storm water and drainage purposes and all such purposes ancillary, incident or related thereto under, over, across, through and upon the Easement Area. The City hereby accepts such Easement and the duties and restrictions contained herein.

3. **Purpose of Easement:**

The purpose of this Easement is for the construction, maintenance, repair, replacement and restoration of future underground storm water facilities, storm water pipes, culverts, conduits, mains, and all underground facilities and improvements ancillary, incident or related thereto, under, over, across, through and upon the Easement Area. The City will keep Landowner informed of any proposed property developments and of other storm water facilities or other public improvements being considered by the City which would impact the City's need to use the storm water facilities contemplated herein, and the City will use its best efforts to manage the storm water in the watershed district through other storm water facilities so that the storm water facilities contemplated herein will not be required. The phrase "best efforts" as used herein does not require the use of eminent domain proceedings or the payment of compensation in excess of fair market value. The phrase "best efforts" as used herein does not require the use of impractical or uneconomical methodologies to manage the storm water in the watershed district.

4. **Easement Rights and Obligations:**

The City's rights to the Easement include, but are not limited to, the right of ingress and egress over the Easement Area for the purposes of construction, maintenance, repair, replacement, and restoration of any underground storm water facilities, storm water pipes, culverts, conduits, mains, and all underground facilities and improvements ancillary, incident or related thereto, under, over, across, through and upon the Easement Area.

The rights of the City also include the right of the City, its contractors, agents and servants to remove from the Easement Area trees, brush, herbage, aggregate, undergrowth, stumps, and other obstructions interfering with the location, construction and maintenance of the underground storm water pipes, conduits, or mains.

The City agrees that all storm water facilities, storm water pipes, mains and all other facilities related thereto, except for manholes and a section of the outlet pipe where it intersects River Lake, shall be installed underground, with no visible signs of the presence of the underground facilities. The City agrees that it will not install any signage on the Easement Area.

5. **Restoration of Easement Area:**

The City, at its sole cost and expense, shall restore the Easement Area after construction (and after each repair, as needed) to substantially the same condition that existed prior to commencement of construction. All restoration work shall be completed as soon as practical following completion of the construction or repair, but in all cases within the same construction period in which construction or repair commenced. The City shall consult with Landowner regarding any planned restoration work and work with Landowner to achieve a quality of restoration

consistent with the surrounding property and the use thereof. If the Landowner recommends a particular seed and/or planting mixture for use in an area requiring restoration, the City shall use that seed and/or planting mixture. The City shall deposit any excess dirt excavated during construction within the Easement Area and the City shall grade the dirt to conform to the topography of the surrounding area. The City shall haul away from the Easement Area and Property all trees, brush, herbage, aggregate, undergrowth, stumps and other obstructions and debris generated as a result of this construction work. The City shall return to the Easement Area prior to June 15 of each of the three (3) years following completion of any restoration work to correct any failed restoration work or washouts.

6. **Hazardous Substances:**

The City shall not be responsible for any costs, expenses, damages, demands, obligations, penalties, attorneys' fees and losses resulting from any claims, actions, suits, or proceedings based upon a release or threat of release of any hazardous substances, petroleum, pollutants, and contaminants which existed on the Easement Area or the Property prior to the date hereof.

7. **No Waivers:**

Nothing contained herein shall be deemed a waiver by the City of any governmental immunity defenses, statutory or otherwise. Further, any and all claims brought by Landowner, its successors or assigns, shall be subject to any governmental immunity defenses of the City and the maximum liability limits provided by Minnesota Statute, Chapter 466.

8. **Landowner Representation:**

The Landowner, for itself and its successors and assigns, does hereby warrant to and covenant with the City, its successors and assigns, that it is well seized in fee of the Property described on Exhibit A and the Easement Area described on Exhibit B and that it has good right to grant and convey the Easement herein to the City.

9. **Notice:**

At least thirty (30) days prior to the City commencing initial construction, or at least fourteen (14) days prior to the City commencing any repairs on the Easement Area, the City shall notify the Landowner of the upcoming City's use of the Easement Area by delivering, faxing or e-mailing notice to Landowner's Vice President for Administration and Finance; provided, however, no such notice need be given if an emergency exists. An emergency is a situation where damage to property or injury to person has occurred or there is an imminent threat of damage to property or injury to person.

10. **Erosion Control:**

In restoration and use of the Easement Area, the City shall follow a plan for erosion control in accord with the Best Management Practices (BMP) as delineated in the Minnesota Pollution Control Agency handbook titled Water Quality in Urban Areas.

11. Duration of Easement:

The Easement created hereby runs with Property. The City agrees to terminate the Easement upon the occurrence of any of the following:

- a) the installation of alternate storm water drainage facilities which do not require utilization of the Easement herein granted;
- b) a final determination by the Minnesota DNR or other governmental entity with authority over the direct drainage of storm water into the Mississippi River that the underground storm water drainage facilities contemplated herein cannot be installed on the Easement Area.

12. Binding Effect:

The terms and conditions of this Agreement shall be binding upon the parties, their successors and permitted assigns.

13. Indemnification of Landowner:

The City hereby agrees to indemnify, defend and hold Landowner and its trustees, employees, students, agents and invitees harmless against and in respect of any and all claims, demands, actions, suits, proceedings, losses, costs, expenses, obligations, liabilities, damages, recoveries, and deficiencies, including interest, penalties and reasonable attorneys' fees, that Landowner or its trustees, employees, students, agents and invitees incur or suffer, which arise out of, result from or relate to use of the Easement Area by the City and its successors, permitted assigns and contractors, except to the extent the claims, demands, actions, suits, proceedings, losses, costs, expenses, obligations, liabilities, damages, recoveries and deficiencies arise out of, result from or relate to Landowner's negligence.

14. Prohibition Against Assignment:

The City may not assign this Agreement without the written consent of the Landowner.

IN WITNESS WHEREOF, the Landowner and the City have caused this Easement to be executed as of the day and year first above written.

CITY OF INVER GROVE HEIGHTS

George Tourville
Its Mayor

ATTEST:

Melissa Kennedy
Its Deputy City Clerk

STATE OF MINNESOTA)
) ss.
COUNTY OF DAKOTA)

On this 23rd day of February, 2015, before me a Notary Public within and for said County, personally appeared George Tourville and Melissa Kennedy to me personally known, who being each by me duly sworn, each did say that they are respectively the Mayor and Deputy City Clerk of the City of Inver Grove Heights, the municipality named in the foregoing instrument, and that the seal affixed to said instrument was signed and sealed on behalf of said municipality by authority of its City Council and said Mayor and Deputy City Clerk acknowledged said instrument to be the free act and deed of said municipality.

Notary Public

EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

Real Property located in the City of Inver Grove Heights, Dakota County, Minnesota, described as follows:

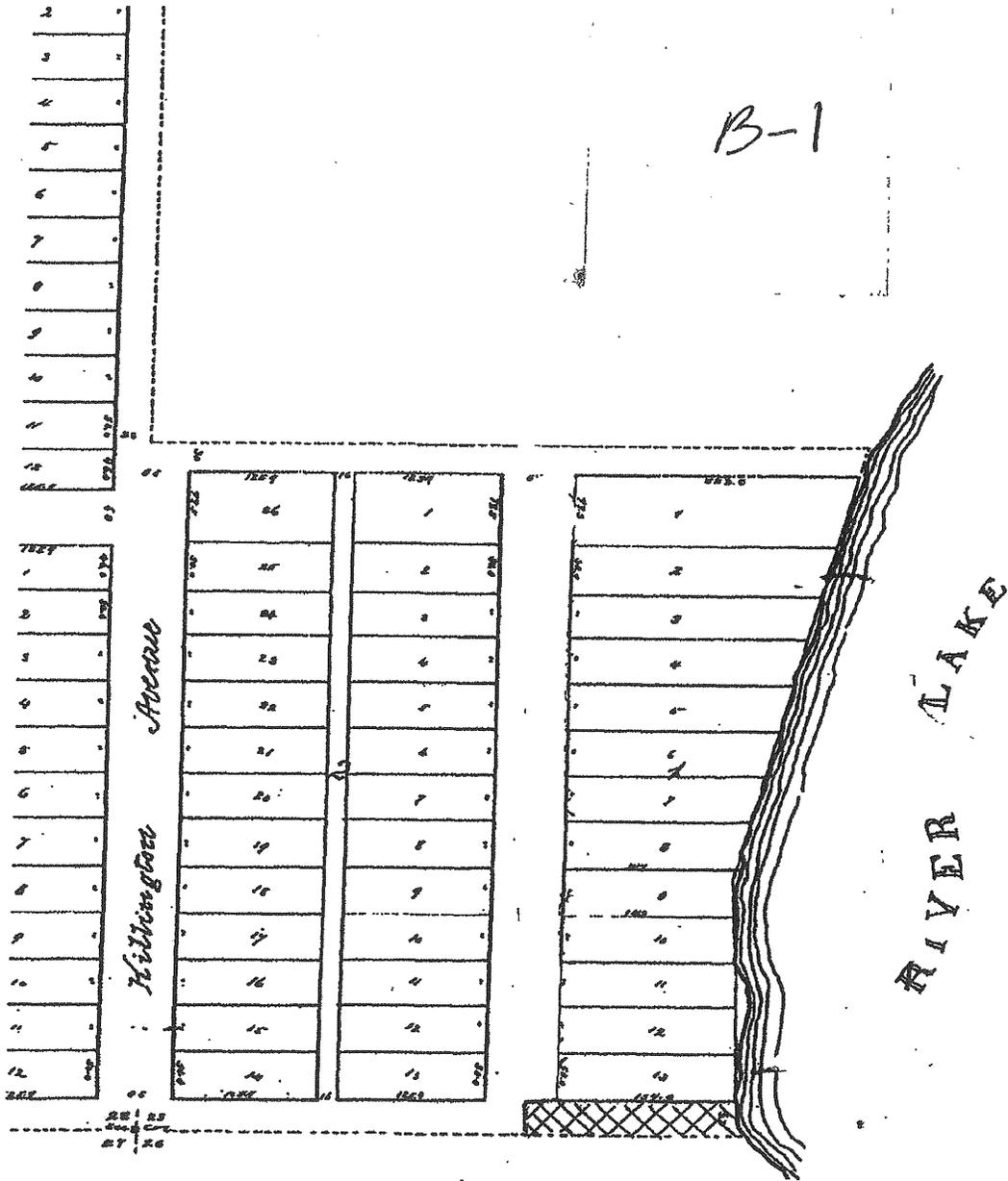
Lots 2 through 13, Block 1, Dorr's Third Inver Grove Addition, Dakota County, Minnesota, together with those portions of the vacated adjoining streets and public ways that have accrued thereto by reason of vacation thereof.

EXHIBIT B
LEGAL DESCRIPTION OF EASEMENT AREA

A perpetual easement for drainage purposes over, under and across the following:

- A. The vacated 33 foot wide street in the plat of Dorr's Third Inver Grove Addition that adjoins the southerly boundary of Lot 13, Block 1, Dorr's Third Inver Grove Addition; and
- B. The vacated 33 foot wide street in the plat of Dorr's Third Inver Grove Addition that adjoins the southerly boundary of that portion of the easterly one half of vacated De Lacy Avenue that adjoins Lot 13, Block 1, Dorr's Third Inver Grove Addition.

EXHIBIT B-1
DEPICTION OF EASEMENT AREA



LEGEND:
 Depiction of Easement Area shown by
 cross-hatched area above.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

PERSONNEL ACTIONS

Meeting Date: February 23, 2015
Item Type: Consent
Contact: Joe Lynch, City Administrator
Prepared by: Amy Jannetto, H.R. Coordinator
Reviewed by: n/a

Fiscal/FTE Impact:

- | | |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None |
| <input type="checkbox"/> | Amount included in current budget |
| <input type="checkbox"/> | Budget amendment requested |
| <input type="checkbox"/> | FTE included in current complement |
| <input type="checkbox"/> | New FTE requested – N/A |
| <input type="checkbox"/> | Other |

PURPOSE/ACTION REQUESTED Staff requests that the Council approve the personnel actions listed below:

Please confirm the seasonal/temporary employment of: Aquatics – Nicole Anaya, Samantha Hall, Fitness – Monica Xiong, Chyrel Swinehart, Katherine Economou, Brittany McArdell, Recreation – Logan Tschida, Parks, John Baltes.

Please confirm the separation of employment: James Olund, Firefighter.

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Resolutions Ordering Projects, Approving Plans and Specifications, and Authorizing Advertisement for Bids for the 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction and the 2015 Improvement Program, City Project No. 2015-14 – 47th Street Area Water and Sanitary Sewer Improvements and Rehabilitation

Meeting Date: February 23, 2015
Item Type: Public Hearing
Contact: Thomas Kaldunski, 651.450.2572
Prepared by: Steve W. Dodge, Asst City Engineer
Reviewed by: Scott D. Thureen, Public Works Director

ST

Fiscal/FTE Impact:	
<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other: Pavement Management Funds, Special Assessments, Utility Funds, Grant Funds, Agreements

PURPOSE/ACTION REQUESTED

Consider resolutions ordering the projects, approving the plans and specifications, and authorizing advertisement for bids for the 2015 Pavement Management Program, City Project No. 2014-09E – 47th Street Area Reconstruction and the 2015 Improvement Program, City Project No. 2015-14 – 47th Street Area Water and Sanitary Sewer Improvements and Rehabilitation.

SUMMARY

The project was initiated by the City Council as part of the City's Pavement Management Program (PMP). At the August 11, 2014 regular meeting, the Council received the resident petition for street reconstruction and ordered the preparation of a feasibility report. At the September 22, 2014 regular meeting the Council accepted an engineering services proposal for preparation of the feasibility study, final design services and construction services by Short Elliot and Hendrickson, Inc. (SEH).

Improvements:

The projects involve street reconstruction, mill and overlay, watermain improvements and rehabilitation, sanitary sewer improvements and rehabilitation, storm sewer improvements, and water quality improvements. A detailed project description is included in the feasibility report and the street segments and effected properties are shown on the attached map.

Assessments:

- The total estimated project cost for project 2015-09E is \$3,296,725 with \$788,005 in assessments, (approximately 24 percent of the project cost).
- The total estimated project cost for project 2015-14 is \$841,930 which includes \$30,814 for 49th Street sewer and water improvements which will only be constructed if the petitioning property owner executes assessment waivers agreements.
- The attached preliminary assessment roll and map has been prepared per City policy

Appraisal Analysis:

The independent appraisers' special benefit recommendations are:

- \$6,000 for single family residential
- \$3,000 for drainage only single family residential
- \$55,000 for Bethesda Church.

The letter of notice for the public hearing acknowledged the estimated per policy assessment amount and the appraiser's recommended special benefit amount (assessment cap). The per policy amount and assessment cap are both provided in the preliminary assessment roll. The final assessment amount is officially adopted by Council at the assessment hearing.

Funding:

Project 2015-09E – 47th Street Area Reconstruction:

- \$3,296,725 Total Project Costs
 - \$788,006 Proposed Assessments
 - \$2,458,720 Pavement Management Fund
 - \$50,000 Grant Funds (Application and Approval Pending)

Project 2015-14 – 47th Street Area Water and Sanitary Sewer Improvements and Rehabilitation

- \$841,930 Total Project Costs
 - \$585,972 Water Fund
 - \$225,144 Sewer Fund
 - \$30,814 Assessment Waiver Agreements

Schedule:

The sequencing of the project will be for the Council to order the project, receive the bids and set the assessment hearing, and then hold the assessment hearing prior to awarding the project. It is anticipated to start construction in May or June of 2015.

Public Information Meeting (2015-09E and 2015-14):

An informational meeting was held with the neighborhood on February 12, 2014 at City Hall. Staff and consultant presented the project, responded to questions, and received input from the 16 residents. The following reflects comments and responses unique to the project:

- General support for the project from those attending the meeting
- Clarification was needed on the two assessment numbers shown on the notice
- Two drainage only single family residents questioned the assessment special benefit
- Residents receiving new watermain were notified they will be hooked up to a temporary water system for several weeks until the main and services are installed and tested
- Sanitary sewer is anticipated to be worked on live with minor disruption to service
- Residents present were generally in favor of seed instead of sod. Staff will provide performance specifications and bid documents for seed

- A 47th Street resident has a wet yard and welcomes the proposed street drintile and sand subgrade
- There is sand reported to be washing off the park property and onto 47th Street cul-de-sac
- Residents will need to request a sump pump basket in order to receive one
- Sump pump basket informational packet was made available to those interested
- There is no sidewalk proposed on 47th Street for final design
- 46th Court has deep puddles in the curb (*The curb is proposed to be replaced, but is at minimal grade so shallow standing water may still occur do to slight grade*)
- Driveways in 46th Court mill and overlay will only be replaced if curb is replaced that impacts driveway
- The reconstruction portion of the project will receive barrier curb (6-inch high face) which will be dropped at driveways providing a smoother entrance
- The residential driveway reconstruction program was discussed and brochures provided
- Staff reviewed sewer and water extension and assessment waiver agreement with the Schmandt property representatives
- Street widths will remain at 36 feet. A portion of 39-foot wide street along 47th Street will be built at 36 feet to match the neighborhood
- The City will seek a grant with Dakota County Soil and Water Conservation District (DCSWCD) for water quality improvements such as hydrodynamic separator and raingardens
- Coordination is occurring simultaneously with the Ullrich Development
- Staff held a separate meeting with Bethesda Church representatives to discuss assessments and storm water grant opportunities with Dakota Council Soil and Water District

I recommend passage of the resolution ordering the projects, approving the plans and specifications, and authorizing advertisement for bids for the 2015 Pavement Management Program, City Project No. 2014-09E – 47th Street Area Reconstruction and the 2015 Improvement Program, City Project No. 2015-14 – 47th Street Area Water and Sanitary Sewer Improvements and Rehabilitation.

Attachments: Preliminary Assessment Roll
Map
Resolutions

City Project No. 2015-09E - 47th Street Area Reconstruction Preliminary Assessment Roll
(Sorted by Map Number)

MAP NO.	PID	Full Name	House Number	Street	Storm Assessment	NSF FF Reconstruction Assessment	SF Per Lot Reconstruction Assessment	SF Per Lot Mill and Overlay Assessment	Total Assessment Per-Policy	Benefit Appraisal Recommendation
1	205035004300	CCR PROPERTIES LLC	2954	49TH ST E	\$ 624.64	\$ -	\$ 13,150.20	\$ -	\$ 13,774.84	\$ 6,000.00
2	205035001170	BEATRICE J MATTISON	2955	49TH ST E	\$ 3,682.51	\$ -	\$ 13,150.20	\$ -	\$ 16,832.71	\$ 6,000.00
3	205035001190	ALAN R & SUZANNE DONNELLY	4878	BRYCE AVE E	\$ 3,676.33	\$ -	\$ 13,150.20	\$ -	\$ 16,826.53	\$ 6,000.00
4	205035001211	DIANE M WINECKE	4872	BRYCE AVE E	\$ 3,670.13	\$ -	\$ 13,150.20	\$ -	\$ 16,820.33	\$ 6,000.00
5	205035001220	TESORO HOMES INC	4858	BRYCE AVE E	\$ 1,832.74	\$ -	\$ -	\$ -	\$ 1,832.74	\$ -
6	205035001230	TESORO HOMES INC	4858	BRYCE AVE E	\$ 1,831.20	\$ -	\$ 13,150.20	\$ -	\$ 14,981.40	\$ 6,000.00
7	205035001240	ALBINA M THOMAS	4750	BRYCE AVE E	\$ 1,822.48	\$ -	\$ 13,150.20	\$ -	\$ 1,822.48	\$ -
8	205035001250	ALBINA M THOMAS	4726	BRYCE AVE E	\$ 378.04	\$ -	\$ -	\$ -	\$ -	\$ -
9	205035001270	DONNA HERBISON	4720	BRYCE AVE E	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
10	205035001280	KATHRYN M HINES	4700	BRYCE AVE E	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
11	205035001300	STEVEN J & TERI J SPRINGER	4709	BRYCE AVE E	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
12	205035002020	CYNTHIA RADANT	4719	BRYCE AVE E	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
13	205035002040	JOSEPH N & SHERI L GERZINA	4731	BRYCE AVE E	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
14	205035002060	DIANE L & STEVEN N ANDERSON	4747	BRYCE AVE E	\$ 1,896.08	\$ -	\$ 13,150.20	\$ -	\$ 15,046.28	\$ 6,000.00
15	205035002070	NATHAN HACKER	4751	BRYCE AVE E	\$ 2,762.67	\$ -	\$ 13,150.20	\$ -	\$ 15,912.87	\$ 6,000.00
16	205035002090	RYAN PARTNERS LLC	4867	BRYCE AVE E	\$ 2,762.85	\$ -	\$ 13,150.20	\$ -	\$ 15,913.05	\$ 6,000.00
17	205035002100	JOHN R & DEBRA SHORT	4871	BRYCE AVE E	\$ 2,762.99	\$ -	\$ 13,150.20	\$ -	\$ 15,913.19	\$ 6,000.00
18	205035002120	CATHERINE J ERIKSEN	4873	BRYCE AVE E	\$ 2,763.15	\$ -	\$ 13,150.20	\$ -	\$ 15,913.35	\$ 6,000.00
19	205035002140	LARRY M & DEBORAH L GROPPOLI	4875	BRYCE AVE E	\$ 2,980.10	\$ -	\$ 13,150.20	\$ -	\$ 16,130.30	\$ 6,000.00
20	205035002150	JOYCE TUFTTE	4877	BRYCE AVE E	\$ 3,467.89	\$ -	\$ 13,150.20	\$ -	\$ 16,618.09	\$ 6,000.00
21	205035003020	WALLACE C & PAMELA A LEVESSEUR	2896	49TH ST E	\$ 350.04	\$ -	\$ 13,150.20	\$ -	\$ 13,500.24	\$ 6,000.00
22	205035003300	ELEANOR TSTE SCHMANDT	2896	49TH ST E	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
23	205035002170	LISA J GARRITY	2891	49TH ST E	\$ 3,236.70	\$ -	\$ 13,150.20	\$ -	\$ 16,386.90	\$ 6,000.00
24	205035002191	KEVIN L & CAROL LEONARD	4870	BRENT AVE E	\$ 3,021.89	\$ -	\$ 13,150.20	\$ -	\$ 16,172.09	\$ 6,000.00
25	205035002210	JEREMIAH BALLARD	4850	BRENT AVE E	\$ 2,986.39	\$ -	\$ 13,150.20	\$ -	\$ 16,136.59	\$ 6,000.00
26	205035002220	GARY L & PATTY A VEIKLEY	4830	BRENT AVE E	\$ 3,057.75	\$ -	\$ 13,150.20	\$ -	\$ 16,207.95	\$ 6,000.00
27	205035002250	ROBERT J & JANEL L GARRICK	4810	BRENT AVE E	\$ 3,021.31	\$ -	\$ 13,150.20	\$ -	\$ 16,171.51	\$ 6,000.00
28	205035002250	KEITH HOFFMAN	4770	BRENT AVE E	\$ 3,093.25	\$ -	\$ 13,150.20	\$ -	\$ 16,243.45	\$ 6,000.00
29	205035002280	RICHARD R & ROBIN L WARNER	4750	BRENT AVE E	\$ 4,185.67	\$ -	\$ 13,150.20	\$ -	\$ 17,335.87	\$ 6,000.00
30	205035002302	GWEN A TSTE PARTIN	4708	BRENT AVE E	\$ 3,819.59	\$ -	\$ 13,150.20	\$ -	\$ 16,969.79	\$ 6,000.00
31	205360000020	ELEANOR TSTE SCHMANDT	4895	BRENT AVE E	\$ 112.16	\$ -	\$ 13,150.20	\$ -	\$ 13,262.36	\$ 6,000.00
32	203870000150	MARLYS JEAN STAPLES	4867	BRENT AVE E	\$ 1,667.06	\$ -	\$ 13,150.20	\$ -	\$ 14,817.26	\$ 6,000.00
33	203870000140	DELORES ARLENE OBRIEN	4849	BRENT AVE E	\$ 1,262.27	\$ -	\$ 13,150.20	\$ -	\$ 15,037.98	\$ 6,000.00
34	203870000120	JEAN ANN SCHMITZ	4849	BRENT AVE E	\$ 1,436.61	\$ -	\$ 13,150.20	\$ -	\$ 14,412.47	\$ 6,000.00
35	203870000100	ROBBIE P SEATON	4827	BRENT AVE E	\$ 4,516.66	\$ -	\$ 13,150.20	\$ -	\$ 14,586.81	\$ 6,000.00
36	203870000091	BENNETT S & JENNIFER HOFFMANN	4801	BRENT AVE E	\$ 4,180.72	\$ -	\$ 13,150.20	\$ -	\$ 17,666.86	\$ 6,000.00
37	203870000061	LEONARD G & JEANNE TSCHIDA	4775	BRENT AVE E	\$ 7,471.94	\$ -	\$ 13,150.20	\$ -	\$ 17,330.92	\$ 6,000.00
38	203870000041	ROSEMARY HISLOP	4763	BRENT AVE E	\$ 7,471.94	\$ -	\$ 13,150.20	\$ -	\$ 20,622.14	\$ 6,000.00
39	203870000304	ROBERT J & BRENDA K SHANLEY	2830	BOYD AVE E	\$ 3,513.69	\$ -	\$ 13,150.20	\$ -	\$ 16,663.89	\$ 6,000.00
40	203870000290	JOHN J & CINDY D VANKEMPEN	4780	BOYD AVE E	\$ 3,243.08	\$ -	\$ 13,150.20	\$ -	\$ 16,393.28	\$ 6,000.00
41	203870000270	DAVID S & SANDRA J BOHRER	4796	BOYD AVE E	\$ 4,200.80	\$ -	\$ 13,150.20	\$ -	\$ 17,351.00	\$ 6,000.00
42	203870000250	BRIAN T LEMAY & DAWN M VARING	4814	BOYD AVE E	\$ 371.06	\$ -	\$ -	\$ -	\$ 371.06	\$ -
43	202920001040	DANIEL & LINDA HOFFMANN	4765	BOYD AVE E	\$ 93.25	\$ -	\$ 13,150.20	\$ -	\$ 13,243.45	\$ 6,000.00
44	202920001030	CHARLES N & BARBARA KLECKNER	2790	47TH ST E	\$ 1,992.16	\$ -	\$ 13,150.20	\$ -	\$ 15,142.36	\$ 6,000.00
45	202920001020	NICHOLAS P MCCARTHY	2780	47TH ST E	\$ 596.04	\$ -	\$ 13,150.20	\$ -	\$ 13,746.24	\$ 6,000.00
46	202920001010	THERESA A HARRISON	2760	47TH ST E	\$ 32.82	\$ -	\$ 13,150.20	\$ -	\$ 13,183.02	\$ 6,000.00

City Project No. 2015-09E - 47th Street Area Reconstruction Preliminary Assessment Roll
(Sorted by Map Number)

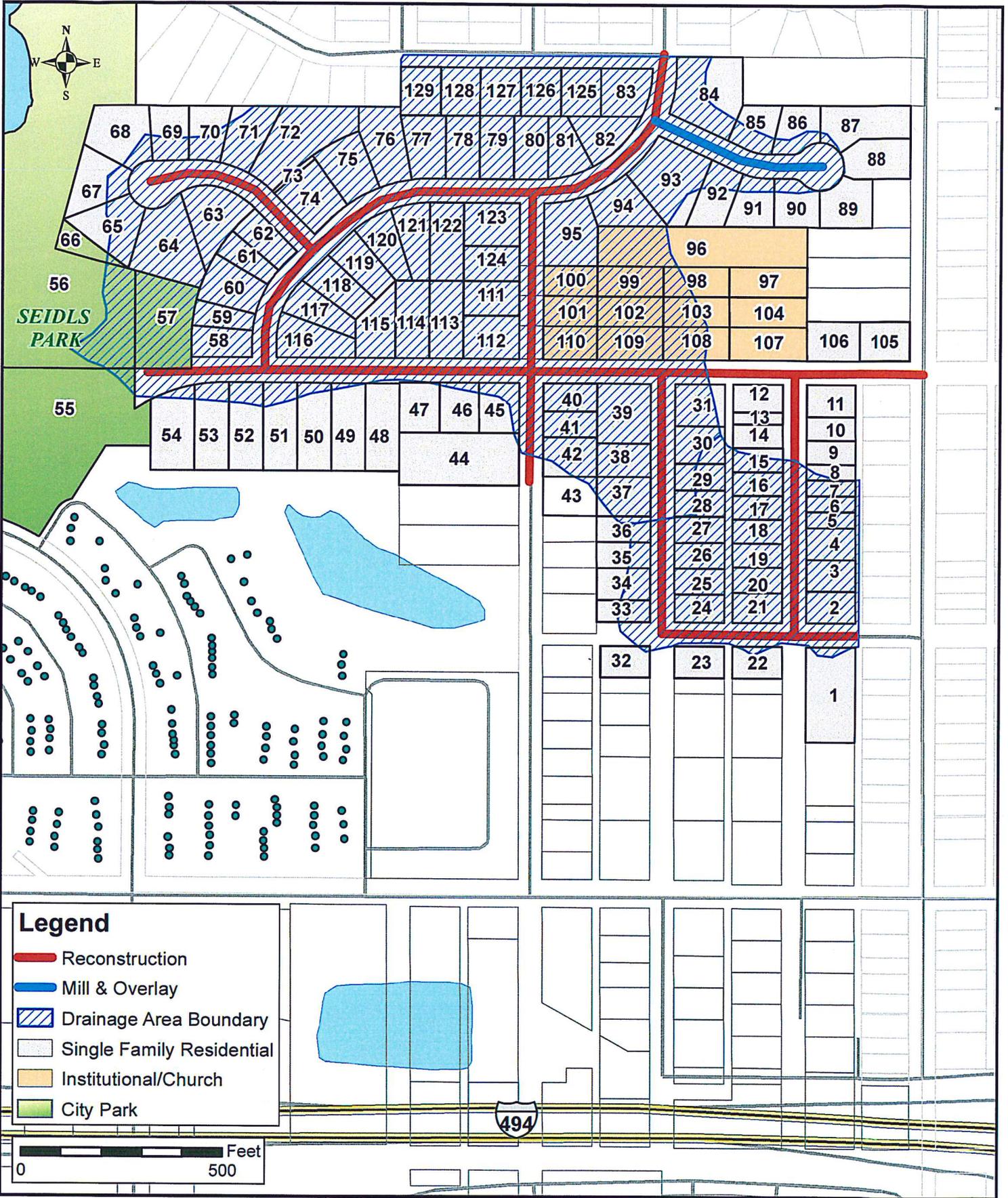
MAP NO.	PID	Full Name	House Number	Street	Storm Assessment	NSF FF Reconstruction Assessment	SF Per Lot Reconstruction Assessment	SF Per Lot Mill and Overlay Assessment	Total Assessment Per-Policy	Benefit Appraisal Recommendation
48	205673001070	KEITH T & TAMARA GOSSEN	2744	47TH ST E	\$ 0.89	\$ -	\$ 13,150.20	\$ -	\$ 13,151.09	\$ 6,000.00
49	205673001060	TODD & MICHELLE ROHRER	2728	47TH ST E	\$ 303.26	\$ -	\$ 13,150.20	\$ -	\$ 13,453.46	\$ 6,000.00
50	205673001050	JEFFREY A & DEBORA A NASS	2710	47TH ST E	\$ 843.75	\$ -	\$ 13,150.20	\$ -	\$ 13,993.95	\$ 6,000.00
51	205673001040	DIANE MARGARET KING	2694	47TH ST E	\$ 1,627.97	\$ -	\$ 13,150.20	\$ -	\$ 14,778.17	\$ 6,000.00
52	205673001030	DAWN M WILSON	2676	47TH ST E	\$ 1,691.47	\$ -	\$ 13,150.20	\$ -	\$ 14,841.67	\$ 6,000.00
53	205673001020	JAMES M & SUSANNA A PEARSON	2660	47TH ST E	\$ 1,993.20	\$ -	\$ 13,150.20	\$ -	\$ 14,543.40	\$ 6,000.00
54	205673001010	CRAIG L & PATRICIA C GILL	2642	47TH ST E	\$ 734.89	\$ -	\$ 13,150.20	\$ -	\$ 13,885.09	\$ 6,000.00
55	204402700010	CITY OF INVER GROVE HTS		47TH ST E	\$ 825.11	\$ 42,247.20	\$ -	\$ -	\$ 43,072.31	\$ 43,072.31
56	200281081011	CITY OF INVER GROVE HTS		47TH ST E	\$ 8,595.50	\$ -	\$ -	\$ -	\$ 8,595.50	\$ 8,595.50
57	200281081013	CITY OF INVER GROVE HTS		47TH ST E	\$ 12,154.03	\$ 49,531.20	\$ -	\$ -	\$ 61,685.23	\$ 61,685.23
58	206710005050	KIMBLE E & CHERYL J ODEGARD	4685	BOWER PATH	\$ 2,987.30	\$ -	\$ -	\$ -	\$ 2,987.30	\$ -
59	206710005040	KIMBLE E & CHERYL J ODEGARD	4685	BOWER PATH	\$ 4,029.62	\$ -	\$ 13,150.20	\$ -	\$ 17,179.82	\$ 6,000.00
60	206710005030	JOHN C & AUCIA C GRANIAS	4679	BOWER PATH	\$ 5,690.62	\$ -	\$ 13,150.20	\$ -	\$ 18,840.82	\$ 6,000.00
61	206710005020	RICHARD & THERESA ZEIN	4675	BOWER PATH	\$ 3,200.78	\$ -	\$ -	\$ -	\$ 3,200.78	\$ -
62	206710005010	RICHARD & THERESA ZEIN	4675	BOWER PATH	\$ 4,032.33	\$ -	\$ 13,150.20	\$ -	\$ 17,182.53	\$ 6,000.00
63	206715001090	DAVID M & MARY L CHARLES	2670	BOWER CT E	\$ 7,373.70	\$ -	\$ 13,150.20	\$ -	\$ 20,523.90	\$ 6,000.00
64	206715001080	J ARON & SHELLEY A ALLEN	2646	BOWER CT E	\$ 10,235.88	\$ -	\$ 13,150.20	\$ -	\$ 23,386.08	\$ 6,000.00
65	206715001071	ERIC J & LANESA C SWARTZENBERG	2626	BOWER CT E	\$ 4,476.19	\$ -	\$ 13,150.20	\$ -	\$ 17,626.39	\$ 6,000.00
66	206715001072	CITY OF INVER GROVE HTS		47TH ST E	\$ 240.31	\$ -	\$ -	\$ -	\$ 240.31	\$ -
67	206715001060	PATRICK N LUNDY	2621	BOWER CT E	\$ 1,418.39	\$ -	\$ 13,150.20	\$ -	\$ 14,568.59	\$ 6,000.00
68	206715001050	DOROTHY C STRUB	2625	BOWER CT E	\$ 1,241.95	\$ -	\$ 13,150.20	\$ -	\$ 14,392.15	\$ 6,000.00
69	206715001040	PAUL R & KATHERINE A FORTNEY	2645	BOWER CT E	\$ 1,945.09	\$ -	\$ 13,150.20	\$ -	\$ 15,095.29	\$ 6,000.00
70	206715001030	JOSEPH W RASCHER	2655	BOWER CT E	\$ 2,132.59	\$ -	\$ 13,150.20	\$ -	\$ 15,282.79	\$ 6,000.00
71	206715001020	TED M & JULIANNE E CHILDS	2675	BOWER CT E	\$ 5,314.50	\$ -	\$ 13,150.20	\$ -	\$ 18,464.70	\$ 6,000.00
72	206715001010	DOUGLAS S WOLLEAT	2685	BOWER CT E	\$ 11,436.06	\$ -	\$ 13,150.20	\$ -	\$ 24,586.26	\$ 6,000.00
73	206710001173	DOUGLAS S WOLLEAT	2685	BOWER CT E	\$ 489.58	\$ -	\$ -	\$ -	\$ 489.58	\$ -
74	206710001172	PATRICA M PAVLUK	4655	BOWER PATH	\$ 6,321.91	\$ -	\$ 13,150.20	\$ -	\$ 19,472.11	\$ 6,000.00
75	206710001151	SCOTT & JEANETTE MURPHY	4645	BOWER PATH	\$ 6,191.61	\$ -	\$ 13,150.20	\$ -	\$ 19,341.81	\$ 6,000.00
76	206710001130	DOUGLAS JAMES FUCHS	4629	BOWER PATH	\$ 7,189.91	\$ -	\$ 13,150.20	\$ -	\$ 20,340.11	\$ 6,000.00
77	206710001120	DONALD J & LINDA DUBOIS	4635	BOWER PATH	\$ 5,811.10	\$ -	\$ 13,150.20	\$ -	\$ 18,961.30	\$ 6,000.00
78	206710001110	GREGORY D & PAMELA FLETCHER	4629	BOWER PATH	\$ 4,948.59	\$ -	\$ 13,150.20	\$ -	\$ 18,098.79	\$ 6,000.00
79	206710001100	JAMES & SUSAN ZSCHORKE	4625	BOWER PATH	\$ 4,948.58	\$ -	\$ 13,150.20	\$ -	\$ 18,098.78	\$ 6,000.00
80	206710001090	KENNETH C JR ALBRECHT	4619	BOWER PATH	\$ 4,947.28	\$ -	\$ 13,150.20	\$ -	\$ 18,097.48	\$ 6,000.00
81	206710001080	JOHN HOWARD & KORYN FRANSON	4615	BOWER PATH	\$ 4,534.29	\$ -	\$ 13,150.20	\$ -	\$ 17,684.49	\$ 6,000.00
82	206710001070	LINDA J WEIMER	4609	BOWER PATH	\$ 4,901.11	\$ -	\$ 13,150.20	\$ -	\$ 18,051.31	\$ 6,000.00
83	206710001060	KIRA ZACHARIASEN	4605	BOWER PATH	\$ 5,333.25	\$ -	\$ 13,150.20	\$ -	\$ 18,485.45	\$ 6,000.00
84	204160001010	THOMAS E & LORI A TS LENKOWSKI	4604	BOWER PATH	\$ 6,433.15	\$ -	\$ 13,150.20	\$ -	\$ 19,583.35	\$ 6,000.00
85	204160001020	WADE R & KATHY J SCHOWALTER	2925	46TH CT E	\$ 2,034.06	\$ -	\$ -	\$ 5,242.48	\$ 7,276.54	\$ 6,000.00
86	204160001030	JOANNE ANDRIE	2945	46TH CT E	\$ 1,641.43	\$ -	\$ -	\$ 5,242.48	\$ 6,883.91	\$ 6,000.00
87	204160001040	WILLIAM J & ANN C FOX	2965	46TH CT E	\$ 302.98	\$ -	\$ -	\$ 5,242.48	\$ 5,545.46	\$ 5,545.46
88	204160001050	SERGIO R & YVETTE M ANDRADE	2985	46TH CT E	\$ 8.15	\$ -	\$ -	\$ 5,242.48	\$ 5,250.63	\$ 5,250.63
89	204160001060	JAMES W TST MAY	2960	46TH CT E	\$ 2.48	\$ -	\$ -	\$ 5,242.48	\$ 5,244.96	\$ 5,244.96
90	204160001070	VERNON R SANDRA LEVINE	2940	46TH CT E	\$ 1,019.04	\$ -	\$ -	\$ 5,242.48	\$ 6,261.52	\$ 6,000.00
91	204160001080	SEAN R & ANN M GIBSON	2930	46TH CT E	\$ 1,171.09	\$ -	\$ -	\$ 5,242.48	\$ 6,413.57	\$ 6,000.00
92	204160001090	PATRICIA JEAN ELLSWORTH	2910	46TH ST E	\$ 1,865.22	\$ -	\$ -	\$ 5,242.48	\$ 7,107.70	\$ 6,000.00
93	204160001100	KATHLEEN E TST BEALKA	2900	46TH CT E	\$ 9,114.75	\$ -	\$ -	\$ 5,242.48	\$ 14,357.23	\$ 6,000.00
94	206710003020	DAVID H & ANN SIEGEL	4612	BOWER PATH	\$ 5,753.88	\$ -	\$ 13,150.20	\$ -	\$ 18,904.08	\$ 6,000.00

City Project No. 2015-09E - 47th Street Area Reconstruction Preliminary Assessment Roll
(Sorted by Map Number)

MAP NO.	PID	Full Name	House Number	Street	Storm Assessment	NSF FF Reconstruction Assessment	SF Per Lot Reconstruction Assessment	SF Per Lot Mill and Overlay Assessment	Total Assessment Per-Policy	Benefit Appraisal Recommendation
95	206710003010	RICHARD D & KATHLEEN YOUNGBLOW	4660	BOYD AVE E	\$ 7,901.37	\$ -	\$ 13,150.20	\$ -	\$ 21,051.57	\$ 6,000.00
96	200281078011	BETHESDA EV LUTH CH	2855	47TH STE	\$ 6,685.74	\$ -	\$ -	\$ -	\$ 6,685.74	\$ -
97	204440002010	BETHESDA EV LUTH CH	2855	47TH STE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
98	204440002060	BETHESDA EV LUTH CH	2855	47TH STE	\$ 1,524.48	\$ -	\$ -	\$ -	\$ 1,524.48	\$ -
99	204440003010	BETHESDA EV LUTH CH	2855	47TH STE	\$ 4,584.94	\$ -	\$ -	\$ -	\$ 4,584.94	\$ -
100	204440003060	BETHESDA EV LUTH CH	2855	47TH STE	\$ 3,747.00	\$ 21,852.00	\$ -	\$ -	\$ 25,599.00	\$ 9,166.67
101	204440003050	BETHESDA EV LUTH CH	2855	47TH STE	\$ 3,747.74	\$ 21,852.00	\$ -	\$ -	\$ 25,599.74	\$ 9,166.67
102	204440003020	BETHESDA EV LUTH CH	2855	47TH STE	\$ 4,584.20	\$ -	\$ -	\$ -	\$ 4,584.20	\$ -
103	204440002050	BETHESDA EV LUTH CH	2855	47TH STE	\$ 2,550.20	\$ -	\$ -	\$ -	\$ 2,550.20	\$ -
104	204440002020	BETHESDA EV LUTH CH	2855	47TH STE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
105	201370001040	GEORGE & BEATRICE F POTTER	2989	47TH STE	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
106	201370001050	JON BECHT	2955	47TH STE	\$ -	\$ -	\$ 13,150.20	\$ -	\$ 13,150.20	\$ 6,000.00
107	204440002030	BETHESDA EV LUTH CH	2855	47TH STE	\$ -	\$ 56,815.20	\$ -	\$ -	\$ 56,815.20	\$ 9,166.66
108	204440002040	BETHESDA EV LUTH CH	2855	47TH STE	\$ 3,307.99	\$ 47,783.04	\$ -	\$ -	\$ 51,091.03	\$ 9,166.66
109	204440003030	BETHESDA EV LUTH CH	2855	47TH STE	\$ 5,083.70	\$ 48,074.40	\$ -	\$ -	\$ 53,158.10	\$ 9,166.67
110	204440003040	BETHESDA EV LUTH CH	2855	47TH STE	\$ 4,157.06	\$ 24,182.88	\$ -	\$ -	\$ 28,339.94	\$ 9,166.67
111	206710004100	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4681	BOYD AVE E	\$ 4,493.85	\$ -	\$ 13,150.20	\$ -	\$ 17,644.05	\$ 6,000.00
112	206710004110	RICHARD L TSTE CHRISTIANSEN	2793	47TH STE	\$ 5,611.05	\$ -	\$ 13,150.20	\$ -	\$ 18,761.25	\$ 6,000.00
113	206710004120	JEREMY ELTON	2773	47TH STE	\$ 6,132.75	\$ -	\$ 13,150.20	\$ -	\$ 19,282.95	\$ 6,000.00
114	206710004130	ANTOINETTE & GARY L BRUTGER	2759	47TH STE	\$ 6,130.73	\$ -	\$ 13,150.20	\$ -	\$ 19,280.93	\$ 6,000.00
115	206710004140	TIMOTHY J & SUZANNE FRONK	2741	47TH STE	\$ 5,308.65	\$ -	\$ 13,150.20	\$ -	\$ 18,458.85	\$ 6,000.00
116	206710004010	MARK J & JANET MCCOY	4688	BOWER PATH	\$ 5,947.55	\$ -	\$ 13,150.20	\$ -	\$ 19,097.75	\$ 6,000.00
117	206710004020	LOUIS A & SHERRYL A SELIGA	4676	BOWER PATH	\$ 4,662.68	\$ -	\$ 13,150.20	\$ -	\$ 17,812.88	\$ 6,000.00
118	206710004030	JAMES E & CAROL J SMITH	4656	BOWER PATH	\$ 4,868.58	\$ -	\$ 13,150.20	\$ -	\$ 18,018.78	\$ 6,000.00
119	206710004040	MAXIMILLIAM & SUSAN SPORER	4658	BOWER PATH	\$ 4,848.89	\$ -	\$ 13,150.20	\$ -	\$ 17,999.09	\$ 6,000.00
120	206710004050	DAWN M STILLMUNKES	4648	BOWER PATH	\$ 4,622.04	\$ -	\$ 13,150.20	\$ -	\$ 17,772.24	\$ 6,000.00
121	206710004060	JACQUELINE A HUEBERSCH	4636	BOWER PATH	\$ 5,051.05	\$ -	\$ 13,150.20	\$ -	\$ 18,201.25	\$ 6,000.00
122	206710004070	LOBI LSTEGINK	4630	BOWER PATH	\$ 6,132.85	\$ -	\$ 13,150.20	\$ -	\$ 19,283.05	\$ 6,000.00
123	206710004080	RUTH M & DANIEL P GOHL	4626	BOWER PATH	\$ 5,611.03	\$ -	\$ 13,150.20	\$ -	\$ 18,761.23	\$ 6,000.00
124	206710004090	GREGORY S & JOAN M JOSWIAK	4673	BOYD AVE E	\$ 4,493.84	\$ -	\$ 13,150.20	\$ -	\$ 17,644.04	\$ 6,000.00
125	206710001050	BRENDA J BIJLAN	2836	46TH STE	\$ 4,453.16	\$ -	\$ -	\$ -	\$ 4,453.16	\$ 3,000.00
126	206710001040	ROBERTA C RETTING	2828	46TH STE	\$ 4,453.16	\$ -	\$ -	\$ -	\$ 4,453.16	\$ 3,000.00
127	206710001030	MICHAEL R & BRENDA L VERWAY	2796	46TH STE	\$ 4,485.60	\$ -	\$ -	\$ -	\$ 4,485.60	\$ 3,000.00
128	206710001020	DAVID J & NANCY E OSLAND	2778	46TH STE	\$ 4,420.71	\$ -	\$ -	\$ -	\$ 4,420.71	\$ 3,000.00
129	206710001010	GREGORY S KRONICK	2760	46TH STE	\$ 4,453.16	\$ -	\$ -	\$ -	\$ 4,453.16	\$ 3,000.00
TOTAL:					\$ 423,209.06	\$ 312,337.92	\$ 1,209,818.40	\$ 47,182.32	\$ 1,992,547.70	\$ 788,005.46

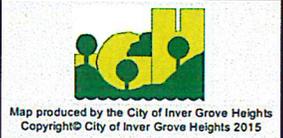
2015-14 - 47th Street Area Water and Sewer Improvements and Rehabilitation Preliminary Assessment Roll

MAP NO.	PID	Full Name	House Number	Street	Sanitary Main Assessment	Sanitary Service Assessment	Water Service Assessment	Total Assessment
23	205035003300	ELEANOR TSTE SCHMANDT		49TH STE	\$ 11,458.00	\$ 1,620.00	\$ 2,329.00	\$ 15,407.00
32	205360000020	ELEANOR TSTE SCHMANDT		49TH STE	\$ 11,458.00	\$ 1,620.00	\$ 2,329.00	\$ 15,407.00
TOTAL:					\$ 22,916.00	\$ 3,240.00	\$ 4,658.00	\$ 30,814.00



Legend

-  Reconstruction
-  Mill & Overlay
-  Drainage Area Boundary
-  Single Family Residential
-  Institutional/Church
-  City Park



**City Project No. 2015-09E 47th Street
Area Reconstruction and 2015-14 Water and
Sanitary Sewer Improvements and Rehabilitation**
City of Inver Grove Heights, MN

THIS DRAWING IS NEITHER A LEGALLY RECORDED MAP NOR A SURVEY AND IS NOT INTENDED TO BE USED AS ONE. THIS DRAWING IS A COMPILATION OF RECORDS, INFORMATION AND DATA LOCATED IN VARIOUS CITY, COUNTY AND STATE OFFICES AND OTHER SOURCES AND IS TO BE USED FOR REFERENCE PURPOSES ONLY. THE CITY OF INVER GROVE HEIGHTS IS NOT RESPONSIBLE FOR ANY INACCURACIES HEREIN CONTAINED. Revised Map 2/19/2015.

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION ORDERING IMPROVEMENTS, AUTHORIZING AND APPROVING PLANS AND SPECIFICATIONS, AND AUTHORIZING ADVERTISEMENT FOR BIDS FOR THE 2015 PAVEMENT MANAGEMENT PROGRAM, CITY PROJECT NO. 2015-09E – 47TH STREET AREA RECONSTRUCTION

RESOLUTION NO. _____

WHEREAS, a resolution passed by the City Council on January 26, 2015 called for a public hearing on the proposed improvement project, 2015 Pavement Management Program, City Project No. 2015-09E – 47th Street Area Reconstruction; and

WHEREAS, published notice was given pursuant to Minnesota Statute 429.031, and the hearing was held thereon on the February 23, 2015, at which time all persons desiring to be heard were given an opportunity to be heard thereon; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA THAT:

1. Such improvement is hereby ordered as proposed in this Council resolution adopted February 23, 2015.
2. The plans and specifications for City Project No. 2015-09E are hereby authorized and approved.
3. The Public Works Director is hereby authorized to advertise for bids with respect to City Project No. 2015-09E.
4. The contract for these improvements shall be let no later than three years after the adoption of this resolution.

Adopted by the City Council of Inver Grove Heights this February 23, 2015.

AYES:

NAYS:

George Tourville, Mayor

ATTEST

Melissa Kennedy, Deputy Clerk

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION ORDERING IMPROVEMENTS, AUTHORIZING AND APPROVING PLANS AND SPECIFICATIONS, AND AUTHORIZING ADVERTISEMENT FOR BIDS FOR THE 2015 IMPROVEMENT PROGRAM, CITY PROJECT NO. 2015-14 – 47TH STREET AREA WATER AND SANITARY SEWER IMPROVEMENTS AND REHABILITATION

RESOLUTION NO. _____

WHEREAS, a resolution passed by the City Council on January 26, 2015 called for a public hearing on the proposed improvement project, 2015 Improvement Program, City Project No. 2015-14 – 47th Street Area Water and Sanitary Sewer Improvements and Rehabilitation; and

WHEREAS, published notice was given pursuant to Minnesota Statute 429.031, and the hearing was held thereon on the February 23, 2015, at which time all persons desiring to be heard were given an opportunity to be heard thereon; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, MINNESOTA THAT:

1. Such improvement is hereby ordered as proposed in this Council resolution adopted February 23, 2015.
2. The plans and specifications for City Project No. 2015-14 are hereby authorized and approved.
3. The Public Works Director is hereby authorized to advertise for bids with respect to City Project No. 2015-14.
4. The contract for these improvements shall be let no later than three years after the adoption of this resolution.
5. Sewer and water extensions to the Schmandt parcels will only be constructed if the owners agree to special assessments through waiver of assessment appeals in the amount of \$30,814.

Adopted by the City Council of Inver Grove Heights this February 23, 2015.

AYES:

NAYS:

George Tourville, Mayor

ATTEST

Melissa Kennedy, Deputy Clerk

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

BRAND ENERGY SERVICES - Case No. 15-03C

Meeting Date: February 23, 2015
 Item Type: Regular
 Contact: Heather Botten 651.450.2569
 Prepared by: *HB* Heather Botten, Associate Planner
 Reviewed by:

<input checked="" type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	Other

PURPOSE/ACTION REQUESTED

Consider a Resolution relating to a Conditional Use Permit to operate a contractor's yard with outdoor storage on the property located at 6265 Carmen Avenue.

- Requires a 4/5th's vote.
- 60-day deadline: March 16, 2015 (first 60-days)

SUMMARY

The applicant has submitted a request for a conditional use permit to operate a contractor's yard with outdoor storage, which is a conditional use in the I-1 zoning district. The applicant's business is a construction company that provides services to the industrial construction market. Most of the material they use would be stored inside of the building, but there would be some materials stored outside, triggering the need for a conditional use permit. The applicant stated they would also be storing work trucks on the property within the fenced area.

Screening of the outside storage is required from the residential neighborhoods and the right-of-way. The north and west property lines have existing solid screening. The applicant will be repairing the northerly fence and is proposing to install a new fence with a fabric cover on the easterly side of the property screening the outdoor storage from Carmen Avenue.

The proposed request meets the CUP criteria relating to the Comprehensive Plan and zoning consistency, compatibility with land uses, environmental impacts, and public health and safety impacts.

Planning Staff: Based on the information provided and the conditions listed in the attached resolution, staff is recommending **approval** of the Conditional Use Permit to operate a contractor's yard with outdoor storage.

Planning Commission: Recommended **approval** of the request at their February 17, 2015 meeting with the conditions listed in the attached resolution (7-0). The applicant was in attendance at the public hearing; no neighbors attended the hearing.

Attachments: CUP Resolution
 Planning Commission Recommendation
 Planning Staff Report

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. _____

RESOLUTION APPROVING A CONDITIONAL USE PERMIT FOR A CONTRACTOR'S
YARD WITH OUTDOOR STORAGE

Brand Energy Services
Case No. 15-03C

WHEREAS, an application for Conditional Use Permit has been submitted for property located at 6265 Carmen Avenue and legally described as the following;

Lot 2, Block 1, Southeast Metro Industrial Park, Dakota County, MN

WHEREAS, the aforescribed property is currently zoned I-1, Limited Industrial;

WHEREAS, a contractors yard with outdoor storage is listed as a conditional use within the I-1, Limited Industrial zoning district;

WHEREAS, the request has been reviewed against Title 10, Chapter 3, Article A, Section 10-3A-5 regarding the criterion for a Conditional Use Permit such as consistency with the Comprehensive Plan, conformity with the Zoning Ordinance and compatibility with adjacent properties, among other criteria, the request meets all of the minimum standards;

WHEREAS, a public hearing concerning the conditional use permit was held before the Inver Grove Heights Planning Commission in accordance with Minnesota Statute, Section 462.357, Subdivision 3 on February 17, 2015;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, that a Conditional Use Permit to allow a contractor's yard with outdoor storage is hereby approved subject to the following conditions:

1. The site shall be developed in substantial conformance with the following plans on file with the Planning Department except as may be modified herein:

Site Plan

dated 02-04-15

2. The outside storage area shall be kept in a neat and orderly manner. All licensable equipment and vehicles must have a current license and be in operable condition.
3. The City Code Enforcement Officer, or other designee, shall be granted right of access to the property at all reasonable times to ensure compliance with the conditions of this permit.
4. All parking lot and building lighting shall be of a shoe-box style with all lighting being diffused or direct away from all property lines and public right-of-ways. The direct source of the light shall not be visible from any abutting property lines and public right-of-ways.
5. The solid fencing is a screening requirement and must be maintained. i.e. kept straight and plumb, fix any broken boards, remove graffiti, etc.
6. All signs for the site require a separate sign permit and shall conform to the sign requirements of the I-1 zoning district.

BE IT FURTHER RESOLVED that the Deputy Clerk is hereby authorized and directed to record a certified copy of this Resolution at the Dakota County Recorder's Office.

Adopted by the City Council of Inver Grove Heights this 23rd day of February, 2015.

AYES:

NAYS:

ATTEST:

George Tourville, Mayor

Melissa Kennedy, Deputy Clerk

**RECOMMENDATION TO
CITY OF INVER GROVE HEIGHTS**

TO: Mayor and City Council of Inver Grove Heights
FROM: Planning Commission
DATE: February 17, 2015
SUBJECT: **BRAND ENERGY SERVICES – CASE NO. 15-03C**

Reading of Notice

Commissioner Simon read the public notice to consider the request for a conditional use permit to allow outdoor storage on the property located at 6265 Carmen Avenue. 22 notices were mailed.

Presentation of Request

Heather Botten, Associate Planner, explained the request as detailed in the report. She advised that the property in question is zoned I-1, Limited Industrial and is the former site of Simon Delivers. The applicant is requesting a conditional use permit to allow for a contractor's yard with outdoor storage. The applicant's business is a construction company that provides services to the industrial construction market. Most of the material they use would be stored inside of the building, but there would be some materials stored outside, triggering the need for a conditional use permit. They would also be storing work trucks on the property within the fenced area. Screening of the outside storage is required from the residential neighborhoods and the right-of-way. The north and west property lines have existing solid screening. The applicant will be repairing the northerly fence and is proposing to install a new fence with a mesh cover on the easterly side of the property. Staff believes that the request meets the conditional use permit criteria and recommends approval of the request with the six conditions listed in the report. Staff heard from one of the abutting property owners who had concerns regarding potential noise.

Commissioner Simon asked if there was an existing conditional use permit for Simon Delivers.

Ms. Botten replied in the affirmative.

Commissioner Simon asked if the existing conditional use permit would carry over to this property.

Ms. Botten replied that the existing conditional use permit was specifically for the outside storage of trucks; it did not address any materials. The current request addresses the outside storage of materials.

Opening of Public Hearing

Adam Sease, Brand Energy Services, Milwaukee, WI, advised he was available to answer any questions.

Chair Maggi asked the applicant if he read and understood the report.

Mr. Sease replied in the affirmative.

Commissioner Klein asked what the hours of operation would be.

Mr. Sease replied that 99% of the time employees would only be there between 7 a.m. and 5 p.m.

Commissioner Klein advised the applicant that there were noise complaints received regarding the previous tenant, Simon Delivers, which operated throughout the night.

Mr. Sease replied that there would be no refrigeration units or tractor trailers running overnight. The only reason anyone would be there after office hours would be to load materials for 20-30 minutes in the case of an emergency.

Commissioner Gooch asked how many employees would be on site.

Mr. Sease replied 6-8.

Chair Maggi closed the public hearing.

Planning Commission Recommendation

Motion by Commissioner Gooch, second by Commissioner Lissarrague, to approve the request for a conditional use permit to allow outdoor storage on the property located at 6265 Carmen Avenue, with the conditions listed in the report.

Motion carried (7/0). This item goes to the City Council on February 23, 2015.

North	Multiple Family; Zoned R-3C; Guided Medium Density Residential
East	Industrial; Zoned I-1, Limited Industrial; Guided Industrial Office Park
West	Single Family; Zoned R-1C, Single-family; Guided Low Density Residential
South	Mini Storage; Zoned I-1, Limited Industrial; Guided Industrial Office Park

SITE PLAN REVIEW

Setbacks. No changes are being proposed to the existing parking lot or building.

Parking/Storage. Parking for the proposed use consists of 17 customer/employee parking stalls located on the east side of the site. The zoning code does not have any specific parking requirements for a contractor's yard. Staff reviewed the parking based on the applicants need; the applicant stated there are currently two employees. Staff is comfortable with the parking provided.

Screening/Landscaping. Landscaping was installed with the Simon Delivers request; no additional landscaping is required with the proposed request. Screening the outdoor storage is required from residential uses and right-of-way. The north and west property lines have existing solid screening. The applicant will be repairing the northerly fence complying with code requirements. The applicant is proposing to install a new fence with a mesh cover to screen from Carmen Avenue, complying with code requirements.

Access. Access to the site it not changing; there are two access points from Carmen Avenue.

Lighting. No changes to the lighting are proposed at this time. All parking lot lighting and building lighting shall be designed so as to deflect light away from the public street. The source of light shall be hooded, recessed, or controlled in some manner so as not to be visible from adjacent property or streets.

Signage. No signs are proposed at this time. All signs for the site require a separate sign permit and shall conform to the sign requirements of the I-1 zoning district.

Engineering. No additional impervious surface would be added to the property at this time. The City Engineering Department has reviewed the plans and has no issues with the proposed request.

GENERAL CONDITIONAL USE PERMIT REVIEW

This section reviews the plans against the CUP criteria in the Zoning Ordinance (Section 10-3A).

1. *The use is consistent with the goals, policies and plans of the City Comprehensive Plan, including future land uses, utilities, streets and parks.*

This criterion is met. The Comprehensive Plan recognizes the proposed area as Industrial. A contractor's yard with outdoor storage is consistent with uses in the industrial area and with the long range plan for the area.

2. *The use is consistent with the City Code, especially the Zoning Ordinance and the intent of the specific Zoning District in which the use is located.*

The I-1 district is intended for the continued operation of light manufacturing, warehousing, and wholesaling businesses. The proposed use of a contractor's yard with outdoor storage is a conditional use in the I-1 district. With approval of the CUP, the request would be consistent with the zoning requirements.

3. *The use would not be materially injurious to existing or planned properties or improvements in the vicinity.*

The use proposed does not appear to be materially injurious to existing or planned properties or improvements to the vicinity.

4. *The use does not have an undue adverse impact on existing or planned City facilities and services, including streets, utilities, parks, police and fire, and the reasonable ability of the City to provide such services in an orderly, timely manner.*

This criterion is met; the proposed request does not appear to have any negative effects on City facilities or services.

5. *The use is generally compatible with existing and future uses of surrounding properties, including:*

- i. Aesthetics/exterior appearance*

No changes are proposed to the existing structure. Outside storage is not uncommon in industrial areas and will be screened from the residential properties and right-of-way.

- ii. Noise*

The noise from a contractors' yard is not out of the ordinary for the I-1 zoning district.

- iii. Fencing, landscaping and buffering*

The applicant is meeting the City's landscaping and screening requirements.

4. All parking lot and building lighting shall be of a shoe-box style with all lighting being diffused or direct away from all property lines and public right-of-ways. The direct source of the light shall not be visible from any abutting property lines and public right-of-ways.
5. The wood fence is a screening requirement and must be maintained. i.e. kept straight and plumb, fix any broken boards, remove graffiti, etc.
6. All signs for the site require a separate sign permit and shall conform to the sign requirements of the I-1 zoning district.

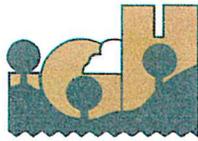
B. Denial If the Planning Commission finds that the proposed request is not in the best interest of the physical development of the City, a recommendation of denial should be forwarded to the City Council. With a recommendation of denial, findings or the basis for the denial should be given.

RECOMMENDATION

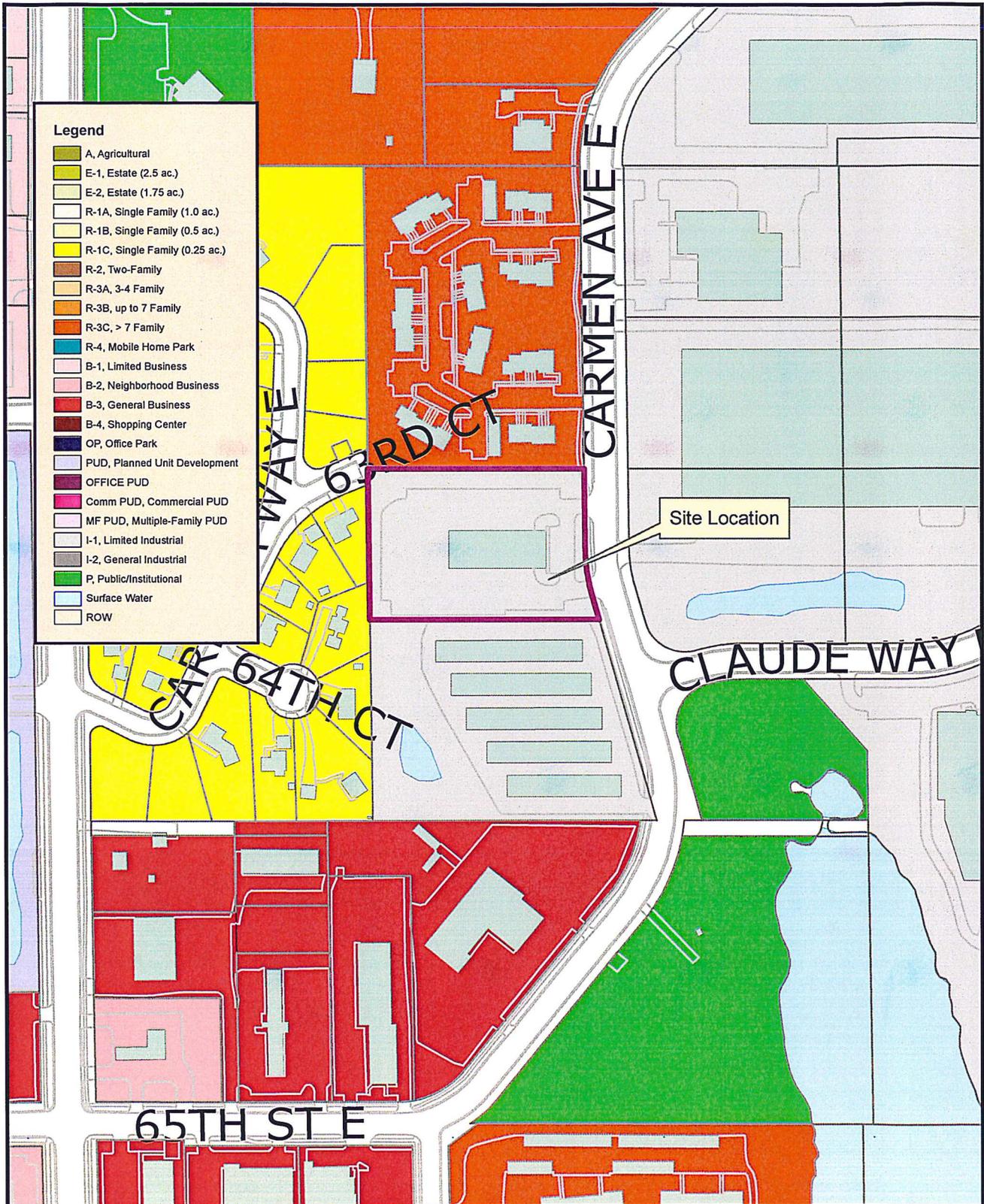
Based on the preceding report, Staff recommends **approval** of the request with the conditions listed in Alternative A.

Attachments: Exhibit A - Location and Zoning Map
Exhibit B - Narrative
Exhibit C - Site Plan
Exhibit D - Picture of scaffolding

Map not to scale



Brand Energy Service 6265 Carmen Avenue



This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is to be used for reference purpose only. The City of IGH is not responsible for any inaccuracies herein contained.

Exhibit A Zoning and Location Map

February 4, 2015

Transmitted Via Email: hbotten@invergroveheights.org

City of Inver Grove Heights
8150 Barbara Avenue
Inver Grove Heights, MN 55077

Attn: Ms. Heather Botten

Re: 6265 Carmen Avenue
Inver Grove Heights, MN

Subject: Property Use Description_Revision #1

Ms. Botten:

This correspondence represents the proposed use of the property located at 6265 Carmen Avenue (property). Brand Energy Services (BES) will be leasing the property from the current owner. BES is a construction company which provides scaffold, insulation, and painting services to the industrial construction market. The following is the planned use of the property.

1. Outdoor storage of scaffold – Although most of our materials will be stored inside, it will be required to store component scaffold materials outside within the fence on the paved portion of the property. The scaffolding is stored in 4' x 4' steel racks. These racks will be located near the building and on the outer perimeter of the paved lot. The placement of these materials will require adequate area for vehicles to drive through the lot. These materials will be stored at this property until required on a construction site. Shipping of the material will be by flatbed trucks. The materials will be shipped in and out of the property on a daily and/or weekly basis.
2. Outdoor storage of vehicles - Throughout the term of our lease, it is our intent to park vehicles at the property. These vehicles may include pick-up trucks, or large commercial flatbed trucks. The vehicles parked over night at the property will be inside of the fenced lot.
3. Fencing – The property currently has privacy fence installed on the west and north sides. This fence will remain for both privacy as well as security. The fence located on the north side of the property is currently in need of repair. These repairs will be completed as soon as possible with the weather conditions. A new fence will be installed on the east side of the property between the building and the two existing fences. This fence will have openings on both the north and south side of the building. The opening will be a minimum of 20 feet per the fire marshal's request. The east fence will also have a privacy mesh/fabric installed to block the view of the paved lot from Carmen Avenue.
4. Access – A Knox gate switch or a Knox lock will be installed on the gates to allow access to the building and property by the fire department or other first responders.

Attached you will find a drawing of the property. The drawing shows the areas that may be used for outdoor storage, vehicle parking, and the fence location.

In the event that you have any questions or require any further clarifications, please do not hesitate to contact me.

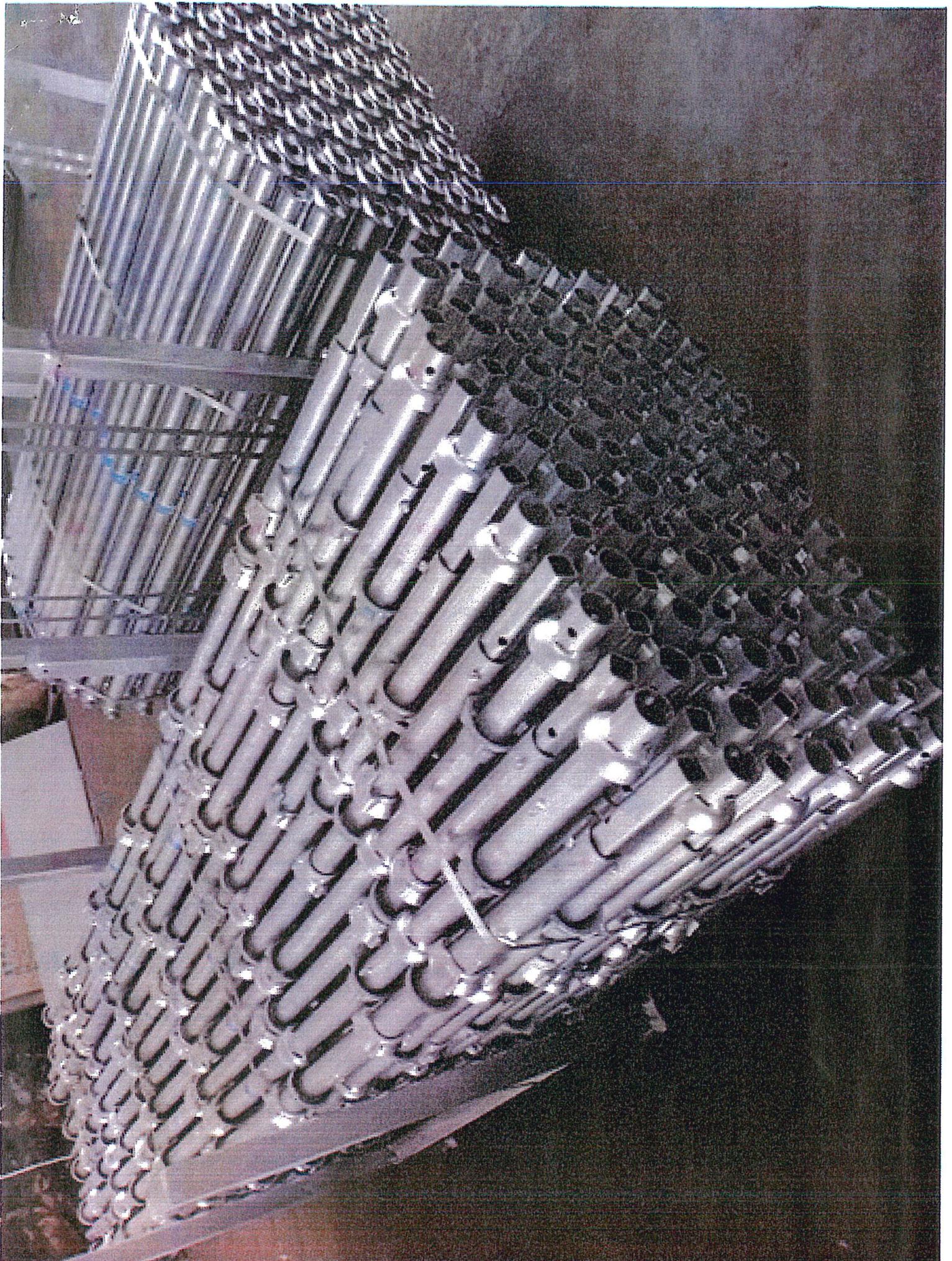
BRAND

BRAND ENERGY SERVICES LLC

Sincerely,
BRAND ENERGY SERVICES

A handwritten signature in black ink, appearing to read 'AS', with a long horizontal flourish extending to the right.

Adam Sease
Branch Manager Northern Plains



CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

JAMES CUNNINGHAM – Case No. 15-02V

Meeting Date: February 23, 2015
 Item Type: Regular Agenda
 Contact: Allan Hunting 651.450.2554
 Prepared by: Allan Hunting, City Planner
 Reviewed by:

Fiscal/FTE Impact:

- | | |
|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | None |
| <input type="checkbox"/> | Amount included in current budget |
| <input type="checkbox"/> | Budget amendment requested |
| <input type="checkbox"/> | FTE included in current complement |
| <input type="checkbox"/> | New FTE requested – N/A |
| <input type="checkbox"/> | Other |

PURPOSE/ACTION REQUESTED

Consider the following resolutions relating to a Variance from Critical Area setback standards to allow a building pad location for property located at the end of Dalton Court;

- a) Resolution Approving a Variance to allow a 10 foot setback from bluffline for a 35' X 65' building pad and to allow grading to occur on slopes greater than 18% for the storm water design.
- b) Resolution Denying a Variance to allow a gazebo with a 15 foot setback from bluffline.
 - Requires 3/5th's vote.
 - 60-day deadline: March 25, 2015 (second 60-days)

SUMMARY

The applicant owns an approximate 6 acre parcel that he would like to sell to a future owner for construction of a single family home. The property has a lot of severe topography which restricts the potential building area to a very small sliver or bluff running east-west on the western side of the lot. The property is located within the Mississippi River Critical Area Overlay District which contains restrictions on building on steep slopes and within the top of bluff lines. Since an exact building plan and location is not known at this time, the applicant is proposing a building pad area and requesting a variance from setbacks to allow a future home within the building footprint and a gazebo that would be located further east at the end of the highpoint on the lot. At the Planning Commission meeting, the applicant agreed to modify the request to allow a building pad not to exceed 35 feet X 65 feet in size.

ANALYSIS

- The lot is a lot of record that was created prior to 1989 and thus would follow the required setbacks in the Critical Area Overlay District for lots created prior to 1989. Existing lot of record establishes a buildable lot. In this case, setbacks from bluffline would be 40 feet. The applicant's revised request would be to allow a 10 foot setback with a 35 foot X 65 foot building pad.
- The lot has very steep topography over the majority of the site. There are two possible building areas; on the area proposed and the other along the north boundary. The north boundary site is not readily accessible from a driveway. The proposed building site has a flat area leading to the site from the driveway easement.
- There would be some grading on slopes greater than 18% for the storm water maintenance system.
- Preliminary design of a septic system has been provided to show where a system could go. Any variance approvals and building permits would be subject to approval of the septic system design by the building inspections department.

Staff did a site inspection to confirm that the proposed building pad would not have a negative impact on the slopes or create erosion problems. There would be little to no removal of existing trees to construct a home.

RECOMMENDATION

Planning Staff: Recommends approval of the variance requests to allow 1) a 35' X 65' building pad providing a 10 foot setback from the bluffline and 2) grading on slopes greater than 18% for the storm water system. Staff recommends denial of the setback variance for the gazebo variance as reasonable use of the property could be accomplished without the need of a gazebo.

Planning Commission: Planning Commission recommends approval of the Variances from setbacks and slopes to allow a 35' X 65' building pad (7-0) and removal of condition #3 from staff's recommendation. Planning Commission recommends denial of the setback variance for the gazebo indicating loss of the gazebo does not preclude reasonable use of the property (7-0).

Attachments: Variance Resolution Approving Building Pad Location
Variance Resolution Denying Gazebo Location
Planning Commission Recommendation
Planning Report

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 15-___

**RESOLUTION APPROVING A VARIANCE TO ALLOW A 10 FOOT SETBACK FROM
BLUFLINE FOR A 35 FOOT x 65 FOOT BUILDING PAD AND TO ALLOW GRADING TO
OCCUR ON SLOPES GREATER THAN 18% FOR STORM WATER PURPOSES**

CASE NO. 15-02V
James Cunningham

Property located at end of Dalton Court and legally described as follows:

SEE EXHIBIT B

WHEREAS, an application has been received for a Variance to allow a 10 foot setback from bluffline for a 35' X 65' foot building pad in the Critical Area Overlay district;

WHEREAS, the afore described property is zoned E-1, Estate Residential;

WHEREAS, a Variance may be granted by the City Council from the strict application of the provisions of the City Code Title 10, Chapter 3-4 and conditions and safeguards imposed in the variance so granted where practical difficulties or particular hardships result from carrying out the strict letter of the regulations of the Zoning Code, as per City Code 10-3-4 D;

WHEREAS, the City of Inver Grove Heights Planning Commission reviewed the request on February 3, 2015 in accordance with City Code Section City Code 10-3-3: C;

WHEREAS, a practical difficulty or uniqueness was found to exist based on the following findings:

- a. The lot is a lot of record prior to 1989 and some type of variance from bluff setbacks is required for reasonable use of the property.
- b. The steep and restrictive topography severely limits the buildable area on the lot. A setback of at least 10 feet provides a reasonable building pad within a portion of the lot that would not have negative impacts to slopes, erosion or tree removal for a building site.
- c. The property would be used in a similar fashion as those lots surrounding it that are within the same general distance from the river.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, that the variance to allow a 10 foot setback from bluffline for a 35' X 65' building pad and to allow grading on slopes greater than 18% for storm water purposes is hereby approved with the following conditions:

1. The site shall be developed in substantial conformance with the following plans:

Site Plan	dated 10-30-14
Grading and Erosion Control Plan	dated 10-30-14
Utility Plan	dated 10-30-14
Drainage Map	dated 10-30-14
2. The approved building pad shall not exceed 35 ft X 65 ft and shall maintain at least a 10 foot setback from the bluff line.
3. Any development on the property shall comply with the comments from the City Engineer noted in the memo dated 1-14-15.
4. The access drive shall drain toward Dalton Court.
5. Prior to issuance of a building permit, an improvement agreement, stormwater maintenance agreement and custom grading agreement shall be entered into between the City and permit applicant.
6. An escrow of \$4,000 is required for engineering review of the agreements and a \$10,000 surety is required with the custom grading agreement.
7. The septic system design for the lot shall be subject to approval by the Building Inspections Department as part of a building permit for the lot.
8. Any retaining walls needed on site shall be constructed of either native stone or wood in conformance with Section 10-13C-9.G.3.e.

Adopted by the City Council of Inver Grove Heights this 23rd day of February, 2015.

George Tourville, Mayor

Ayes:

Nays:

ATTEST:

Melissa Kennedy, Deputy Clerk

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION DENYING A VARIANCE TO ALLOW THE GAZEBO AS SHOWN ON
THE SUBMITTED SITE PLAN WITH A 15 FOOT SETBACK FROM BLUFFLINE**

**CASE NO. 15-01V
James Cunningham**

WHEREAS, an application for a Variance has been submitted for the property located at the end of Dalton Court and legally described as:

See Exhibit B

WHEREAS, the request is to allow for a gazebo on the eastern side of the lot with a 15 foot setback from the bluffline as shown on the site plan dated 10-30-14 on file with the Planning Department;

WHEREAS, the afore described property is zoned E-1, Estate Residential and located within the Mississippi River Critical Area Overlay District;

WHEREAS, a Variance may be granted by the City Council from the strict application of the provisions of the City Code Title 10, Chapter 3-4 and conditions and safeguards imposed in the variance so granted where practical difficulties or particular hardships result from carrying out the strict letter of the regulations of the Zoning Code, as per City Code 10-3-4 D;

WHEREAS, the City of Inver Grove Heights Planning Commission reviewed the request on February 3, 2015 in accordance with City Code Section City Code 10-3-3: C;

WHEREAS, a practical difficulty or uniqueness was not found to exist based on the following findings:

1. A reasonable use of the property still exists without the need for a setback variance for a gazebo.
2. The facts presented did not satisfy the criteria needed to show a practical difficulty on the lot to support granting a variance for a gazebo

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS, that the variance to allow a gazebo with a 15 foot setback from the bluffline is hereby denied.

Adopted by the City Council of Inver Grove Heights this 23rd day of February, 2015.

George Tourville, Mayor

Ayes:

Nays:

ATTEST:

Melissa Kennedy, Deputy Clerk

**RECOMMENDATION TO
CITY OF INVER GROVE HEIGHTS**

TO: Mayor and City Council of Inver Grove Heights
FROM: Planning Commission
DATE: February 3, 2015
SUBJECT: **JAMES CUNNINGHAM – CASE NO. 15-02V**

Reading of Notice

Commissioner Simon read the public notice to consider the request for a variance from the Critical Area standard 10-13-9.h. which prohibits improvements on slopes 18% or greater, and a variance from the Critical Area standard 10-31C-16.B which requires all development to be setback no less than 40 feet from the top of the bluff for lots created before 1989, for property located along Dalton Court. 7 notices were mailed.

Presentation of Request

Allan Hunting, City Planner, explained the request as detailed in the report. He advised that the applicant owns a six acre parcel that he would like to sell to a future owner for construction of a single-family home. The property has severe topography and is within the Critical Area Overlay District and is therefore subject to the Critical Area restrictions. The applicant is proposing a building pad area and requesting a variance from setbacks to allow a future home within the building footprint and a gazebo to be located further east at the highpoint on the lot. The access would be via an easement from Dalton Court. A 40 foot setback is required from the top of the bluff for lots created before 1989. A variance is necessary to create any kind of a buildable area. The applicant is proposing a 50' x 76' pad; however, staff is suggesting a 35' x 60' pad which would allow a ten foot setback from bluff lines. Staff does not support a variance for a gazebo as it is not necessary for reasonable use of the property. The DNR is recommending denial of the request but their comments are recommendations only and reducing the size of the building pad would likely address some of their concerns. Staff would not support the variance as proposed for the building pad, but would support a variance with a reduced building pad of 35' x 60'. A variance is also being requested to allow improvements on slopes 18% or greater. This involves some of the stormwater improvements that would be needed and staff would support that variance with a reduced building pad size.

Chair Maggi asked for clarification of the allowed setback, noting that the DNR report referenced a 100 foot setback.

Mr. Hunting advised that the setback is 40 feet on this particular lot per an exception provision in the City Code for lots created prior to 1989.

Chair Maggi asked how long the variance would be in place.

Mr. Hunting replied two years.

Commissioner Robertson asked if the building pad would include a garage as well.

Mr. Hunting replied in the affirmative.

Opening of Public Hearing

James Cunningham, 1015 N. Third Street, South St. Paul, advised he was available to answer any questions.

Chair Maggi asked the applicant if he read and understood the report.

Mr. Cunningham replied in the affirmative. He advised that the gazebo was actually a suggestion by the City Engineer and he felt it would be a good selling point. He advised he would like to be allowed at least a 40' x 70' building pad.

Chair Maggi asked Mr. Hunting if he was aware of the gazebo discussion.

Mr. Hunting recalled a gazebo being suggested at a meeting and subsequently it was put on the plans.

Mr. Cunningham stated if the builder would remove seven feet of dirt in order to reduce the driveway slope the flat area would likely be expanded. He asked staff if engineering requirements 10, 11 and 12 were for the seller or the buyer.

Mr. Hunting replied the requirements applied to whoever came in for the building permit.

Mr. Cunningham advised he was concerned about being able to sell his property with so many stipulations as to where they could build, how large a footprint they were allowed, multiple financial sureties being required, etc. He questioned whether a room under and above a Spancrete garage would be allowed as it would make the property more saleable and he hoped that City Council would support a 40' x 70' building pad.

Chair Maggi asked the applicant if he wanted Commissioners to consider the building pad size he requested or the building pad recommended by staff.

Mr. Cunningham stated he was hoping they could agree on a compromise.

Commissioner Simon asked the applicant if he understood that Condition 2 prohibited a building pad larger than 35' x 60'.

Mr. Cunningham replied in the affirmative and asked if the Planning Commission could consider a compromise on the square footage.

Chair Maggi replied in the affirmative.

Mr. Cunningham stated he would be agreeable to a 40' x 70' building pad.

Mr. Hunting stated he was more concerned about the building pad width than the length. He advised that he would prefer a 35' width which would allow for a 10 foot flat area around the building in which would allow for construction equipment maneuverability, etc. He believed that increasing the width could potentially encroach into the bluff setbacks and create issues with erosion.

Chair Maggi asked Mr. Hunting if he would be agreeable to a 35' x 65' building pad.

Mr. Hunting replied in the affirmative.

Commissioner Klein asked if staff would be agreeable to 70' in length.

Mr. Hunting stated he would have concerns about going beyond 65' in length.

Commissioner Robertson stated she was uncomfortable considering a compromise until she had received feedback from the parties involved in the first recommendation.

Mr. Hunting responded that tabling the request would not be beneficial as no additional study would be done regarding the length. He advised that Commissioners had the option to approve the variance as requested, deny the variance as requested, or consider a modified request by Mr. Cunningham.

Commissioner Simon asked the applicant if he would like the Commission to make their recommendation on a 35' x 65' building pad.

Mr. Cunningham replied in the affirmative.

Commissioner Simon noted that that would include the garage as well.

Mr. Cunningham responded that he understood.

Lea Kammerer, 3600 – 102nd Street East, advised that she owned the property west of the proposed development, over which Mr. Cunningham purchased an easement from Merlin Anderson, and was concerned about the proposed drainage design and how it might impact her property.

Mr. Hunting explained the proposed stormwater design plan.

Chair Maggi asked if the stormwater design would be finalized once a building plan was received.

Mr. Hunting replied in the affirmative.

Commissioner Gooch asked Ms. Kammerer where the house was located on her property.

Ms. Kammerer replied there was no house.

Mr. Hunting advised that all planning and engineering conditions must be met, including sureties, and the water running from the proposed driveway could not negatively impact the abutting lots.

Ms. Kammerer stated she was pleased to hear it would not negatively impact the abutting properties.

Mr. Hunting advised that all lots in the City were to be designed so as not to negatively impact the abutting properties.

Chair Maggi closed the public hearing.

Planning Commission Discussion

Chair Maggi advised that both Mr. Hunting and Mr. Cunningham identified obvious practical difficulties for the variance.

Commissioner Robertson asked if the gazebo and the building pad would be done in two separate votes.

Mr. Hunting replied that voting separately on the two items would be advisable, and he suggested that Mr. Cunningham clarify whether or not he was still interested in proceeding with the gazebo.

Mr. Cunningham advised he would like to get approval for a gazebo as it may help him sell the property.

Commissioner Klein asked the applicant if he would like the Commission to vote on the building pad and gazebo separately.

Mr. Cunningham replied in the affirmative.

Commissioner Lissarrague stated he did not have an issue with the gazebo request and asked how other Commissioners felt.

Commissioner Klein replied that he did not have an issue with the gazebo either.

Commissioner Robertson asked if the DNR or the City had specific concerns regarding the gazebo.

Mr. Hunting replied there were no unique concerns regarding the gazebo.

Chair Maggi advised that the challenge was to find a practical difficulty for the gazebo variance.

Mr. Hunting stated in his mind the gazebo was different than the principle structure and was not necessary for reasonable use of the property.

Planning Commission Recommendation

Motion by Commissioner Klein, second by Commissioner Simon, to approve the request for a variance from the Critical Area standard 10-13C-16.B which requires all development to be setback no less than 40 feet from the top of the bluff for lots created before 1989, for a building pad not in excess of 35' x 65', with the practical difficulty being the topography and the Critical Area setbacks.

Commissioner Scales asked staff if they were comfortable with a 35' x 65' building pad.

Mr. Hunting replied in the affirmative.

Motion carried (7/0).

Motion by Commissioner Simon, second by Commissioner Robertson, to deny the request for a variance from the Critical Area standard 10-13C-16.B for a gazebo due to the lack of a practical difficulty.

Commissioner Klein noted that whoever purchased the property could come back and request a variance for the gazebo at a later date.

Motion carried (7/0).

Mr. Hunting clarified that staff recommends approval of the variance for development on slopes 18% or greater as there is no place on the lot where stormwater improvement construction could take place without encroaching into 18% or greater slopes.

Commissioner Simon asked where the modified language for the 35' x 65' building pad would be inserted into the nine conditions listed in the report.

Mr. Hunting stated that Condition 2 should be changed from 35' x 60' to 35' x 65'.

Commissioner Simon asked for clarification regarding Condition 3 regarding the gazebo.

Mr. Hunting replied that Condition 3 should be removed since the actions were taken separately.

Chair Maggi asked if Condition 6 addressed the 18% variance request.

Mr. Hunting replied that the Commission would want to use the same set of conditions with the change to Condition 2 and the removal of Condition 3. He suggested that the Commission revisit the vote for the principle structure, if it was agreeable with the motioner and seconder, to clarify that the vote included the changes to the conditions.

Chair Maggi asked if the motioner and the seconder were agreeable to the change in Condition 2 to 35' x 65' and the removal of Condition 3.

Commissioners Klein and Simon agreed to the change in the conditions.

Motion carried (7/0).

Motion by Commissioner Simon, second by Commissioner Robertson, to approve a variance from the Critical Area standard 10-13C-9.h to allow development on slopes of 18% or greater, with the eight conditions listed in the report, for property located off Dalton Court.

Commissioner Scales asked for clarification of whether this would require a second \$4,000 escrow.

Recommendation to City Council
February 3, 2015
Page 6

Mr. Hunting replied that only one \$4,000 engineering escrow would be required.

Motion carried (7/0). This item goes to the City Council on February 23, 2015.

SURROUNDING USES

The subject site is surrounded by the following uses:

North – single family homes
East – railroad, vacant
West – single family homes
South – single family homes

EVALUATION OF REQUEST

- The applicant has submitted a site plan that shows a building pad area with proposed setbacks, grading and preliminary storm water design.
- The lot is a lot of record that was created prior to 1989 and thus would follow the required setbacks in the Critical Area Overlay District for lots created prior to 1989. Existing lot of record establishes a buildable lot.
- The lot has access from Dalton Court via a 30 foot wide driveway easement that was created with the plat of Hatchard Estates in 2004.
- The lot has very steep topography over the majority of the site. There are two possible building areas; on the area proposed and the other along the north boundary. The north boundary site is not readily accessible from a driveway. The proposed building site has a flat area leading to the site from the driveway easement.
- The proposed plan shows a building pad of 50 ft X 76 ft with minimal grading into the slopes. The pad is shown at a zero setback from the top of bluff whereas a 40 foot setback is required.
- There would be some grading on slopes greater than 18% for the storm water maintenance system.
- Preliminary design of a septic system has been provided to show where a system could go. Any variance approvals and building permits would be subject to approval of the septic system design by the building inspections department.
- Any home is limited to a maximum height of 35 feet from the midpoint of the peak of the roof.
- Any retaining walls that may be needed must meet the standards found in 10-13C-9.G.3.e which requires walls to be constructed of native stone or wood and shall not exceed five feet in height.

ENGINEERING REVIEW

Engineering has reviewed the request and offers the following comments:

- City Standards require a stormwater management plan to control all runoff with storm water facilities maintenance agreement (SWFMA) for features such as a paved driveway

with curb and gutter. A SWFMA would be required for all stormwater management facilities, such as ponds, raingardens and cisterns.

- The access drive shall drain toward Dalton Court.
- An improvement agreement and custom grading agreement shall be required.
- An escrow of \$4,000 is required for engineering review of the agreements and a \$10,000 surety is required with the custom grading agreement.

DNR REVIEW

The DNR has commented on the request and their letter is attached. They recommend denial of the request based on the building pad is too large and could have an impact on the blufflines causing possible erosion and encroachment into the bluff overtime. The DNR's comments are recommendations only and should be taken into account as part of the City's review of this request.

VARIANCE REVIEW

City Code Title 10, Chapter 3. Variances, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The comprehensive plan identifies the lot as being in the RDR, Rural Density Residential category which allows single family development on lots of at least 2.5 acres in size. The lot was also created prior to 1989 and therefore follows base zoning minimum lot size in the Critical Area Overlay District which requires a minimum 5.0 acre lot size. Allowing a variance to construct a single family home would meet the purpose and intent of the city code and comp plan. The surrounding area is also developed with large lot single family.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

Critical Area requirements are in place to minimize the impacts of development on steep slopes, bluffs, aesthetics and erosion. The property has a very narrow top of bluff that has the potential for being developed without much disturbance to the slopes or existing vegetation on the site. The building pad area shown, however, extends to the edges of the bluff line and there would be virtually no setback from the bluff. In Staff's opinion, in order to meet the spirit and intent of the ordinance, there should be some setback from the bluff. Since we are dealing with a building pad and not an actual building footprint, Staff recommends a building pad of no larger than 35 ft X 60 ft be allowed. This would provide at least a 10 foot setback from the bluff line. Without some required

setback, there are concerns that the actual construction around the perimeter of a foundation would disturb the slopes and create possible erosion problems.

The buildable area is small and should be limited to a reasonable size home. Staff does not support a variance for a gazebo shown at the far east end of the site. This is not needed to be allowed reasonable use of the property.

Regardless of what setback becomes acceptable, a custom grading agreement would be required with any building permit to address erosion control, silt fencing, storm water management and inspections of these items before and during construction.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The natural topography of the site clearly limits the possible building area on the lot. A building pad of a size recommended by staff would provide a reasonable use of the property. Without a variance being granted from the bluff setback, there would not be any buildable areas on the site. This would severely limit reasonable use of the property.

4. *The variance will not alter the essential character of the locality.*

By limiting the size of the building footprint, construction could take place on the natural flat area of the lot and no significant amount of grading or tree removal would be required to build a home. The neighborhood is developed with single family homes on wooded large lots with some having views of the river. Construction on this lot would not negatively affect views or cause other storm water or erosion problems for the surrounding lots. The lot is approximately 2,500 feet from the main channel of the river and would not have any direct negative impacts to the river or views from the river.

5. *Economic considerations alone do not constitute an undue hardship.*

Economic considerations do not appear to be a basis for this request.

ALTERNATIVES

The Planning Commission has the following alternatives available for the requested action:

A. Approval If the Planning Commission finds the setback variances to be acceptable, the Commission should recommend approval of the request with at least the following conditions:

1. The site shall be developed in substantial conformance with the following plans:

Site Plan	dated 10-30-14
Grading and Erosion Control Plan	dated 10-30-14
Utility Plan	dated 10-30-14
Drainage Map	dated 10-30-14

2. The approved building pad shall not exceed 35 ft X 60 ft and shall maintain at least a 10 foot setback from the bluff line.
3. A variance is not approved for a gazebo that shown on the site plan.
4. Any development on the property shall comply with the comments from the City Engineer noted in the memo dated 1-14-15.
5. The access drive shall drain toward Dalton Court.
6. An improvement agreement, stormwater maintenance agreement and custom grading agreement shall be required.
7. An escrow of \$4,000 is required for engineering review of the agreements and a \$10,000 surety is required with the custom grading agreement.
8. The septic system design for the lot shall be subject to approval by the Building Inspections Department as part of a building permit for the lot.
9. Any retaining walls needed on site shall be constructed of either native stone or wood in conformance with Section 10-13C-9.G.3.e.

B. Denial If the Planning Commission does not favor the proposed request, it should be recommended for denial and state findings for a denial.

RECOMMENDATION

Staff agrees with the DNR that the footprint proposed is too large and could have an impact on the bluffline. There needs to be some setback from the bluff to allow construction activity to occur on the flat areas of the lot and not encroach into the bluff. Staff however, believes that some setback variance is needed in order to allow reasonable use of the property as allowed by the base zoning. Staff supports a variance from bluff setbacks for construction of a single family home only and does not support a variance to allow a gazebo. Staff also supports a variance to allow construction of storm water improvements on slopes greater than 18% based on Engineering comments that address erosion control and storm water treatment.

Staff finds that a practical difficulty can be found for this requests and recommends approval of a setback variance of at least 10 feet from the top of bluff and a building pad dimension no larger than 35 ft X 60 ft based on the following:

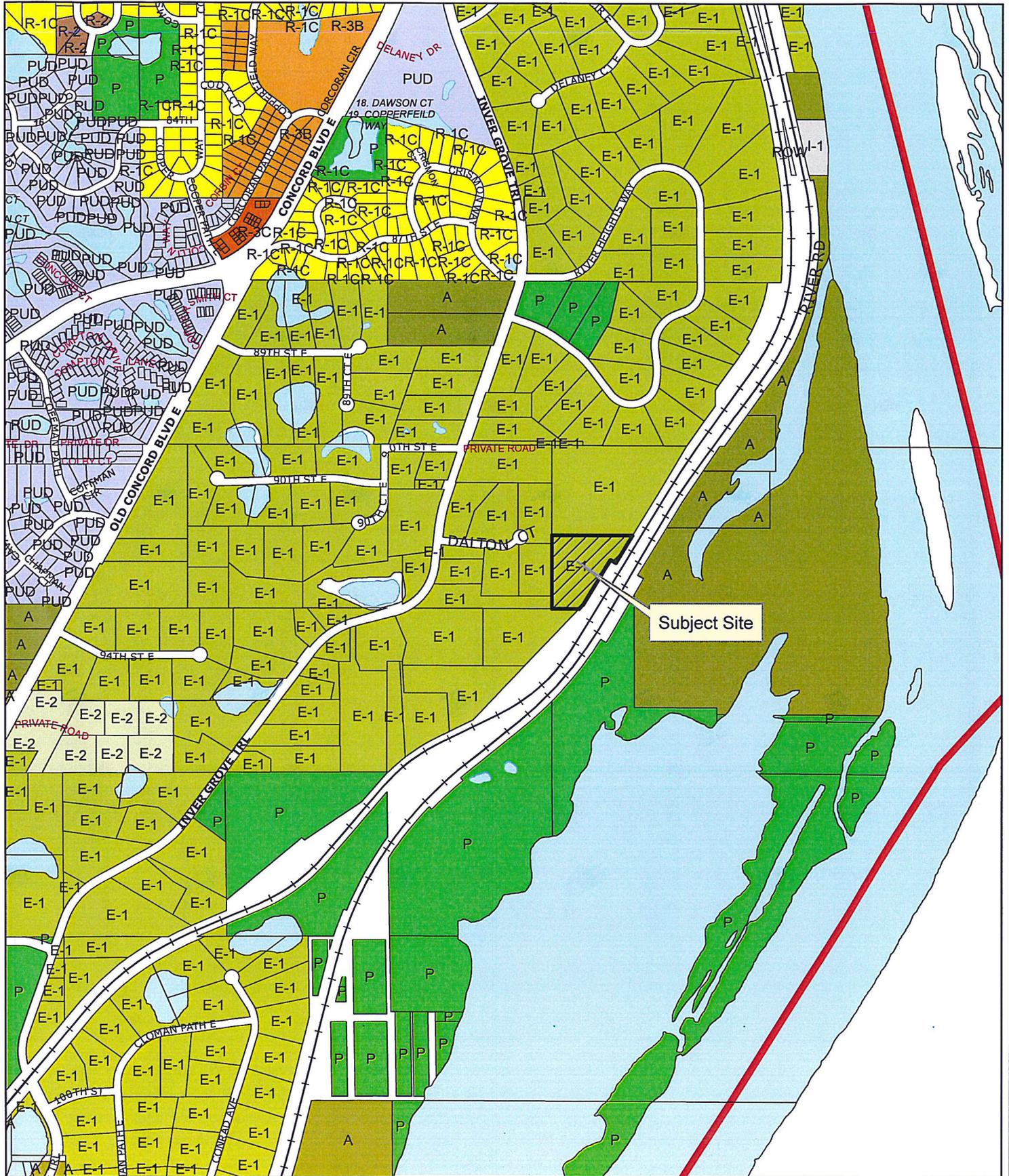
- The lot is a lot of record prior to 1989 and some type of variance from bluff setbacks is required for reasonable use of the property.
- The steep and restrictive topography severely limits the buildable area on the lot. A setback of at least 10 feet provides a reasonable building pad within a portion of the lot that would not have negative impacts to slopes, erosion or tree removal for a building site.
- The property would be used in a similar fashion as those lots surrounding it that are within the same general distance from the river.

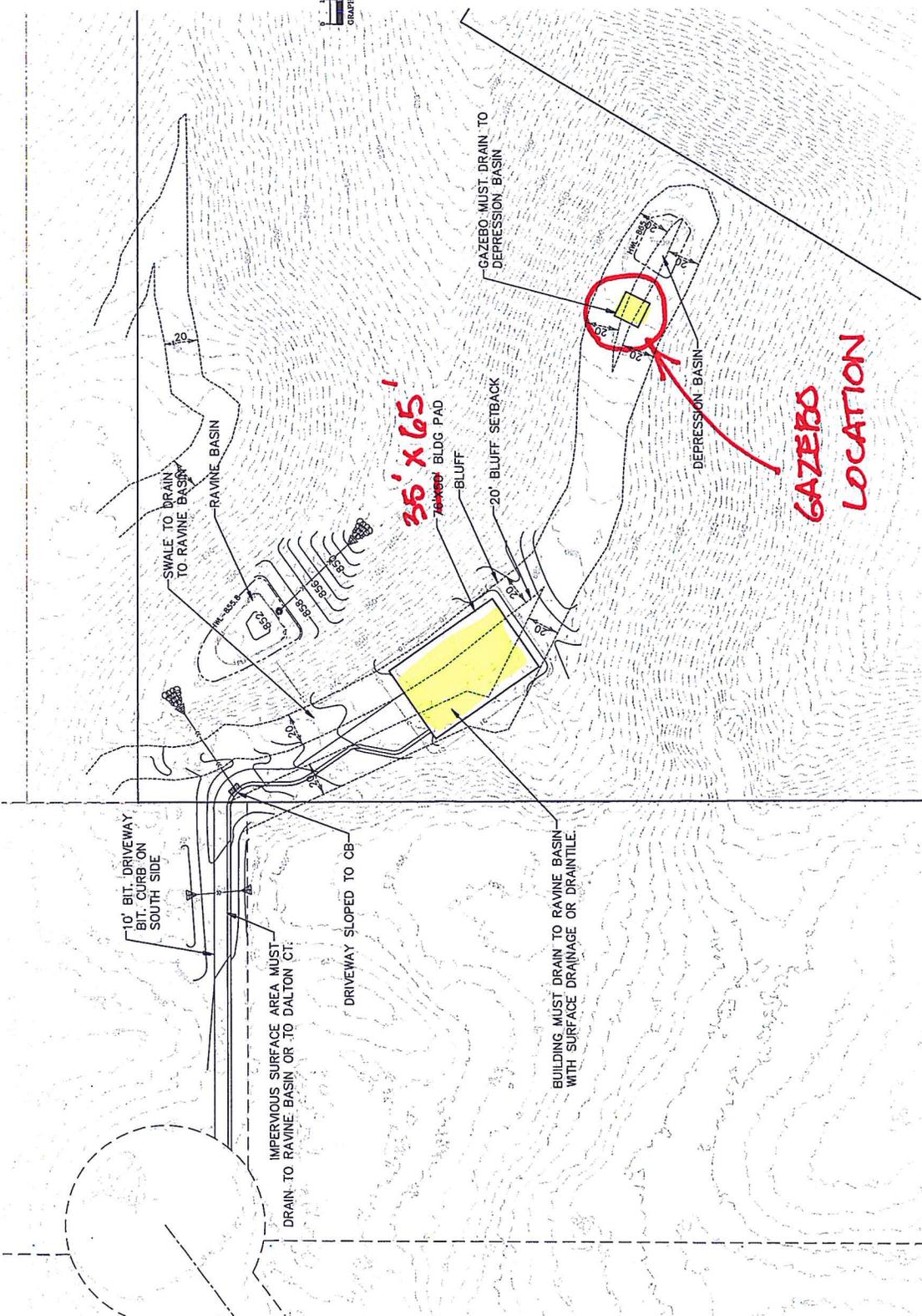
Attachments: Location/Zoning Map
Site Plan
Grading and Erosion Control Plan
Utility Plan
Drainage Map
Letter from DNR
City Engineer Memo dated 1-14-15



Location Map

Case No. 15-02V





PIONEER engineering
 CIVIL ENGINEERING LANDSCAPE ARCHITECTURE
 2422 East Main Street, Suite 100, St. Paul, MN 55108
 Phone: (612) 481-7488 Fax: (612) 481-7488
 www.pioneereng.com

Prepared by: [Signature] Date: 11/25/11
 Checked by: [Signature] Date: 11/25/11
 Drawn by: [Signature] Date: 11/25/11

1. I hereby certify that this plan was prepared by me or a duly licensed professional engineer or architect under my direct supervision and that I am a duly licensed professional engineer or architect in the State of Minnesota.

DATE: 11/25/11
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 DESIGNED BY: [Signature]

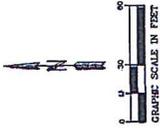
JAMES CUNNINGHAM
 P.E. LICENSE NO. 15071 & 15071
 SOUTHFIELD, MINNESOTA 55075

DALTON COURT PROPERTY
 INVER GROVE HEIGHTS, MINNESOTA

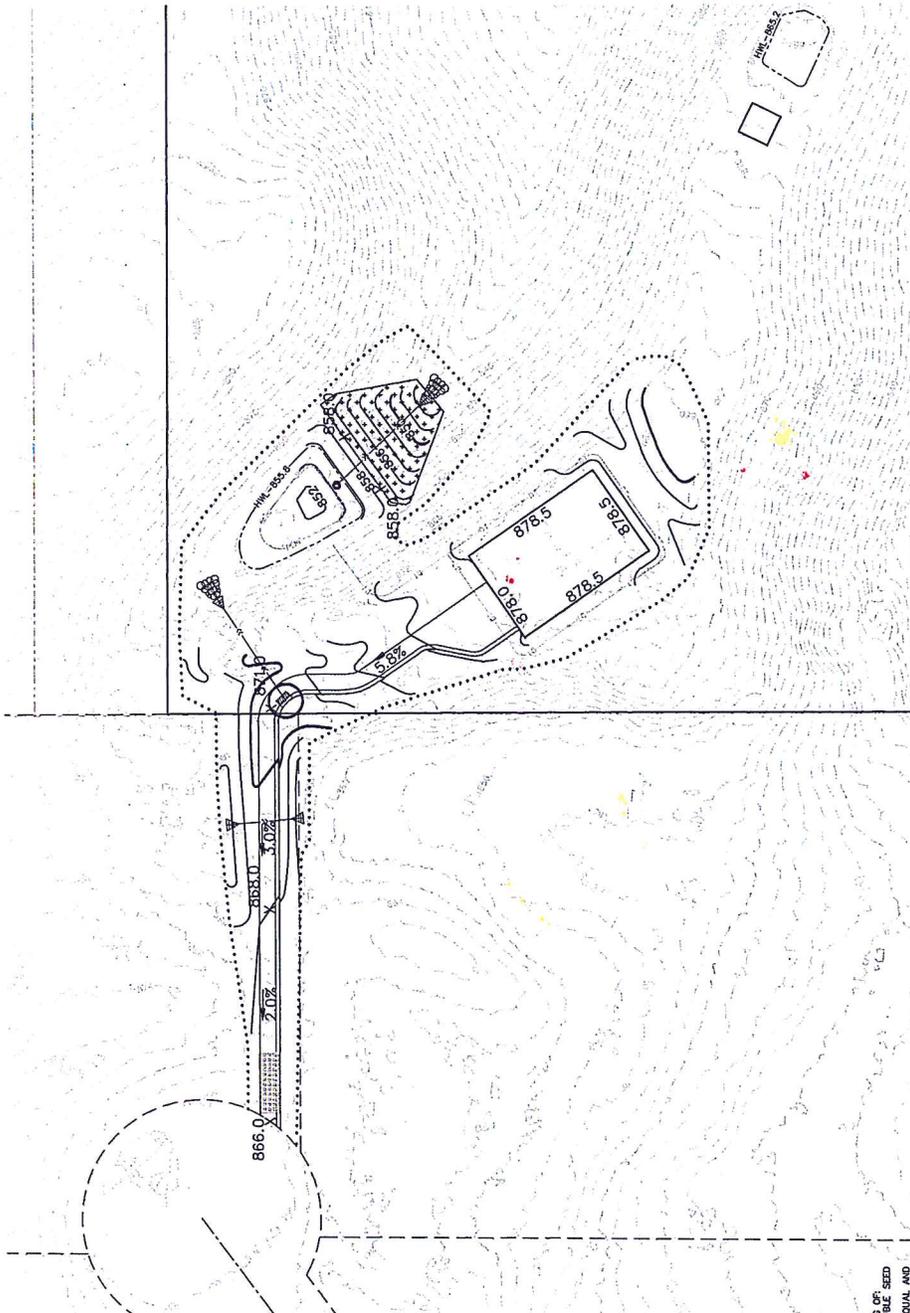
SITE PLAN

2 OF 5

11/11/11 10:00 AM



BENCH MARK
ELEVATION
651.7-762.8



LEGEND

- CATCH BASIN INLET PROTECTION OF STORMWATER
 TO BE INSTALLED AFTER 1ST LIFT OF BRIMSTONES.
- PERIMETER EROSION CONTROL FENCE
 TO BE INSTALLED BEFORE START OF GRADING
- MANDOT CAT & EROSION CONTROL BLANKET
 TO BE INSTALLED BEFORE START OF GRADING OR BEFORE 1ST RAINFALL EVENT WHICHEVER IS FIRST
- ROCK CONSTRUCTION ENTRANCE
 TO BE INSTALLED BEFORE START OF GRADING

NOTE:
DISTURBED AREAS TO TEMPORARILY
OR PERMANENTLY STABILIZED WITHIN 7 DAYS.

TEMPORARY SEED SHALL BE DONE IN ACCORDANCE TO MANDOT 2575 & 3075, CONSISTING OF:
 • MANDOT MIX 22-111 @ 40 LBS. PER ACRE OR APPROVED EQUAL DOUBLE SEED RATE FOR DOMINANT SEEDING AFTER NOVEMBER 1ST.
 • DISK ANCHORED IN PLACE OR APPROVED EQUAL.
 • TYPE 3 FERTILIZERS 100-10-20 @ 200 LBS. PER ACRE.

PERMANENT TURF RESTORATION SHALL BE DONE IN ACCORDANCE WITH MANDOT 2575 & 3075 CONSISTING OF:
 • MANDOT MIXTURE 22-111 AT 75 POUNDS PER ACRE.
 • DISK ANCHORED IN PLACE OR APPROVED EQUAL, INSTALLED TO MINIMUM 60% COVER.
 • TYPE 3 FERTILIZERS 225-22-0 NPK @ 350 LBS PER ACRE.

PERMANENT WET BASIN SEEDING SHALL BE DONE IN ACCORDANCE WITH MANDOT 2575 & 3075 CONSISTING OF:
 • MANDOT MIXTURE 33-201 AT 62 POUNDS PER ACRE TO BE BELOW THE NORMAL SURFACE.
 • MANDOT MIXTURE 35-241 AT 84.5 POUNDS PER ACRE TO BE PLANTED FROM THE SURFACE.
 • MANDOT MIXTURE 35-241 @ 2 TONS PER ACRE OR APPROVED EQUAL AND DISK ANCHORED IN PLACE OR APPROVED EQUAL.
 • TYPE 4 FERTILIZER, 100-1-5 @ 120 LBS PER ACRE OR 17-10-7 @ 150 LBS PER ACRE.

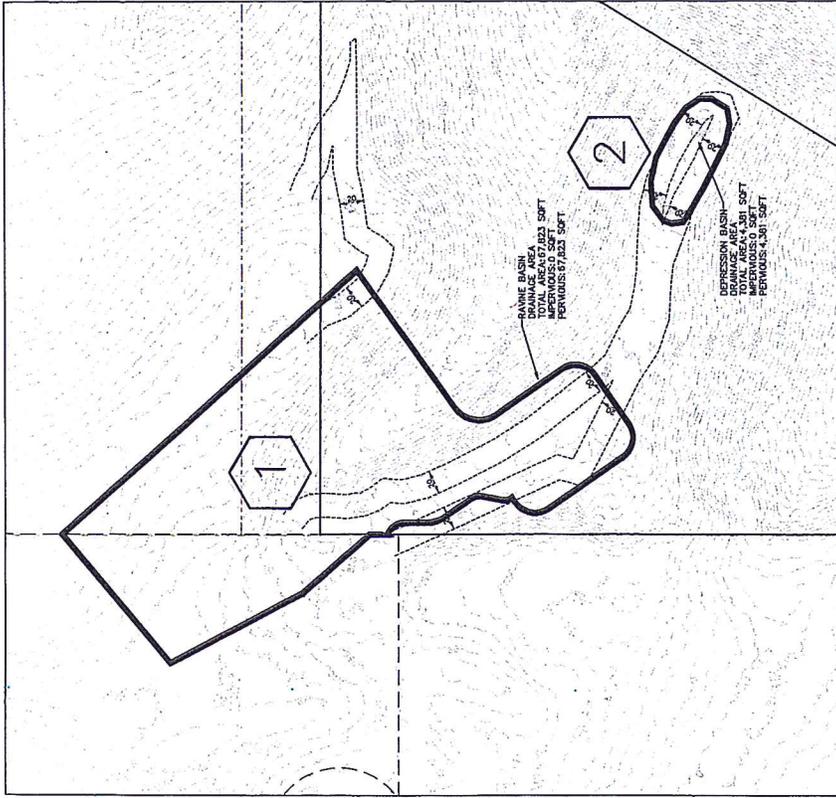
PIONEER engineering
 CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
 4611 681 1914
 10000 Highway 101 S1120
 Mendota Heights, MN 55120
 www.pioneereng.com

Drawn: J. [Signature] Date: 10/26/14
 Checked: J. [Signature] Date: 10/26/14
 Design: J. [Signature] Date: 10/26/14
 Project No.: 14-0011
 Client: [Redacted]

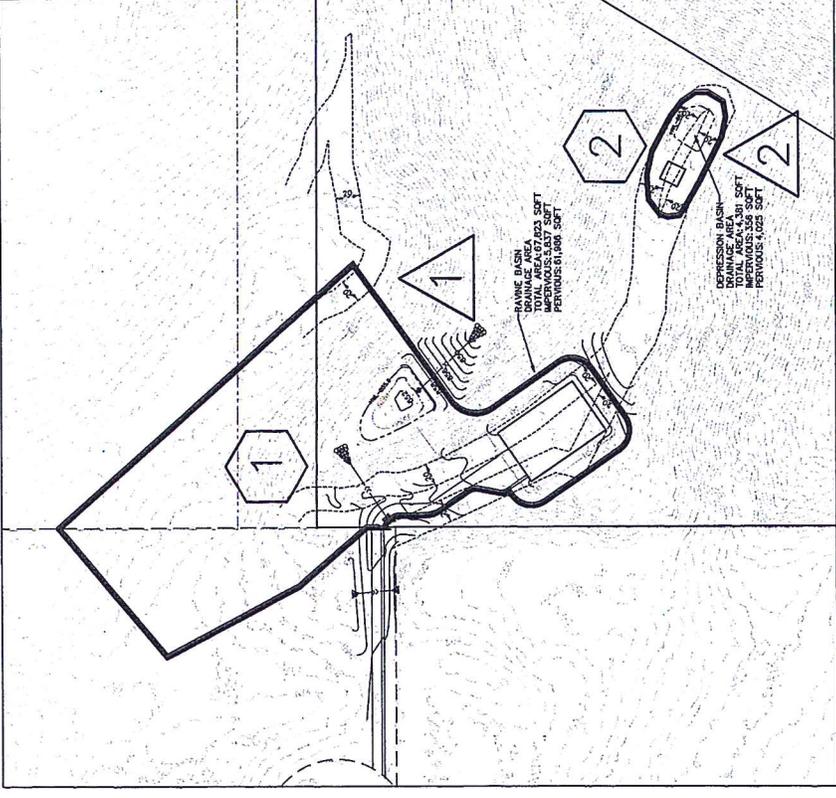
DATE: 10/26/14
 DRAWN: J. [Signature]
 CHECKED: J. [Signature]
 DESIGN: J. [Signature]

JAMES CUNNINGHAM
 SOUTH ST. WALK, MINNESOTA 55073

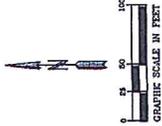
DALTON COURT PROPERTY
 INVER GROVE HEIGHTS, MINNESOTA



EXISTING CATCHMENTS



PROPOSED CATCHMENTS



BENCHMARK
BY
E54-0000X

Minnesota Department of Natural Resources

Ecological and Water Resources Division
Central Region Headquarters
1200 Warner Road, Saint Paul MN 55106
Telephone: (651) 259-5845
Fax: (651) 772-7977



January 20, 2015

City of Inver Grove Heights
Attn: Allan Hunting
8150 Barbara Ave
Inver Grove Heights, MN 55077

RE: Variance Request for Cunningham Parcel, Dalton Court; Case #15-02V

Dear Mr. Hunting,

Thank you for the opportunity to comment on variance file #15-02V, regarding the request to build within the bluff line setback within the Mississippi River Corridor Critical Area (MRCCA). I believe this lot is located in the Rural Open District of the Critical Area, which requires a 100 ft setback from the bluff. Any development of this constrained lot will clearly require variances. In fact, the lot appears to be nearly unbuildable due to the small amount of area that is not steep slope/bluff. The City must consider whether this variance request is the *minimum necessary*. It is incumbent on the City to make findings addressing whether or not the proposal is reasonable given the conditions that existed when the lot was purchased. In other words, is the variance request self-created by the design preferences of the owner, or does the design minimize the amount of deviation from the standards? Is there a building pad size that would be appropriate for this lot? Based on my review of the proposal and the limitations of the lot, only a significantly smaller building pad would be acceptable and alternatives certainly exist for further minimizing the impact to the bluff. **For that reason the DNR recommends denial of the variance.**

The MRCCA was designated for numerous reasons, including protection and preservation of the biological and ecological functions of the corridor. Bluff setback regulations are primarily intended to prevent bluff erosion and slope failure. One may assume that impacts, such as vegetation clearing, retaining walls and other activities, will extend beyond any building footprint. Therefore, we strongly oppose a building pad that encroaches into the bluff setback, particularly one that extends right up to the edge of the steep slope, as is the case here. Is a variance or conditional use permit for grading and filling on a slope of 12% or more going to be required as well? The DNR has a serious concern with the proposed amount of structural encroachment into the bluff setback, and potential encroachment into the bluff on this lot over time.

Sensitive natural areas such as bluffs are protected in the MRCCA because they tend to have inherently unstable soils and are therefore much more sensitive to *any* disruption or disturbance. Bluff soils are prone to erosion, which can quickly put a structure (or septic system) at risk for slumping and/or failure.

mndnr.gov
An Equal Opportunity Employer

Thank you, once again, for the opportunity to review and offer comment on this variance request. Please contact me at 651-259-5790 with any questions regarding this letter.

Sincerely,

A handwritten signature in blue ink that reads "Jennie Skancke". The signature is written in a cursive, flowing style.

Jennie Skancke
Area Hydrologist

c: Dakota County SWCD and Lower Miss WMO, Brian Watson
USCOE, Ryan Malterud
DNR Conservation Officer, Steve Walter
DNR EWR, Jeanne Daniels

MEMO

CITY OF INVER GROVE HEIGHTS

TO: Heather Botten, Associate Planner
FROM: Thomas J. Kaldunski, City Engineer 
DATE: January 14, 2015
SUBJECT: James Cunningham – Case No. 15-02V
Dalton Court Parcel 20-02300-26-011

I have reviewed the information provided by Mr. Cunningham in the variance application. I have the following comments:

1. A Custom Grading Agreement (CGA) is required. The CGA shall have special conditions requiring the construction of all proposed stormwater features prior to issuance of a certificate of occupancy (CO).
2. A Stormwater Facilities Maintenance Agreement (SWFMA) is required for all stormwater features on the site.
3. A stormwater management plan is required for the site to contain back to back 100 year Atlas 14 rainfall events and to prevent additional runoff down the bluff.
4. The outfall pipe shall include an anti-seepage collar.
5. The driveway drainage shall be directed to Dalton Court and/or the proposed stormwater feature.
6. The roof drainage shall be directed towards the proposed stormwater feature using gutters and downspouts.
7. The gazebo shall be constructed and graded to drain to the natural depression at the point of the bluff.
8. The natural depression at the point of the bluff shall be expanded to hold the back to back 100 year Atlas 14 rainfall events.
9. The access driveway shall drain toward Dalton Court.
10. A \$4,000 engineering escrow is required for engineering review, inspection, drafting of agreements, and recording of agreements.
11. A \$10,000 surety is required for the CGA.
12. A \$5,000 surety is required for the stormwater features.

Attachments: Plan with redline comments

CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Receive Preliminary Design Reports for Argenta Trail (CSAH 28/63) Realignment – South Project (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment – 77th Street Area Study (City Project No. 2014-11, and Argenta Trail (CSAH 63) Realignment – North Study Area; Consider Resolutions Adopting an Alignment for the South Project Area, an Alignment for 77th Street Connection, and an Alignment for the North Study Area Future Right-of-Way Corridor; and a Resolution Scheduling a Public Hearing at the Planning Commission to Consider a Comprehensive Plan Amendment for the New Road Alignment

Meeting Date: February 23, 2015
 Item Type: Regular
 Contact: Scott D. Thureen, 651.450.2571
 Prepared by: Scott D. Thureen, Public Works Director
 Reviewed by: *[Signature]*

Fiscal/FTE Impact:	
<input checked="" type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input type="checkbox"/>	Other:

PURPOSE/ACTION REQUESTED

Receive Preliminary Design Reports for Argenta Trail (CSAH 28/63) Realignment – South Project (City Project No. 2014-11), Argenta Trail (CSAH 63) Realignment – 77th Street Area Study (City Project No. 2014-11, and Argenta Trail (CSAH 63) Realignment – North Study Area; Consider Resolutions Adopting an Alignment for the South Project Area, an Alignment for 77th Street Connection, and an Alignment for the North Study Area Future Right-of-Way Corridor; and a Resolution Scheduling a Public Hearing at the Planning Commission to Consider a Comprehensive Plan Amendment for the New Road Alignment.

SUMMARY

The City Council is being asked to approve resolutions adopting: (1) an alignment for the improvement of Argenta Trail (from the point where Argenta Trail intersects Yankee Doodle Road, to a point located north of its intersection with Amana Trail), (2) an alignment for the local street (77th Street West) connection to the aforementioned realigned Argenta Trail, (3) an alignment for the right-of-way corridor for future Argenta Trail from a point north of its intersection with Amana Trail, north to the vicinity of a future interchange on I-494, and (4) scheduling a public hearing at the Planning Commission to consider a Comprehensive Plan Amendment for the new road alignment.

A project management team consisting of representatives from the City, Dakota County, Mn/DOT and Kimley-Horn and Associates, Inc. has been working on the alignment study since last September. The team will present its study recommendations to the Council this evening.

HISTORY

A study of the County Road (CR) 28 (Yankee Doodle Road/80th Street) corridor was completed in July 2000. That study focused on the need for an east-west connection of CR 28 between Trunk Highway (TH) 149 in Eagan and TH 3 in Inver Grove Heights. The recommended project called for a four-lane County highway that would bridge over TH 55 near its current intersection with Argenta Trail (County State Aid Highway 63).

The first phase of that project was constructed in 2004. It included the construction of a four-lane road (CR 28) from TH 149 to existing Argenta Trail, south of its intersection with TH 55.

Subsequent projects that involved the remainder of the CR 28 connection to TH 3 included the roundabout at TH 3 and Amana Trail (future CR 28) and the construction of a portion of Amana trail (as a City collector street) from TH 3, west to a point about 1500 feet east of Argenta Trail.

The City's 2020 Comprehensive Plan, approved in 1998, includes a future land use of "Office" in the northwest corner of the City, adjacent to I-494. The plan also documents the City's desire for an interchange on I-494 in this vicinity.

In August 2010, the Regional Roadway System Visioning Study (RRSVS) was completed. This study was initiated to address the transportation system needs in northeast Eagan and northwest Inver Grove Heights arising from future growth in that immediate area and in the region.

The recommendations from that study included a new interchange on I-494 located east of the current Argenta Trail crossing over I-494 and a realignment of Argenta Trail between TH 55 and the recommended interchange on I-494. That study did not look at alignment alternatives in detail. It showed an alignment for Argenta Trail that followed the east side of the north-south segment of the Xcel transmission line easement.

In October 2012, the City completed the Northwest Area Collector Street System Study. The purpose of the study was to develop a high-level plan for a collector street system in northwest Inver Grove Heights. Collector streets provide connections between neighborhoods, between neighborhoods and minor business concentrations, and they connect to the County and State arterial highway system. The collector street plan was needed to ensure that the transportation system needs were addressed as future development proposals were considered by the City.

This study assumed the Argenta Trail alignment shown in the RRSVS. It provided a high-level plan for the City collector street system and showed where the different types of access to county and state highways would be permitted under those agencies' current access spacing guidelines.

The latter two studies were completed during the economic downturn that started in the late 2000s. In late 2013, with residential development rebounding, City and County staff determined that a more detailed study of Argenta Trail was needed for a number of reasons. The developer of the Argenta Hills residential development wanted to complete that development. The final right-of-way needs for the west end of Amana Trail were needed to determine how the Argenta Hills development would be completed. In addition, the Minnesota Department of Transportation (Mn/DOT) had programmed funding for safety improvements at the intersection of TH 55 and Argenta Trail in 2016. The final alignment of the continuation of four-lane section of CSAH 28/63 (Yankee Doodle Road/Argenta Trail) needed to be coordinated with the MnDOT project. Finally, additional property owners abutting Argenta Trail, north of TH 55, wanted to develop their land. The right-of-way needs for the intersection of Argenta Trail (CSAH 63) and TH 55 needed to be determined for their land.

The City and the County entered into a Joint Powers Agreement in September 2014 for the purpose of preparing a feasibility study, preliminary design and final design for a project that will extend the four-lane segment of County State Aid Highway (CSAH) 28/63 from its current end point at the intersection with Argenta Trail (about 1400 feet south of TH 55), through its intersection with TH 55 to a point north of its intersection with Amana Trail. This is the area referred to as the "South Project Area".

Both the City and the County have this project in their current five-year capital improvement plan (CIP). Both CIPs also include a study for the future alignment of Argenta Trail, north of the South Project Area, in 2016. Due to questions raised in the review process for the Blackstone developments concerning providing right-of-way for future Argenta Trail, the schedule for the second study was accelerated. The City and the County approved an amendment to the aforementioned JPA in November 2014 to add the second study (now referred to as the North Study Area) to the contract that was created for the South Project Area. As part of the South Project Area study, the realignment of the 77th Street West connection needed to be addressed. The existing connection location does not meet the County's spacing standards for a full access intersection.

Once the detailed alignment alternatives for the South Project Area were developed, it became apparent that the choice of an alignment for the future (North Study Area) right-of-way corridor affected the alignment of the construction tie-in from the new (South Project Area) four-lane Argenta Trail segment to the existing two-lane section to the north. The alignment selected for the North Study Area affects the number of total property acquisitions required for the South Project Area.

PUBLIC INPUT

The study process included a substantial public involvement program. Two large study area open houses were held. Two targeted neighborhood meetings were held (North Area neighborhood and 77th Street neighborhood). To date twenty-three meetings have been held with individual property owners.

In addition to posting all meeting presentation information on the County website, a topical summary of concerns raised at each meeting was included in project updates.

The City Council was provided with copies of all comment cards, letters or emails received to date. (This data included a petition from the Inver Grove Heights 77th Street neighborhood requesting traffic enforcement for a perceived speeding problem. A memo from the Chief of Police summarizing the Department's response to past requests and the results of the speed study they conducted is attached.)

STUDY RESULTS

Staff from Kimley-Horn and Associates, Inc. will present a summary of the study process and the reasons for the project management team's recommendations. A summary of those recommendations follows:

South Project Area (County Project 63-25, City Project No. 2014-11)

Alignment 2 is recommended. It meets the design goals. It would require eventual total acquisition of four homes/properties. It has the least impact of the Magellan pipelines. It has substantially fewer impacts to regional drainage basins than Alignment 3. It allows for the possibility of a future interchange at TH 55 with the proposed right-of-way acquisition for the project.

77th Street West connection to realigned Argenta Trail (County Project 63-25, City Project No. 2014-11)

Alignment A is recommended. It maintains the existing internal neighborhood traffic pattern. It meets the County intersection spacing standards. It provides the lowest over cost. It has the support of Eagan staff.

North Study Area Alignment

Five alignment alternatives were considered. The project management team recommends alignments 2 and 3 be removed from consideration due to the cost of the Xcel transmission line impact and the impacts on regional storm water basins.

Alignments 1, 4 and 5 are left for the Council's consideration. All of these alignments meet the project design goals. However, Alignment 5 has less desirable curvature and intersection design, and it is the longest alignment and likely the most costly to construct. Alignment 4 has the greatest impact on the preliminary plat for Blackstone Ridge, and Alignment 1 has the greatest long-term impact on the existing neighborhood located east of Argenta Trail and north of 70th Street. Alignment 1 would also require the total acquisition of one more home (compared to alignments 4 and 5) along the west side of Argenta Trail, south of 70th Street, to construct the road connection tie-in from the South Project Area to existing Argenta Trail.

TIMELINE

A number of issues drive the need for a decision by the City Council. The improvement project for the South Project Area (County Project 63-25, City Project No. 2014-11) is scheduled for construction in 2016, the year that Mn/DOT has funds programmed for intersection improvements at TH 55 and CSAH 63. These funds, estimated to be \$350,000 to \$400,000 would be lost if construction does not occur in 2016.

The final design of the South Project Area is dependent on the alignment selected for the future right-of-way corridor in the North Study Area. The need to acquire one additional developed parcel on the west side of existing Argenta Trail is dependent on the alignment selected for the North Study Area. The overall schedule depends on a City Council decision on an alignment as soon as possible, but no later than March 9, 2015.

Once the alignments are adopted by the City, the County Board will consider the matter. The alignments must be selected before the preliminary plans, and the associated estimated cost, can be finalized. City staff will add funding information to the study to create a feasibility report. A public hearing will be held to consider ordering the project and a Joint Powers Agreement with Dakota County for right-of-way/easement acquisition and construction will be brought to the Council. On a parallel path, Dakota County staff will be preparing the aforementioned JPA, preparing a request for proposal for final design services and beginning background work for the necessary right-of-way and easement acquisitions. City Planning Division staff will be advancing the necessary comprehensive plan amendment for Argenta Trail.

All of these activities are scheduled to meet the April 27, 2015 date referenced in conditions number 28 and 29 of the preliminary plat approval for the Blackstone Ridge development. Table 1 identifies the actions needed and timelines to meet this schedule.

TABLE 1

February 23, 2015 – Reports for the South Project Area, the 77th Street connection and the North Study Area, with recommendations, are presented to the City Council, and the City Council, by resolution, selects an alignment alternate for each of these three areas.

February 23, 2015 – The City Council, by resolution, directs the Planning Commission to hold a public hearing on Comprehensive Plan Amendments that designate the selected South Project Area alignment and the selected North Study Area alignment for Argenta Trail.

March 9, 2015 – Last date for City Council decision on alignments

March 17, 2015 – Planning Commission holds public hearing on aforementioned Comprehensive Plan amendments

March 17, 2015 – Dakota County Board considers aforementioned alignments selected by City Council

March 23, 2015 – City Council receives feasibility study for City Project No. 2014-11 and schedules public hearing, considers approval of JPA with Dakota County for right-of-way/easement acquisition and construction for City Project No. 2014-11

April 7, 2015 – Opportunity for Planning Commission to hold recessed public hearing for Comprehensive Plan Amendment, if necessary.

April 13, 2015 – City Council considers Comprehensive Plan amendments

April 27, 2015 – Opportunity for City Council to consider continued decision for Comprehensive Plan amendments, if necessary

April 27, 2015 – City Council holds public hearing to consider ordering City Project No. 2014-11

May 4, 2015 – Planning Division staff submit Comprehensive Plan Amendments to Metropolitan Council for review and action

MISCELLANEOUS

In response to concerns raised by Council members with regard to potential changes to the existing TH 3/TH 55 interchange, as part of the Argenta Trail project, staff requested a letter from Mn/DOT to document that such was not the case. That letter from Mn/DOT is attached.

RECOMMENDATIONS

The project management team recommends that the City Council adopt the resolutions to select Alignment 2 for the South Project Area improvement of Argenta Trail, Alignment Option A for the realignment of the 77th Street West connection to Argenta Trail, and either Alignment Alternative 1, 4 or 5 for the North Study Area, future Argenta right-of-way corridor.

Staff recommends that the City Council adopt the resolution scheduling a public hearing at the Planning Commission for the Comprehensive Plan Amendments.

Staff recommends that once a County Board decision is made, the City Council direct staff to initiate the process to officially map the selected North Study Area alignment.

SDT/kf

Attachments:

- Argenta Trail (CSAH 28/63) Realignment – South Project Area, Preliminary Design Report
- Argenta Trail (CSAH 63) Realignment – 77th Street Study Area, Preliminary Design Report
- Argenta Trail (CSAH 63) Realignment – North Area Study, Preliminary Design Report
- Four (4) Resolutions
- Memo from Chief of Police
- Letter from Mn/DOT

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. _____

RESOLUTION SELECTING ALIGNMENT ALTERNATIVE 2 FOR THE RECONSTRUCTION AND EXPANSION OF ARGENTA TRAIL (COUNTY STATE AID HIGHWAY 28/63) AS PRESENTED IN THE FEBRUARY 23, 2015 PRELIMINARY DESIGN REPORT FOR ARGENTA TRAIL (CSAH 28/63) REALIGNMENT – SOUTH PROJECT (CP 63-25)

WHEREAS, on September 8, 2014, the City Council approved a Joint Powers Agreement with Dakota County for preliminary engineering and final design for City Project No. 2014-11 – Argenta Trail at Trunk Highway 55 (County Project 63-25); and

WHEREAS, on September 8, 2014, the City Council accepted a proposal from Kimley-Horn and Associates, Inc. for professional services to complete the preliminary engineering for said project; and

WHEREAS, a project management team consisting of representatives from the City, Dakota County, Mn/DOT and Kimley-Horn met or communicated many times throughout the study process; and

WHEREAS, the study process included a comprehensive public involvement program and copies of all written comments received, and a summary of all comment topics, were provided to the City Council; and

WHEREAS, three alignment alternatives for the realignment of Argenta Trail (from the current intersection of Argenta Trail and CSAH 28, north past its intersection with Amana Trail) were developed and evaluated for potential impacts and cost; and

WHEREAS, the project management team recommends the approval of Alignment Alternative 2 as the preferred alignment to move forward to final design.

NOW, THEREFORE BE IT RESOLVED that the City Council accepts the recommendation of the project management team as presented in the Preliminary Design Report and approves Alignment Alternative 2.

AYES:
NAYS:

George Tourville, Mayor

ATTEST:

Melissa Kennedy, Deputy Clerk

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION SELECTING ALIGNMENT OPTION A FOR THE CONNECTION OF 77TH STREET WEST TO
REALIGNED ARGENTA TRAIL (COUNTY STATE AID HIGHWAY 63) AS PRESENTED IN THE FEBRUARY 23,
2015 PRELIMINARY DESIGN REPORT FOR ARGENTA TRAIL (CSAH 63) REALIGNMENT – 77TH STREET
AREA STUDY**

WHEREAS, on September 8, 2014, the City Council approved a Joint Powers Agreement with Dakota County for preliminary engineering and final design for City Project No. 2014-11 – Argenta Trail at Trunk Highway 55 (County Project 63-25); and

WHEREAS, on September 8, 2014, the City Council accepted a proposal from Kimley-Horn and Associates, Inc. for professional services to complete the preliminary engineering for said project; and

WHEREAS, a project management team consisting of representatives from the City, Dakota County, Mn/DOT and Kimley-Horn met or communicated many times throughout the study process; and

WHEREAS, the study process included a comprehensive public involvement program and copies of all written comments received, and a summary of all comment topics, were provided to the City Council; and

WHEREAS, three alignment alternatives for the realignment of the 77th Street West connection to realigned Argenta Trail were developed and evaluated for potential impacts and cost; and

WHEREAS, the project management team recommends the approval of Alignment Option A as the preferred alignment to move forward to final design.

NOW, THEREFORE BE IT RESOLVED that the City Council accepts the recommendation of the project management team as presented in the Preliminary Design Report and approves Alignment Option A.

AYES:

NAYS:

George Tourville, Mayor

ATTEST:

Melissa Kennedy, Deputy Clerk

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION SELECTING ALIGNMENT ALTERNATIVE _____ FOR THE REALIGNMENT OF ARGENTA TRAIL
(COUNTY STATE AID HIGHWAY 63) AS PRESENTED IN THE FEBRUARY 23, 2015 PRELIMINARY DESIGN
REPORT FOR ARGENTA TRAIL (CSAH 63) REALIGNMENT – NORTH AREA STUDY**

WHEREAS, on September 8, 2014, the City Council approved a Joint Powers Agreement with Dakota County for preliminary engineering and final design for City Project No. 2014-11 – Argenta Trail at Trunk Highway 55 (County Project 63-25); and

WHEREAS, on September 8, 2014, the City Council accepted a proposal from Kimley-Horn and Associates, Inc. for professional services to complete the preliminary engineering for said project; and

WHEREAS, on October 27, 2014 the City Council approved an amendment to the professional services contract with Kimley-Horn to add the development and comparison of a number of alignment alternatives for Argenta Trail, from the north end of the South Project Area (City Project No. 2014-11) to the vicinity of a future interchange location on I-494 (referred to as the North Area Study); and

WHEREAS, on November 10, 2014, the City Council approved the first amendment to the aforementioned Joint Powers Agreement with Dakota County to include the North Area Study; and

WHEREAS, a project management team consisting of representatives from the City, Dakota County, Mn/DOT and Kimley-Horn met or communicated many times throughout the study process; and

WHEREAS, the study process included a comprehensive public involvement program and copies of all written comments received, and a summary of all comment topics, were provided to the City Council; and

WHEREAS, five alignment alternatives for the realignment of Argenta Trail (from a point north of its intersection with Amana Trail to the vicinity of a future I-494 interchange location) were developed and evaluated for potential impacts and cost; and

WHEREAS, the project management team recommends the approval of either Alignment Alternative 1, 4 or 5 as the preferred alignment for the future Argenta Trail right-of-way corridor.

NOW, THEREFORE BE IT RESOLVED that the City Council accepts the recommendation of the project management team as presented in the Preliminary Design Report and approves Alignment Alternative _____.

AYES:

NAYS:

George Tourville, Mayor

ATTEST:

Melissa Kennedy, Deputy Clerk

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 15-_____

A RESOLUTION AUTHORIZING STAFF TO INITIATE A COMPREHENSIVE PLAN AMENDMENT APPLICATION PROCESS RELATING TO; THE REALIGNMENT OF ARGENTA TRAIL BETWEEN THE POINTS AT HIGHWAY 55 ON THE SOUTH END AND NEAR I-494 ON THE NORTH END.

WHEREAS, on February 23, 2015, the City Council directed staff to initiate a comprehensive plan amendment to identify the route of the Argenta Trail realignment;

WHEREAS, staff will schedule a public hearing with the Planning Commission, publish notice in the paper and send mailed notice;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS that, the city council authorizes city staff initiate a comprehensive plan amendment application process dealing with the realignment of Argenta Trail.

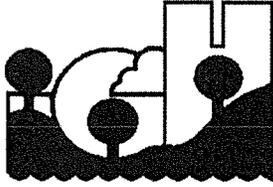
Passed this 23rd day of February, 2015.

AYES:
NAYS:

George Tourville, Mayor

ATTEST:

Melissa Kennedy/Deputy Clerk



CITY OF INVER GROVE HEIGHTS

MEMORANDUM

TO: Scott Thureen, Public Works Director

FROM: Larry Stanger, Police Chief

SUBJECT: 77th Street W. Traffic Survey

DATE: February 12, 2015

I recall over the past 15 years that we have received complaints, every few years, about excessive speeds on 77th Street W. between Argenta Trail and the Eagan Border. We have conducted several enforcement details over those years utilizing our speed trailer, motorcycle patrol and marked squad cars at various points along that stretch of roadway in order to monitor the best vantage point to clock vehicles in both directions. These details did not produce any blatant violations of the unposted 30 M.P.H. speed limit.

In the summer of 2013 the police department was asked to conduct a speed survey on this roadway to determine if there was an actual issue with speeding vehicles or if it was just the perception of speeding as 30 M.P.H. in a residential area can appear excessive.

From May 30 through June 7, 2013 we conducted speed surveys on 24 different occasions, at three times of the day that had been reported to us as prime travel times (a.m. rush hour, noon hour, and p.m. rush hour). We again worked various locations along the stretch of roadway in order to get the best vantage point of vehicle traveling both directions. Below are the results of this speed survey:

- 893 vehicles clocked by radar
- Average speed of all vehicles clocked: 25 M.P.H.
- 886 vehicles clocked at or below 30 M.P.H.
- 7 vehicles clocked over 30 M.P.H.
 - One vehicle at 35 M.P.H.
 - Three vehicles at 33 M.P.H.
 - One vehicle at 32 M.P.H.
 - Two vehicles at 31 M.P.H.

In conclusion, it is our opinion that there is not a speeding issue of the unposted 30 M.P.H. limit, but the appearance that vehicles traveling along that stretch of roadway are in excess of 30 M.P.H.



Minnesota Department of Transportation

Metropolitan District
Waters Edge
1500 West County Road B-2
Roseville, MN 55113-3174

February 17, 2014

Scott Thureen
Public Works Director
8150 Barbara Ave,
Inver Grove Heights, MN 55077

RE: Argenta Trail Alignment Selection at Highway 55

Dear Mr. Thureen,

Thank you for contacting me regarding questions that the City Council had regarding MnDOT's position on the location of the Highway 55/Argenta Trail intersection as it relates to current and future infrastructure.

MnDOT has participated in the Project Management Team (PMT) for the Argenta Trail re-alignment design since the process began last year; the PMT has been very diligent about understanding the implications of the re-alignment of Argenta Trail. While the PMT's recommended location of Argenta Trail (Option 2) moves it closer to the Highway 3 interchange, this is minor when evaluating the overall distance between the two roadways. The traffic moving from Highway 3 to Argenta Trail is not the primary traffic movement being accommodated by the project therefore MnDOT does not anticipate making any changes to the Highway 3 interchange based on the new location of the Argenta Trail intersection.

While the distance between Argenta Trail and Highway 3 is reduced with the recommendation, it is important to note that neither the proposed nor the existing location meet interchange spacing guidelines. We also do not believe that any future assessment of an interchange at Argenta Trail, if and when traffic conditions warrant consideration of an interchange, will be defined by the insignificant change in distance between the roadways that is currently being considered.

I am happy to discuss any further questions you or the City Council may have regarding transportation related issues on the State Highway System. If you have questions please contact me at 651-234-7729

Sincerely,

A handwritten signature in black ink that reads "Jon P. Solberg".

Jon Solberg,
Metro District, South Area Manager

cc. Brian Sorenson, Dakota County

An equal opportunity employer



ARGENTA TRAIL (CSAH 63) REALIGNMENT 77TH STREET AREA STUDY

Preliminary Design Report

February 2015

Prepared For:

City of Inver Grove Heights

Dakota County

Kimley»»Horn

ARGENTA TRAIL (CSAH 63) REALIGNMENT 77TH STREET AREA STUDY

Preliminary Design Report



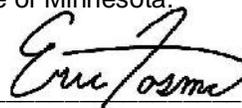
Prepared By:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
2550 University Avenue West
Suite 238N
St. Paul, MN 55114
(651) 643-0400

I hereby certify that this plan, specification
or report was prepared by me or under my
direct supervision and that I am duly
Licensed Professional Engineer under the
laws of the State of Minnesota.

Signature: _____


Eric Fosmo, P.E.

File: 160509025

Date: February 23, 2015 Lic. No. 48761

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4.	PUBLIC AND AGENCY INVOLVEMENT.....	3
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APPENDIX B – ALIGNMENT ALTERNATIVES

APPENDIX C – EVALUATION MATRIX

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND COMMENTS RECEIVED

APPENDIX E – 77TH STREET AREA TRAFFIC STUDY

1. INTRODUCTION, STUDY PURPOSE AND NEED

Dakota County, MnDOT, and the City of Inver Grove Heights are planning a project for the Argenta Trail (CSAH 28 south of TH 55, CSAH 63 north of TH 55) and TH 55 intersection including extending the current 4-lane divided section through TH 55 to Amana Trail (CSAH 28). The project will include turn lanes on all approaches, and the installation of a permanent signal system at the intersection. These improvements will require the realignment of Argenta Trail to address the currently substandard horizontal and vertical curves through the project area. The existing Argenta Trail (CSAH 28) and 77th Street intersection (south of TH 55) will be removed with the project due to the shift in Argenta Trail (CSAH 28) to the east. The draft MnDOT Geometric Layout for the project is included as Appendix A to this report.

The existing 77th Street intersection with Argenta Trail (CSAH 28) also does not meet minimum spacing requirements with the TH 55 intersection. County design standards require an approximate intersection spacing of ¼ mile which requires the new 77th Street connection to be relocated to the existing Yankee Doodle Road/Argenta Trail intersection or further west towards the City of Eagan along Yankee Doodle Road. This purpose of the study is to evaluate potential realignment alternatives for 77th Street to meet the following goals for the proposed connection with Argenta Trail/Yankee Doodle Road (CSAH 28)

- Provide adequate intersection spacing from TH 55 and Argenta Trail (CSAH 28/63) intersection to accommodate traffic movements
- Provide a new full access intersection from the 77th Street neighborhood to Argenta Trail/Yankee Doodle Road (CSAH 28)

2. PRELIMINARY DESIGN ALTERNATIVES

Based on the need to relocate the existing 77th Street intersection along Argenta Trail/Yankee Doodle Road (CSAH 28), three preliminary design alternatives were developed for evaluation. The following summary of preliminary design alternatives details the approach to each alignment alternative and the impacts associated with each alignment. The illustration of all three alignments are included in Appendix B of this report.

Alignment Option A

Alignment Option A connects the existing 77th Street intersection at the current Yankee Doodle Road/Argenta Trail intersection. Alignment Option A is consistent with past City planning studies for the future alignment of 77th Street, which utilizes a 90 degree intersection and two 30 mph curves to connect 77th Street at the existing Yankee Doodle Road/Argenta Trail intersection location. The proposed layout for Alignment Option A is shown in Appendix B of this report. The following is a summary of the design elements and outcomes of the alignment.

- Maintains existing neighborhood traffic routing as 77th Street is extended to the proposed intersection with Yankee Doodle Road/Argenta Trail.
- Uses a 90 degree intersection with two 30 mph reverse curves to make connection from existing 77th Street to the new intersection location.
- The design speed of the proposed alignment is 30 mph (except for 90-degree intersection).
- Meets minimum sight distance requirements at Yankee Doodle Road (CSAH 28).

Alignment Option A would have the following impacts:

- 3 properties would be impacted, approximately 1.5 acres
- Increases average peak hour intersection delay for left turns existing neighborhood
- Minor impacts to existing stormwater features (0.5 acre-feet storage needed)

Alignment Option B

Alignment Option B was developed to connect the existing 77th Street neighborhood through a modified connection point at Rolling Hills Circle within the City of Eagan. Alignment Option B connects to the existing Argenta Trail/Yankee Doodle Road intersection similar to Alignment Option A. The proposed layout for Alignment Option B is shown in Appendix B of this report. The following is a summary of the design elements and outcomes of the alignment.

- Modifies the connection point of 77th Street via Rolling Hills Circle which alters the neighborhood traffic routing.
- Provides the most direct alignment connection to Yankee Doodle Road.
- The design speed of the proposed alignment is 30 mph.
- Meets minimum sight distance requirements at Yankee Doodle Road (CSAH 28).

Alignment Option B would have the following impacts:

- 6 properties would be impacted, approximately 1.5 acres
- Increases average peak hour intersection delay for left turns existing neighborhood
- Major impacts to existing stormwater features (1.9 acre-feet storage needed)
- Increases traffic volume on neighborhood streets (2 block area) with redistribution of neighborhood trips

Alignment Option C

Alignment Option C was developed to connect the existing 77th Street neighborhood through a modified connection point at Rolling Hills Circle (same as Alignment Option B) within the City of Eagan and connects to Yankee Doodle Road approximately ¼ mile west of the existing Yankee Doodle Road/Argenta Trail intersection. Alignment Option C utilizes a 20 mph curve to provide the connection to Yankee Doodle Road directly south of Rolling Hills Circle. The connection provides a tee intersection with Yankee Doodle Road. The proposed layout for Alignment Option C is shown in Appendix B of this report. The following is a summary of the design elements and outcomes of the alignment.

- Modifies the connection point to the 77th Street neighborhood via Rolling Hills Circle which alters the neighborhood traffic routing.
- Utilizes a 20 mph reverse curves to make connection to the existing intersection.
- The design speed of the proposed alignment is 30 mph (except for 20 mph curve).
- Meets minimum sight distance requirements at Yankee Doodle Road (CSAH 28).

Alignment Option C would have the following impacts:

- 1 total acquisition
- 4 properties would be impacted, approximately 1.2 acres
- Decreases average peak hour intersection delay for left turns existing neighborhood
- Minor impacts to existing stormwater features (0.5 acre-feet storage needed)
- Increases traffic volume on neighborhood streets (2 block area) with redistribution of neighborhood trips

3. EVALUATION CRITERIA

All preliminary design alignment alternatives generally meet City roadway design standards, but result in varying impacts to the properties, traffic patterns, and natural resources within the project area. The project management team (PMT) developed the following evaluation criteria to compare the impacts that would occur with the implementation of each of the design alternatives.

- Roadway Operations and Safety
- Impacts to existing stormwater basins/features
- Right-of-Way Acquisition and Property Impacts
- Impacts to Private Utilities (Magellan Pipeline)
- Construction and Right-of-Way Costs

The evaluation matrix generated from the criteria listed above is included in the report as Appendix C. A ranking system was also generated to provide a comparative assessment for each alternative within each of the evaluation criteria. A following is a summary of the ranking system:

- Green – Indicates a comparatively low level of impact (most preferred) of the alignments for the particular evaluation criteria
- Yellow – Indicates a comparatively medium level of impact of the alignments for the particular evaluation criteria
- Red – Indicates a comparatively high level of impact (least preferred) of the alignments for the particular evaluation criteria

4. PUBLIC AND AGENCY INVOLVEMENT

The preliminary design alternatives process has included regular project management team (PMT) meetings. The PMT includes the following members, who have met nine times:

- City of Inver Grove Heights
- City of Eagan
- Dakota County
- MnDOT

The study was led by the City of Inver Grove Heights, with the participation of the agencies listed above. The study has been jointly funded by the City of Inver Grove Heights and Dakota County.

Public and agency input has been gathered from regular PMT meetings and public involvement meetings with affected property and area residents. The following public meetings were held as part of the public and agency involvement process:

- Open House #1 – November 19, 2014
- Open House #2 – January 7, 2015
- 77th Street Neighborhood Meeting – February 11, 2015

Notices for open houses were placed in the paper and direct mailings were sent to area property owners. The open houses and neighborhood meeting were completed as part of the study process to inform the public and solicit their input on the proposed design alternatives. The project website was also updated on a regular basis to keep interest parties informed of the study progress. A summary of the comments and input received from the public involvement process has been provided as Appendix D to this report.

5. 77TH STREET AREA TRAFFIC STUDY

The realignment of a connection from the 77th Street neighborhood to Yankee Doodle Road will impact the operations of traffic entering and exiting the neighborhood and has the potential, depending on the alignment option, to alter the traffic patterns within the neighborhood. A traffic study of the 77th Street neighborhood was completed to understand the operational impact of the proposed 77th Street realignment. Details of the traffic study, included as Appendix E to this report, are as follows

- Traffic counts were taken at Yankee Doodle Road/Argenta Trail and existing 77th Street intersections on January 6, 2015.
- A sight line visibility assessment was completed for each alignment option.
- Intersection operations were analyzed for the AM and PM peak hours for traffic exiting the 77th Street neighborhood.
- A crash summary analysis was completed for the segment of Yankee Doodle Road between TH 55 and the Alignment Option C connection point.
- A signal analysis was completed for existing conditions and each alignment option.

The general findings of the traffic study were as follows.

- The Alignment Option C connection point provides better operations for traffic exiting the neighborhood than the other two alignment options. A summary of the traffic operations is included in Appendix E.
- Alignment Options B and C significantly alter the traffic pattern within the existing 77th Street neighborhood. These alignment options also isolate significant portions of the existing neighborhood to one roadway in and out of the neighborhood (Rolling Hills Drive south of 77th Street). A summary of the impacts to the traffic operations of the existing neighborhood is included in Appendix E.
- Adequate sight lines exist for each of the alignment options.
- Current crash rates for the existing intersections are near state-wide averages.
- A signal is not currently justified for any of the alignment options at the Yankee Doodle Road/Argenta Trail intersection.

6. SUMMARY AND RECOMMENDATION

The study of preliminary design alternatives was completed to provide an evaluation of the options to realign the 77th Street connection to Yankee Doodle Road. The evaluation matrix summarizing the preliminary design work is attached as Appendix C to this report. Following the evaluation of the alignment alternatives and these potential impacts with each alignment, the project management team recommends ***the approval of Alignment Option A*** as the preferred alignment for the realignment of 77th Street. The following is a summary of the proposed Alignment Option A recommendation.

Alignment Option A

- Alignment Option A provides a full access intersection at the existing Yankee Doodle Road/Argenta Trail intersection. Intersection operations are at an acceptable level of service per current design standards.
- The alignment maintains the existing traffic patterns of the neighborhood, where Alignment Options B and C create significant changes to existing traffic patterns resulting in large increases in traffic for some areas of the neighborhood (Neighborhood Traffic Volumes in Appendix E).
- Alignment Option A provides the lowest combination of construction and right-of-way costs.
- The alignment has support from both the City of Eagan and Inver Grove Heights engineering staff based on existing neighborhood impacts.

7. IMPLEMENTATION SCHEDULE

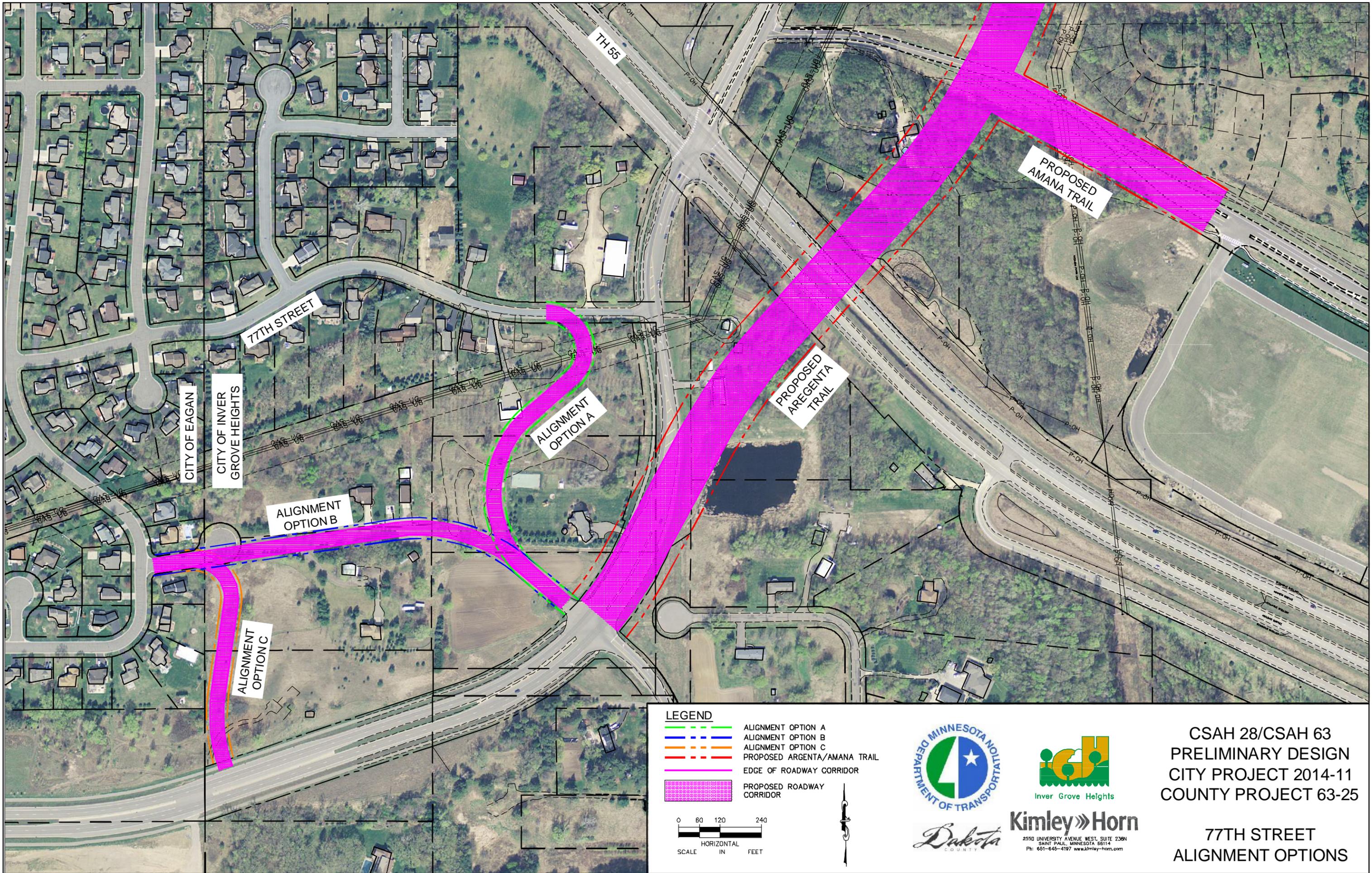
The 77th Street realignment is proposed to be constructed as part of the Argenta Trail Realignment project (County Project 63-25). The implementation of the preferred alignment option would follow the implementation schedule of CP 63-25 as follows:

- Inver Grove Heights City Council receives recommendation – February 23, 2015
- Inver Grove Heights City Council action anticipated on or before – March 9, 2015
- Dakota County Board of Commissioners action – March 17, 2015
- Inver Grove Height City Council and Dakota County Board of Commissioners consider approval of Joint Powers Agreement for project cost share – March 2015
- Inver Grove Heights holds public hearing to consider ordering the project – April 2015
- Right-of-Way acquisition process begins –April 2015
- Final design, ROW acquisition, and bidding complete – Spring 2016
- Construction start – Summer 2016

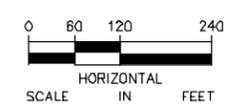
APPENDICES

APPENDIX A – DRAFT MNDOT GEOMETRIC LAYOUT

APPENDIX B – ALIGNMENT ALTERNATIVES



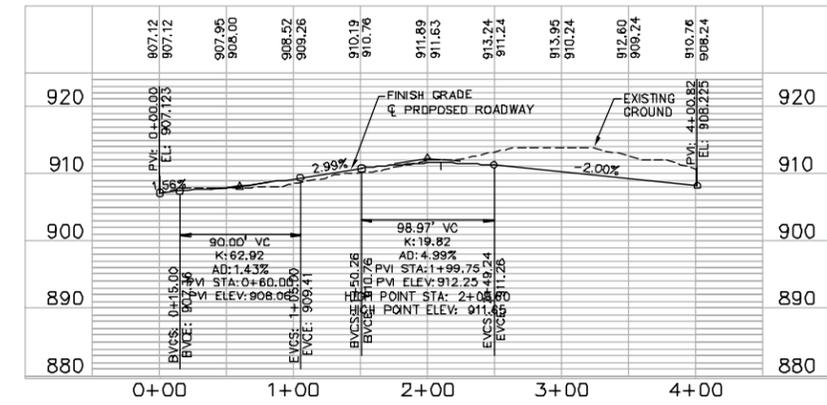
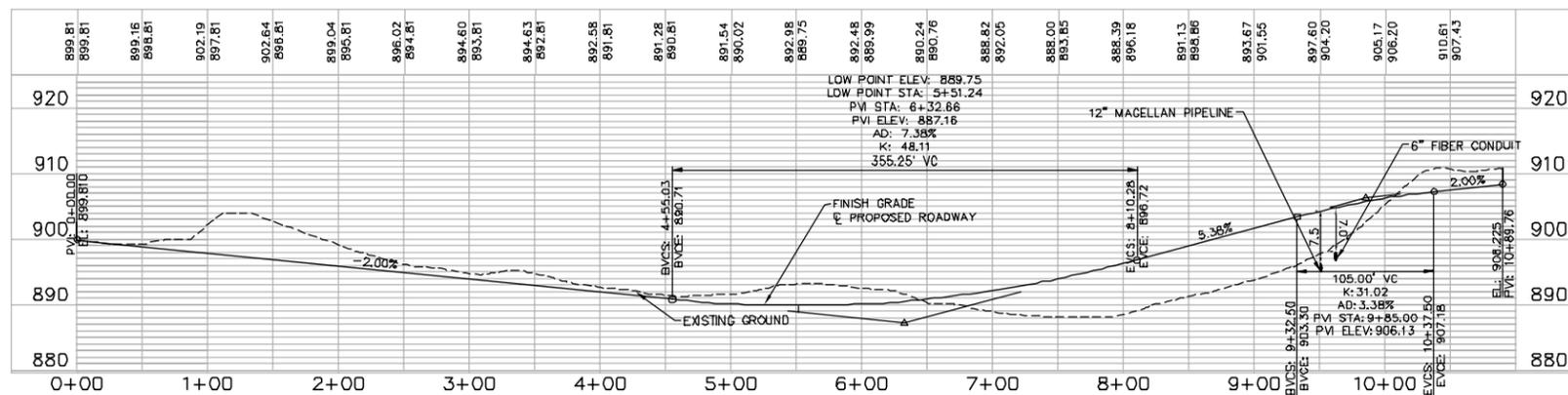
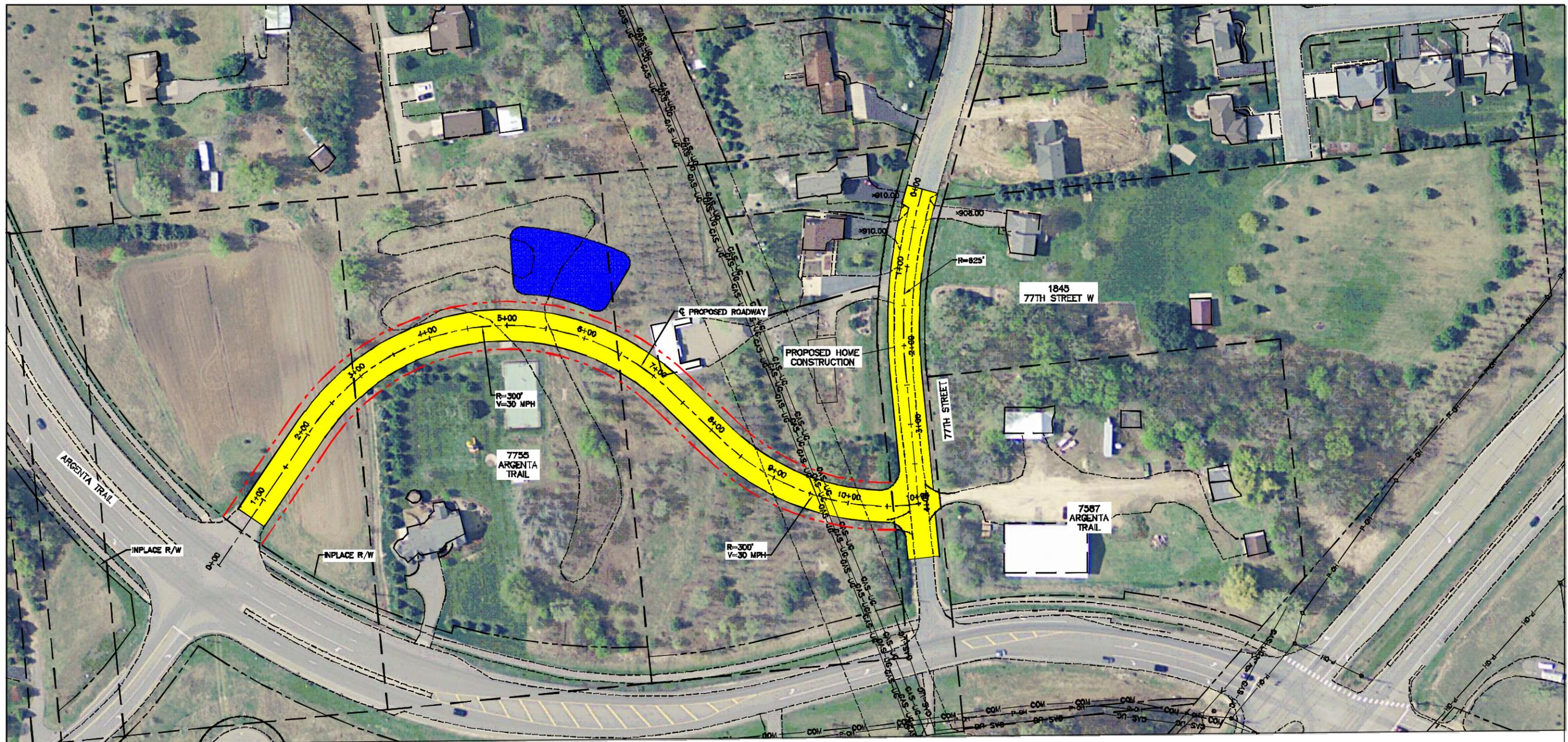
- LEGEND**
- ALIGNMENT OPTION A
 - - - ALIGNMENT OPTION B
 - - - ALIGNMENT OPTION C
 - - - PROPOSED ARGENTA/AMANA TRAIL
 - EDGE OF ROADWAY CORRIDOR
 - PROPOSED ROADWAY CORRIDOR



Kimley-Horn
 2550 UNIVERSITY AVENUE WEST, SUITE 238N
 SAINT PAUL, MINNESOTA 55114
 Ph: 651-645-4197 www.kimley-horn.com

CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

77TH STREET
 ALIGNMENT OPTIONS



LEGEND

- PROPOSED ROADWAY IMPROVEMENTS
- WETLAND/DRAINAGE FEATURE IMPACTS
- PROPOSED WETLAND/DRAINAGE MITIGATION AREA
- PROPOSED RIGHT-OF-WAY
- CONSTRUCTION LIMITS

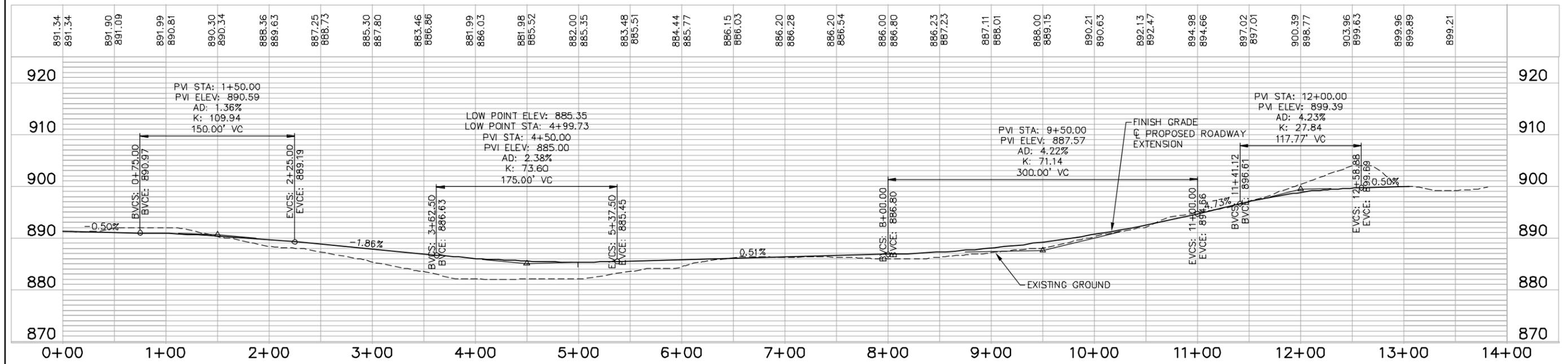
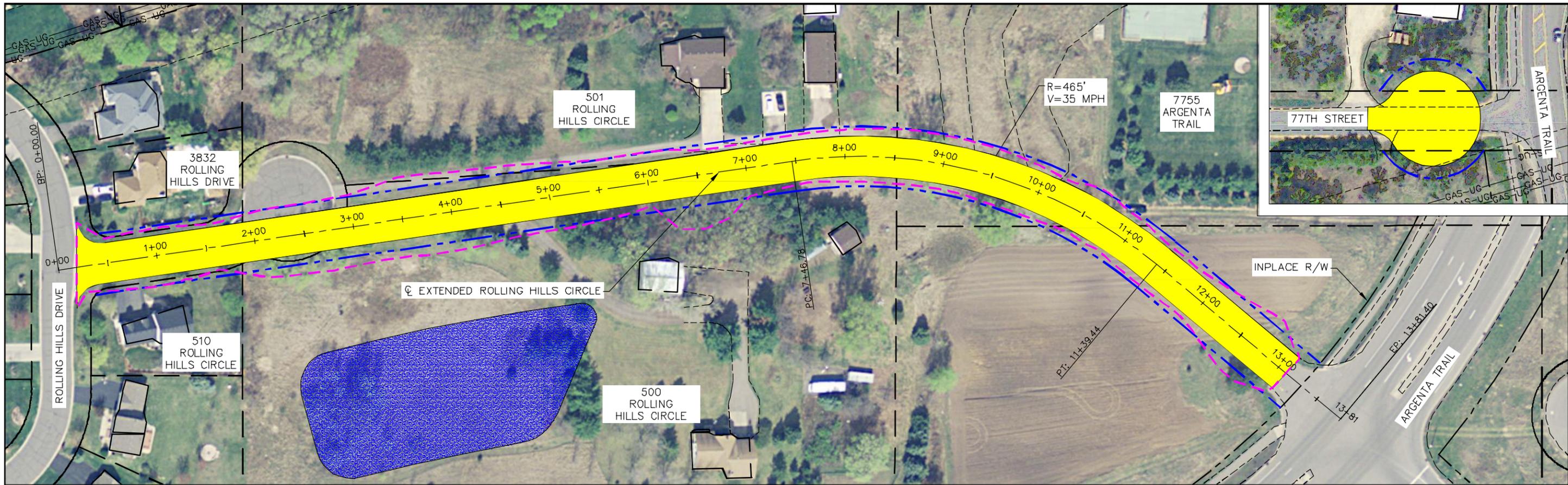
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VERTICAL
0 25 50 100
HORIZONTAL
SCALE IN FEET

MINNESOTA
DEPARTMENT OF TRANSPORTATION

IGH
Inver Grove Heights

Kimley»Horn
1500 UNIVERSITY AVENUE, WEST SUITE 2200
SANT PAUL, MINNESOTA 55104
PH: 612-445-4127 www.kimley-horn.com

CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25
77TH STREET - OPTION A



LEGEND

- PROPOSED ROADWAY IMPROVEMENTS
- WETLAND/DRAINAGE FEATURE IMPACTS
- PROPOSED WETLAND/DRAINAGE MITIGATION AREA
- PROPOSED RIGHT-OF-WAY
- CONSTRUCTION LIMITS

VERTICAL SCALE: 0, 5, 10, 20 FEET

HORIZONTAL SCALE: 0, 25, 50, 100 FEET

2550 UNIVERSITY AVENUE WEST, SUITE 238N
SAINT PAUL, MINNESOTA 55114
Ph: 651-645-4197 www.kimley-horn.com

**CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25
77TH STREET - OPTION B**

APPENDIX C – EVALUATION MATRIX

Argenta Trail Improvement Project



77TH STREET ALTERNATIVES RATING MATRIX

RECOMMENDED

Project Goals	Considerations	Alternative A	Alternative B	Alternative C
Operations/ Safety	Provides a connection from the neighborhood to Argenta Trail	Maintains existing neighborhood connection routing to Argenta Trail	Alters existing traffic flow through neighborhood (re-routes up to 1,400 vehicles a day)	Alters existing traffic flow through neighborhood (re-routes up to 1,400 vehicles a day)
	Access to future development	No access changes/restrictions	No access changes/restrictions	Impacts access to future development on Yankee Doodle Road
	Horizontal and vertical roadway alignments meet 30 MPH design speed	Requires 90-degree intersection to accommodate Magellan Pipeline crossing	Meets project goal	Some horizontal curves require 20 MPH design speed (matches existing neighborhood)
	Intersection sight distance met at Yankee Doodle Road connection	Meets project safety goals	Meets project safety goals	Meets project safety goals
	Yankee Doodle Road intersection operations compared to existing	Increases average peak hour intersection delay for left turns exiting neighborhood (12-13 seconds)	Increases average peak hour intersection delay for left turns exiting neighborhood (15-19 seconds)	Decreases average peak hour intersection delay for left turns exiting neighborhood (1-2 seconds)
	Future Yankee Doodle Road intersection operations	Future growth of Yankee Doodle Road and Argenta Trail traffic will increase peak-hour delays	Future growth of Yankee Doodle Road and Argenta Trail traffic will increase peak-hour delays	Future growth of Yankee Doodle Road and Argenta Trail traffic has less impact on intersection delays
Project Cost	Construction cost	\$500,000	\$550,000	\$450,000
	Minimize total acquisitions	Right-of-Way <ul style="list-style-type: none"> Approximately 1.5 acres of new ROW 0 total acquisitions Impacts 3 parcels \$250,000* 	Right-of-Way <ul style="list-style-type: none"> Approximately 1.5 acres of new ROW 0 total acquisitions Impacts 6 parcels \$250,000 	Right-of-Way <ul style="list-style-type: none"> Approximately 1.2 acre of new ROW 1 total acquisition Impacts 4 parcels \$650,000
	Utility impacts/relocation cost	No significant impact – modified roadway geometry and profiles to accommodate Magellan Pipeline standards	No significant impact	No significant impact
Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements	0.5 ac-ft storage needed Minor impacts to existing stormwater features/ponds	1.9 ac-ft storage needed Major impact to existing stormwater features/ponds	0.5 ac-ft storage needed Minor impacts to existing stormwater features/ponds

* Actual costs will be finalized through right-of-way acquisition process.

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND
COMMENTS RECEIVED

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
1	Traffic speeds on existing 77th St. W. are a problem.	5	The City of Inver Grove Heights Police Department completed a speed survey over a nine day period (May 30 - June 7, 2013) on 77th Street between Argenta Trail and the Eagan border. Of 893 vehicles that were clocked, seven (7) exceeded the 30 MPH speed limit (1@35 -stopped, 3@33, 1@32, 2@31). The average speed for all of the vehicles was 25 mph. These results are not indicative of a speeding problem.
2	Can the speed limit be lowered to 20 M.P.H.	1	The speed limit on all urban residential streets statewide is 30 mph by State Statute. Cities do not have the ability by law to lower a speed limit to 20 mph.
3	Option C is preferred because a large amount of UPS trucks use Argenta Trail/ Yankee Doodle Road	1	The traffic study noted that UPS trucks are using Yankee Doodle Rd./ Argenta Trail. The volume of trucks was taken into account in assessing the operations at Argenta Trail for Option A and Option B.
4	Intersection at Yankee Doodle Rd./ Argenta Trail will be more dangerous to make a left from the neighborhood to northbound Argenta Trail with Option A or B	1	The traffic assessment does show that drivers will experience a longer delay making a left turn out of the neighborhood during peak periods under Options A and B in comparison with Option C (approximately 13 seconds more than today for Option A and 19 seconds more than today for Option B). Drivers that don't want to wait would have the option to turn right and then make a U-turn at the next median opening.
5	Option B & C change the traffic patterns of the neighborhood	6	The analysis of the options (as shown in the matrix) does reflect traffic pattern changes through the neighborhood as a factor to consider, consistent with public comments received previously. Both Options B and C do substantially change the traffic flow through the neighborhood, potentially rerouting up to 1400 vehicles per day.

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
6	Options B and C are preferred because the neighborhood access is centered within the neighborhood	2	Option B and C do provide a more central access to the County road system from the neighborhood, but also increase traffic volumes substantially in this immediate area, even pulling some traffic that currently use the TH 149 intersection today.
7	How does the potential future interchange at TH 55 impact the access decision?	1	Options A, B, and C are all unlikely be impacted by a potential future interchange at TH 55 and Argenta Trail. Options A and B will be closest, but if there is an interchange at TH 55 someday, the ramps on the south side will most likely be a tight diamond configuration due to existing development.
8	Will City (IGH) water and sewer be available to this neighborhood in the future?	1	The City of Inver Grove Heights does not have plans for installing water and sewer to this neighborhood at this time. Water and sewer will likely be installed when the area south of TH 55 develops/ redevelops.
9	Will a change in traffic control be installed at the new intersection under any of the options?	8	Based on the information from the traffic study, side-street stop signs is the safest and most efficient traffic control for the intersection with Yankee Doodle Road for all three options. It is possible that the existing Yankee Doodle Road/Argenta Trail intersection could be considered for a traffic control change in the future considering projected traffic volumes at this intersection. This will depend on traffic growth along Argenta south of Yankee Doodle Road.
10	What is the status of the traffic study? When will a copy be publically available?	1	The draft traffic study will be discussed at the neighborhood meeting on Wednesday February 11, 2015. The traffic study will be available later this month on the project's webpage.
11	When is construction going to begin? How long will it take?	1	Construction is scheduled to begin in the spring of 2016 and be substantially complete in the fall of 2016.

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
12	Traffic will be on three sides of a property under Option C	1	This is true. Under this scenario, it is possible that this property would need to be fully acquired due to right of way impacts and related damages.
13	When will the preferred alignment be determined?	FAQ	The Project Management Team will be presenting a preferred alignment at the February 11 neighborhood meeting. Ultimately, the Inver Grove Heights City Council will need to approve the alignment, and, if Option B or C are preferred, the Eagan City Council would need to approve the alignment as well.
14	Existing Argenta Trail south of TH 55 has existing sight line issues. If the 77th Street realignment connects at the intersection of Yankee Doodle Rd. and Argenta Trail, what will be done to improve this intersection?	FAQ	The PMT has evaluated the sight lines at both of the potential intersection locations and determined that both locations have adequate sight lines based on time needed to make a decision and accelerate.

APPENDIX E – 77TH STREET AREA TRAFFIC STUDY

1. Reason for Study

The CSAH 28 (Yankee Doodle) / CSAH 63 (Argenta Trail) and TH 55 intersection is planned to be reconstructed to address capacity and safety issues. The existing 77th Street connection is proposed to be closed to CSAH 28 to address intersection spacing and alignment needs with the CSAH 63 roadway changes to ensure safe and efficient access. Three southerly alignment options for realigning 77th Street are proposed:

- 1) Alignment A – Roadway connection from 77th Street to Argenta Trail and CSAH 28
- 2) Alignment B – Roadway connection from Rolling Hills Circle at Argenta Trail and CSAH 28
- 3) Alignment C – Roadway connection from Rolling Hills Circle 1150' w of Argenta Trail at CSAH 28

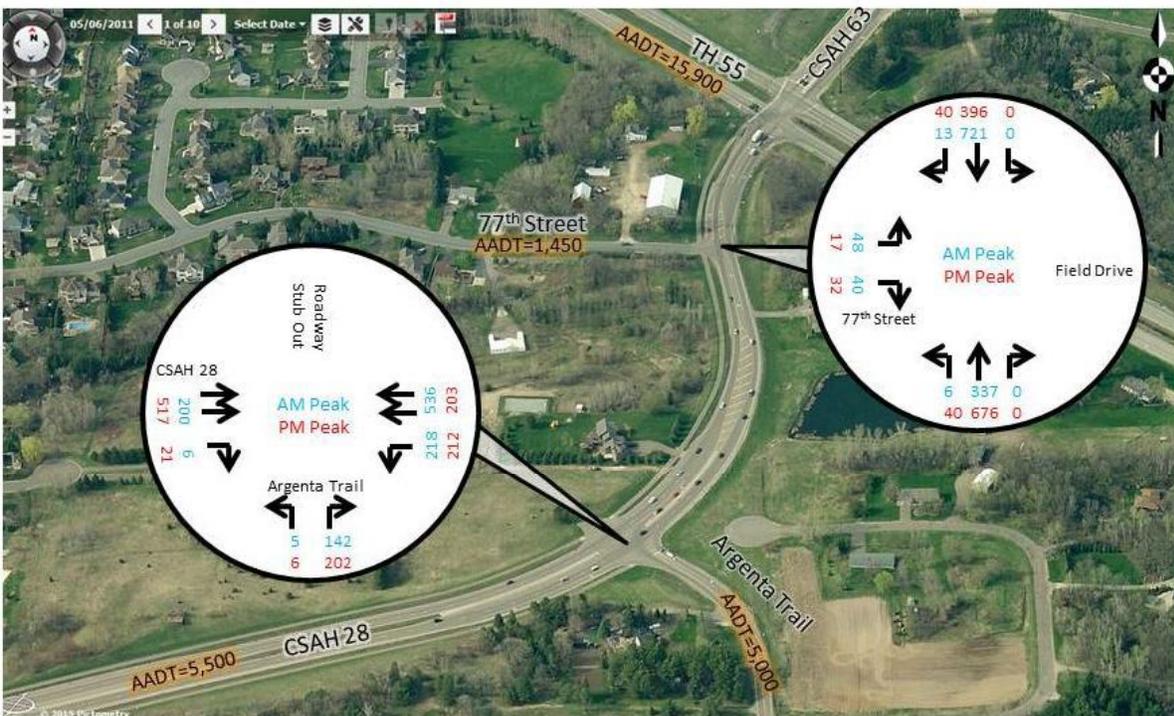
The change in traffic distribution based on the local road connections and intersection location where evaluated to determine how traffic would operate under all three alignment options.

2. Existing Conditions

Traffic Volumes and Operations

Current traffic counts were collected at the intersections of CSAH 28 at 77th Street and CSAH 28 at Argenta Trail as shown in Figure 1.

Figure 1: Existing Average Annual Daily Traffic and Peak Hour Traffic Volumes



The Highway Capacity Manual (HCM) documents procedures for determining the performance of different traffic control at intersections. Intersections and the roadway approaches are assigned a "Level of Service" letter grade for the peak hour of traffic based on attributes such as traffic control and traffic volumes. Level of Service (LOS) A represents light traffic flow (free flow conditions) while LOS F represents heavy traffic flow (over capacity conditions). LOS D is considered acceptable operations.

The existing AM and PM one-hour peak operations were assessed using HCM methodologies for side-street stop operations (see Table 1). The trips utilizing this intersection are estimated to be generated from the area highlighted in orange in Figure 2.

Table 1 – Existing Peak Hour Operations

AM Peak Hour	77 th Street @						CSAH 28					
Direction	Eastbound						Northbound			Southbound		
Movement	LT	TH	RT				LT	TH	RT	LT	TH	RT
Count (veh)	48		40				6	337			721	13
Delay (sec)	15.6		14.2				9.1					
LOS (mvnt)	C		B				A					
LOS (apprch)		B										
PM Peak Hour	77 th Street @						CSAH 28					
Direction	Eastbound						Northbound			Southbound		
Movement	LT	TH	RT				LT	TH	RT	LT	TH	RT
Count (veh)	17		32				40	676			396	40
Delay (sec)	11.3		10.8				8.3					
LOS (mvnt)	B		B				A					
LOS (apprch)		B										
AM Peak Hour	CSAH 28 @						Argenta Trail					
Direction	Eastbound			Westbound			Northbound					
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT			
Count (veh)		200	6	218	536		5		142			
Delay (sec)				8.1			16.3		9.4			
LOS (mvnt)				A			C		A			
LOS (apprch)								A				
PM Peak Hour	CSAH 28 @						Argenta Trail					
Direction	Eastbound			Westbound			Northbound					
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT			
Count (veh)		517	21	212	203		6		202			
Delay (sec)				9.3			16.8		11.2			
LOS (mvnt)				A			C		B			
LOS (apprch)		B						B				

Field-Observed Delay

The observed delays for these movements are higher than the calculated delay:

Table 2 – Observed Intersection Delay

Intersection / Movement	Delay
CSAH 28 & 77 th Street – EB Left Turn	AM Pk – 21 sec
	PM Pk – 17 sec
CSAH 28 & Argenta Trail – NB Left Turn	AM Pk – 78 sec
	PM Pk – 33 sec

On the day of the observation, the roads were partially snow covered and drivers may have been exercising more caution by choosing larger gaps due to the roadway conditions.

Safety

Crash data for the years 2012 through 2014 was assessed for the segment and existing intersections. Crash and severity rates are calculated based on the number of crashes and the extent of injuries occurring per million entering vehicles. The CSAH 28 and Argenta Trail intersection crash rate is higher than the state-wide average for side-street stop control, but has a lower severity rate due to the crashes involving property damage only (N). The segment (non-intersection crashes) has a little higher than statewide average for similar roadways with 4 crashes occurring and a severity rate that is over double the average due to 3 of the 4 crashes resulting in injuries and fatality (K).

Table 3 – Crash Summary

Intersection	Entering Vehicle Volume	Number of Crashes	Crash Type	Crash Severity	Crash Rate	Severity Rate	State Ave Crash Rate	State Ave Severity Rate
CSAH 28 & 77 th Street	6,225	1	Right Angle	N	0.15	0.15	0.18	0.26
CSAH 28 & Argenta Trail	8,000	2	Right Angle	N	0.23	0.23	0.18	0.26
Segment Crashes (non-intersection)	5,500	4	Run Off Road Run Off Road Right Turn Head On	N B C K	0.78	2.15	0.63	0.92

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT)

Signal Warrants

A traffic signal warrant analysis was performed for each intersection. To justify a signal, one major 8-hour signal warrant needs to be met for consideration of a traffic signal installation. Neither intersection met any hour of any signal warrants.

Warrant 1A requires 420 total vehicles on the major roadway and 140 total vehicles on the minor roadway for the same 8 hours of a day. Warrant 1B requires 630 total vehicles on the major roadway and 70 total vehicles on the side road for the same 8 hours of a day. CSAH 28 meets the major road volumes needed for Warrant 1A at both intersections, but does not meet the major road volumes for Warrant 1B at either. The side road volumes needed for Warrant 1A and 1B are not met for any hours with the highest volume on 77th Street being 65 vehicles and 10 vehicles on Argenta Trail.

Table 4 – Signal Warrant Analysis

Intersection	Warrant 1A		Warrant 1B		Warrant 1C		Warrant 2		Warrant 3	
	Hours Met	Warrant Met?	Hours Met	Warrant Met?	Hours Met	Warrant Met?	Hours Met	Warrant Met?	Hours Met	Warrant Met?
CSAH 28 & 77 th Street	0 of 8	No	0 of 8	No	0 of 8	No	0 of 4	No	0 of 1	No
CSAH 28 & Argenta Trail	0 of 8	No	0 of 8	No	0 of 8	No	0 of 4	No	0 of 1	No

3. Traffic Generation and Distribution

The neighborhood area consists of 262 Single-Family Detached housing generating approximately 2620 daily trips that access the neighborhood by way of TH 149 and 77th Street. This is depicted by the entire shaded areas shown in Figure 2 on page 5. Utilizing the existing traffic counts, it is estimated 1470 trips (56%) (orange area in Figure 2) are currently utilizing the 77th Street intersection.

It is expected that the trips generated and distributed with Alignment A will be similar to the existing conditions. Forty-three more homes (blue area in Figure 2) are expected to utilize Alignment Options B and C compared to the current 77th Street access due to proximity of the new connection to these homes.

Figure 2: Trip Generation Areas



- Existing and Alignment A Trip Generation – 147 Single Family Homes
- Alignment B and C Additional Trip Generation – 43 Single Family Homes
- Trip Generation Destined to/from TH 149 – 72 Single Family Homes

Utilizing the ITE Trip Generation Manual for Single-Family Detached Housing (Code 210), the 43 homes will generate the following peak hour trips and distributions as shown in Table 1:

Table 5 – Additional Trip Generation and Distribution

	Trip Generation	Exiting Trip Distribution	Number of Exiting Trips	Entering Trip Distribution	Number Of Entering Trips	Total Number of Trips
AM Peak	0.75	75%	24	25%	8	32
PM Peak	1.0	37%	16	63%	27	43

The existing directional distribution was used to assign direction for the additional generated trips in each of the alignment options.

4. Operational Assessment of Alignment Options

The three alignment options with the redistributed trip assignments were assessed using HCM methodologies for side-street stop operations. For Alignments A and B, the side roads were assessed to have a right turn lane and a shared left/thru lane.

Alignment Option A

The trips generation and distribution utilizing the new intersection are expected to be similar to the existing 77th Street intersection (area highlighted in orange in Figure 2). The traffic volumes and AM and PM peak one hour operational assessment associated with this alignment are shown in Figure 3 and Table 6.

Figure 3: Peak Hour Traffic Volumes – Alignment Option A

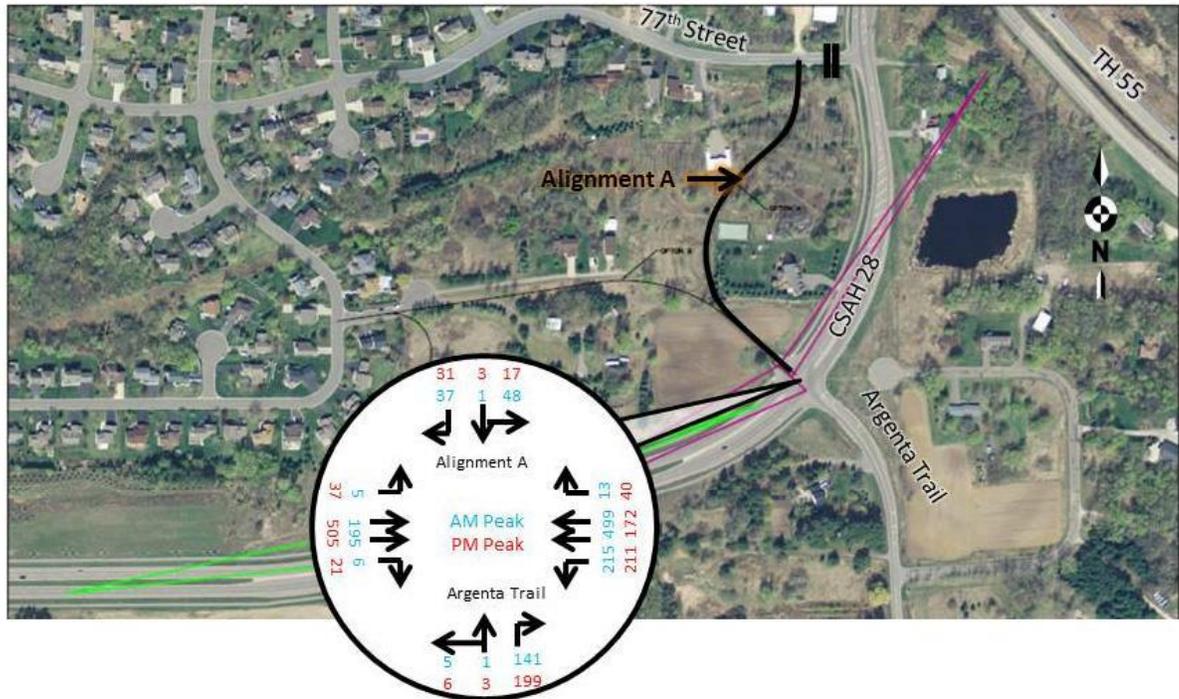


Table 6 – Alignment Option A Intersection Operations

AM Peak Hour	CSAH 28 @						Argenta Trail			Alignment A		
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Count (veh)	5	195	6	215	499	13	5	1	141	48	1	37
Delay (sec)	8.4			8.1			18.6		9.4	27.8		9.8
LOS (mvnt)	A			A			C		A	D		A
LOS (apprch)								A			C	
PM Peak Hour	CSAH 28 @						Argenta Trail			Alignment A		
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Count (veh)	37	505	21	211	172	4	6	3	199	17	3	31
Delay (sec)	7.6			9.3			20.0		11.1	24.5		8.8
LOS (mvnt)	A			A			C		B	C		A
LOS (apprch)								B			B	

Alignment Option B

It is expected that some of the current trips exiting to the west of TH 149 will now use Alignment B (area highlighted in blue in Figure 2). The traffic volumes and AM and Peak one hour operational assessment associated with this alignment are shown in Figure 4 and Table 7.

Figure 4: Peak Hour Traffic Volumes – Alignment Option B

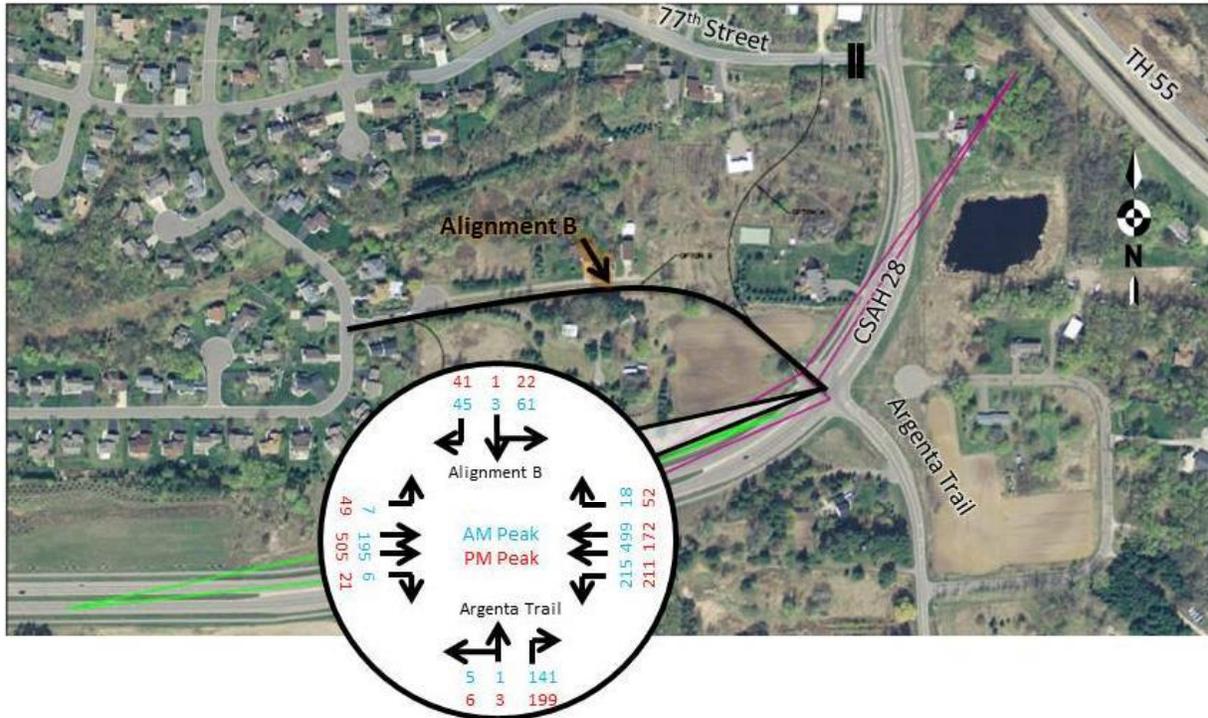


Table 7 – Alignment Option B Operations

AM Peak Hour	CSAH 28 @						Argenta Trail			Alignment B		
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Count (veh)	7	195	6	215	499	18	5	1	141	61	3	45
Delay (sec)	8.4			8.1			18.9		9.4	30.3		9.8
LOS (mvnt)	A			A			C		A	D		A
LOS (apprch)								A			C	
PM Peak Hour	CSAH 28 @						Argenta Trail			Alignment B		
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Count (veh)	49	505	21	211	172	52	6	3	199	22	1	41
Delay (sec)	7.8			9.3			22.6		11.1	30.0		8.8
LOS (mvnt)	A			A			C		B	D		A
LOS (apprch)								B			C	

Alignment Option C

It is expected that some of the current trips exiting to the west of TH 149 will divert to Alignment (area highlighted in blue in Figure 2), similar to alignment option B. The traffic volumes and AM and PM peak one hour operational assessment associated with this alignment are shown in Figure 5 and Table 8.

Figure 5: Peak Hour Traffic Volumes – Alignment Option C

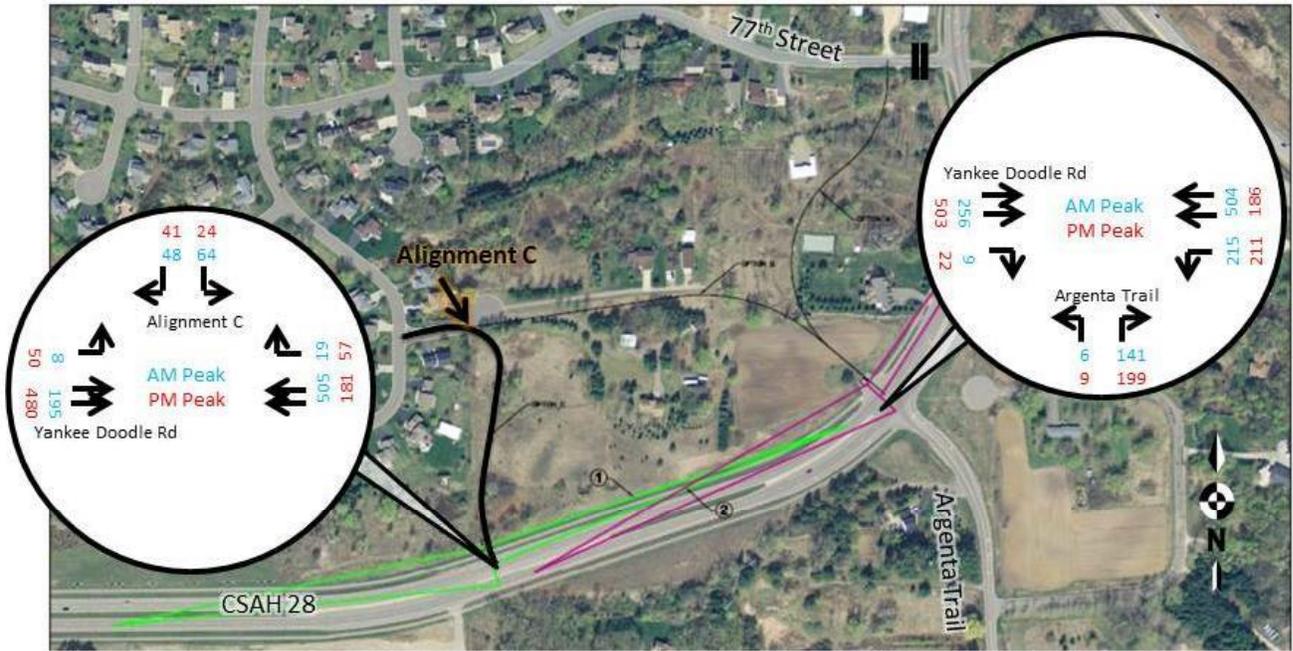


Table 8 – Alignment Option C Intersection Operations

AM Peak Hour	CSAH 28 @						Alignment C			
Direction	Eastbound			Westbound			Southbound			
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Count (veh)	8	195			505	19			64	48
Delay (sec)	8.4								13.4	9.8
LOS (mvnt)	A								B	A
LOS (apprch)									B	
PM Peak Hour	CSAH 28 @						Alignment C			
Direction	Eastbound			Westbound			Southbound			
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Count (veh)	50	480			181	57			24	41
Delay (sec)	7.8								11.9	8.9
LOS (mvnt)	A								B	A
LOS (apprch)									A	

The operational assessment of the intersection of CSAH 28 and Argenta Trail for Alignment Option C yields very similar delay results as in the existing condition due to minimal traffic redistribution (see Table 1).

5. Assessment Summary

Operations Comparison

Comparing to the delay experienced today at 77th Street, the exiting left turns from the neighborhood will experience 12 to 20 seconds more delay in both the AM and PM Peak Hours with Alignments A and B, and will have 2 seconds less delay in the AM Peak with Alignment C. The level of service for the left turn movement will decrease to a LOS of C/D with Alignment A and LOS D with Alignment B.

Table 9 - Operations Comparison of Exiting Side Road Trips North Of CSAH 28

AM Peak Hour	Existing 77 th Street			Alignment A			Alignment B			Alignment C		
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Count (veh)	48		40	48	1	37	61	3	45	64		48
Delay (sec)	15.6		14.2	27.8		9.8	30.3		9.8	13.4		9.8
LOS (mvnt)	C		B	D		A	D		A	B		A
LOS (apprch)		B			C			C			B	
PM Peak Hour	Existing 77 th Street			Alignment A			Alignment B			Alignment C		
Movement	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Count (veh)	17		32	17	3	31	22	1	41	24		41
Delay (sec)	11.3		10.8	24.5		8.8	30.0		8.8	11.9		8.9
LOS (mvnt)	B		B	C		A	D		A	B		A
LOS (apprch)		B			B			C			A	

Traffic Signal Control Assessment

After redistribution of trips, the exiting left turn / through traffic movement volumes for Alignment A increased 2% (1 trip) from the existing 77th Street exiting volumes in the AM peak hour and 18% (3 trips) in the PM peak hour. These percentages were then applied accordingly for the 8 highest side road volume hours of the day to assess if a major signal warrant would be met. The same approach was applied for Alignments B and C. Alignment B exiting volumes increased 33% (16 trips) from the existing 77th Street exiting volumes in the AM peak hour and 35% (6 trips) in the PM peak hour. Alignment C volumes increased 33% (16 trips) in the AM peak hour and 41% (7 trips) in the PM peak hour.

In all of the alignment options, adjusted traffic volumes are not at levels in which signal warrants are met and installation of a signal would be justified as shown in Table 10.

Table 10 – Signal Warrant Comparison of Alignments

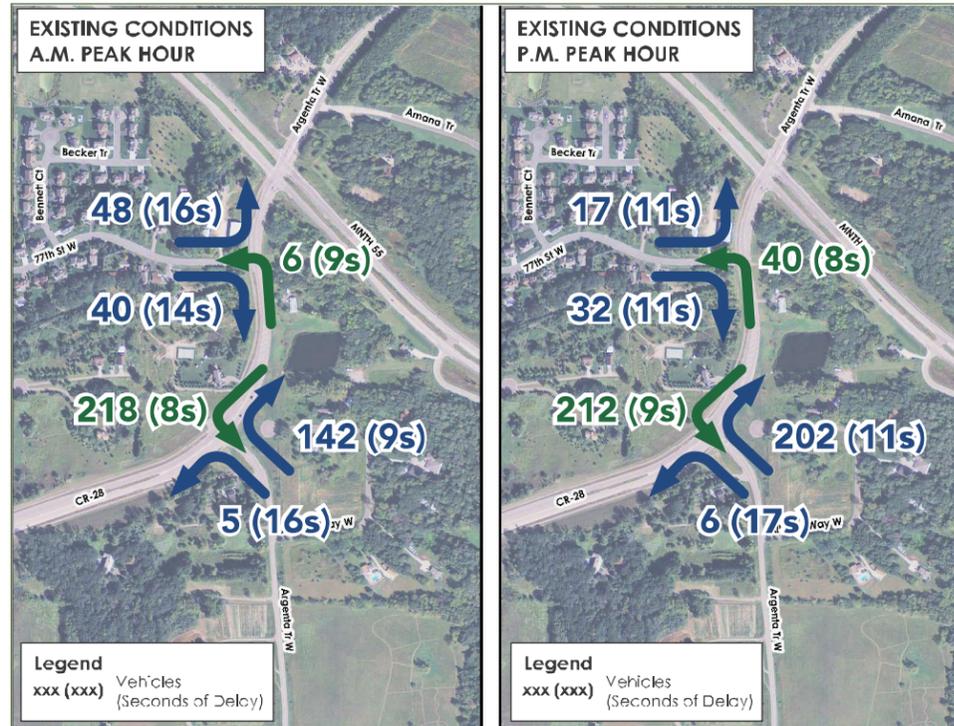
Hour	Existing 77 th St	Alignment A			Alignment B			Alignment C			Major Appr Vol	
	Minor Appr Vol	Largest Minor Appr Vol	Warrant Vol Met		Largest Minor Appr Vol	Warrant Vol Met		Largest Minor Appr Vol	Warrant Vol Met			
			140	70		140	70		140	70	420	630
6 - 7 AM	39	39			51			51			X	
7 - 8 AM	65	66			86	X		86	X		X	X
8 - 9 AM	37	37			49			49			X	X
9 - 10 AM	21	21			28			28			X	
10 - 11 AM												
11 - 12 AM	15	15			19			19			X	X
12 - 1 PM												
1 - 2 PM												
2 - 3 PM												
3 - 4 PM	19	25			26			26			X	X
4 - 5 PM	17	22			22			23			X	X
5 - 6 PM	15	19			20			21			X	X
6 - 7 PM												
Warrant		Alignment A Hours Met		Alignment B Hours Met		Alignment C Hours Met		Hours Required		Warrant Met/ Not Met		
Warrant 1A:		0		0		0		8		Not Met		
Warrant 1B:		0		1		1		8		Not Met		
Warrant 1C:		0		0		0		8		Not Met		
Warrant 2: 4 Hour		0		1		1		4		Not Met		
Warrant 3: Peak Hour		0		0		0		1		Not Met		

6. Recommendation

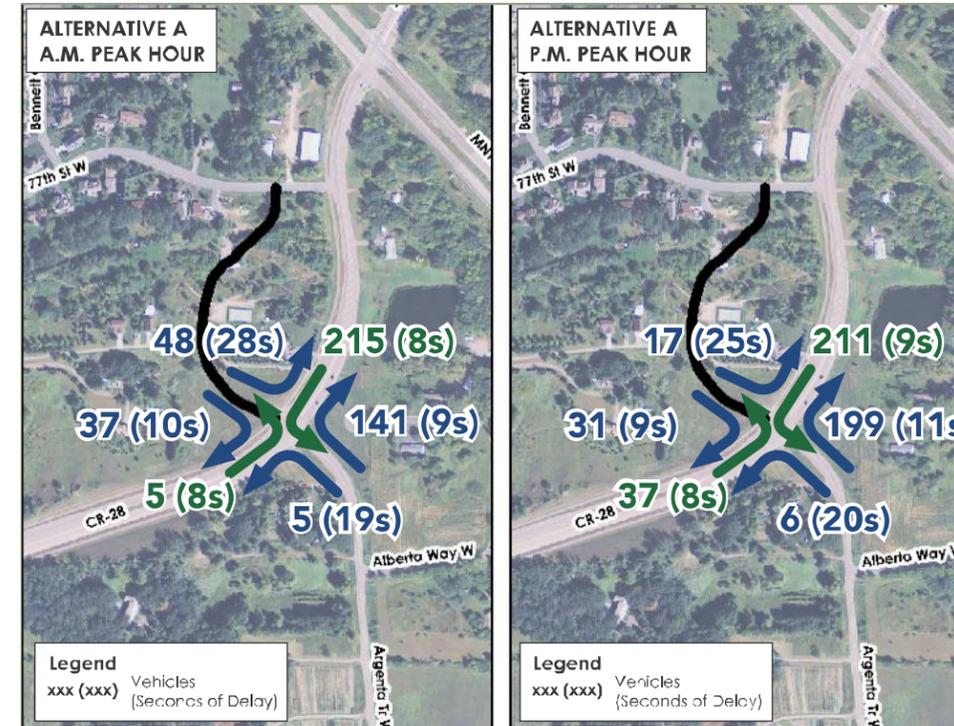
The recommended alternative decision will be based on assessment of several factors including operations, safety, right of way impacts, and construction costs.

Traffic Operations Summary

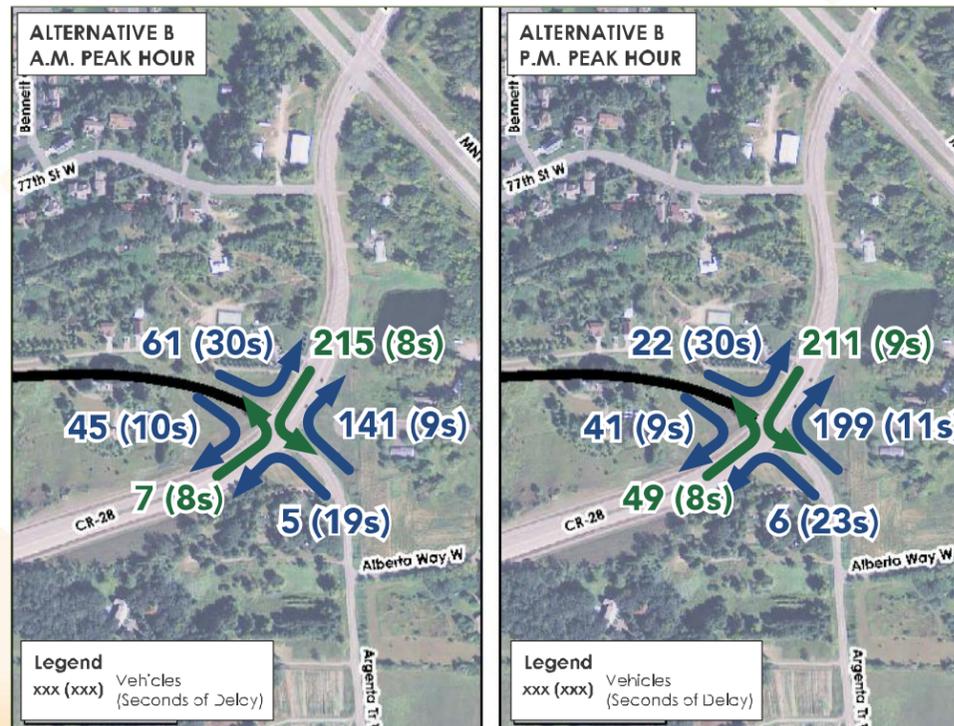
Existing Conditions



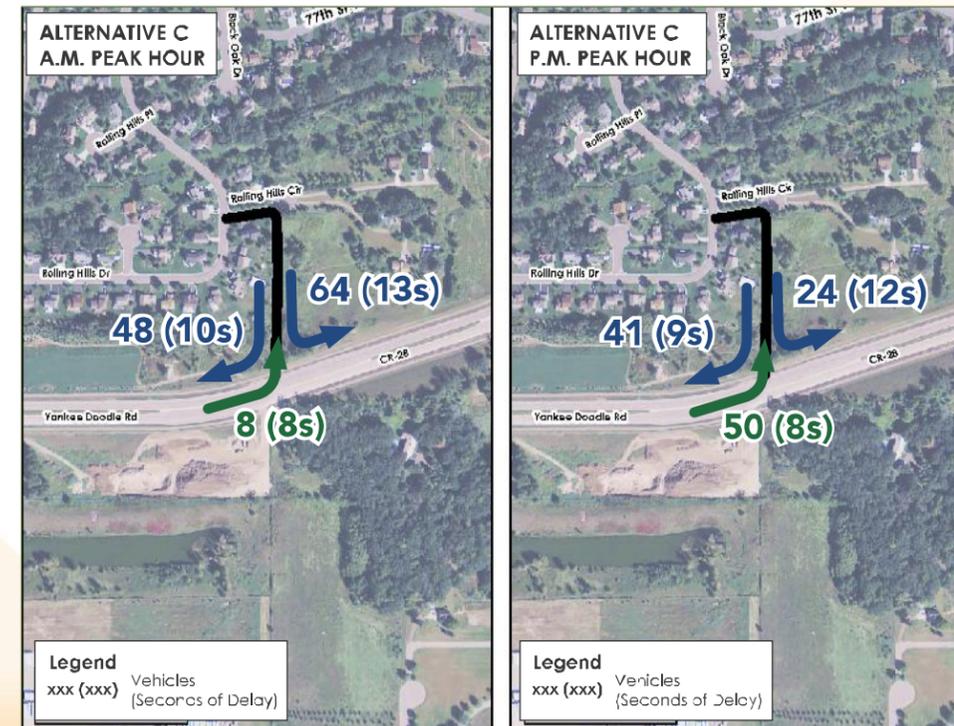
Alignment A



Alignment B

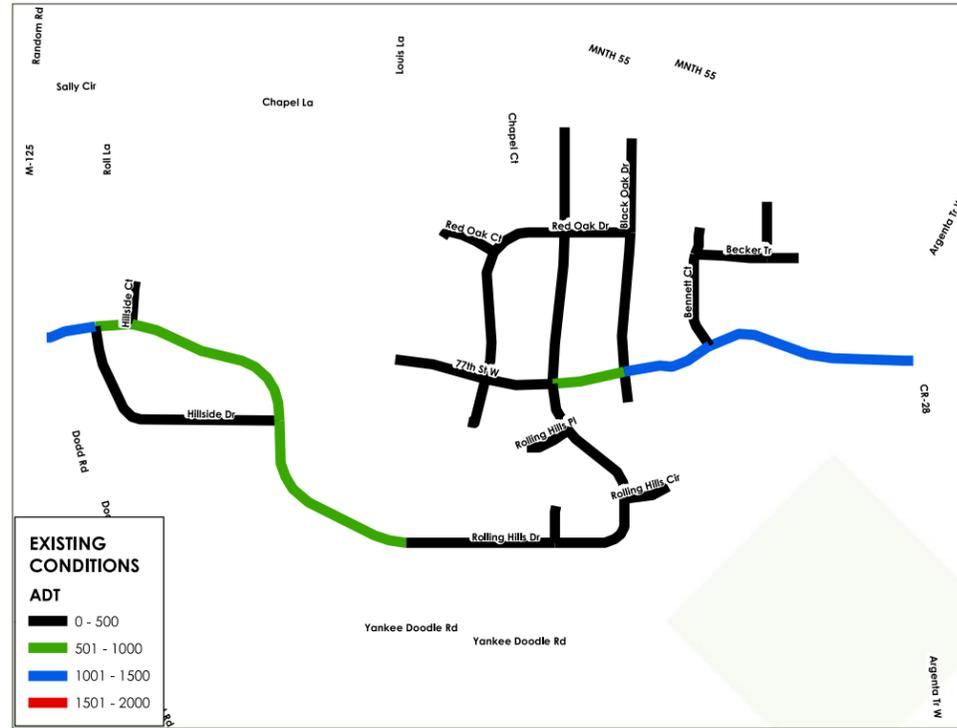


Alignment C

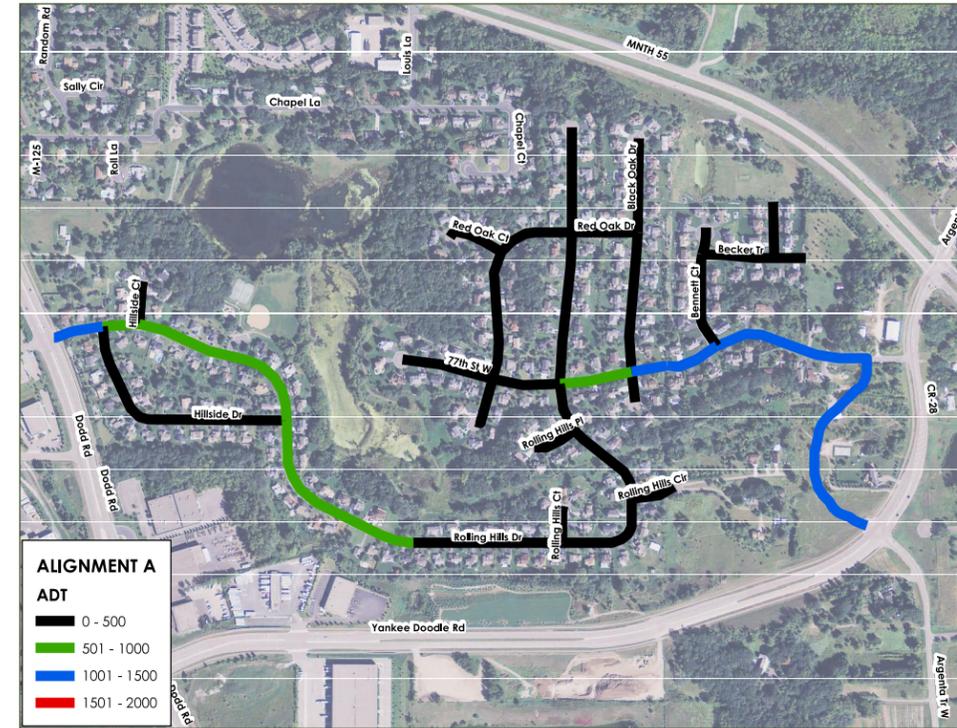


77th Street Realignment Neighborhood Traffic Volumes

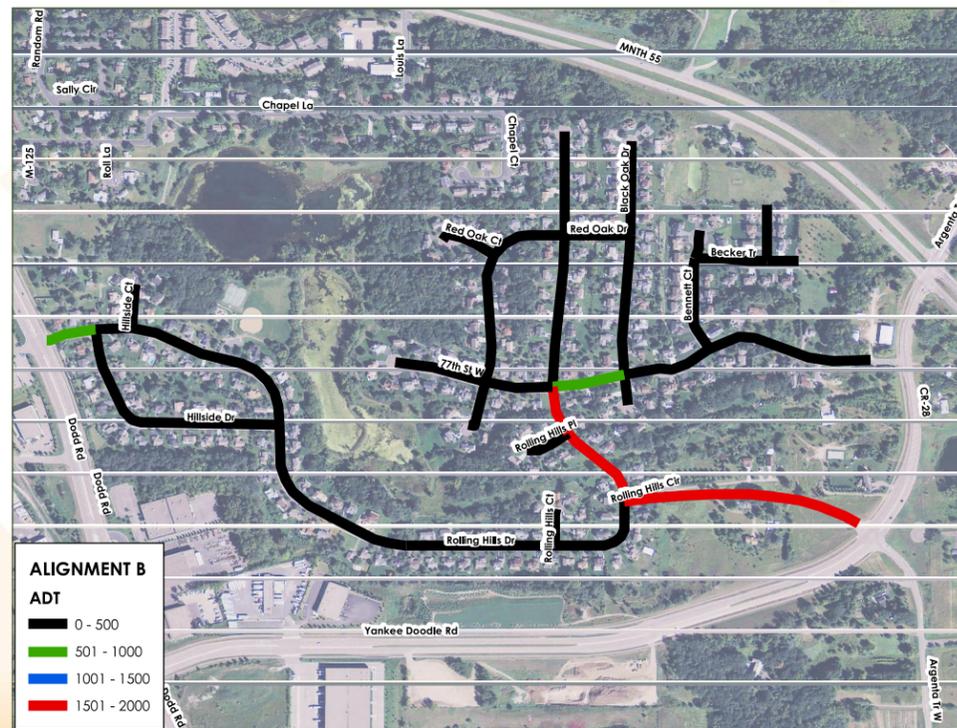
Existing Conditions



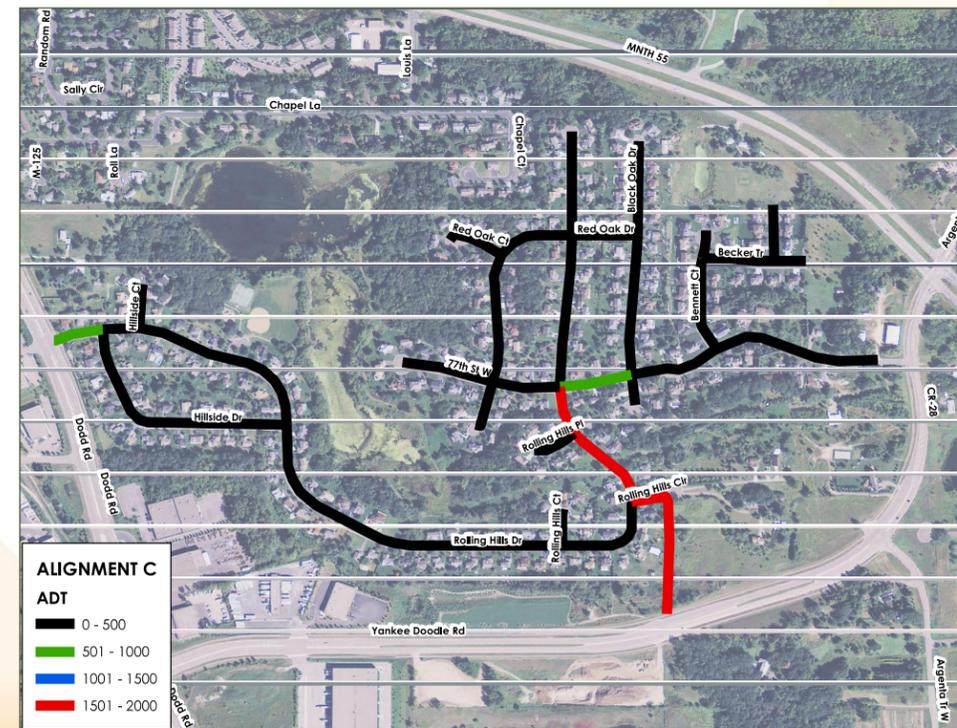
Alignment A



Alignment B



Alignment C





ARGENTA TRAIL (CSAH 63) REALIGNMENT NORTH AREA STUDY

Preliminary Design Report

February 2015

Prepared For:

City of Inver Grove Heights

Dakota County

Kimley»»Horn

ARGENTA TRAIL (CSAH 63) REALIGNMENT NORTH AREA STUDY

Preliminary Design Report



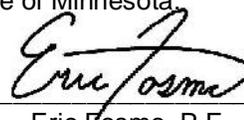
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I hereby certify that this plan, specification
or report was prepared by me or under my
direct supervision and that I am duly
Licensed Professional Engineer under the
laws of the State of Minnesota.

Signature: _____


Eric Fosmo, P.E.

File: 160509025

Date: February 23, 2015 Lic. No. 48761

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APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

APPENDIX B – ALIGNMENT ALTERNATIVES

APPENDIX C – EVALUATION MATRIX

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND COMMENTS RECEIVED

APPENDIX E – MINNESOTA STATE STATUTE 462.359 – OFFICIAL MAPS

1. INTRODUCTION, STUDY PURPOSE AND NEED

In 2010, Dakota County, MnDOT, and the Cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights completed the Regional Roadway System Visioning Study (RRSVS) to identify a long-term roadway system vision for transportation improvements to address future transportation needs within northwest area of Inver Grove Heights and northeast area of Eagan. The RRSVS is included as Appendix A to this report.

The result of the RRSVS process was an adopted system vision that included the identification of a future interchange with Argenta Trail (CSAH 63) and I-494 at approximately the mid-point between the interchanges at TH 149 and TH 3. The proposed interchange would be located approximately one-half mile east of the existing Argenta Trail overpass of I-494. The connection of Argenta Trail (CSAH 63) at a future interchange with I-494 requires the ultimate build-out of Argenta Trail (CSAH 63) to a six-lane roadway section between TH 55 and I-494. The six-lane roadway section requires preservation of a 200-foot right-of-way to accommodate the future roadway needs.

Although the RRSVS identified the future right-of-way for Argenta Trail (CSAH 63), no specific alignment for the connection between the existing TH 55 intersection and the future interchange location was identified as part of the study. The purpose of the Argenta Trail (CSAH 63) Realignment - North Study is to identify a preferred alignment for the future Argenta Trail (CSAH 63) 200-foot right-of-way corridor. The study is needed at this time to meet the following study goals.

- Identify a 200-foot right-of-way corridor to provide guidance to local residents, currently planned development, and future development within the City's Northwest Area
- Coordinate the future alignment of Argenta Trail (CSAH 63) with the South Project (CP 63-25). The selected alignment for the north study area will impact critical components of the South Project (CP 63-25) including:
 - Limits of project improvements north of Amana Trail
 - Construction costs for transition back to existing Argental Trail
 - Right-of-way and easement negotiations/acquisitions
 - Coordination with proposed and future development

2. PRELIMINARY DESIGN ALTERNATIVES

Based on the need to connect the existing Argenta Trail (CSAH 63) and TH 55 intersection to the anticipated I-494 interchange location, five preliminary design alternatives were developed for evaluation. The following summary of preliminary design alternatives details the approach to each alignment alternative and the impacts associated with each alignment.

No Interchange Option

A “No Build” alignment was developed to understand the impacts that would occur along Argenta Trail (CSAH 63) if the anticipated interchange at I-494 is not constructed and Argenta Trail (CSAH 63) needed to be expanded to accommodate future traffic growth within the area. This option is inconsistent with the City of Inver Grove Heights’ Comprehensive Plan, and with the Regional Roadway System Visioning Study, which was adopted by the cities of Inver Grove Heights, Eagan, Mendota Heights, Sunfish Lake, and Dakota County. It therefore is not recommended for further consideration by the Project Management Team.”

Alignment 1

Alignment 1 was developed as an option to place the 200-foot future right-of-way on the west side of the Xcel transmission lines/planned Blackstone Ridge development west property line. As shown in Appendix B, the eastern edge of the proposed ROW is located on the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development.

The proposed ROW for Alignment 1 is located completely within the existing neighborhood. The following is a summary of the design elements and outcomes of Alignment 1.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 1 would have the following impacts:
 - 10 properties would be total acquisitions
 - 20 properties would be impacted
 - 4 Northwest Area basins would be impacted; approximately 6.6 acre-feet
 - 400 feet of impact to the Xcel transmission lines would need to be mitigated
 - 104,000 cubic yards of earthwork would be required

Alignment 2

Alignment 2 was developed as an option to center the 200-foot future right-of-way on the west side of the Xcel transmission lines and planned Blackstone Ridge development property line. As shown in Appendix B, the center of the proposed ROW is located on the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The proposed ROW for Alignment 2 would require the relocation of the existing Xcel transmission lines to the west side of the proposed ROW. The following is a summary of the design elements and outcomes of Alignment 2.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 2 would have the following impacts:
 - 6 properties would be total acquisitions
 - 19 properties would be impacted
 - 3 Northwest Area basins would be impacted; approximately 17.2 acre-feet
 - 4,500 feet of impact to the Xcel transmission lines would need to be mitigated
 - 110,000 cubic yards of earthwork would be required

Alignment 3

Alignment 3 was developed as an option to place the 200-foot future right-of-way on the west side of the planned Blackstone Ridge development property line. As shown in Appendix B, the western edge of the proposed ROW is located on the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The proposed ROW for Alignment 3 would require the relocation of the existing Xcel transmission lines to the west side of the proposed ROW. The following is a summary of the design elements and outcomes of Alignment 3.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 3 would have the following impacts:
 - 4 properties would be total acquisitions
 - 16 properties would be impacted
 - 2 Northwest Area basins would be impacted; approximately 17.2 acre-feet

- 4,500 feet of impact to the Xcel transmission lines would need to be mitigated
- 179,000 cubic yards of earthwork would be required

Alignment 4

Alignment 4 was developed as an option to place the 200-foot future right-of-way east of the existing neighborhood, Xcel transmission lines, and stormwater basins which are impacted with Alignments 1-3. As shown in Appendix B, the proposed ROW is located approximately 350 feet from the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The following is a summary of the design elements and outcomes of Alignment 4.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; a 90 degree intersection configuration is provided.
- The proposed alignment also allows for 90 degree intersections at planned City collector streets within the area.
- The design speed of the proposed alignment is 55 mph.
- Alignment 4 would have the following impacts:
 - 1 property would be a total acquisition
 - 10 properties would be impacted
 - 4 Northwest Area basins would be impacted; approximately 5.4 acre-feet
 - 700 feet of impact to the Xcel transmission lines would need to be mitigated
 - 130,000 cubic yards of earthwork would be required

Alignment 5

Alignment 5 was developed as an option to place the 200-foot future right-of-way as far east as possible to limit the amount of impact to both the planned Blackstone Ridge development and existing neighborhood north of 70th Street (CSAH 26). As shown in Appendix B, the proposed ROW is located approximately 950 feet east of the property line that separates the existing neighborhood north of 70th Street (CSAH 26) and the planned Blackstone Ridge development. The following is a summary of the design elements and outcomes of Alignment 5.

- The skew angle at the 70th Street (CSAH 26) intersection is reduced; an 85 degree intersection configuration is provided.
- The proposed alignment also allows for 85 degree intersections at planned City collector streets within the area.
- The proposed alignment does require less desirable reverse curves and intersection configurations than Alignments 1-4.
- The design speed of the proposed alignment is 55 mph.
- Alignment 5 would have the following impacts:
 - 1 property would be a total acquisition
 - 11 properties would be impacted
 - 3 Northwest Area basins would be impacted; approximately 5.4 acre-feet
 - 600 feet of impact to the Xcel transmission lines would need to be mitigated
 - 197,000 cubic yards of earthwork would be required

3. EVALUATION CRITERIA

All preliminary design alignment alternatives meet State, County, and City roadway design standards, but result in varying impacts to the properties, utilities, and natural resources within the project area. The project management team (PMT) developed the following evaluation criteria to compare the impacts that would occur with the implementation of each of the design alternatives.

The following evaluation criteria was used to compare the preliminary design alternatives:

- Roadway Operations and Safety
- Impacts to Northwest Area Stormwater Basins
- Right-of-Way Acquisition and Property Impacts
- Impacts to Private Utilities (Xcel Transmission Lines)
- Earthwork Volume
- Total Cost Differential (See below)

The evaluation of each of the preliminary design alternatives has been tabulated within an overall cost differential between Alignments 1-5. Based on the following project cost items, a total cost differential for each alignment is also shown on the evaluation matrix. The construction costs for the proposed roadway improvements was assumed to be relatively equal between all of the alignment alternatives.

- Right-of-Way Costs
- Private Utility Relocation Costs
- Earthwork Costs
- Stormwater Impact and Treatment Costs

The evaluation matrix generated from the criteria listed above is included in the report as Appendix C. A ranking system was also generated to provide a comparative assessment for each alternative within each of the evaluation criteria. A following is a summary of the ranking system:

- Green – Indicates a comparatively low level of impact (most preferred) of the alignments for the particular evaluation criteria
- Yellow – Indicates a comparatively medium level of impact of the alignments for the particular evaluation criteria
- Red – Indicates a comparatively high level of impact (least preferred) of the alignments for the particular evaluation criteria

4. PUBLIC AND AGENCY INVOLVEMENT

The preliminary design alternatives process has included regular project management team (PMT) meetings. The PMT includes the following members, who have met nine times:

- City of Inver Grove Heights
- City of Eagan
- Dakota County
- MnDOT

The study was led by the City of Inver Grove Heights, with the participation of the agencies listed above. The study has been jointly funded by the City of Inver Grove Heights and Dakota County.

Public and agency input has been gathered from regular PMT meetings and public involvement meetings with affected property and area residents. The following public meetings were held as part of the public and agency involvement process:

- Open House #1 – November 19, 2014
- Neighborhood Meeting #1 – December 30, 2014
- Open House #2 – January 7, 2015

Notices for open houses were placed in the paper and direct mailings were sent to area property owners. The open houses and neighborhood meeting were completed as part of the study process to inform the

public and solicit their input on the proposed design alternatives. The project website was also updated on a regular basis to keep interest parties informed of the study progress. A summary of the comments and input received from the public involvement process has been provided as Appendix D to this report.

5. SUMMARY AND RECOMMENDATIONS

The intent of the study of preliminary design alternatives was to provide a comparative evaluation of the options to connect the existing Argenta Trail (CSAH 63) and TH 55 intersection to the anticipated I-494 interchange. The evaluation matrix summarizing the preliminary design work is attached as Appendix C to this report. The following is a summary of the total cost differential for the proposed design alternatives.

Design Performance:

- Alignment 1: Makes use of the most existing right-of-way for the roadway south of 70th Street, reducing the need for new right-of-way.
- Alignments 1, 2, and 3: These are the most direct alignments between 55 & 494?
- Alignments 2,3, and 4: These are the best pure design considering one simple curve south of 70th and all 90 degree intersections.
- Alignment 5: It is the longest alignment with the greatest challenges for grading. As a result, it would be the most expensive option to construct due to the additional length and earthwork required for construction.

Costs:

- Alignment 1: \$7.4 million - \$8.7 million
- Alignment 2: \$7.8 million - \$9.6 million
- Alignment 3: \$8.4 million - \$10.8 million
- Alignment 4: \$6.2 million - \$9.3 million
- Alignment 5: \$7.2 million - \$10.2 million

As shown with the ranges of total cost differential above, all of the evaluated alignments generally fall within an overlapping range of total cost differential. At this time, a recommendation for a preferred alignment has not been selected by the PMT group. Each of the five alignment alternatives would meet the overall goals of the project, but each have impacts that need to be evaluated by the City Council and County Board in order to provide the project management team input to finalize the alignment of the south project (CP 63-25) The following is a summary of the PMT's input and critical impacts for each alignment.

Alignment 1

- Alignment 1 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 1 has the highest level of impact to properties within the existing neighborhood that would require eventual total acquisition of 10 residential homes/properties.

Alignment 2

- Alignment 2 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 2 has the highest level of impact to the Xcel transmission line and Northwest Area stormwater basins. Alignment 2 also has a high level of impact to properties within the existing neighborhood that would require eventual total acquisition of 6 residential homes/properties.

- The PMT would not recommend the selection of Alignment 2 as the preferred alignment due to the future potential cost risks associated with impacting the Xcel transmission line and stormwater basins.

Alignment 3

- Alignment 3 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 3 has the highest level of impact to the Xcel transmission line and Northwest Area stormwater basins. Alignment 3 also has a high level of impact to properties within the existing neighborhood that would require eventual total acquisition of 4 residential homes/properties.
- The PMT would not recommend the selection of Alignment 3 as the preferred alignment due to the future potential cost risks associated with impacting the Xcel transmission line and stormwater basins.

Alignment 4

- Alignment 4 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 4 has the greatest impact to the remaining developable area for the Blackstone Ridge property, severing at least 14 acres from development property.

Alignment 5

- Alignment 5 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment. Alignment 5 does have less preferable roadway alignments and intersection designs when compared to the other alignments.
- Alignment 5 impacts the remaining developable area for the Blackstone Ridge property, severing at least 10 acres from development property.

6. IMPLEMENTATION

Following selection of the preferred alignment, the following actions should be considered by the City of Inver Grove Heights and Dakota County to preserve the proposed right-of-way for the future expansion of Argenta Trail (CSAH 63) to the anticipated interchange with I-494.

Official Mapping

The City of Inver Grove Heights should proceed with the official mapping process to preserve the 200-foot right-of-way corridor needed for the ultimate build-out of Argenta Trail (CSAH 63). Official mapping the future right-of-way for Argenta Trail (CSAH 63) for the north area will provide final direction to the existing residents and potential developers in the study area. The official mapping process allows the City and County to control potential development and land use changes in the study area without the need for immediate acquisition of existing property.

The official mapping process is governed by Minnesota State Statute 462.359 which has been provided as Appendix E to this report.

Voluntary Acquisitions

The City of Inver Grove Heights and Dakota County should set aside funding for potential voluntary acquisitions that could be requested by properties designated for future right-of-way. It is common for property owners to approach the acquiring agency to purchase property that is officially mapped for acquisition prior to a planned project.

Right-of-Way Dedication

Consistent with current development standards, the City and County should continue to work with developers to dedicate right-of-way for the future implementation of Argenta Trail (CSAH 63). The official mapping process will identify the areas to be dedicated through future development applications.

APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

REGIONAL ROADWAY SYSTEM VISIONING STUDY



AUGUST 2010

RECOMMENDATIONS

The intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems. The study area has one of the largest undeveloped areas (approximately 4,300 acres) adjacent to the I-494/I-694 beltway. This area will develop over time and as a result, add more traffic to the current transportation system. In addition, growth is also occurring in surrounding communities, particularly to the south and east; this traffic also impacts the transportation system in this area. It is therefore important to identify potential improvements needed to support this future growth, as well as ensure safe and efficient travel into, through and out of the area. With this plan and subsequent environmental studies, the appropriate agencies can work toward implementing improvements over time, as needs arise, and as opportunities and funding permit. In addition, the plan will allow for avoidance and minimization of property impacts and disruptions in services, especially as development occurs in the study area.

The study recommendations need to be put in the following planning context.

- The study is not an official environmental study and therefore does not carry any official environmental standing. More detailed analysis will need to be done to fully assess environmental, design and operational issues in accordance with the National Environmental Policy Act (NEPA) and Minnesota Environmental regulations at the time individual projects are developed. The study focused on a high-level screening of environmental elements to identify potential environmental issues, including a review of natural wetland inventory, special habitat designations and right-of-way impacts to residential and commercial properties.
- While a specific system alternative is identified as an outcome of this study, all of the remaining system alternatives (alternatives not selected) will need to be carried into future environmental studies to fulfill environmental requirements. However, some of these alternatives may end up in a considered, but dismissed narrative.
- Any changes in interstate access require a significant amount of analysis and study to ensure safe and efficient operations of the system. This lengthy process may ultimately determine that an additional access may not be warranted, or other modifications of the system may be needed in conjunction with access changes.

The following recommendations have been developed through the involvement of the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake; Dakota County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and the Federal Highway Administration (FHWA). The recommendations are based on technical analysis, as well as public and committee input. These recommendations constitute a vision for the area transportation system that will allow the system to support area growth (as identified in local 2030 Comprehensive Plans) safely and efficiently.

The following key improvements that constitute the vision are listed below and shown in Figure 15:

- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes from TH 3 to Rich Valley Boulevard.
- f. Baffin Trail Realignment – alignment to be determined in future studies.
- g. CSAH 28 Realignment south of TH 55 – connection to Argenta Trail will be determined during future studies associated with the installation of a full interchange in the long term.
- h. Lone Oak Road (CSAH 26) – expand 4 to 6 lanes from the I-35E West Ramps to Neil Armstrong Boulevard.
- i. TH 55 – expand 4 to 6 lanes from TH 149 south junction to TH 149 north junction.
- j. TH 149 – expand 4 to 6 lanes from TH 55 to I-494. This project recently received STP federal dollars for construction.
- k. TH 3 – consider 2 to 4 lane expansion in the long term from Upper 55th Street to TH 55.
- l. TH 149 Interchange Improvements with I-494 Mainline between I-35E and TH 149 – additional analysis is needed in an Interstate Access Request (IAR). As part of this study, a preliminary analysis was completed to determine how the TH 149 interchange ramps are currently being used, in relation to I-35E and I-494. Further study is necessary to determine the solutions to address the capacity problems at the TH 149 interchange and weaving issues between TH 149 and the I-35E exit.
- m. Delaware Avenue – improvements as required by actual traffic conditions. Such improvements may include turn lanes, shoulders, and trails/sidewalks. No additional through lanes will be required.
- n. New I-494 Interchange near Argenta Trail – approximately ½ mile east of the existing overpass with a configuration to minimize potential impacts to Hornbean Lake on the north. Additional analysis is needed in an Interstate Access Request (IAR).
- o. TH 55/Argenta Trail – consider a high-volume, high-capacity intersection upgrade, or a long-term interchange at this location. 2030 Comprehensive Plan growth assumptions do not reflect a need to separate grades based on traffic volumes. Buildout traffic volumes are borderline. In the vicinity of TH 55, continue to keep Argenta Trail as the through route and CR 28 connection into Argenta Trail (note: this is a change from the recommendations of the “County Road 28 Corridor Study” completed in 2000). Plan for an alignment of future CR 28 east of Argenta Trail that would intersect Argenta Trail where interchange ramps would be located if an interchange were to be constructed in the future. It is likely that the TH 3 West Ramps would need to be removed, if and when a new interchange is constructed.

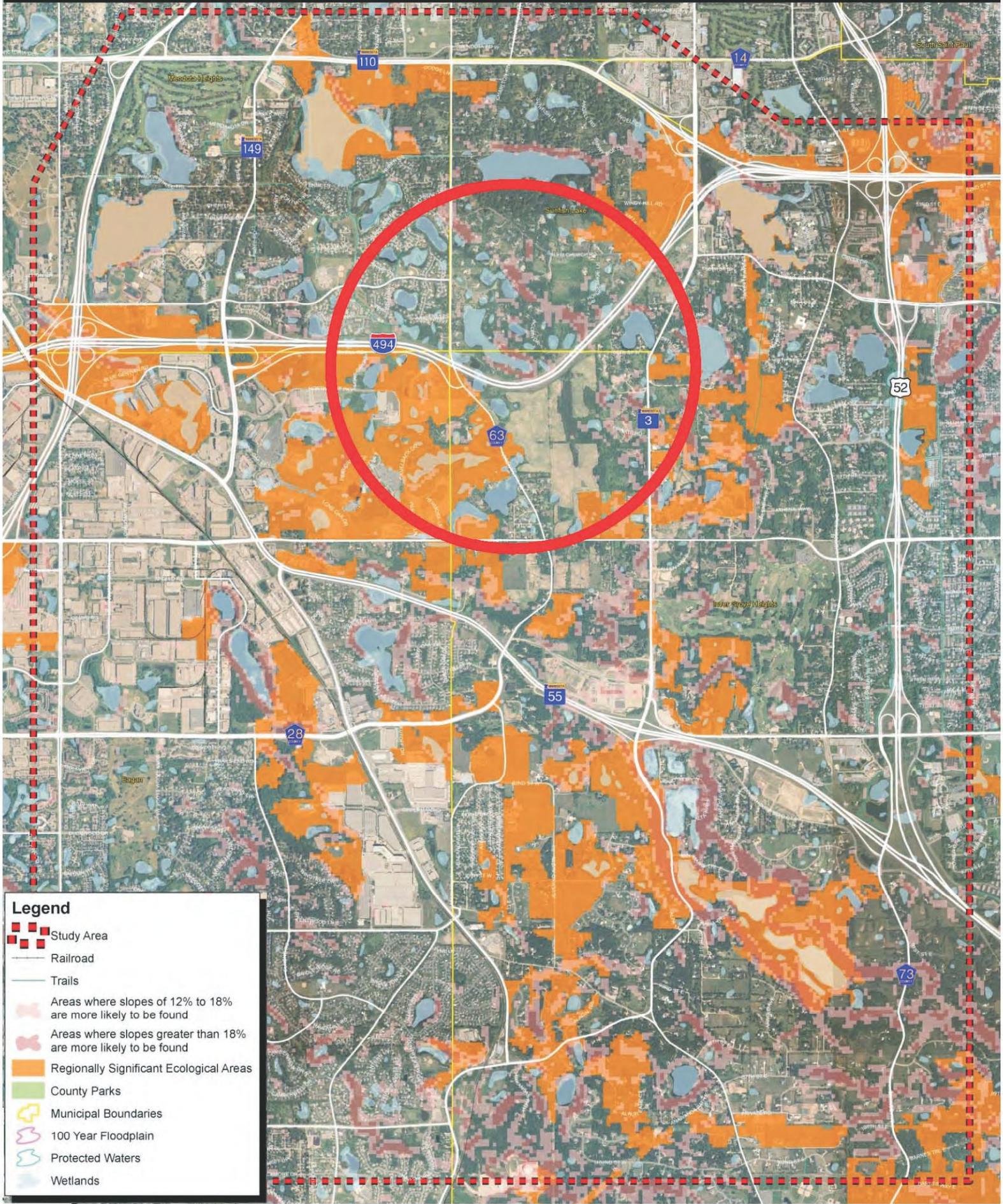


Figure 15

- p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”² system vision with new access to I-494. As noted in 1(n), this recommended vision includes a new interchange along I-494. The Study Partners should continue to investigate the technical and environmental acceptability of adding an additional interchange access to I-494. This recommendation is made for the following reasons.
- a. It addresses the growth anticipated in 2030, based on approved area Comprehensive Plans, including the 2030 growth anticipated for NE Eagan and NW Inver Grove Heights.
 - b. It limits overloads of key arterial segments which are difficult and costly to expand beyond six lanes (i.e., more urbanized area along TH 55 from south junction of TH 149 to north junction of TH 149; and TH 149 from TH 55 to I-494).
 - c. It eliminates overloaded interchanges on I-494 at TH 149 and TH 3 by better balancing transportation demand among other regional access points and a new interchange access. This maximizes long-term flexibility of the overall transportation system.
 - d. It reduces travel demands at the I-494/TH 149 interchange, which is in close proximity to the I-35E system interchange. Currently, there are operational and safety problems with traffic from the TH 149 loop wanting to travel westbound on I-494, weaving with westbound I-494 traffic exiting to I-35E within approximately 2,300 feet. Additional modifications to the I-494/TH 149 interchange and the I-494 mainline will be needed in the future. With a new I-494 interchange at the proposed Alternative E location, 40 percent of the traffic using the TH 149 westbound loop would be relocated to the new interchange, approximately 8,200 feet further east. This will provide a longer distance for vehicles to sort themselves out, which makes the weave and right-lane congestion issues easier to address in the long-term on I-494.
 - e. It has the lowest right-of-way acreage impacts of all new I-494 interchange alternatives and the lowest number of residential and commercial property acquisitions based on current properties.
 - f. It maintains logical system connections with existing Argenta Trail and Delaware Avenue thereby providing access to and from communities to the north; yet the traffic demands along Delaware Avenue for this option are very similar to the other system improvement options.
 - g. Alternative E is in close proximity to Hornbeam Lake and this proximity will need to be evaluated more closely in subsequent environmental studies. Interchange designs that limit encroachments and impacts to this area should be considered.

² Mn/DOT and FHWA cannot commit to one alternative until the environmental process is completed.

- h. Alternative E's interchange location and proposed alignment for Argenta Trail will be designed to minimize impacts to wetlands and avoid where possible. Its location does a better job of avoiding areas that have been identified as Regionally Significant Ecological Areas (defined by the DNR using Minnesota Land Cover Classification System – 2008). Alternatives C and D have some impacts to wetlands and the areas identified as regionally significant ecological areas. These areas are located adjacent to existing Argenta Trail and in the Argenta Trail and I-494 overpass area (Figure 16).
 - i. Alternative E has a low percentage of local trips using the regional system for a short distance (i.e., interchange to interchange on I-494). A high percentage of the trips accessing the regional system using the new interchange have other regional destinations in the region.
 - j. It avoids undesirable direct impacts to residences immediately north of I-494 in the area of Delaware Avenue, as well as shifts the alignment of Argenta Trail to the east of a developed residential area on the south side of I-494.
 - k. The location of the new I-494 interchange in Alternatives C and D are not consistent with Mendota Heights and Sunfish Lake Comprehensive Plans (i.e., Alternative E is located in Inver Grove Heights). The new interchange location and potential realignment of Argenta Trail is consistent with the Inver Grove Heights Comprehensive Plan.
3. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 at location "E". A more detailed and comprehensive operations and safety analysis will be required, assuming the access process moves forward (see Recommendation #4).
 4. If FHWA indicates that the warrant analysis has merit to move forward to the next step (this decision doesn't signify support for the access change, only that it warrants greater analysis); then the next step is to complete an Interstate Access Request (IAR). This process will address in more detail operations and safety issues on I-494. Based on input from FHWA and Mn/DOT, this analysis will need to develop solutions for the capacity problems at the TH 149 interchange and weave issues on I-494 associated with I-35E and TH 149. This analysis will require a formal layout for the interchange and other access changes, as well as an environmental study that meets state and federal requirements.
 5. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
 6. While this study identifies basic right-of-way footprints and general access considerations, subsequent efforts will further define specific property acquisitions and detailed access strategies for all arterial and collector routes. Based on volumes and function, access to Argenta Trail south of I-494 and north of TH 55 will be limited to three full-access points. This will guide future development and allow study partners to take advantage of opportunities as they arise. This corridor should also be planned for a minimum of 200 feet in width of right-of-way considering the 6-lane needs and the need to coordinate with transit planning that has been completed to-date (Figure 17).



7. Specific improvements to Delaware Avenue north of I-494 will need to be agreed upon by Dakota County, Mendota Heights and Sunfish Lake if the need arises based on actual traffic conditions.
8. The Study Partners should take additional steps in subsequent studies to further develop pedestrian and bicycle accommodations within the planned corridors so that safety is addressed on segments as well as at nodes/intersections for other modes. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
9. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study. This alignment is consistent with the proposed Argenta Trail realignment and interchange location in Alternative "E" (see Figure 12).

Mn/DOT, Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

NEXT STEPS

The study recommendations include additional studies, processes and activities to move the planning process forward. The focus of these activities is to provide more detailed information to agencies, property owners and other stakeholders as it becomes available and to provide a solid framework for implementation. The following have been extracted from the recommendations and repeated in one location.

1. The improvements included in the system vision should be incorporated into appropriate capital improvement programs as the following occurs:
 - a. As safety and/or operational issues occur on the existing transportation system
 - b. As opportunities arise to coordinate with development or other outside funding sources
 - c. As necessary environmental reviews/studies are completed
 - d. Specific to the interchange, all necessary supporting roadway system connections must be in place prior to, or at the time of, building a new access to I-494. Through this study, the main benefit of a new interchange lies in its ability to accommodate regional trips. The system must be in place to allow the interchange to support this need.
2. All system improvements included in these recommendations should be reflected in the appropriate agency planning documents, including:
 - a. City of Eagan and City of Inver Grove Heights Comprehensive and Transportation Plans
 - b. Dakota County Transportation Plan
 - c. Dakota County Plat Review Needs Map
3. The Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake, and Dakota County should submit these recommendations to be included in future updates of the Metropolitan Council's TPP and Mn/DOT's TSP.
4. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 as shown in Alternative "E". Depending on FHWA evaluation and comments, a more detailed and comprehensive operations and safety analysis of the I-494 facility will be required (see Recommendation #4).
5. A Highway Interchange Request should be made to the Metropolitan Council prior to beginning the FHWA's Interchange Access Request process, if FHWA agrees to proceed to the next step.
6. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
7. The City of Inver Grove Heights should work with Dakota County to further define specific property acquisitions and detailed access strategies for all arterial and collector routes, including an access management plan for Argenta Trail between I-494 and TH 55.
8. The Cities of Mendota Heights and Sunfish Lake should continue discussions with Dakota County to agree upon future improvements to Delaware Avenue north of I-494, if the need arises based on actual traffic conditions.

9. Subsequent studies should be completed to provide safer pedestrian and bicycle accommodations within the planned corridors, as well as the intersections. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
10. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study.
11. Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections to the south of TH 55 to bring consistency between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

RESOLUTIONS

As a conclusion to the Regional Roadway System Visioning Study, the study recommendations were presented to each of the four City Councils and the County Board for approval in July of 2010. All resolutions were formally signed and included in Appendix B.

APPENDIX B
SIGNED RESOLUTIONS

**CITY OF SUNFISH LAKE
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10- //

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Sunfish Lake has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Sunfish Lake has continually stated its objection to an interchange at Delaware Avenue and I-494; and

WHEREAS, the City of Sunfish Lake has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an adhoc committee to track the progress of this study and ensure that the city's position was made clear that included membership from the city council, city staff, city residents, Sunfish Lake and contract professionals; and

WHEREAS, the City of Sunfish Lake fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Sunfish Lake offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternative E, if and only if there is an extensive environmental review which demonstrates no adverse effects to Hornbeam Lake and its adjacent land area.
2. Any future improvements to Delaware Avenue must be driven by the cities of Mendota Heights and Sunfish Lake. The character of Delaware Avenue is unique and best understood by the two cities and their residents.

3. The city supports using and expanding the existing infrastructure that exists in Eagan and Inver Grove Heights to the fullest extent possible to deal with their growth. The city's concern is in the approach taken by the study using one rate of growth. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment actually needed as the growth actually occurs. The actual development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.
5. Inver Grove Heights and Eagan should promote mixed land uses with integrated pedestrian/bicycle facilities in addition to supporting 21st century transit planning which would help reduce individual traffic trips within the system.

BE IT FURTHER RESOLVED, that while the City of Sunfish Lake understands that this is a traffic study, the importance of the information that has not been studied, including the environmental factors and financial implications, needs to be studied before final decisions can be made on all of the recommendations.

BE IT FURTHER RESOLVED, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

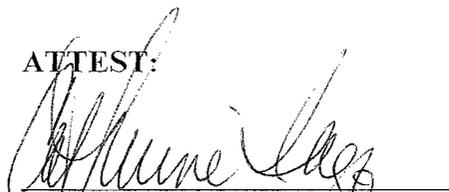
Adopted by the City Council of the City of Sunfish Lake this 6th day of July 2010.

CITY OF SUNFISH LAKE



Molly Park, Mayor

ATTEST:



Catherine Iago, City Clerk

**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10-48

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Mendota Heights has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Mendota Heights has continually stated its objection to an interchange at Delaware Avenue and I-494 and expressed concerns about related issues; and

WHEREAS, the City of Mendota Heights has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an ad-hoc committee that included membership from the city council, city staff, residents, Sunfish Lake and a contract professional to track the progress of this study and ensure that the city's position was made clear; and

WHEREAS, the City of Mendota Heights fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Mendota Heights offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternate E, approximately ¼ mile east of the current Delaware Avenue interchange. Any potential future interchange at Delaware Avenue will not be supported by the City of Mendota Heights.
2. Any future improvements to Delaware Avenue must be driven by the City of Mendota Heights. The character of Delaware Avenue is unique and best

understood by the city and our residents. The local government unit is best suited to determine any future changes.

3. Mendota Heights supports the right of Eagan and Inver Grove Heights to develop their infrastructure within the Metropolitan Council's approved growth limits while at the same time we encourage them to develop the transportation element of this planning totally within their city limits. It has been represented to the City of Mendota Heights by Dakota County staff that the growth projections in Eagan and Inver Grove Heights are based on their approved 2030 comprehensive plans and Mendota Heights is relying on these projections in its decision making process. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment needed as the growth occurs. The development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.

BE IT FURTHER RESOLVED, that while the City of Mendota Heights understands that this is a traffic study, the information that has not been studied including the environmental factors and financial implications, all of the information needs to be studied before final decisions can be made on all of the recommendations.

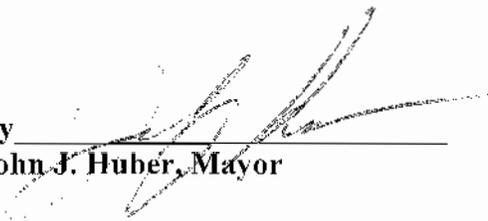
BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and believes it is important to be a part of the decision making process. The transparency in government decision making that we have experienced with the county and the visioning study is important to Mendota Heights now and in the future.

Adopted by the City Council of the City of Mendota Heights this Sixth day of July 2010.

ATTEST

**CITY COUNCIL
CITY OF MENDOTA HEIGHTS**

By 
Nancy Bauer, Acting City Clerk

By 
John J. Huber, Mayor

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION ADOPTING THE REGIONAL ROADWAY SYSTEM VISIONING
STUDY RECOMMENDATIONS

RESOLUTION NO. 10-102

WHEREAS, the City of Inver Grove Heights, along with the Minnesota Department of Transportation, Dakota County, and the City of Eagan, entered into an agreement to study future transportation improvements in northwest Inver Grove Heights, northeast Eagan, Mendota Heights, and Sunfish Lake; and

WHEREAS, these entities subsequently selected SRF to conduct the study; and

WHEREAS, the intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems; and

WHEREAS, the study was guided by a technical advisory committee consisting of the Minnesota Department of Transportation, Dakota County, Metropolitan Council, Federal Highway Administration, and the cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights; and

WHEREAS, SRF conducted a technical analysis of future development in Inver Grove Heights, Eagan, and surrounding cities and alternative transportation improvement alternatives; and

WHEREAS, considerable public input was obtained through three open houses and various other meetings; and

WHEREAS, SRF has concluded by preparing a list of recommendations, and

WHEREAS, these recommendations are found to be consistent with the Inver Grove Heights Comprehensive Plan.

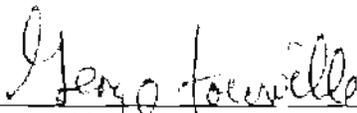
NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

BE IT FURTHER RESOLVED, that the City Council of the City of Inver Grove Heights:

- Strongly supports an interchange at I-494 as shown on Alternate E and finds such an interchange necessary to serve future regional and local transportation needs.
- Strongly supports an interchange at Highway 55 and Argenta Trail and finds such an interchange necessary to serve future traffic volumes and to eliminate traffic safety hazards.

Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

AYES: 5
NAYS: 0



George Tourville, Mayor

ATTEST:



Melissa Rheume, Deputy Clerk

**CITY OF EAGAN
DAKOTA COUNTY, MINNESOTA
RESOLUTION OF SUPPORT
REGIONAL ROADWAY SYSTEM VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan, Inver Grove Heights and the surrounding region; and

WHEREAS, the City of Eagan has participated in this study process with staff representatives and elected officials at all stages of the study; and

WHEREAS, the City of Eagan has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Eagan fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW, THEREFORE, BE IT RESOLVED that the City of Eagan hereby supports the draft recommendations in the Regional Roadway System Visioning Study, including the following:

1. Placement of a future interchange at Alternate E, approximately ¼ mile east of the current Argenta Trail/Delaware Avenue (County Road 63) overpass.

Adopted by the City Council for the City of Eagan this 20th day of July 2010.

CITY OF EAGAN
CITY COUNCIL

By: Mike McGuire
Its Mayor

Attest: Maria Petersen
Its Clerk

CERTIFICATION

I, Maria Petersen, Clerk of the City of Eagan, Dakota County, Minnesota, do hereby certify that the foregoing resolution was duly passed and adopted by the City Council of the City of Eagan, Dakota County, Minnesota, in a regular meeting thereof assembled this 20th day of July, 2010.

Maria Petersen
Maria Petersen, City Clerk

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

August 10, 2010

Motion by Commissioner Gaylord

Resolution No. 10-391

Second by Commissioner Workman

Adopt Recommendations For County Project 97-85 Regional Roadway System Visioning Study

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the Federal Highway Administration, and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake and is the lead agency for County Project (CP) 97-85, Regional Roadway System Visioning Study; and

WHEREAS, the study included investigation of potential future transportation system needs in northern Dakota County to develop a vision for the transportation system that will result in safe and efficient travel in the area as cost-effectively as possible, while at the same time recognizing agency land use development objectives; and

WHEREAS, the Cities of Eagan and Inver Grove Heights have planned for continued growth and development through their 2030 Comprehensive Plans that will result in additional impacts to the area transportation system; and

WHEREAS, continued growth in surrounding communities will result in additional impacts to the area transportation system; and

WHEREAS, representatives of Dakota County, Mn/DOT, the Metropolitan Council, Federal Highway Administration, and the cities of Mendota Heights, Sunfish Lake, Eagan, and Inver Grove Heights, have participated as members of a Study Advisory Committee and have reviewed study findings and recommendations; and

WHEREAS, the study process involved the public through public open houses, neighborhood meetings, and city council meetings; and

WHEREAS, they study recommends a Regional Roadway System Vision to support future growth in the in the area in a way that will result in a safe and efficient system of City, County, State, and Federal roadways in the future; and

WHEREAS, the County recognizes there are additional steps necessary to gain necessary agency approvals before the improvements included in the recommendations can be constructed; and

WHEREAS, the Dakota County Engineer recommends adoption of the recommendations for County Project 97-85, Regional Roadway System Visioning Study.

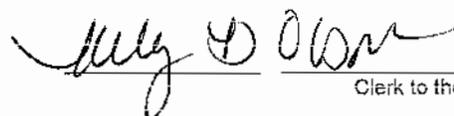
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-85, the Regional Roadway System Visioning Study, as presented to the Physical Development Committee of the Whole on July 27, 2010.

STATE OF MINNESOTA
County of Dakota

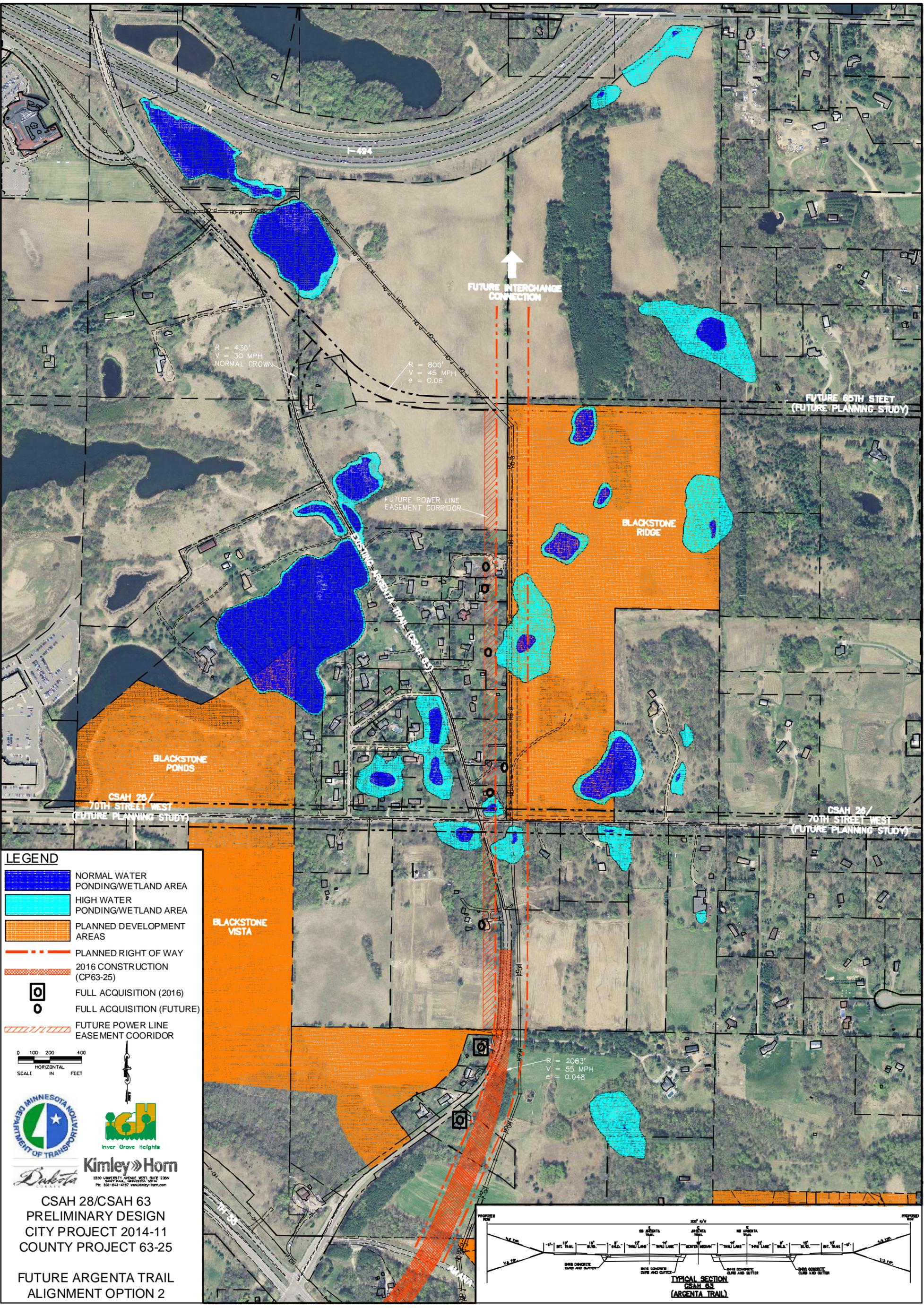
	YES		NO
Harris	<u> X </u>	Harris	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Schouweiler	<u> X </u>	Schouweiler	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Krause	<u> X </u>	Krause	<u> </u>
Branning	<u> X </u>	Branning	<u> </u>

I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day of August 2010, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 11th day of August 2010.

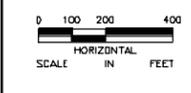

Clerk to the Board

APPENDIX B – ALIGNMENT ALTERNATIVES



LEGEND

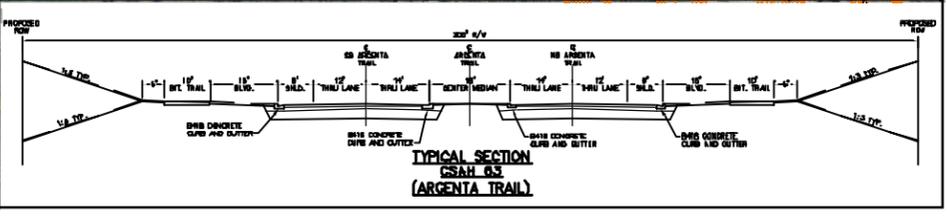
- NORMAL WATER PONDING/WETLAND AREA
- HIGH WATER PONDING/WETLAND AREA
- PLANNED DEVELOPMENT AREAS
- PLANNED RIGHT OF WAY
- 2016 CONSTRUCTION (CP63-25)
- FULL ACQUISITION (2016)
- FULL ACQUISITION (FUTURE)
- FUTURE POWER LINE EASEMENT COORIDOR



Kimley-Horn
3530 UNIVERSITY AVENUE, SUITE 2300
MINNETONKA, MINNESOTA 55345
PH: 952-843-4197 WWW.KIMLEY-HORN.COM

CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 2



APPENDIX C – EVALUATION MATRIX

Argenta Trail Improvement Project



NORTH AREA ALTERNATIVES RATINGS MATRIX

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Operations/ Safety	Remove/reduce skew at CSAH 26	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal Skew angle = 85°
	Provide 90 degree intersection at collector streets	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal Skew angle = 85°
	Roadway alignments meet 55 MPH design speed	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal with reverse curves
Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements	◆ Impacts 4 NWA regional basins (6.6 Acre Feet) \$0.1 million	◆ Impacts 3 NWA regional basins (17.2 Acre Feet) ! \$0.3 million	◆ Impacts 2 NWA regional basins (17.2 Acre Feet) ! \$0.3 million	◆ Impacts 4 NWA regional basins (5.4 Acre Feet) \$0.1 million	◆ Impacts 3 NWA regional basins (5.4 Acre Feet) \$0.1 million
Project Cost	Right-of-way Total acquisitions for current project (2016)	◆ 3 total acquisitions for CP 63-25	◆ 2 total acquisitions for CP 63-25	◆ 2 total acquisitions for CP 63-25	◆ 2 total acquisition for CP 63-25	◆ 2 total acquisition for CP 63-25
	Right-of-way Total acquisitions for future project	◆ 10 total acquisitions for future interchange	◆ 6 total acquisitions for future interchange	◆ 4 total acquisitions for future interchange	◆ 1 total acquisition for future interchange	◆ 1 total acquisition for future interchange
	Right-of-way* Total acreage	22.25 acres	32.00 acres	33.50 acres	30.25 acres	30.25 acres
	Right-of-way Impacted parcels	20 impacted parcels	19 impacted parcels	16 impacted parcels	10 impacted parcels	11 impacted parcels
	Right-of-way Impact to planned Blackstone Ridge development	No additional reduction in developable area	6 acre reduction in developable area	10 acre reduction in developable area	26 acre reduction in developable area (14 acres severed)	19 acre reduction in developable area (10 acres severed)
	Right-of-way Total cost	\$5.9 - \$7.2 million	\$5.3 - \$7.1 million	\$5.1 - \$7.5 million	\$4.2 - \$7.3 million	\$4.6 - \$7.6 million
	Utility impacts/ relocation cost	◆ Xcel Transmission 400 feet of conflict \$0.5 million	◆ Xcel Transmission 4,500 feet of conflict ! \$1.5 million	◆ Xcel Transmission 4,500 feet of conflict ! \$1.5 million	◆ Xcel Transmission 700 feet of conflict \$0.8 million	◆ Xcel Transmission 600 feet of conflict \$0.8 million
	Earthwork cost	◆ Total earthwork = 104,000 CY \$0.9 million	◆ Total earthwork = 110,000 CY \$1.0 million	◆ Total earthwork = 179,000 CY \$1.50 million	◆ Total earthwork = 130,000 CY \$1.1 million	◆ Total earthwork = 197,000 CY \$1.7 million
Total cost differential		\$7.4 - \$8.7 million	\$7.8 - \$9.6 million	\$8.4 - \$10.8 million	\$6.2 - \$9.3 million	\$7.2 - \$10.2 million

! Indicates increased level of risk for future project cost considerations.

*The city and county may require dedication of a portion of right-of-way for future Argenta Trail through platting process

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND
COMMENTS RECEIVED

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
1	What is the status of future 65th St. and its connection to Argenta Trail?	1	The City is planning a feasibility study to look at the future location for 65th Street this year.
2	Why does Argenta Trail need to be four (4) lanes and expanded to six (6) lanes in the future?	1	Based on traffic projections completed as part of the Regional Roadway System Visioning Study (RRSVS) and Dakota County's Transportation Plan, growth in IGH, Eagan, and surrounding communities is expected to generate volumes that will require 4 lanes in the next 20 years, and once a new interchange is installed at I-494 & Argenta, volumes will grow to 6-lane levels.
3	We prefer options that have less impact to the existing neighborhood	5	Options 4 and 5 do not impact the existing neighborhood to the west of the power lines and north of 70th St. W. These options do impact property on the east of existing Argenta Trail.
4	Minimal impact to existing stormwater basins	7	Options 1, 4 & 5 impact the most existing stormwater regional basins but the least amount of acre-feet.
5	Less right of way (ROW) impacts	8	Unfortunately, there is not an option that implements the adopted recommendations of the Regional Roadway System Visioning Study without substantial right of way impacts. This is the nature of developing arterial roadways in growing areas of the metro. Options 4 and 5 have the least total acquisitions and impacted parcels. Option 4 has three (3) total acquisitions and ten (10) impacted parcels. Option 5 has three (3) total acquisitions and eleven (11) impacted parcels.
6	Why wouldn't the roadway be built as shown in previous studies?	1	The previous study (RRSVS) was a planning study that identified the need for a new interchange on I-494 and a connection to it via Argenta Trail. It was not intended to identify a specific alignment for Argenta Trail. This is the same approach taken for future County roadways in other areas of the County as well. For Argenta Trail north of Amana Trail, the project management team (PMT) is looking at all possible options for connecting to I-494. This is because there are impacts to property owners and costs no matter what alignment is considered.

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
7	When will an interchange at I-494 be constructed? Is it certain that it will be?	FAQ	<p>There is currently no defined timeline for designing and constructing an interchange at I-494. The need for the interchange was defined through the RRSVS, and is based on area and regional growth to 2030 and beyond. Without an interchange at I-494 and Argenta, capacity issues along the shared segment of TH 55/TH 149 and along I-494 between I-35E and TH 149 all would require much more costly improvements to address future traffic needs.</p> <p>More study will be needed before the final determination to build an interchange at I-494 and Argenta is made. This includes a study of different interchange design options, environmental analyses for those options, and traffic modeling along I-494 between I-35E and TH 52 to address implications to freeway operations. In addition to this, funding will need to be identified to build the interchange before we know if and when an interchange will be constructed.</p>
8	Who makes the decision on the future alignment of Argenta Trail?	FAQ	<p>The goal is for the City Council and County Board to adopt the same future alignment for Argenta Trail since the two agencies will need to work together and be partners in implementing the project and paying the costs related to improving Argenta Trail in the future.</p>
9	When will a recommended alignment be determined?	FAQ	<p>The PMT has evaluated five (5) viable alignment options, and the alignment options will be considered by the City Council on February 23, 2015 . The PMT will likely narrow down the options based on the assessment completed, but it is possible that there may not be one recommended alignment from the PMT. The City Council will be able to review the alignments, the assessment completed for each, the open house information and comments received in making an ultimate decision.</p>
10	Do residents have a 'vote' on which alignment they prefer?	FAQ	<p>As part of the study process, the PMT has developed alignment options that have been presented to the public for comment. The team has used the public comments to further evaluate the alignment options through understanding the pros/ cons of each and to work towards narrowing down the options. Resident comments have been received by the PMT and will be made available to the City Council and County Board.</p>

APPENDIX E – MINNESOTA STATE STATUTE 462.359 – OFFICIAL MAPS

462.359 PROCEDURE TO EFFECT PLAN: OFFICIAL MAPS.

Subdivision 1. **Statement of purpose.** Land that is needed for future street purposes or for aviation purposes and as sites for other necessary public facilities and services is frequently diverted to nonpublic uses that could have been located on other lands without hardship or inconvenience to the owners. When this happens, public uses of land may be denied or may be obtained later only at prohibitive cost or at the expense of dislocating the owners and occupants of the land. Identification on an official map of land needed for future public uses permits both the public and private property owners to adjust their building plans equitably and conveniently before investments are made that will make adjustments difficult to accomplish.

Subd. 2. **Adoption.** After the planning agency has adopted a major thoroughfare plan and a community facilities plan, it may, for the purpose of carrying out the policies of the major thoroughfare plan and community facilities plan, prepare and recommend to the governing body a proposed official map covering the entire municipality or any portion thereof. The governing body may, after holding a public hearing, adopt and amend the official map by ordinance. A notice of the time, place and purpose of the hearing shall be published in the official newspaper of the municipality at least ten days prior to the date of the hearing. The official map or maps shall be prepared in sufficient detail to permit the establishment of the future acquisition lines on the ground. In unplatted areas a minimum of a centerline survey shall have been made prior to the preparation of the final draft of the official map. The accuracy of the future acquisition lines shown on the official map shall be attested to by a licensed land surveyor. After adoption, a copy of the official map, or sections thereof with a copy of the adopting ordinance attached shall be recorded with the county recorder as provided in sections 462.351 to 462.364.

Subd. 3. **Effect.** After an official map has been adopted and filed, the issuance of building permits by the municipality is subject to this section. Whenever any street or highway is widened or improved or any new street is opened, or interests in lands for other public purposes, including aviation purposes, are acquired by the municipality, it is not required in such proceedings to pay for any building or structure placed without a permit or in violation of conditions of a permit within the limits of the mapped street or outside of any building line that may have been established upon the existing street or within any area thus identified for public purposes. The adoption of an official map does not give the municipality any right, title, or interest in areas identified for public purposes thereon, but the adoption of the map does authorize the municipality to acquire interests without paying compensation for buildings or structures erected in those areas without a permit or in violation of the conditions of a permit.

Subd. 4. **Appeals.** If a land use or zoning permit or approval for a building in such location is denied, the board of appeals and adjustments shall have the power, upon appeal filed with it by the owner of the land, to grant a permit or approval for building in such location in any case in which the board finds, upon the evidence and the arguments presented to it, (a) that the entire property of the appellant of which such area identified for public purposes forms a part cannot yield a reasonable return to the owner unless such a permit or approval is granted, and (b) that balancing the interest of the municipality in preserving the integrity of the official map and of the comprehensive municipal plan and the interest of the owner of the property in the use of the property and in the benefits of ownership, the grant of such permit or approval is required by considerations of justice and equity. In addition to the notice of hearing required by section 462.354, subdivision 2, a notice shall be published in the official newspaper once at least ten days before the day of the hearing. If the board of appeals and adjustments authorizes the issuance of a permit or approval the governing body or other board or commission having jurisdiction shall have six months from the date of the decision of the board to institute proceedings to acquire such land or interest therein, and if no such proceedings are started within that time, the officer responsible for issuing permits or approvals shall issue the permit or approval if the application otherwise conforms to local ordinances. The board shall specify

the exact location, ground area, height and other details as to the extent and character of the building for which the permit or approval is granted.

History: *1965 c 670 s 9; 1976 c 181 s 2; 1986 c 444; 1995 c 254 art 3 s 8; 1998 c 324 s 9; 2005 c 4 s 109; 2005 c 41 s 18,19*



**ARGENTA TRAIL (CSAH 28/63) REALIGNMENT
SOUTH PROJECT (CP 63-25)**

Preliminary Design Report

February 2015

Prepared For:

City of Inver Grove Heights

Dakota County

Kimley»»Horn

ARGENTA TRAIL (CSAH 28/63) REALIGNMENT SOUTH PROJECT (CP 63-25)

Preliminary Design Report



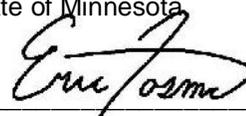
Prepared By:

Kimley»»Horn

Kimley-Horn and Associates, Inc.
2550 University Avenue West
Suite 238N
St. Paul, MN 55114
(651) 643-0400

I hereby certify that this plan, specification
or report was prepared by me or under my
direct supervision and that I am duly
Licensed Professional Engineer under the
laws of the State of Minnesota

Signature: _____



Eric Fosmo, P.E.

File: 160509025

Date: February 23, 2015 Lic. No. 48761

CONTENTS

1.	INTRODUCTION, STUDY PURPOSE AND NEED.....	1
2.	PRELIMINARY DESIGN ALTERNATIVES	2
3.	EVALUATION CRITERIA	3
4.	PUBLIC AND AGENCY INVOLVEMENT.....	3
5.	SUMMARY AND RECOMMENDATION	4
6.	IMPLEMENTATION SCHEDULE	4

APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

APPENDIX B – ALIGNMENT ALTERNATIVES

APPENDIX C – EVALUATION MATRIX

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND COMMENTS RECEIVED

APPENDIX E – MNDOT DRAFT GEOMETRIC LAYOUT

1. INTRODUCTION, STUDY PURPOSE AND NEED

Currently, CSAH 28 enters the City of Inver Grove Heights (IGH) as Yankee Doodle Road, and curves north as Argenta Trail to its intersection with TH 55. North of the intersection, Argenta Trail becomes CSAH 63, until it crosses the northern city boundary (just north of I-494). This roadway traverses through one of the largest undeveloped areas (approximately 4300 acres) adjacent to the I-494/I-696 beltway. It is currently a 2-lane rural roadway north of TH 55, with substandard horizontal and vertical curves.

In 2010, the City Council and the County Board adopted the recommendations of the Regional Roadway System Visioning Study (RRSVS) that identified a transportation system plan to support long-term growth and development in the region. The recommendations were developed through the involvement of IGH, Eagan, Mendota Heights, Sunfish Lake, Dakota County, Mn/DOT, the Metropolitan Council, and the Federal Highway Administration (FHWA). The plan identified the need for a future north-south arterial connector (future CSAH 63), an interchange along I-494 between TH 149 and TH 3, and a potential future interchange at TH 55 and CSAH 63. Specifically, the recommendations note under Alternate E, 1p, "Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, and then expanded to 6 lanes in the future as demands increase." Recommendations and resolutions from the RRSVS are included as Appendix A to this report.

Since that time, residential and commercial development has occurred on the north side of TH 55, between CSAH 63 and TH 3. A segment of future CSAH 28 has been constructed with this development from TH 3 to ½ mile west. Future CSAH 28 should connect to CSAH 63 in a location where it would fit with the potential long-term location of interchange ramps should an interchange be built in the future. A general concept of what interchange ramps (folded diamond) on the north side of TH 55 could look like at the CSAH 63 intersection, and how future CSAH 28 could connect to CSAH 63, has been discussed by the City, County, and Mn/DOT. All three agencies generally support this approach, understanding that an interchange at this location is not certain in the future.

Dakota County and the City both have a project identified in their Capital Improvement Programs (CIP) for CSAH 63 at the TH 55 intersection for construction in 2016.

A plan for CSAH 63 is needed for the following reasons:

- This will be the first step to developing a design for improvements to CSAH 63 in the area of TH 55, as identified in the City and County CIP's for construction in 2016.
- A plan will help to properly coordinate development in the short term with future roadway needs.
- A preliminary design will define location of future permanent right-of-way to consider through the platting process, which may occur prior to any County roadway improvements.
- To keep the door open for a possible interchange at CSAH 63/TH 55 in the future, improvements to CSAH 63 and CSAH 28 should be done in a way that would not preclude an interchange.

The project will improve CSAH 28 and CSAH 63 in the area of TH 55 to support existing and future traffic demands. The project will extend the 4-lane divided section of CSAH 28 (south of TH 55) through the TH 55 intersection, continuing north to Amana Trail, and transitioning to the existing 2-lane section that extends north to 70th Street (CSAH 26). The alignment of new CSAH 63 considers the potential for a future interchange at this location. The improvements will accommodate all intersection improvements necessary at the intersection of TH 55, including turn lanes on all approaches, and the installation of a permanent signal system at the intersection. The design will extend future CSAH 28 (Amana Trail) from its current location (approximately ½ mile west of TH 3) west to connect with CSAH 63 at a location that considers a potential future folded diamond interchange at the intersection of TH 55/CSAH 63/CSAH 28.

2. PRELIMINARY DESIGN ALTERNATIVES

Alignment alternatives were developed based upon the need to extend the four lane divided roadway section on Yankee Doodle Road (CSAH 28) from south of TH 55 to north of Amana Trail and improve the substandard horizontal and vertical curves. Also, the skew angle of the intersection had to meet design standards. Three preliminary design alternatives were developed for evaluation. The following summary of preliminary design alternatives details the approach to each alignment alternative and the impacts associated with each alignment.

Alignment 1

Alignment 1 was developed as an option to come as close to matching the existing alignment as possible while meeting the project goals of bringing the horizontal and vertical alignment to within current standards. Developing this alternative illustrated that trying to expand the roadway while maintaining the existing alignment is not possible with this project. The following is a summary of the design elements and outcomes of Alignment 1. A layout of Alignment 1 is provided in Appendix B.

- The skew angle at the TH 55 intersection is maintained at its existing 71 degree configuration.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 1 would have the following impacts:
 - 5 properties would be total acquisitions
 - 14 properties would be impacted
 - The least amount of impact to existing Northwest Area stormwater basins/features, approximately 9 acre-feet of new storage would be needed
 - 2,000 feet of the existing Magellan Pipeline would need to be relocated
 - A potential future interchange would impact 2 additional parcels (1 total acquisition) north of TH 55

Alignment 2 (Recommended Alignment)

Alignment 2 created a more direct connection between tie in points to existing CSAH 28 to the south of TH 55 and CSAH 63 north of Amana Trail compared to the existing alignment or Alignment 1. The alignment avoids one of the major drainage basins south of TH 55 and meets all project goals. This alignment achieves the best balance in achieving project goals out of the three alternatives. The following is a summary of the design elements and outcomes of Alignment 2. A layout of Alignment 2 is provided in Appendix B.

- The skew angle at the TH 55 intersection is reduced; an 85 degree intersection configuration is provided.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 2 would have the following impacts:
 - 5 properties would be total acquisitions
 - 12 properties would be impacted
 - Medium amount of impacts to existing Northwest Area stormwater basins/features, approximately 15 acre-feet of new storage would be needed
 - 650 feet of the existing Magellan Pipeline would need to be relocated
 - A potential future interchange could be accommodated within the proposed ROW acquisition for this project north of TH 55

Alignment 3

Alignment 3 creates the most direct route connecting CSAH 28 south of TH 55 to CSAH 63 north of Amana Trail. The straight alignment provides the best intersection angle with TH 55, but crosses directly over major drainage basins south and north of TH 55. The following is a summary of the design elements and outcomes of Alignment 3. A layout of Alignment 3 is provided in Appendix B.

- The skew angle at the TH 55 intersection is reduced; a 90 degree intersection configuration is provided.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 3 would have the following impacts:
 - 5 properties would be total acquisitions
 - 13 properties would be impacted
 - The most amount of impacts to existing Northwest Area stormwater basins/features, approximately 24 acre-feet of new storage would be needed
 - 650 feet of the existing Magellan Pipeline would need to be relocated
 - A potential future interchange could be accommodated within the proposed ROW acquisition for this project north of TH 55

3. EVALUATION CRITERIA

All preliminary design alignment alternatives meet State, County, and City roadway design standards, but result in varying impacts to the properties, utilities, and natural resources within the project area. The PMT developed the following evaluation criteria to compare the impacts that would occur with the implementation of each of the design alternatives.

The following evaluation criteria was used to compare the preliminary design alternatives:

- Roadway Operations and Safety
- Impacts to Northwest Area Stormwater Basins
- Right-of-Way Acquisition and Property Impacts
- Impacts to Private Utilities (Xcel Transmission Lines and Magellan Pipeline)
- Earthwork Volume
- Construction Cost

The evaluation matrix generated from the criteria listed above is included in the report as Appendix C. A ranking system was also generated to provide a comparative ranking for each alternative within each of the evaluation criteria. A following is a summary of the ranking system:

- Green – Indicates a comparatively low level of impact (most preferred) of the alignments for the particular evaluation criteria
- Yellow – Indicates a comparatively medium level of impact of the alignments for the particular evaluation criteria
- Red – Indicates a comparatively high level of impact (least preferred) of the alignments for the particular evaluation criteria

4. PUBLIC AND AGENCY INVOLVEMENT

The preliminary design alternatives process has included regular project management team (PMT) meetings. The PMT includes the following members, who have met nine times:

- City of Inver Grove Heights
- City of Eagan
- Dakota County
- MnDOT

The study was led by the City of Inver Grove Heights, with the participation of the agencies listed above. The study has been jointly funded by the City of Inver Grove Heights and Dakota County.

Public and agency input has been gathered from regular PMT meetings and public involvement meetings with affected property and area residents. The following public meetings were held as part of the public and agency involvement process:

- Open House #1 – November 19, 2014
- Open House #2 – January 7, 2015

Notices for open houses were placed in the paper and direct mailings were sent to area property owners. The open houses and neighborhood meeting were completed as part of the study process to inform the public and solicit their input on the proposed design alternatives. The project website was also updated on a regular basis to keep interest parties informed of the study progress. A summary of the comments and input received from the public involvement process has been provided as Appendix D to this report.

5. SUMMARY AND RECOMMENDATION

The study of preliminary design alternatives was completed to provide an evaluation of the options to improve the existing intersection of Argenta Trail (CSAH 63/28) and TH 55 as described in this report. The evaluation matrix summarizing the preliminary design work is attached as Appendix C to this report. Following the evaluation of the alignment alternatives and potential impacts with each alignment, the project management team recommends the approval of Alignment 2 as the preferred alignment to move the project forward into final design. The following is a summary of the proposed Alignment 2 recommendation.

Alignment 2 (Recommended Alignment)

- Alignment 2 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 2 does impact properties within the existing neighborhood and would require eventual total acquisition of 4 residential homes/properties.
- Alignment 2 has the least impact to the Magellan Pipeline (same as Alignment 3).
- Alignment 2 has substantially fewer impacts to drainage basins than Alternative 3.
- Alignment 2 allows for the possibility of a future interchange at TH 55 within the proposed ROW acquisition for the project (North of TH 55).

A geometric layout for Alignment 2 has been prepared and submitted to MnDOT for review. The draft MnDOT Geometric Layout is included as Appendix E to this report.

6. IMPLEMENTATION SCHEDULE

The Argenta Trail realignment improvements are proposed to be constructed as County Project 63-25 in the 2016 construction season to align with the City and County's CIP and MnDOT's proposed funding schedule for the project. Following approval of a recommended alignment by the City Council and County Board, the project would follow the implementation schedule shown below:

- Inver Grove Heights City Council receives recommendation – February 23, 2015
- Inver Grove Heights City Council action anticipated on or before – March 9, 2015
- Dakota County Board of Commissioners action – March 17, 2015
- Inver Grove Height City Council and Dakota County Board of Commissioners consider approval of Joint Powers Agreement for project cost share – March 2015
- Inver Grove Heights holds public hearing to consider ordering the project – April 2015
- Right-of-Way acquisition process begins –April 2015
- Final design, ROW acquisition, and bidding complete – Spring 2016
- Construction start – Summer 2016

APPENDICES

APPENDIX A – REGIONAL ROADWAY SYSTEM VISIONING STUDY – RECOMMENDATIONS AND RESOLUTIONS

REGIONAL ROADWAY SYSTEM VISIONING STUDY



AUGUST 2010

RECOMMENDATIONS

The intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems. The study area has one of the largest undeveloped areas (approximately 4,300 acres) adjacent to the I-494/I-694 beltway. This area will develop over time and as a result, add more traffic to the current transportation system. In addition, growth is also occurring in surrounding communities, particularly to the south and east; this traffic also impacts the transportation system in this area. It is therefore important to identify potential improvements needed to support this future growth, as well as ensure safe and efficient travel into, through and out of the area. With this plan and subsequent environmental studies, the appropriate agencies can work toward implementing improvements over time, as needs arise, and as opportunities and funding permit. In addition, the plan will allow for avoidance and minimization of property impacts and disruptions in services, especially as development occurs in the study area.

The study recommendations need to be put in the following planning context.

- The study is not an official environmental study and therefore does not carry any official environmental standing. More detailed analysis will need to be done to fully assess environmental, design and operational issues in accordance with the National Environmental Policy Act (NEPA) and Minnesota Environmental regulations at the time individual projects are developed. The study focused on a high-level screening of environmental elements to identify potential environmental issues, including a review of natural wetland inventory, special habitat designations and right-of-way impacts to residential and commercial properties.
- While a specific system alternative is identified as an outcome of this study, all of the remaining system alternatives (alternatives not selected) will need to be carried into future environmental studies to fulfill environmental requirements. However, some of these alternatives may end up in a considered, but dismissed narrative.
- Any changes in interstate access require a significant amount of analysis and study to ensure safe and efficient operations of the system. This lengthy process may ultimately determine that an additional access may not be warranted, or other modifications of the system may be needed in conjunction with access changes.

The following recommendations have been developed through the involvement of the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake; Dakota County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and the Federal Highway Administration (FHWA). The recommendations are based on technical analysis, as well as public and committee input. These recommendations constitute a vision for the area transportation system that will allow the system to support area growth (as identified in local 2030 Comprehensive Plans) safely and efficiently.

The following key improvements that constitute the vision are listed below and shown in Figure 15:

- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes from TH 3 to Rich Valley Boulevard.
- f. Baffin Trail Realignment – alignment to be determined in future studies.
- g. CSAH 28 Realignment south of TH 55 – connection to Argenta Trail will be determined during future studies associated with the installation of a full interchange in the long term.
- h. Lone Oak Road (CSAH 26) – expand 4 to 6 lanes from the I-35E West Ramps to Neil Armstrong Boulevard.
- i. TH 55 – expand 4 to 6 lanes from TH 149 south junction to TH 149 north junction.
- j. TH 149 – expand 4 to 6 lanes from TH 55 to I-494. This project recently received STP federal dollars for construction.
- k. TH 3 – consider 2 to 4 lane expansion in the long term from Upper 55th Street to TH 55.
- l. TH 149 Interchange Improvements with I-494 Mainline between I-35E and TH 149 – additional analysis is needed in an Interstate Access Request (IAR). As part of this study, a preliminary analysis was completed to determine how the TH 149 interchange ramps are currently being used, in relation to I-35E and I-494. Further study is necessary to determine the solutions to address the capacity problems at the TH 149 interchange and weaving issues between TH 149 and the I-35E exit.
- m. Delaware Avenue – improvements as required by actual traffic conditions. Such improvements may include turn lanes, shoulders, and trails/sidewalks. No additional through lanes will be required.
- n. New I-494 Interchange near Argenta Trail – approximately ½ mile east of the existing overpass with a configuration to minimize potential impacts to Hornbean Lake on the north. Additional analysis is needed in an Interstate Access Request (IAR).
- o. TH 55/Argenta Trail – consider a high-volume, high-capacity intersection upgrade, or a long-term interchange at this location. 2030 Comprehensive Plan growth assumptions do not reflect a need to separate grades based on traffic volumes. Buildout traffic volumes are borderline. In the vicinity of TH 55, continue to keep Argenta Trail as the through route and CR 28 connection into Argenta Trail (note: this is a change from the recommendations of the “County Road 28 Corridor Study” completed in 2000). Plan for an alignment of future CR 28 east of Argenta Trail that would intersect Argenta Trail where interchange ramps would be located if an interchange were to be constructed in the future. It is likely that the TH 3 West Ramps would need to be removed, if and when a new interchange is constructed.



Legend

- Future Roadway
- 4 Lane Expansion
- 6 Lane Expansion
- I-494 Modification

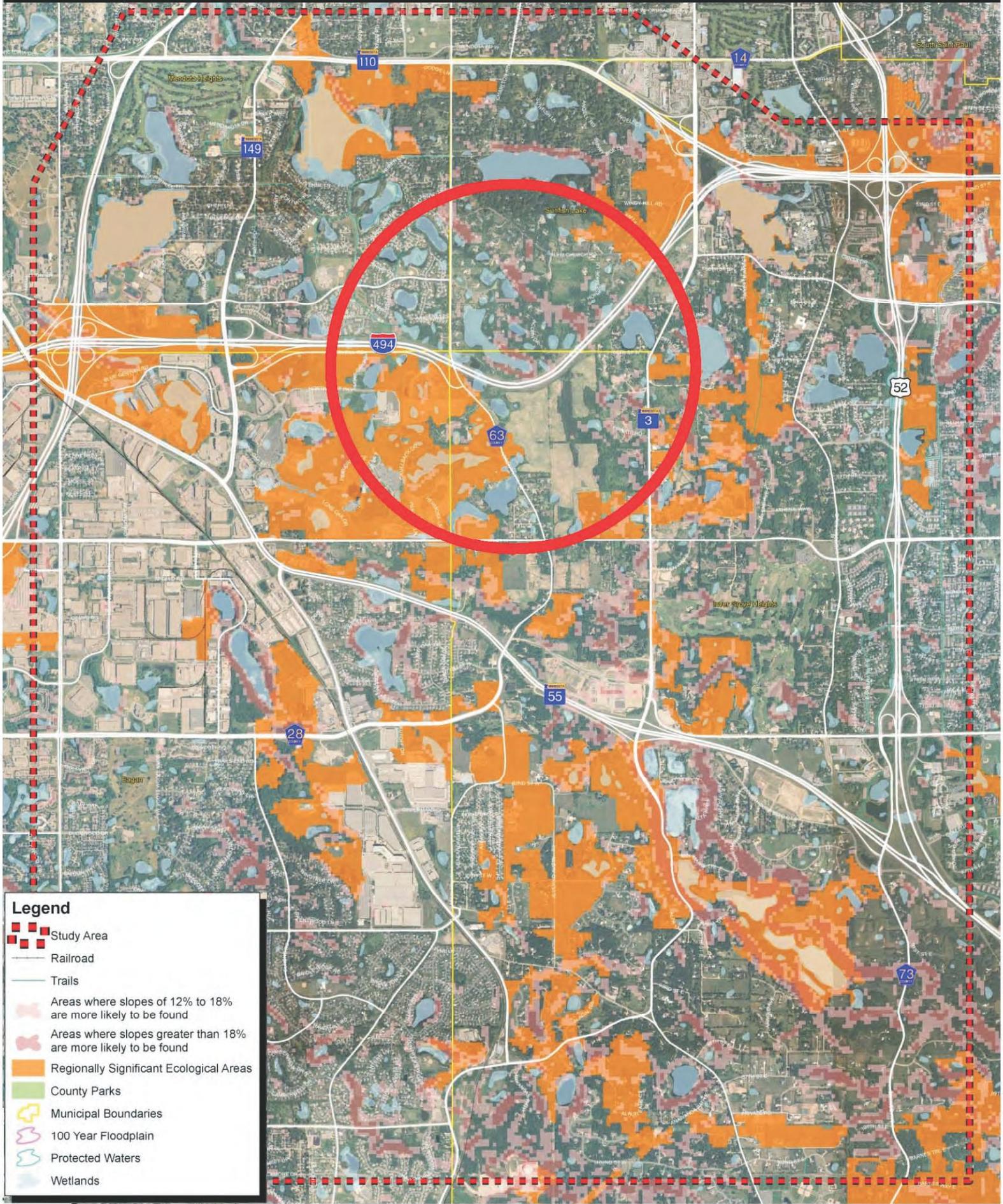
Note: These needs are not currently funded.

Figure 15

- p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”² system vision with new access to I-494. As noted in 1(n), this recommended vision includes a new interchange along I-494. The Study Partners should continue to investigate the technical and environmental acceptability of adding an additional interchange access to I-494. This recommendation is made for the following reasons.
- a. It addresses the growth anticipated in 2030, based on approved area Comprehensive Plans, including the 2030 growth anticipated for NE Eagan and NW Inver Grove Heights.
 - b. It limits overloads of key arterial segments which are difficult and costly to expand beyond six lanes (i.e., more urbanized area along TH 55 from south junction of TH 149 to north junction of TH 149; and TH 149 from TH 55 to I-494).
 - c. It eliminates overloaded interchanges on I-494 at TH 149 and TH 3 by better balancing transportation demand among other regional access points and a new interchange access. This maximizes long-term flexibility of the overall transportation system.
 - d. It reduces travel demands at the I-494/TH 149 interchange, which is in close proximity to the I-35E system interchange. Currently, there are operational and safety problems with traffic from the TH 149 loop wanting to travel westbound on I-494, weaving with westbound I-494 traffic exiting to I-35E within approximately 2,300 feet. Additional modifications to the I-494/TH 149 interchange and the I-494 mainline will be needed in the future. With a new I-494 interchange at the proposed Alternative E location, 40 percent of the traffic using the TH 149 westbound loop would be relocated to the new interchange, approximately 8,200 feet further east. This will provide a longer distance for vehicles to sort themselves out, which makes the weave and right-lane congestion issues easier to address in the long-term on I-494.
 - e. It has the lowest right-of-way acreage impacts of all new I-494 interchange alternatives and the lowest number of residential and commercial property acquisitions based on current properties.
 - f. It maintains logical system connections with existing Argenta Trail and Delaware Avenue thereby providing access to and from communities to the north; yet the traffic demands along Delaware Avenue for this option are very similar to the other system improvement options.
 - g. Alternative E is in close proximity to Hornbeam Lake and this proximity will need to be evaluated more closely in subsequent environmental studies. Interchange designs that limit encroachments and impacts to this area should be considered.

² Mn/DOT and FHWA cannot commit to one alternative until the environmental process is completed.

- h. Alternative E's interchange location and proposed alignment for Argenta Trail will be designed to minimize impacts to wetlands and avoid where possible. Its location does a better job of avoiding areas that have been identified as Regionally Significant Ecological Areas (defined by the DNR using Minnesota Land Cover Classification System – 2008). Alternatives C and D have some impacts to wetlands and the areas identified as regionally significant ecological areas. These areas are located adjacent to existing Argenta Trail and in the Argenta Trail and I-494 overpass area (Figure 16).
 - i. Alternative E has a low percentage of local trips using the regional system for a short distance (i.e., interchange to interchange on I-494). A high percentage of the trips accessing the regional system using the new interchange have other regional destinations in the region.
 - j. It avoids undesirable direct impacts to residences immediately north of I-494 in the area of Delaware Avenue, as well as shifts the alignment of Argenta Trail to the east of a developed residential area on the south side of I-494.
 - k. The location of the new I-494 interchange in Alternatives C and D are not consistent with Mendota Heights and Sunfish Lake Comprehensive Plans (i.e., Alternative E is located in Inver Grove Heights). The new interchange location and potential realignment of Argenta Trail is consistent with the Inver Grove Heights Comprehensive Plan.
3. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 at location "E". A more detailed and comprehensive operations and safety analysis will be required, assuming the access process moves forward (see Recommendation #4).
 4. If FHWA indicates that the warrant analysis has merit to move forward to the next step (this decision doesn't signify support for the access change, only that it warrants greater analysis); then the next step is to complete an Interstate Access Request (IAR). This process will address in more detail operations and safety issues on I-494. Based on input from FHWA and Mn/DOT, this analysis will need to develop solutions for the capacity problems at the TH 149 interchange and weave issues on I-494 associated with I-35E and TH 149. This analysis will require a formal layout for the interchange and other access changes, as well as an environmental study that meets state and federal requirements.
 5. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
 6. While this study identifies basic right-of-way footprints and general access considerations, subsequent efforts will further define specific property acquisitions and detailed access strategies for all arterial and collector routes. Based on volumes and function, access to Argenta Trail south of I-494 and north of TH 55 will be limited to three full-access points. This will guide future development and allow study partners to take advantage of opportunities as they arise. This corridor should also be planned for a minimum of 200 feet in width of right-of-way considering the 6-lane needs and the need to coordinate with transit planning that has been completed to-date (Figure 17).





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Figure 17

7. Specific improvements to Delaware Avenue north of I-494 will need to be agreed upon by Dakota County, Mendota Heights and Sunfish Lake if the need arises based on actual traffic conditions.
8. The Study Partners should take additional steps in subsequent studies to further develop pedestrian and bicycle accommodations within the planned corridors so that safety is addressed on segments as well as at nodes/intersections for other modes. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
9. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study. This alignment is consistent with the proposed Argenta Trail realignment and interchange location in Alternative "E" (see Figure 12).

Mn/DOT, Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

NEXT STEPS

The study recommendations include additional studies, processes and activities to move the planning process forward. The focus of these activities is to provide more detailed information to agencies, property owners and other stakeholders as it becomes available and to provide a solid framework for implementation. The following have been extracted from the recommendations and repeated in one location.

1. The improvements included in the system vision should be incorporated into appropriate capital improvement programs as the following occurs:
 - a. As safety and/or operational issues occur on the existing transportation system
 - b. As opportunities arise to coordinate with development or other outside funding sources
 - c. As necessary environmental reviews/studies are completed
 - d. Specific to the interchange, all necessary supporting roadway system connections must be in place prior to, or at the time of, building a new access to I-494. Through this study, the main benefit of a new interchange lies in its ability to accommodate regional trips. The system must be in place to allow the interchange to support this need.
2. All system improvements included in these recommendations should be reflected in the appropriate agency planning documents, including:
 - a. City of Eagan and City of Inver Grove Heights Comprehensive and Transportation Plans
 - b. Dakota County Transportation Plan
 - c. Dakota County Plat Review Needs Map
3. The Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake, and Dakota County should submit these recommendations to be included in future updates of the Metropolitan Council's TPP and Mn/DOT's TSP.
4. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 as shown in Alternative "E". Depending on FHWA evaluation and comments, a more detailed and comprehensive operations and safety analysis of the I-494 facility will be required (see Recommendation #4).
5. A Highway Interchange Request should be made to the Metropolitan Council prior to beginning the FHWA's Interchange Access Request process, if FHWA agrees to proceed to the next step.
6. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
7. The City of Inver Grove Heights should work with Dakota County to further define specific property acquisitions and detailed access strategies for all arterial and collector routes, including an access management plan for Argenta Trail between I-494 and TH 55.
8. The Cities of Mendota Heights and Sunfish Lake should continue discussions with Dakota County to agree upon future improvements to Delaware Avenue north of I-494, if the need arises based on actual traffic conditions.

9. Subsequent studies should be completed to provide safer pedestrian and bicycle accommodations within the planned corridors, as well as the intersections. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
10. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study.
11. Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections to the south of TH 55 to bring consistency between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.

RESOLUTIONS

As a conclusion to the Regional Roadway System Visioning Study, the study recommendations were presented to each of the four City Councils and the County Board for approval in July of 2010. All resolutions were formally signed and included in Appendix B.

APPENDIX B
SIGNED RESOLUTIONS

**CITY OF SUNFISH LAKE
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10- //

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Sunfish Lake has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Sunfish Lake has continually stated its objection to an interchange at Delaware Avenue and I-494; and

WHEREAS, the City of Sunfish Lake has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an adhoc committee to track the progress of this study and ensure that the city's position was made clear that included membership from the city council, city staff, city residents, Sunfish Lake and contract professionals; and

WHEREAS, the City of Sunfish Lake fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Sunfish Lake offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternative E, if and only if there is an extensive environmental review which demonstrates no adverse effects to Hornbeam Lake and its adjacent land area.
2. Any future improvements to Delaware Avenue must be driven by the cities of Mendota Heights and Sunfish Lake. The character of Delaware Avenue is unique and best understood by the two cities and their residents.

3. The city supports using and expanding the existing infrastructure that exists in Eagan and Inver Grove Heights to the fullest extent possible to deal with their growth. The city's concern is in the approach taken by the study using one rate of growth. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment actually needed as the growth actually occurs. The actual development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.
5. Inver Grove Heights and Eagan should promote mixed land uses with integrated pedestrian/bicycle facilities in addition to supporting 21st century transit planning which would help reduce individual traffic trips within the system.

BE IT FURTHER RESOLVED, that while the City of Sunfish Lake understands that this is a traffic study, the importance of the information that has not been studied, including the environmental factors and financial implications, needs to be studied before final decisions can be made on all of the recommendations.

BE IT FURTHER RESOLVED, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

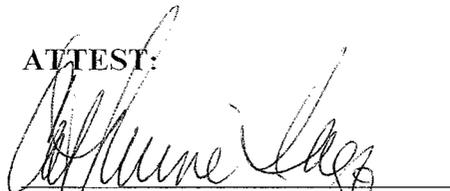
Adopted by the City Council of the City of Sunfish Lake this 6th day of July 2010.

CITY OF SUNFISH LAKE



Molly Park, Mayor

ATTEST:



Catherine Iago, City Clerk

**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10-48

**A RESOLUTION DISCUSSING THE REGIONAL ROADWAY SYSTEM
VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan and Inver Grove Heights; and

WHEREAS, the City of Mendota Heights has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Mendota Heights has continually stated its objection to an interchange at Delaware Avenue and I-494 and expressed concerns about related issues; and

WHEREAS, the City of Mendota Heights has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Mendota Heights formed an ad-hoc committee that included membership from the city council, city staff, residents, Sunfish Lake and a contract professional to track the progress of this study and ensure that the city's position was made clear; and

WHEREAS, the City of Mendota Heights fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW THEREFORE BE IT RESOLVED, the City of Mendota Heights offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternate E, approximately ¼ mile east of the current Delaware Avenue interchange. Any potential future interchange at Delaware Avenue will not be supported by the City of Mendota Heights.
2. Any future improvements to Delaware Avenue must be driven by the City of Mendota Heights. The character of Delaware Avenue is unique and best

understood by the city and our residents. The local government unit is best suited to determine any future changes.

3. Mendota Heights supports the right of Eagan and Inver Grove Heights to develop their infrastructure within the Metropolitan Council's approved growth limits while at the same time we encourage them to develop the transportation element of this planning totally within their city limits. It has been represented to the City of Mendota Heights by Dakota County staff that the growth projections in Eagan and Inver Grove Heights are based on their approved 2030 comprehensive plans and Mendota Heights is relying on these projections in its decision making process. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment needed as the growth occurs. The development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.

BE IT FURTHER RESOLVED, that while the City of Mendota Heights understands that this is a traffic study, the information that has not been studied including the environmental factors and financial implications, all of the information needs to be studied before final decisions can be made on all of the recommendations.

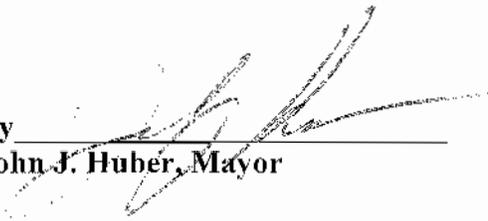
BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and believes it is important to be a part of the decision making process. The transparency in government decision making that we have experienced with the county and the visioning study is important to Mendota Heights now and in the future.

Adopted by the City Council of the City of Mendota Heights this Sixth day of July 2010.

ATTEST

**CITY COUNCIL
CITY OF MENDOTA HEIGHTS**

By 
Nancy Bauer, Acting City Clerk

By 
John J. Huber, Mayor

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION ADOPTING THE REGIONAL ROADWAY SYSTEM VISIONING
STUDY RECOMMENDATIONS

RESOLUTION NO. 10-102

WHEREAS, the City of Inver Grove Heights, along with the Minnesota Department of Transportation, Dakota County, and the City of Eagan, entered into an agreement to study future transportation improvements in northwest Inver Grove Heights, northeast Eagan, Mendota Heights, and Sunfish Lake; and

WHEREAS, these entities subsequently selected SRF to conduct the study; and

WHEREAS, the intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems; and

WHEREAS, the study was guided by a technical advisory committee consisting of the Minnesota Department of Transportation, Dakota County, Metropolitan Council, Federal Highway Administration, and the cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights; and

WHEREAS, SRF conducted a technical analysis of future development in Inver Grove Heights, Eagan, and surrounding cities and alternative transportation improvement alternatives; and

WHEREAS, considerable public input was obtained through three open houses and various other meetings; and

WHEREAS, SRF has concluded by preparing a list of recommendations, and

WHEREAS, these recommendations are found to be consistent with the Inver Grove Heights Comprehensive Plan.

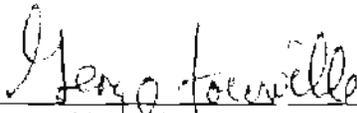
NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

BE IT FURTHER RESOLVED, that the City Council of the City of Inver Grove Heights:

- Strongly supports an interchange at I-494 as shown on Alternate E and finds such an interchange necessary to serve future regional and local transportation needs.
- Strongly supports an interchange at Highway 55 and Argenta Trail and finds such an interchange necessary to serve future traffic volumes and to eliminate traffic safety hazards.

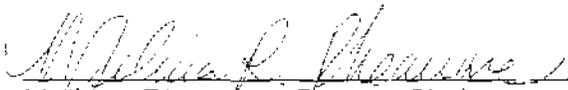
Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

AYES: 5
NAYS: 0



George Tourville, Mayor

ATTEST:



Melissa Rheume, Deputy Clerk

**CITY OF EAGAN
DAKOTA COUNTY, MINNESOTA
RESOLUTION OF SUPPORT
REGIONAL ROADWAY SYSTEM VISIONING STUDY**

WHEREAS, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan, Inver Grove Heights and the surrounding region; and

WHEREAS, the City of Eagan has participated in this study process with staff representatives and elected officials at all stages of the study; and

WHEREAS, the City of Eagan has participated in all three public open houses and the two neighborhood meetings held on this study; and

WHEREAS, the City of Eagan fully supports the need to undertake planning in order to prepare for and respond to future growth.

NOW, THEREFORE, BE IT RESOLVED that the City of Eagan hereby supports the draft recommendations in the Regional Roadway System Visioning Study, including the following:

1. Placement of a future interchange at Alternate E, approximately ¼ mile east of the current Argenta Trail/Delaware Avenue (County Road 63) overpass.

Adopted by the City Council for the City of Eagan this 20th day of July 2010.

CITY OF EAGAN
CITY COUNCIL

By: *Mike Maguire*
Its Mayor

Attest: *Maria Petersen*
Its Clerk

CERTIFICATION

I, Maria Petersen, Clerk of the City of Eagan, Dakota County, Minnesota, do hereby certify that the foregoing resolution was duly passed and adopted by the City Council of the City of Eagan, Dakota County, Minnesota, in a regular meeting thereof assembled this 20th day of July, 2010.

Maria Petersen
Maria Petersen, City Clerk

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

August 10, 2010

Motion by Commissioner Gaylord

Resolution No. 10-391

Second by Commissioner Workman

Adopt Recommendations For County Project 97-85 Regional Roadway System Visioning Study

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the Federal Highway Administration, and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake and is the lead agency for County Project (CP) 97-85, Regional Roadway System Visioning Study; and

WHEREAS, the study included investigation of potential future transportation system needs in northern Dakota County to develop a vision for the transportation system that will result in safe and efficient travel in the area as cost-effectively as possible, while at the same time recognizing agency land use development objectives; and

WHEREAS, the Cities of Eagan and Inver Grove Heights have planned for continued growth and development through their 2030 Comprehensive Plans that will result in additional impacts to the area transportation system; and

WHEREAS, continued growth in surrounding communities will result in additional impacts to the area transportation system; and

WHEREAS, representatives of Dakota County, Mn/DOT, the Metropolitan Council, Federal Highway Administration, and the cities of Mendota Heights, Sunfish Lake, Eagan, and Inver Grove Heights, have participated as members of a Study Advisory Committee and have reviewed study findings and recommendations; and

WHEREAS, the study process involved the public through public open houses, neighborhood meetings, and city council meetings; and

WHEREAS, they study recommends a Regional Roadway System Vision to support future growth in the in the area in a way that will result in a safe and efficient system of City, County, State, and Federal roadways in the future; and

WHEREAS, the County recognizes there are additional steps necessary to gain necessary agency approvals before the improvements included in the recommendations can be constructed; and

WHEREAS, the Dakota County Engineer recommends adoption of the recommendations for County Project 97-85, Regional Roadway System Visioning Study.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-85, the Regional Roadway System Visioning Study, as presented to the Physical Development Committee of the Whole on July 27, 2010.

STATE OF MINNESOTA
County of Dakota

	YES		NO
Harris	<u> X </u>	Harris	<u> </u>
Gaylord	<u> X </u>	Gaylord	<u> </u>
Egan	<u> X </u>	Egan	<u> </u>
Schouweiler	<u> X </u>	Schouweiler	<u> </u>
Workman	<u> X </u>	Workman	<u> </u>
Krause	<u> X </u>	Krause	<u> </u>
Branning	<u> X </u>	Branning	<u> </u>

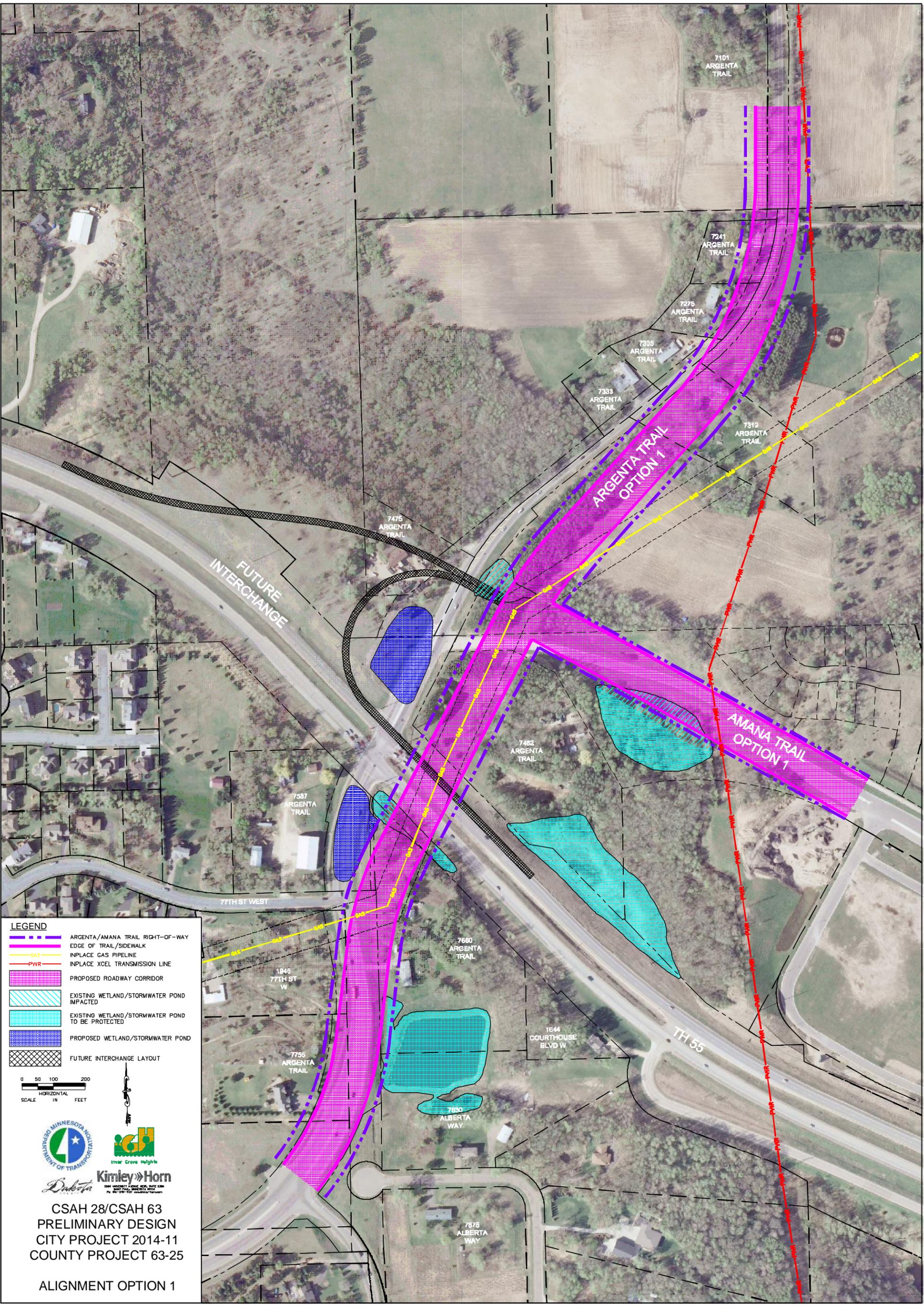
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day of August 2010, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 11th day of August 2010.



Clerk to the Board

APPENDIX B – ALIGNMENT ALTERNATIVES



LEGEND

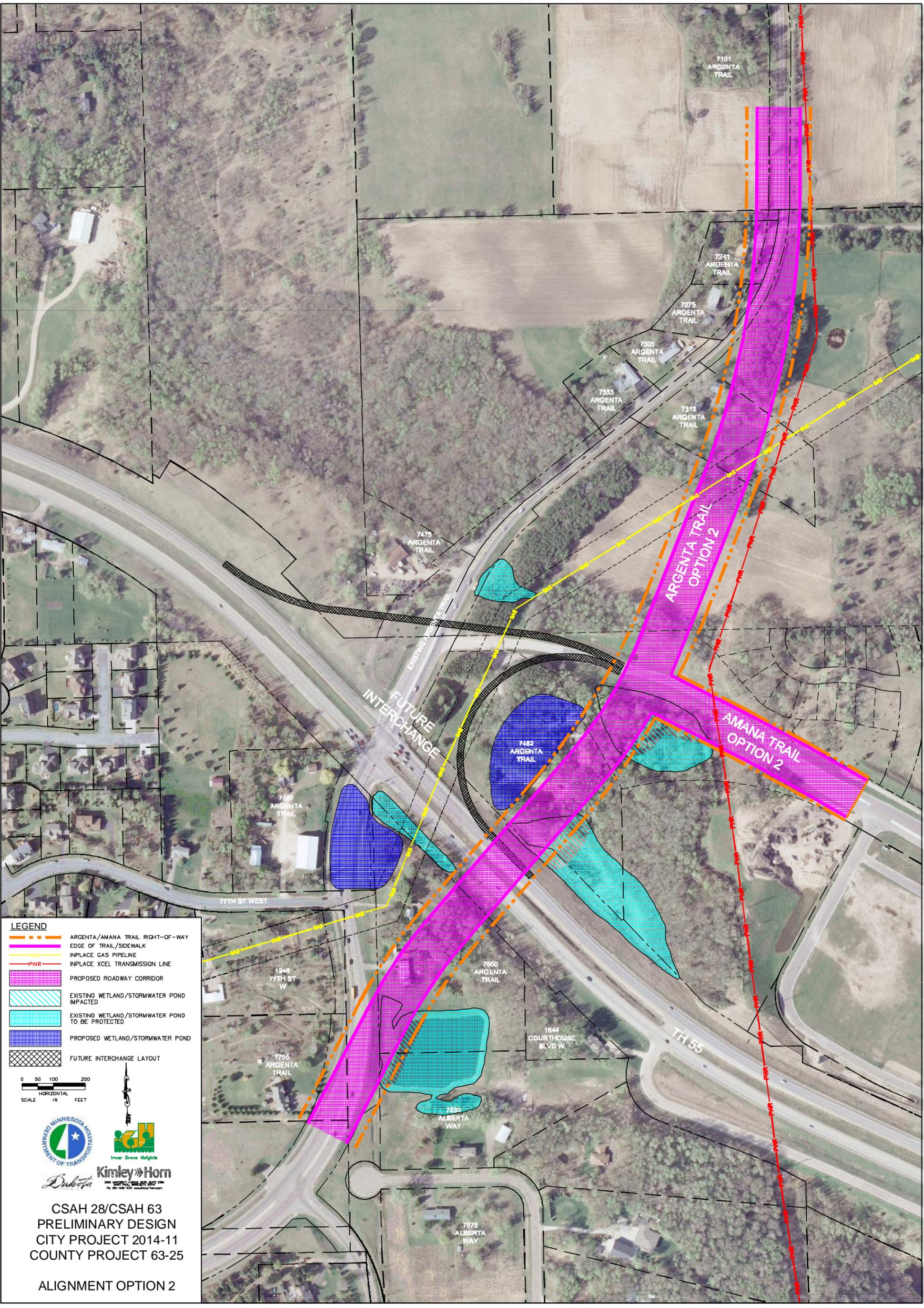
	ARGENTA/AMANA TRAIL RIGHT-OF-WAY
	EDGE OF TRAIL/SIDEWALK
	INPLACE GAS PIPELINE
	INPLACE XCEL TRANSMISSION LINE
	PROPOSED ROADWAY CORRIDOR
	EXISTING WETLAND/STORMWATER POND IMPACTED
	EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
	PROPOSED WETLAND/STORMWATER POND
	FUTURE INTERCHANGE LAYOUT



Kimley»Horn
2540 UNIVERSITY AVENUE, SUITE 200
 INVER GROVE HEIGHTS, MN 56120
 PH: 952-761-1111 WWW.KIMLEY-HORN.COM

CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

ALIGNMENT OPTION 1



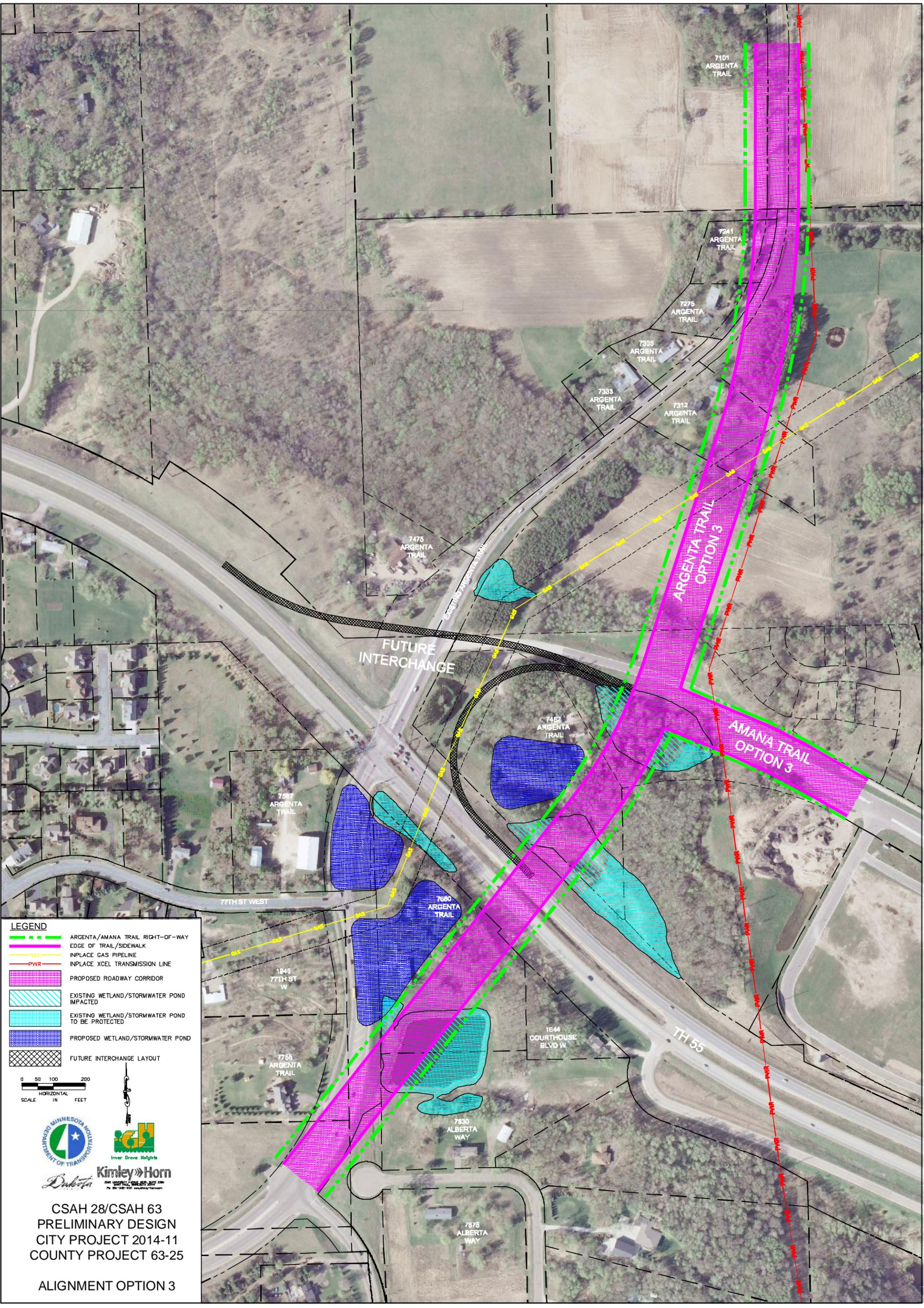
- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - INPLACE GAS PIPELINE
 - INPLACE XCEL TRANSMISSION LINE
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT

0 50 100 200
SCALE HORIZONTAL IN FEET

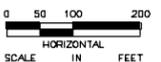


CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25

ALIGNMENT OPTION 2



- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - INPLACE GAS PIPELINE
 - INPLACE XCEL TRANSMISSION LINE
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT



CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25

ALIGNMENT OPTION 3

APPENDIX C – EVALUATION MATRIX



SOUTH AREA ALTERNATIVES RATINGS MATRIX

RECOMMENDED

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3
Safety	Reduce/remove skew from the intersection	Skew angle = 71°	Skew angle = 85°	Skew angle = 82°
	Eliminate queueing spillback from left-turn lanes onto mainline TH 55	Meets project goal	Meets project goal	Meets project goal
	Add deceleration length for turn lanes on TH 55	Meets project goal	Meets project goal	Meets project goal
	Improve substandard horizontal and vertical roadway alignments (south only)	Requires maximum superelevation and minimum longitudinal superelevation slope	Meets project goal (with reverse curves)	Meets project goal
Operations	Provide space to appropriately accommodate all modes of transportation	Meets project typical section	Meets project typical section	Meets project typical section
	Provides full access/connectivity for local connections	Meets project goal	Meets project goal	Meets project goal
	Level of service achieved at intersections and along the corridor	Meets project goal	Meets project goal	Meets project goal
Project Cost	Total project cost includes: <ul style="list-style-type: none"> Construction cost Right-of-way (ROW) cost Utility relocation costs Stormwater treatment costs (see below) Minimize total acquisitions	Construction Cost \$8.28 million Right-of-Way <ul style="list-style-type: none"> Approximately 14 acres of new ROW 5 total acquisitions Impacts to 14 parcels Impact to 2 additional parcels (1 total acquisition) for future interchange 	Construction Cost \$7.77 million Right-of-Way <ul style="list-style-type: none"> Approximately 11 acres of new ROW 5 total acquisitions (reduction to 3 possible) Impacts to 12 parcels 	Construction Cost \$7.81 million Right-of-Way <ul style="list-style-type: none"> Approximately 11 acres of new ROW 5 total acquisitions (reduction to 3 possible) Impacts to 13 parcels
		Utility Impacts <i>Magellan Gas Line</i> Relocate approximately 2,000 feet of gas line <i>Xcel Transmission</i> None	Utility Impacts <i>Magellan Gas Line</i> Relocate approximately 350 feet of gas line <i>Xcel Transmission</i> Construction impacts into easement	Utility Impacts <i>Magellan Gas Line</i> Relocate approximately 350 feet of gas line <i>Xcel Transmission</i> Construction impacts into easement
Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements	9 ac-ft of new storage needed	15 ac-ft of new storage needed	24 ac-ft of new storage needed
		Some impacts to three stormwater features	Major impacts to three stormwater/wetland features	Major impacts to three stormwater/wetland features

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND
COMMENTS RECEIVED

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
1	Will the intersection at Argenta Trail and Amana Trail be improved?	2	The intersection at Argenta Trail and Amana Trail will become a full T-intersection. The T-intersection will allow for left turns on both west bound Amana Trail and south bound Argenta Trail.
2	Minimize impact to existing ponds	2	The recommended alignment Option 2 impacts the second least amount of existing ponds. Option 3 impacted the most and Option 1 impacted the least. Option 2 is recommended due to the reduced risk for crashes with flatter curves on both sides of TH 55.
3	What bicycle/ pedestrian facilities will be included?	1	Argenta Trail is proposed to be a divided four lane roadway with turn lanes and bituminous multi-use trail along both sides. These trails will tie into the existing trail and sidewalk located along Amana Trail. Whether to include trails north of Amana Trail at this time will be determined through final design.
4	Will a sound wall be constructed with the project?	1	If the project receives federal funding, the project will need to complete a noise analysis. If noise mitigation appears feasible in locations where the travel lanes are moving closer to existing residences, then the County and City will work directly with those property owners to determine the appropriate course of action. At this time, no properties along TH 55 are being considered for noise mitigation since these travel lanes are not moving. Below is a link to MN/Dot's noise analysis webpage for more information. http://www.dot.state.mn.us/environment/noise/faqs.html
5	How will the properties north of TH 55 on existing Argenta Trail access their property once the new Argenta Trail is constructed?	1	The properties north of TH 55 along existing Argenta Trail will access their properties along existing Argenta Trail. Existing Argenta Trail will be connected back into either existing Argenta Trail or a city street with a connection to 70th St. W. (CSAH 26). The access point for commercial property along TH 55 but south of the proposed Blackstone Vista will have an access point that will be determined in the future and will most likely be a shared access point for commercial development. The City has considered a shared access point that may be west of the intersection of TH 55 and Argenta Trail.

PUBLIC COMMENTS

Open House #1 (Nov. 19, 2014), Exceptions Neighborhood Meeting (Dec. 30, 2014), Open House #2 (Jan. 7, 2015)

Comments Received thru 2/9/15

	Comments	Number	Response
6	Why does Argenta Trail need to be four (4) lanes and expanded to six (6) lanes in the future?	1	Based on traffic projections completed as part of the Regional Roadway System Visioning Study (RRSVS) and Dakota County's Transportation Plan, growth in IGH, Eagan, and surrounding communities is expected to generate volumes that will require 4 lanes in the next 20 years, and once a new interchange is installed at I-494 & Argenta, volumes will grow to 6-lane levels.
7	The exhibits show the potential for an interchange at this intersection in the future. When is that likely to happen?	FAQ	An interchange at this intersection in the future is first and foremost predicated on Argenta Trail connecting to a new interchange at I-494. Even then, the projected traffic is borderline for requiring an interchange at TH 55. This project design is considering how an interchange could be designed as part of this process just to make sure we keep the door open for a future interchange, should it be needed someday.
8	How will the project address the existing grade along CSAH 63 (Argenta Trail), which is currently very steep for both bicyclists and pedestrians? How far will the trail along Argenta Trail extend and will it connect into the proposed Mendota to Lebanon Hills Greenway?	FAQ	<p>The 2016 CSAH 63 Argenta Trail project will reduce the grade of the road from 7% to 5%, which will make travel for both bicyclists and pedestrians along Argenta Trail easier than the existing alignment. The project will also provide for a straighter roadway across TH 55 and through Amana Trail.</p> <p>The project will also include an 8' bituminous trail along both sides of Argenta Trail from south of TH 55 where the trails currently end along CSAH 28 (Yankee Doodle Road) to the new Amana Trail intersection on the north side of TH 55. A permanent signal system at the TH 55 intersection will include protected pedestrian phases to assist pedestrians and bicyclists in crossing TH 55. In addition, the bituminous trails along Amana Trail will be extended to connect to the new trails along Argenta.</p> <p>Finally, the Mendota to Lebanon Hills Greenway Master Plan includes an off-road regional trail and greenway north/south through the area that will cross TH 55 at Argenta Trail. Please refer to the Mendota to Lebanon Hills Greenway Master Plan for more information.</p>

APPENDIX E – MNDOT DRAFT GEOMETRIC LAYOUT

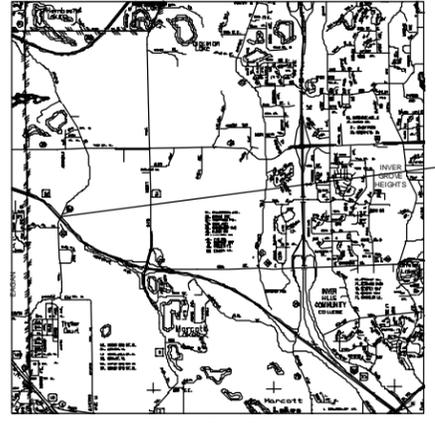
LAYOUT HISTORY

Prepared By	Checked By	Reviewed By	Approved By

LAYOUT No. _____ CITY No. _____
 T.H. No. _____ VICINITY OF _____
 FROM _____ TO _____
 Prepared By _____
 Checked By _____
 Reviewed By _____
 Approved By _____

Level 2 LAYOUT APPROVAL

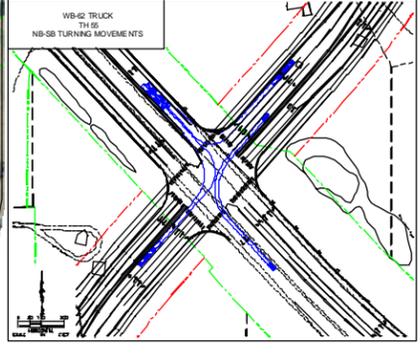
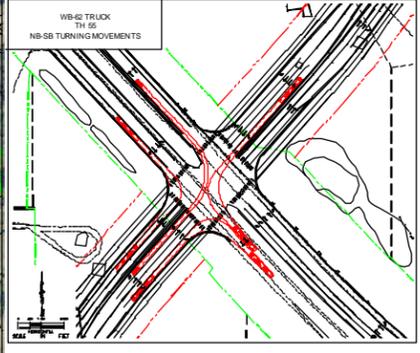
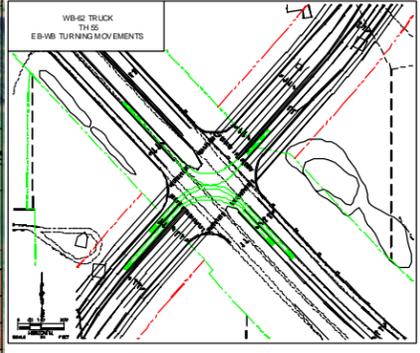
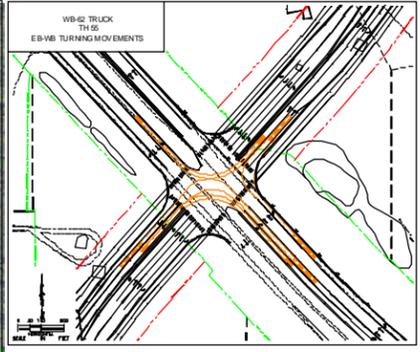
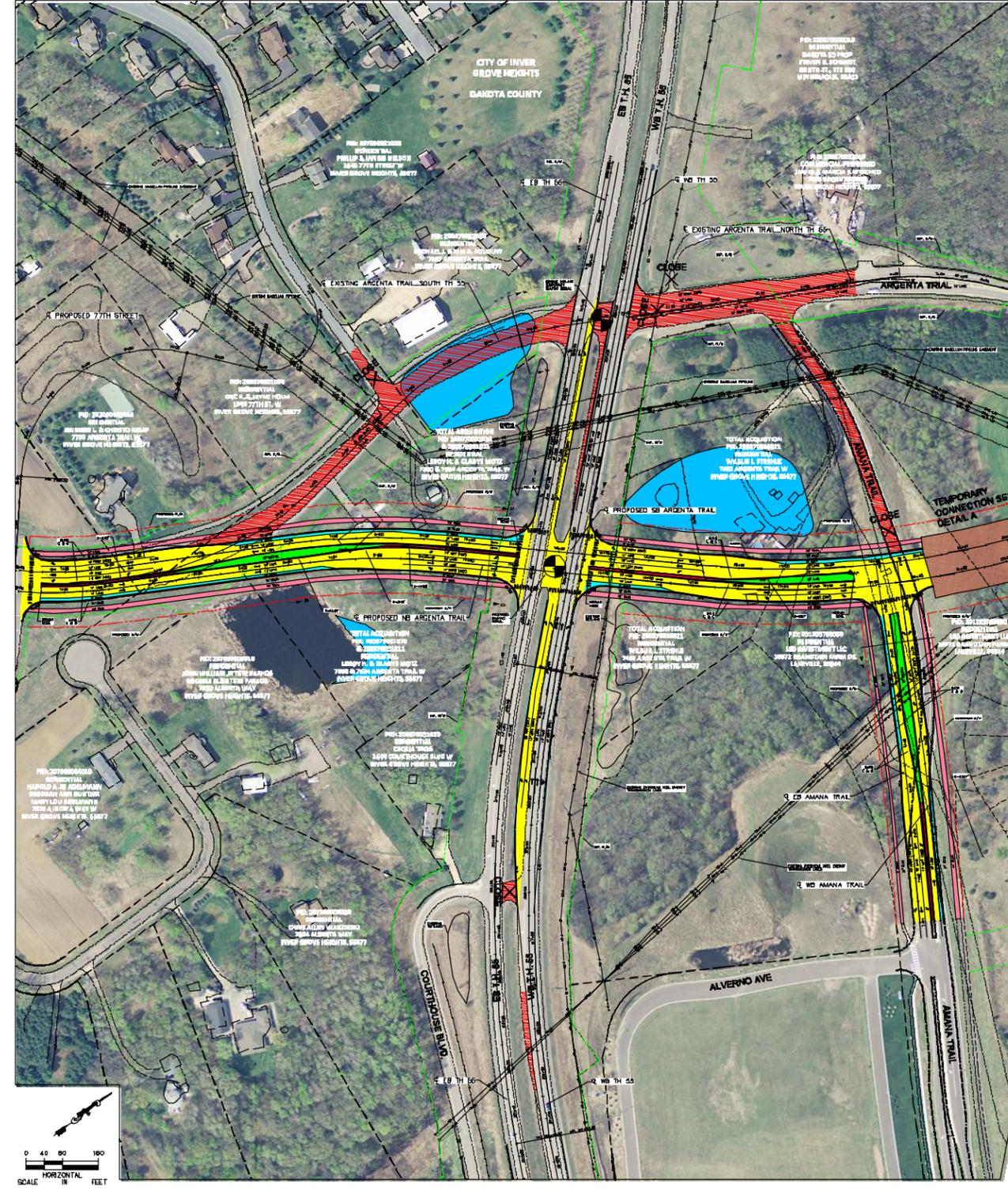
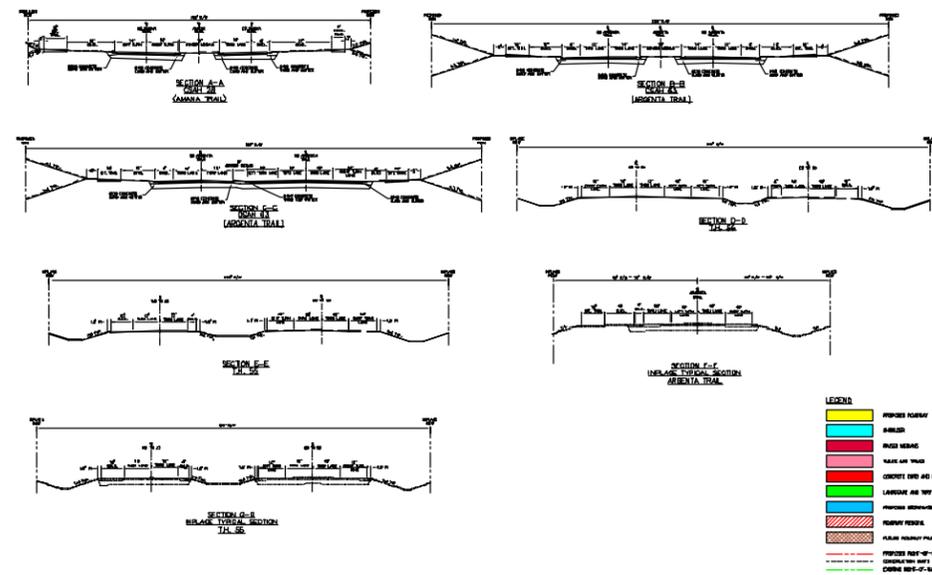
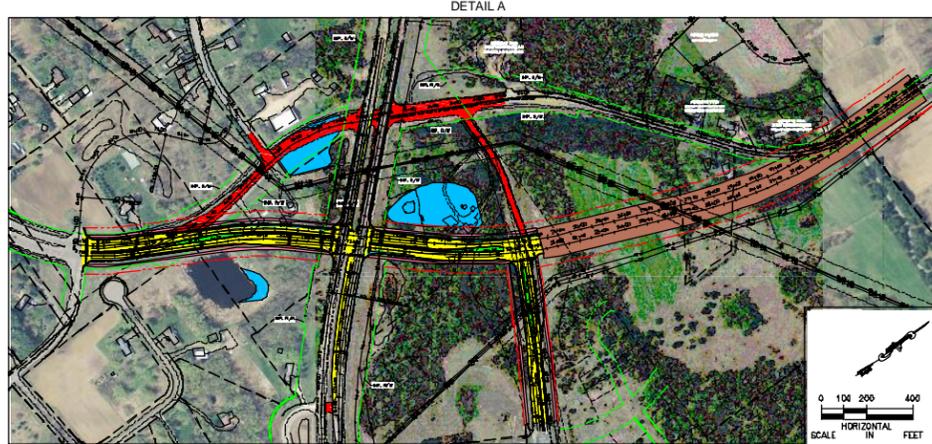
Prepared By	Checked By	Reviewed By	Approved By



CSAH 63 AND TH 55
 INVER GROVE HEIGHTS, MN
 DAKOTA COUNTY

PROJECT LOCATION:
 METRO DISTRICT,
 DAKOTA COUNTY

LAYOUT NOTES:
 1. PEDESTRIAN FACILITIES TO MEET ADA/PROWAG
 REQUIREMENTS.
 2. THERE ARE NO KNOWN DESIGN EXCEPTIONS AT THIS TIME.



CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Consider Resolution Receiving the Final Feasibility Report and Scheduling Public Hearing for City Project No. 2015-13 – NWA Trunk Utility Improvements, Argenta District (70th Street Lift Station to Blackstone Ridge Development) and a Resolution Authorizing Comprehensive Plan Amendments if the 69th Street Alignment is Selected

Meeting Date: February 23, 2015
 Item Type: Regular
 Contact: Thomas J. Kaldunski, 651.450.2572
 Prepared by: Thomas J. Kaldunski, City Engineer
 Reviewed by: Scott D. Thureen, Public Works Director

SDT

Fiscal/FTE Impact:

<input type="checkbox"/>	None
<input type="checkbox"/>	Amount included in current budget
<input type="checkbox"/>	Budget amendment requested
<input type="checkbox"/>	FTE included in current complement
<input type="checkbox"/>	New FTE requested – N/A
<input checked="" type="checkbox"/>	Other: Utility Funds (511 Water Fund and 512 Sewer Fund)

PURPOSE/ACTION REQUESTED

Consider resolution receiving the final feasibility report for City Project No. 2015-13 – NWA Trunk Utility Improvements – Argenta District (70th Street Lift Station to Blackstone Ridge Development) and a resolution authorizing comprehensive plan amendments if the 69th Street alignment is selected.

SUMMARY

The project was initiated by the City Council as part of the City's improvement planning and a development proposal in the Northwest Area. The project involves trunk water and sanitary sewer improvements to serve the Northwest Area including the Blackstone PUD. The City Council accepted a June 19, 2014 draft feasibility study for City Project No. 2014-13. The City Council approved the Blackstone PUD at its November 10, 2014 meeting. The City accepted the final feasibility study for City Project No. 2014-13 – Northwest Area Utility Extension - Argenta Trail Alignment at its January 5, 2015 special meeting. This Amendment No. 3 to that feasibility study establishes City Project No. 2015-13 NWA Trunk Utility Improvements – Argenta District (70th Street Lift Station to Blackstone Ridge Development). At its January 26, 2015 Council meeting, direction was given to review three (3) potential trunk utility alignments (Figure 1 – 70th Street, Figure 2 – 71st Street, Figure 3 – 69th Street).

The total estimated project cost for City Project No. 2015-13 - Northwest Area Trunk Utilities, Argenta District, 70th Street Lift Station to Blackstone Ridge Development is in the range of \$3.64 to \$3.70 million for the 70th Street alignment, \$3.10 to \$3.15 million for the 71st Street alignment and \$2.92 to \$2.95 million for the 69th Street alignment. A funding package has been prepared in this amendment to the feasibility report which includes Northwest Area Connection Charges placed into Fund 512 – Sewer Northwest Area and Fund 511 – Water Northwest Area. No assessment roll has been prepared at this time because special assessments will not apply to these trunk utility extensions.

Permanent and temporary easements are necessary for construction of the proposed trunk utility improvements as illustrated in the attached maps. The City Attorney and the right-of-way acquisition team are in negotiations with the property owners for the easements, as previously authorized by the Council. The City Engineer and consultants are requesting authorization to conduct geotech investigation on the selected utility alignment. Proposals for soil borings are being solicited.

The City Council will need to select the final alignment for these trunk improvements as part of the acceptance of the feasibility study. The alignment options include:

A) 70th Street Option

This option is shown in Figure 1 of the feasibility study and it includes installation of trunk water and sanitary sewer mains. They would be located about 100 feet south of the existing 70th Street centerline. The estimated cost of this option has been updated to range from \$3.64 to \$3.70 million. Trenchless technology would be used. Easements are needed from five (5) property owners.

B) 71st Street Option

This option is shown in Figure 2 of the feasibility study. It includes installation of trunk water and sanitary sewer mains. They would be located approximately 540 feet south of the existing 70th Street centerline and east of the existing Argenta Trail alignment. The estimated cost of this option has been updated to range from \$3.10 to \$3.15 million. The utilities would be installed by open trench and jacking techniques. Easements are needed from four (4) property owners. These owners have talked with the City right-of-way team. They understand the benefits of this alignment through their developable property.

C) 69th Street Option

At the January 26, 2015 City Council meeting, the City's consultant was directed to include the 69th Street alignment in the feasibility study. The updated report would provide information for the City Council to consider in selecting the final trunk utility alignment for City Project No. 2015-13. The 69th Street option is shown in Figure 3 of the feasibility study. It includes the installation of trunk water and sanitary sewer mains and a storm sewer culvert repair. They would be located on an easement secured from the two owners west of Arkansas Avenue (Joseph, Zachary), follow the existing 69th Street ROW from Arkansas Avenue to Argenta Trail and then cross easements secured from the property owner east of Argenta Trail (Krenz) to the Blackstone Ridge PUD. The estimated cost of this option has been updated to range from \$2.92 to \$2.95 million. The utilities would be installed by open trench and directional drilling techniques. Easements are needed from the Blackstone Ponds and Ridge PUDs and three property owners. Mr. Deanovic will be dedicating easements across Blackstone Ponds and Blackstone Ridge.

The following table summarizes the project costs for the three alignments:

Alignment	<u>70th Street Option</u>	<u>71st Street Option</u>	<u>65th Street Option</u>
Total Project Cost	\$3.64 to \$3.70 M	\$3.10 to \$3.15 M	\$2.92 to \$2.95 M

This update indicates that the 70th Street Option is the most expensive. It could be removed from consideration. Also note that the \$178,900 difference between the 71st Street option and the 69th Street option could be reduced by \$40,000 to \$50,000 if the developer considering a plat on the Messerich site provides the right-of-way for 71st Street to the City via the development process.

A review has also been conducted regarding the exempt status for the existing homes on the 69th Street alignment. This status has been confirmed by the City Planner. The 2030 Comprehensive Plan identifies the neighborhood around 69th Street as one of four neighborhoods located in the MUSA boundary that would only receive sanitary sewer service in the future "if required" or "if desired" by the property owners. Requiring the area to be served by sanitary sewer would only happen if substantial quantities of on-site systems exhibit failures and no action can be taken to provide proper treatment.

A review of City Code indicates that connection to the lateral sanitary sewer is required by the end of the year following construction of the lateral sewer (i.e. if a lateral sewer is built in 2015, Code requires connection by December 31, 2016). City Code does not require connection to the water system (see attached City Codes).

The current estimates on 69th Street alignment do not include street and storm sewer improvements beyond a culvert repair and restoration of the aggregate surface. No lateral sanitary sewer lines or water and sewer services lines for the parcels on 69th Street are included in the current scope of the project. The Council could add these items to the project if desired.

Note that the City has utilized its ROW team to conduct real estate valuations used in all estimates for the easements. The City's appraiser has been in contact with all the potentially affected land owners in the process to estimate these easement valuations. The City Council is asked to authorize the ROW team to complete the final appraisal on the selected alignment. This will facilitate the offers the City will present to affected land owners on the selected alignment.

February 23, 2015

The City would need to update its Comprehensive Sanitary Sewer Plan (CSSP) to include the 69th Street alignment if this route is selected. A copy of the CSSP approved in December 2014 is attached. In the event that the Council wants to include 69th Street alignment in its deliberations, the following points would need to be addressed:

- Council receives amended supplemental feasibility report for City Project No. 2015-13, which feasibility report includes the three alternatives of 69th Street, 70th Street and 71st Street.
- Council selects one, two or three alternatives to consider at future public hearing. For scheduling sake, it is assumed that Council decides to hold a public hearing on all three alternatives, including 69th Street.
- By motion, Council should authorize the City Planner to initiate process for two comprehensive plan amendments so that Council may consider the 69th Street alternative. One comprehensive plan amendment is to amend the sewer plan in the comprehensive plan to show a connecting corridor between the lift station and Blackstone Ridge that embraces the three routes of 69th Street, 70th Street and 71st Street. The second comprehensive plan amendment is a text amendment that allows the City to install sewer through the exception neighborhood including, but not limited to, sewer along the 69th Street route through the exception neighborhood.

The City would need to update its CSSP to include the 69th Street alignment.

It is recommended that the City Council call for a public hearing on April 13, 2015 to consider ordering City Project No. 2015-13 (Argenta District Utility Improvements – 70th Street Lift Station to Blackstone Ridge) with at least one of the three alternatives to be selected by the Council on April 13, 2015.

It is important for the Council to select an alignment at this time due to the submittal of the Blackstone Vista final plat and PUD. The trunk utility alignments in either option will go through this development. An alignment needs to be chosen so that engineering approval for the Blackstone Vista construction plans can be granted.

The following Blackstone developer commitments are needed in order for the trunk utility design and construction to proceed on the developer's requested schedule:

- In order for the City to complete geotechnical borings for the project, the developer has approved the access agreement to the utility alignment by January 15, 2015.
- The developer submitted final plat and plans for Blackstone Vista by December 18, 2014.
- To complete the final design for the trunk utilities, the developer needs to provide, and have City Engineer approval for final elevations of trunk utilities and appurtenances by March 9, 2015 for Blackstone Vista.

- In order for the Council to award the 2015-13 contract, the developer needs to have agreed to a temporary waiver of trespass or dedicated the road right-of-way on Blackstone Vista and Blackstone Ponds and Blackstone Ridge for trunk utility construction by September 1, 2015.
- The City needs to complete its right-of-way acquisition of the easements on the selected alignment on or about September 1, 2015 as determined by the City Attorney.
- The City needs permission from the property owners to allow geotechnical investigation to be completed on their properties.
- The City will need to direct the City Planner to modify the Comprehensive Sanitary Sewer Plan (CSSP) if the 69th Street alignment is selected.
- In order to award the contract, the City would need to complete its ROW acquisition of the easements by September 1, 2015.

I recommend passage of the resolution accepting Amendment No. 3 to the final feasibility for City Project No. 2014-13 – Northwest Area Utility Extension, Argenta Trail Alignment; approval of the final feasibility report for City Project No. 2015-13 – Northwest Area Trunk Utilities, Argenta District, 70th Street lift station to Blackstone Ridge Development; authorizing the Engineering Division to secure geotech services and scheduling a public hearing on City Project No. 2015-13 (70th Street Lift Station to Blackstone Ridge Development) for April 27, 2015, authorizing the City Planner to initiate the process for two comprehensive plan amendments showing the three optional alignments for the utilities.

TJK/kf

Attachments: Resolutions
Feasibility Study
City Code 8-2-3 and 8-4-4
December 2014 CSSP

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. _____

**RESOLUTION RECEIVING FEASIBILITY REPORT DATED FEBRUARY 23, 2015 AND
CALLING FOR A PUBLIC HEARING TO ORDER CITY PROJECT NO. 2015-13 – NWA
TRUNK UTILITY IMPROVEMENTS, ARGENTA DISTRICT (70TH STREET LIFT STATION TO
BLACKSTONE RIDGE DEVELOPMENT)**

WHEREAS, on March 10, 2014, the City Council approved an engineering services proposal for preparation of the feasibility study by Bolton & Menk, Inc. and authorized the preparation of a feasibility study report for City Project No. 2014-13 – Northwest Area Trunk Utilities, Argenta District; and

WHEREAS, a resolution was approved on June 23, 2014 to have Bolton & Menk, Inc. provide design services for City Project No. 2014-13 – Northwest Area Trunk Utilities, Argenta District following the review of the draft feasibility study for said project dated June 19, 2014; and

WHEREAS, the City Council approved a resolution accepting the feasibility study for City Project No. 2014-13, dated November 19, 2014, at its November 24, 2014 regular meeting; and

WHEREAS, the City Council approved a resolution on January 5, 2015 that authorized preparation of Amendment No. 3 to the November 19, 2014 Feasibility Study for City Project No. 2014-13 and established City Project No. 2015-13 – NWA Trunk Utility Improvements – Argenta District (70th Street Lift Station to Blackstone Ridge Development); and

WHEREAS, the City Council directed the consultant to include the 69th Street alignment in the feasibility study at the Council’s January 26, 2015 meeting; and

WHEREAS, a final feasibility report dated February 23, 2015 has been prepared by Bolton & Menk, Inc. for the Public Works Director with reference to City Project No. 2015-13 – NWA Trunk Utility Improvements – Argenta District (70th Street Lift Station to Blackstone Ridge Development).

<u>Project No.</u>	<u>Improvements</u>
2015-13	Trunk watermain and sanitary sewer to be installed from the 70th Street lift station to the Blackstone Ridge Development

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS THAT:

1. Said report is hereby received and approved by the City Council of the City of Inver Grove Heights on February 23, 2015.
2. Preparation of plans and specifications by Bolton & Menk, Inc. has been authorized previously and this work will continue.
3. The City Attorney is hereby authorized to prepare all necessary documents and title work needed to secure the acquisition of right-of-way and easements by negotiations or eminent domain on the selected alignment, including the final appraisals.

4. The City Engineer is hereby authorized to negotiate professional services contracts for geotechnical services for said project.
5. The City Council will schedule a public hearing for City Project No. 2015-13 - NWA Trunk Utility Improvements – Argenta District (70th Street Lift Station to Blackstone Ridge Development) on April 13, 2015 in City Hall at 7:00 p.m. to consider ordering the project using one of the three alignments as presented in the feasibility study.
6. The Council authorizes the use of Fund 511 Sewer NWA and Fund 512 Water NWA to finance the project utilizing fees collected at the time of development and permitting of related NWA developments.
7. The Council authorizes the City Planner to initiate the process for two comprehensive plan amendments so that the Council can consider the 69th Street alternative.

Adopted by the City Council of Inver Grove Heights this 23rd day of February 2015

AYES:

NAYS:

George Tourville, Mayor

ATTEST:

Melissa Kennedy, Deputy Clerk

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 15-_____

A RESOLUTION AUTHORIZING STAFF TO INITIATE A COMPREHENSIVE PLAN AMENDMENT APPLICATION PROCESS RELATING TO; 1) TO AMEND THE SEWER PLAN AND MAP 7.1a SHOWING A CONNECTING CORRIDOR BETWEEN THE LIFT STATION AND BLACKSTONE RIDGE THAT EMBRACES THE THREE ROUTES OF 69TH STREET, 70TH STREET AND 71STREET IN THE ARGENTA SEWER DISTRICT, 2) TO AMEND THE TEXT IN CHAPTER TWO – LAND USE RELATING TO MUSA EXPANSION EXCEPTIONS THAT ALLOWS THE CITY TO INSTALL SEWER THROUGH THE LEITCH ESTATES EXCEPTION NEIGHBORHOOD INCLUDING, BUT NOT LIMITED TO SEWER ALONG 69TH STREET ROUTE.

WHEREAS, on November 10, 2014, the City Council approved a comprehensive plan amendment that modified the sewer alignment in the Argenta Sewer District with possible sewer routes following 70th or 71 Streets;

WHEREAS, on February 23, 2015, the City Council chose to include the 69th Street option in the routing of the sewer from the lift station to Blackstone Ridge. This also has an impact on the exception neighborhood;

WHEREAS, staff will schedule a public hearing with the Planning Commission, publish notice in the paper and send mailed notice;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF INVER GROVE HEIGHTS that, the city council authorizes city staff initiate a comprehensive plan amendment application process dealing with the sewer route for the lift station to Blackstone Ridge with the option of 69th Street.

Passed this 23rd day of February, 2015.

AYES:
NAYS:

George Tourville, Mayor

ATTEST:

Melissa Kennedy/Deputy Clerk



BOLTON & MENK, INC.

Consulting Engineers & Surveyors

12224 Nicollet Avenue • Burnsville, MN 55337

Phone (952) 890-0509 • Fax (952) 890-8065

www.bolton-menk.com

February 19, 2015

Mr. Mayor & City Council
City of Inver Grove Heights
8150 Barbara Avenue
Inver Grove Heights, MN 55077

RE: Feasibility Report
70th St. Lift Station to Blackstone Ridge Development Trunk Utilities – Argenta District
City Project No. 2015-13

Dear Mr. Mayor & City Council,

Please find the attached Feasibility Report for the 70th Street Lift Station to Blackstone Ridge Development Trunk Utilities – Argenta District. This is an amendment to the overall Argenta Trunk Utility Feasibility Report that was approved on November 24, 2014.

I will be in attendance at the February 23, 2015 Council meeting to answer any questions you may have that pertain to this report or the trunk utilities in the Argenta District.

Sincerely,

Brian Hilgardner, P.E.
Project Manager



CERTIFICATION

Preliminary Engineering Report

for

N.W. Area Trunk Utilities – Argenta District
70th Street Lift Station to Blackstone Ridge Development

City of Inver Grove Heights
Inver Grove Heights, MN

City Project No. 2015-13
BMI Project No. T18.108658

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

By: 

Brian Hilgardner, P.E.
License No. 42875

Date: February 23, 2015



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APPENDIX A

FIGURE 1 - 70TH STREET OPTION

FIGURE 2 - 71ST STREET OPTION

FIGURE 3 - 69TH STREET OPTION

APPENDIX B

PRELIMINARY COST ESTIMATES

INTRODUCTION/BACKGROUND

This report examines the feasibility for the construction of a City owned trunk watermain and sanitary sewer to be located between the proposed 70th Street lift station and the Blackstone Ridge development in what is known as the Argenta District of the Northwest Area. A feasibility report that examines the entire Argenta District for trunk utilities was approved by the City Council on November 24, 2014. This report is an amendment (No. 3) to that report which more specifically evaluates the watermain and sanitary sewer trunks being considered.

The Blackstone Vista, Ponds and Ridge Preliminary Plat and Preliminary P.U.D. was approved at the November 10, 2014 City Council Meeting. These plats cause a need to extend trunk utilities into this area and further north within the Argenta District. Portions of the trunk utilities will be constructed by developers as plats are approved for the area. In other areas, the City will finance and construct the trunk utilities and thus the need for amendments to the feasibility report approved on November 24, 2014. The alignments on this project have also been adjusted to fit the approved preliminary Blackstone Vista Plat. The city also retained a real estate to update this report.

PROPOSED UTILITY IMPROVEMENTS – 70TH ST. OPTION

This proposed watermain and sanitary sewer alignment would be located between the proposed 70th Street lift station (2015-11) and Blackstone Ridge development. Both the watermain and sanitary sewer will be trunk utilities to serve development to the north if it occurs. The location of the utilities is shown on Figure 1 (Appendix A).

Watermain

The proposed watermain will be a 16-inch diameter that will serve as a trunk watermain for the area. The proposed 16-inch watermain will connect to a 16-inch watermain that will be constructed during the construction of Blackstone Vista development, near the proposed lift station. The watermain will head west along the south side of 70th Street (County State Aid Highway 26) where it will cross under Argenta Trail (CSAH 63). The watermain will be approximately 100 feet south of 70th Street centerline. This distance allows for any future expansion of 70th Street by the County. From there, the watermain will head north where it will cross under 70th Street and terminate just north 70th Street for future connection to Blackstone Ridge. Due to the location, the watermain will be installed using trenchless technology. Ultimately, additional development will allow for looping of the watermain to provide better flow and fire protection. See Figure 1 (Appendix A) for the location of watermain.

Sanitary Sewer

The proposed sanitary sewer will be a 12-inch diameter gravity sewer that will serve as a trunk sewer for the area and will follow the same selected alignment as the watermain. The sewer will flow west where it will connect to the proposed 70th Street lift station. Due to the location, the sewer will be installed using trenchless technology. The gravity sewer will serve the Blackstone Ridge development along with any future development to the north of the terminus. See Figure 1 (Appendix A) for the location of lift station and gravity sewer alignment.

PROPOSED UTILITY IMPROVEMENTS – 71ST ST. OPTION

This proposed watermain and sanitary sewer alignment would be located between the proposed 70th Street lift station (2015-11) and Blackstone Ridge development. Both the watermain and sanitary sewer will be trunk utilities to serve development to the north as it occurs. The location of the utilities is shown on Figure 2 (Appendix A).

Watermain

The proposed watermain will be a 16-inch diameter ductile iron pipe (DIP) that will serve as a trunk watermain for the area. The proposed 16-inch watermain will connect to a 16-inch watermain that will be constructed during the construction of Blackstone Vista development near the proposed lift station. The watermain will head west along the future 71st Street alignment where it will cross under Argenta Trail. From there the watermain will head north where it will cross under 70th Street and terminate for future connection in Blackstone Ridge. Ultimately, additional development will allow for looping of the watermain to provide better flow and fire protection. See Figure 2 (Appendix A) for the location of watermain. This alignment is approximately 540 feet south of CSAH 26 (70th Street). It will allow this vacant land to be developed in the future.

Sanitary Sewer

The proposed sanitary sewer will be a 12-inch diameter gravity sewer that will serve as a trunk sewer for the area and will follow the same alignment as the watermain. The sewer will flow west where it will connect to the proposed 70th Street lift station. A portion of this trunk sanitary sewer and watermain extension would occur on Blackstone Vista. The gravity sewer will serve the Blackstone Ridge development along with any future development to the north of the terminus. See Figure 2 (Appendix A) for the location of lift station and gravity sewer alignment.

PROPOSED UTILITY IMPROVEMENTS – 69TH ST. OPTION

This proposed watermain and sanitary sewer alignment would be located between the proposed 70th Street lift station (2015-11) and Blackstone Ridge development. Both the watermain and sanitary sewer will be trunk utilities to serve development to the north as it occurs. The location of the utilities is shown on Figure 3 (Appendix A).

Watermain

The proposed watermain will be a 16-inch diameter ductile iron pipe (DIP) that will serve as a trunk watermain for the area. The proposed 16-inch watermain will connect to a 16-inch watermain that will be constructed during the construction of Blackstone Vista development, just north of 70th Street. The watermain will head north and east through Blackstone Pond development. The watermain will run along existing 69th Street right-of-way and then cross under Argenta Trail. From there the watermain will head north along Argenta Trail for approximately 200 feet and then head east to a termination point in Blackstone Ridge. Ultimately, additional development will allow for looping of the watermain to provide better flow and fire protection. See Figure 3 (Appendix A) for the location of watermain on this alignment.

Sanitary Sewer

The proposed sanitary sewer will be a 12-inch diameter gravity sewer that will serve as a trunk sewer for the area and will follow the same alignment as the watermain. The sewer will flow south and west where it will connect to the sanitary sewer stub, just north of 70th Street, which will be constructed during Blackstone Vista development. Ultimately, the wastewater flows into the 70th Street lift station that will be constructed with City Project 2015-11. The gravity sewer will serve the Blackstone Ridge and Blackstone Pond developments along with any future development to the north of the terminus. See Figure 3 (Appendix A) for the location of lift station and gravity sewer.

FUTURE COUNTY ROAD IMPROVEMENTS

The City of Inver Grove Heights and Dakota County are currently evaluating new alignment options for Argenta Trail (County State Aid Highway 63). The proposed road alignment and profile will dictate the placement of sanitary sewer manholes and watermain depth. The final design of the trunk utilities will incorporate the proposed Argenta Trail alignment and profile as presented by Dakota County. Dakota County is also considering a study to determine its needs on CSAH 26 (70th Street) in the future.

EASEMENT NEEDS

The acquisition of permanent and temporary easements are necessary for construction of the proposed trunk utility improvements. The permanent easement will be used for both the proposed watermain and sanitary sewer. Due to the depth of the sanitary sewer, the temporary construction easement will provide the contractor with adequate room to construct the utilities in a safe and efficient manner. Easement documents will be prepared to acquire the easements.

The City utilized its consulting appraiser, BRKW, to provide real estate consultations in determining the land values used in this report. The City will hold discussions with the property owners to acquire the easements through negotiations to the greatest extent possible. A dual track process to secure the necessary easements will be utilized to ensure the proposed project stays on schedule. The City Attorney was authorized to prepare eminent domain documents and title work for all necessary acquisitions on November 24, 2014. A Development Agreement is anticipated with the owner of Blackstone Vista for access to their site. The City, through BRKW, has had preliminary discussions with the owners of the Messerich, Glenlin, Flannery, Huysentruit, Joseph, Zachary and Krenz parcels

VERIFICATION OF FIELD CONDITIONS

A detailed topographic survey of the proposed utility corridors should be completed to facilitate detailed construction plans. Additionally, a geotechnical evaluation within the selected utility corridor should be completed to verify specific soils and groundwater conditions related to the project.

PERMITS AND THE CITY'S COMPREHENSIVE PLAN

Regulatory agencies anticipated to require permits for the construction of the trunk utilities from proposed 70th Street lift station and Blackstone Ridge development - Argenta District:

- Minnesota Pollution Control Agency for sanitary sewer construction and NPDES requirements
- Metropolitan Council Environmental Services for sanitary sewer construction
- Dakota County for work within the CSAH 63 (Argenta Trail) right-of-way
- Dakota County for work within the CSAH 26 (70th Street) right-of-way
- Minnesota Department of Health for watermain construction
- Necessary City permitting

The sanitary sewer subdistricts being considered for the Argenta District at this time deviate slightly from the proposed alignments and flow district routings detailed in the City of Inver Grove Heights Northwest Expansion Area AUAR Update prepared in September of 2007. These deviations from the 2007 AUAR have been updated in 2014. On August 11, 2014, the Council approved the modifications to the Comprehensive Sanitary Sewer Plan (CSSP) and the 2014 Northwest Area Alternative Urban Area wide Review (AUAR). The 2014 AUAR update was reviewed by the Metropolitan Council review coordinator, per the AUAR review process. The City has already begun the process to complete a Comprehensive Plan amendment.

If the City Council selects the 69th Street option for the utility alignment, by resolution, the Council should authorize the City Planner to initiate the process for two comprehensive plan amendments so that the Council may consider the 69th Street alternative. One comprehensive plan amendment is to amend the sewer plan in the comprehensive plan to show a connecting corridor between the lift station and Blackstone Ridge that embraces the three routes of 69th Street, 70th Street and 71st Street. The second comprehensive plan amendment is a text amendment that allows the City to install sewer through the exception neighborhood including, but not limited to, sewer along the 69th Street route through the exception neighborhood.

ESTIMATED COSTS AND FINANCING

Estimated construction costs include a factor of 15 percent for contingencies. A detailed engineer's estimated construction cost is attached. The total project cost includes 23 percent overhead for soft costs, including legal, engineering, administrative and fiscal costs. Final costs should be determined by using low-bid construction costs of the proposed work.

These cost estimates are based upon public construction cost information. Since the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions and other factors affecting the cost of construction, all cost estimates are opinions for general information of the client and no warranty or guarantee as to the accuracy of construction cost estimates is made. It is recommended that costs for project financing should be based upon actual, competitive bid prices with reasonable contingencies. See Appendix B for detailed cost estimate. All sanitary sewer pipe at depths greater than 45-feet deep is assumed to be installed by trenchless construction. The City utilized a consulting appraiser to determine land values summarized below.

Estimated Project Cost			
	70th Street Option	71st Street Option	69th Street Option
Estimate Construction Cost	\$ 2,270,800	\$ 2,087,500	\$ 1,950,000
<i>15% Contingency</i>	\$ 340,600	\$ 313,100	\$ 292,500
Construction Sub Total	\$ 2,611,400	\$ 2,400,600	\$ 2,242,500
<i>23% Overhead</i>	\$ 600,600	\$ 552,100	\$ 515,800
Construction Total	\$ 3,212,000	\$ 2,952,700	\$ 2,758,200
Land Rental Lease	\$ 3,000 – 9,000	\$ 3,000 – 9,000	\$ 0
Temporary Easements	\$ 2,300 – 5,000	\$ 11,500 – 25,000	\$ 0
Permanent Easements	\$ 323,300 – 375,000	\$ 100,000 – 124,000	\$ 123,000 – 151,000
Easement Soft Cost	\$ 56,300	\$ 18,600	\$ 23,000
Legal/Engineering Cost	\$ 37,500	\$ 12,400	\$ 15,100
Property Acquisition Total	\$ 422,400 – 482,800	\$ 145,500 – 189,000	\$ 161,100 – 189,100
Total Project Cost	\$3,634,400 – 3,694,800	\$ 3,098,200 – 3,141,700	\$ 2,919,300 – 2,947,300
Project Cost Ranking	3	2	1
Difference from Lowest Cost Option	\$714,700	\$178,900	\$0

It should be noted that the right-of-way cost on 71st Street Option would be reduced by \$40,000 to \$50,000 if the pending development of the Messerich parcel provides this segment of right-of-way via the platting/development process.

COUNCIL ALIGNMENT SELECTION

The City Council can select one, two, or three alignment alternatives to consider at a future public hearing. For scheduling sake, it is assumed the Council will want to hold the public hearing on all 3 alignment alternatives, including 69th Street. Once the Council selects a final alignment, the construction plans for Blackstone Vista can be approved.

PROJECT FUNDING

These trunk sanitary sewer improvements will be financed by Utility Fund 512 – Sewer NWA. The trunk watermain improvements will be financed by Utility Fund 511 – Water NWA. Revenues for these funds are generated by the plat connection charges, building permit connection fees and Developer Funds collected in the NWA. Ultimately, the City will consider selling a bond for this work. No assessment roll has been prepared at this time.

PROJECT SCHEDULE

This feasibility report will be presented to the City Council for review on February 23, 2015. The following is a proposed schedule if the feasibility report is approved:

Receive the Feasibility Study for City Project 2015-13	February 23, 2015
Authorize Planner to Process Comprehensive Plan Amendment for 69 th Street, if selected	February 23, 2015
Call for Public Improvement Hearing	February 23, 2015
Planning Commission Public Hearing on Two Comprehensive Plan Amendments (if 69 th Street is selected)	March 17, 2015
Council Conduct Public Hearing to Order Project with Selected Alignment	April 13, 2015
Order Improvement and Preparation of Final Plans & Specifications	April 13, 2015
Approve Final Plans & Specifications and Authorize Ad for Bid.....	May 11, 2015
Open Bids	August 11, 2015
Award Contract	August 24, 2015
Construction	September 2015 – June 2016

FEASIBILITY AND RECOMMENDATION

From an engineering standpoint, this project is technically feasible, cost effective and necessary and can best be accomplished by letting competitive bids for the work. It is recommended that the work be done under one contract in order to complete the work in an orderly and efficient manner. The City, its financial consultant, and other parties with a funding interest in the project will have to determine the economic feasibility of the proposed improvements.



APPENDIX A

FIGURES



Northwest Area Trunk Utilities - Argenta District

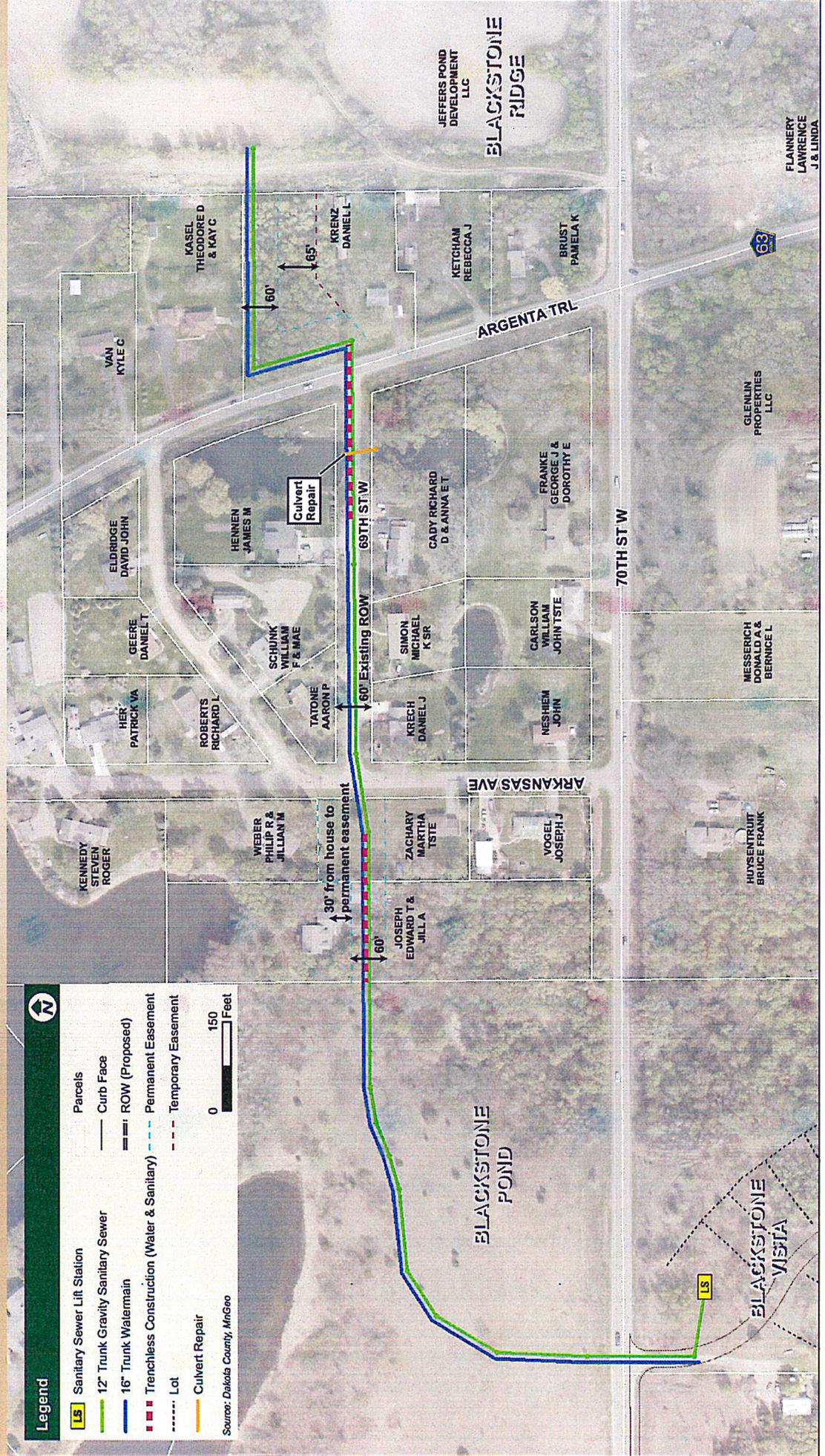
City of Inver Gro Heights



Figure 3: 69th Street Alignment

70th Street Lift Station to Blackstone Ridge (2015-13)

February 2015





APPENDIX B

PRELIMINARY COST ESTIMATE

CITY OF INVER GROVE HEIGHTS
N.W. AREA TRUNK UTILITIES - ARGENTA DISTRICT
70th STREET LIFT STATION TO BLACKSTONE RIDGE DEVELOPMENT
CITY PROJECT NO. 2015-13
BMI PROJECT NO. T18.108658
DATE: 2/9/2015

69th St. Option - Estimated Construction Cost					
ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION	1	LS	\$100,000.00	\$100,000
2	CLEARING & GRUBBING	1.5	AC	\$4,000.00	\$6,000
3	TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000
4	DEWATERING	1	LS	\$50,000.00	\$50,000
5	REMOVE CULVERT	45	LF	\$15.00	\$675
6	REMOVE BITUMINOUS	200	SY	\$3.50	\$700
7	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	50	LF	\$3.50	\$175
8	SELECT GRANULAR BORROW	100	CY	\$8.00	\$800
9	STRIP & SALVAGE TOPSOIL	5750	CY	\$3.00	\$17,250
2	SOIL CLEANUP	1	LS	\$25,000.00	\$25,000
3	REPLACE TOPSOIL	5750	CY	\$3.00	\$17,250
4	AGGREGATE BASE, CLASS 5	340	TON	\$16.00	\$5,440
5	GRANULAR TRENCH BACKFILL	3200	CY	\$6.00	\$19,200
6	AGGREGATE PIPE BEDDING	325	CY	\$35.00	\$11,375
7	CONNECT TO EXISTING SANITARY PIPE	1	EA	\$5,000.00	\$5,000
8	12" PVC SDR 26 SANITARY SEWER PIPE (14-19')	220	LF	\$55.00	\$12,100
9	12" PVC SDR 26 SANITARY SEWER PIPE (20-24')	506	LF	\$65.00	\$32,890
10	12" DIP CL. 52 SANITARY SEWER PIPE (24-29')	308	LF	\$80.00	\$24,640
3	12" DIP CL. 52 SANITARY SEWER PIPE (30-34')	322	LF	\$100.00	\$32,200
4	12" DIP CL. 52 SANITARY SEWER PIPE (35-39')	132	LF	\$120.00	\$15,840
5	12" DIP CL. 52 SANITARY SEWER PIPE (40-45')	403	LF	\$150.00	\$60,450
6	12" SANITARY (TRENCHLESS INCLUDING CASING)	587	LF	\$600.00	\$352,200
7	OBSTRUCTION REMOVAL	4	EA	\$5,000.00	\$20,000
8	SANITARY MANHOLE, DES. 4007-48"	464	LF	\$320.00	\$148,480
9	MH CHIMNEY SEAL, SANITARY	15	EA	\$400.00	\$6,000
10	CASTING ASSEMBLY, SANITARY	15	EA	\$450.00	\$6,750
11	TRENCHLESS PITS	4	EA	\$15,000.00	\$60,000
4	6" DIP WATERMAIN, CL. 52	40	LF	\$50.00	\$2,000
5	16" DIP WATERMAIN, CL. 52	1913	LF	\$80.00	\$153,040
6	16" WATERMAIN (THROUGH CASING)	587	LF	\$600.00	\$352,200
7	16" GATE VALVE & BOX	6	EA	\$7,000.00	\$42,000
8	HYDRANT W/ VALVE	2	EA	\$4,500.00	\$9,000
9	WATERMAIN FITTINGS	5000	LB	\$4.00	\$20,000
10	CULVERT REPAIR	40	LF	\$100.00	\$4,000
11	30" STEEL CASING PIPE (TRENCHLESS)	587	LF	\$500.00	\$293,500
12	15" RC PIPE CULVERT	40	LF	\$60.00	\$2,400
5	15" RC PIPE APRON	2	EA	\$1,000.00	\$2,000
6	RIPRAP CLASS II	10	CY	\$60.00	\$600
7	6" CONCRETE DRIVEWAY PAVEMENT	200	SY	\$45.00	\$9,000
8	TEMPORARY ROCK CONSTRUCTION ENTRANCE	4	EA	\$1,000.00	\$4,000
9	SODDING	300	SY	\$3.00	\$900
10	EROSION CONTROL BLANKET	300	SY	\$3.00	\$900
11	SEED, MULCH, & FERTILIZE	3	AC	\$2,000.00	\$6,000
12	SILT FENCE, "MACHINE SLICED"	4000	LF	\$2.00	\$8,000
ENGINEER'S ESTIMATED CONSTRUCTION TOTAL:					\$1,949,955
15% CONTINGENCY:					\$292,493
ENGINEER'S ESTIMATED TOTAL CONSTRUCTION COST:					\$2,242,448
23% OVERHEAD COST:					\$515,763
ENGINEER'S ESTIMATED TOTAL PROJECT COST:					\$2,758,211

CITY OF INVER GROVE HEIGHTS
N.W. AREA TRUNK UTILITIES - ARGENTA DISTRICT
70th STREET LIFT STATION TO BLACKSTONE RIDGE DEVELOPMENT
CITY PROJECT NO. 2015-13
BMI PROJECT NO. T18.108658
DATE: 2/19/2015

70th St. Option - Estimated Construction Cost					
ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION	1	LS	\$120,000.00	\$120,000
2	CLEARING & GRUBBING	2	AC	\$4,000.00	\$8,000
3	TRAFFIC CONTROL	1	LS	\$10,000.00	\$10,000
4	DEWATERING	1	LS	\$50,000.00	\$50,000
5	STRIP & SALVAGE TOPSOIL	1000	CY	\$3.00	\$3,000
6	REPLACE TOPSOIL	1000	CY	\$3.00	\$3,000
7	GRANULAR TRENCH BACKFILL	1000	CY	\$6.00	\$6,000
8	AGGREGATE PIPE BEDDING	100	CY	\$35.00	\$3,500
9	CONNECT TO EXISTING SANITARY PIPE	1	EA	\$5,000.00	\$5,000
10	12" DIP CL. 52 SANITARY SEWER PIPE (40-44')	131	LF	\$150.00	\$19,650
11	12" SANITARY (TRENCHLESS INCLUDING CASING)	2037	LF	\$600.00	\$1,222,200
12	OBSTRUCTION REMOVAL	7	EA	\$5,000.00	\$35,000
13	SANITARY MANHOLE, DES. 4007-48"	252	LF	\$320.00	\$80,640
14	MH CHIMNEY SEAL, SANITARY	8	EA	\$400.00	\$3,200
15	CASTING ASSEMBLY, SANITARY	8	EA	\$450.00	\$3,600
16	16" DIP WATERMAIN, CL. 52	200	LF	\$80.00	\$16,000
17	16" WATERMAIN (TRENCHLESS)	2000	LF	\$180.00	\$360,000
18	16" WATERMAIN (THROUGH CASING)	200	LF	\$60.00	\$12,000
19	TRENCHLESS PITS	10	EA	\$15,000.00	\$150,000
20	16" GATE VALVE & BOX	6	EA	\$7,000.00	\$42,000
21	WATERMAIN FITTINGS	1500	LB	\$4.00	\$6,000
22	30" STEEL CASING PIPE (TRENCHLESS)	200	LF	\$500.00	\$100,000
23	TEMPORARY ROCK CONSTRUCTION ENTRANCE	2	EA	\$1,000.00	\$2,000
24	SEED, MULCH, & FERTILIZE	2	AC	\$2,000.00	\$4,000
25	SILT FENCE, "MACHINE SLICED"	3000	LF	\$2.00	\$6,000
ENGINEER'S ESTIMATED CONSTRUCTION TOTAL:					\$2,270,790
15% CONTINGENCY:					\$340,619
ENGINEER'S ESTIMATED TOTAL CONSTRUCTION COST:					\$2,611,409
23% OVERHEAD COST:					\$600,624
ENGINEER'S ESTIMATED TOTAL PROJECT COST:					\$3,212,032

CITY OF INVER GROVE HEIGHTS
N.W. AREA TRUNK UTILITIES - ARGENTA DISTRICT
70th STREET LIFT STATION TO BLACKSTONE RIDGE DEVELOPMENT
CITY PROJECT NO. 2015-13
BMI PROJECT NO. T18.108658
DATE: 2/9/2015

71st St. Option - Estimated Construction Cost					
ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION	1	LS	\$100,000.00	\$100,000
2	CLEARING & GRUBBING	3	AC	\$4,000.00	\$12,000
3	TRAFFIC CONTROL	1	LS	\$5,000.00	\$5,000
4	DEWATERING	1	LS	\$50,000.00	\$50,000
5	STRIP & SALVAGE TOPSOIL	10000	CY	\$3.00	\$30,000
6	REPLACE TOPSOIL	10000	CY	\$3.00	\$30,000
7	GRANULAR TRENCH BACKFILL	10000	CY	\$6.00	\$60,000
8	AGGREGATE PIPE BEDDING	880	CY	\$35.00	\$30,800
9	CONNECT TO EXISTING SANITARY PIPE	1	EA	\$5,000.00	\$5,000
10	12" DIP CL 52 SANITARY SEWER PIPE (30-34')	100	LF	\$100.00	\$10,000
11	12" DIP CL 52 SANITARY SEWER PIPE (35-40')	1003	LF	\$120.00	\$120,360
12	12" DIP CL 52 SANITARY SEWER PIPE (41-45')	447	LF	\$150.00	\$67,050
13	12" SANITARY (TRENCHLESS INCLUDING CASING)	1250	LF	\$600.00	\$750,000
14	OBSTRUCTION REMOVAL	7	EA	\$5,000.00	\$35,000
15	SANITARY MANHOLE, DES. 4007-48"	682	LF	\$320.00	\$218,240
16	MH CHIMNEY SEAL, SANITARY	16	EA	\$400.00	\$6,400
17	CASTING ASSEMBLY, SANITARY	16	EA	\$450.00	\$7,200
18	TRENCHLESS PITS	7	EA	\$15,000.00	\$105,000
19	16" DIP WATERMAIN, CL. 52	2850	LF	\$80.00	\$228,000
20	16" WATERMAIN (THROUGH CASING)	150	LF	\$60.00	\$9,000
21	16" GATE VALVE & BOX	12	EA	\$7,000.00	\$84,000
22	WATERMAIN FITTINGS	4000	LB	\$4.00	\$16,000
23	30" STEEL CASING PIPE (TRENCHLESS)	150	LF	\$500.00	\$75,000
24	TEMPORARY ROCK CONSTRUCTION ENTRANCE	5	EA	\$1,000.00	\$5,000
25	SEED, MULCH, & FERTILIZE	8.5	AC	\$2,000.00	\$17,000
26	SILT FENCE, "MACHINE SLICED"	5700	LF	\$2.00	\$11,400
ENGINEER'S ESTIMATED CONSTRUCTION TOTAL:					\$2,087,450
15% CONTINGENCY:					\$313,118
ENGINEER'S ESTIMATED TOTAL CONSTRUCTION COST:					\$2,400,568
23% OVERHEAD COST:					\$552,131
ENGINEER'S ESTIMATED TOTAL PROJECT COST:					\$2,952,698

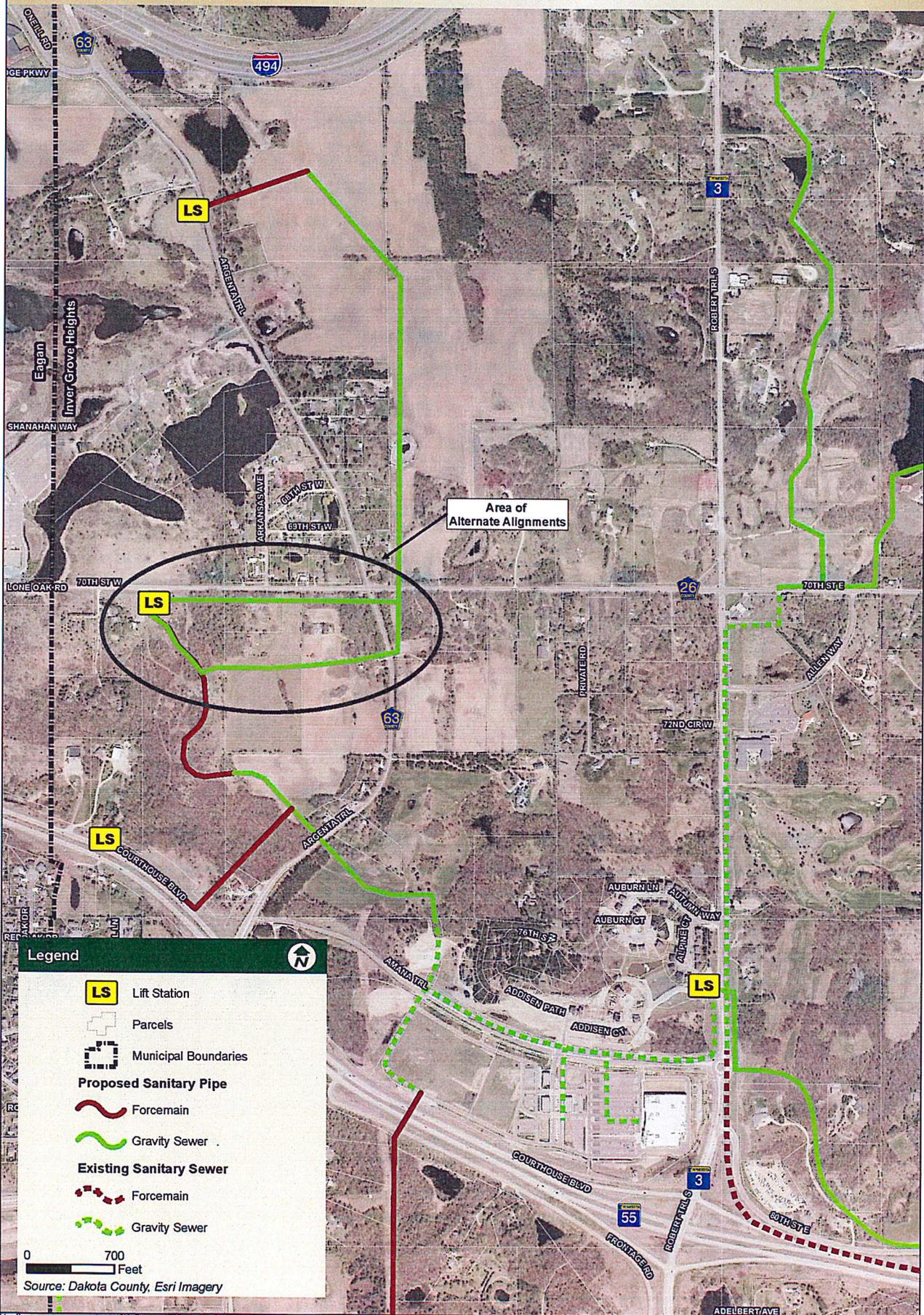
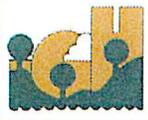
8-2-3: COMPLIANCE WITH PROVISIONS; VOLUNTARY CONNECTIONS:  

- A. No person shall make, construct or install any water service installation or make use of any water service installation or make use of any water service which is connected to the water system except in the manner provided in this chapter. (1974 Code § 705.03)
- B. Notwithstanding anything in this chapter to the contrary and notwithstanding the provisions of any other city ordinances, it is hereby determined that there shall be no obligation imposed or deemed imposed on any property, parcel of land, property owner or occupant to connect to the water system; provided, however, that any connection to the water system, if made or requested, shall in all respects comply with the provisions of this chapter. (1974 Code § 705.31)

8-4-4: CONNECTION TO AND CONSTRUCTION OF PUBLIC SEWER:

A. Connection Required:

1. Existing Buildings: Any building used for human habitation or occupancy and located on property adjacent to a sewer main, or in a block through or to which the system extends, shall be connected to the city sanitary sewer system by the end of the calendar year next following the year within which such connection became available to any such property. Provided, however, that upon petition of the property owner, the city council, in its discretion, may waive the requirement that an existing building be connected within the time prescribed herein if the existing building is removed from the property within a time period set by the city council, which time period shall not exceed twelve (12) months.
2. New Buildings: All buildings hereafter constructed within the city on property adjacent to a sewer main, or in a block through or to which the system extends, shall be connected to the city sanitary sewer system for the disposal of all human wastes. (1974 Code § 710.03)



Legend

- LS Lift Station
- Parcels
- Municipal Boundaries
- Proposed Sanitary Pipe**
- Forcemain
- Gravity Sewer
- Existing Sanitary Sewer**
- Forcemain
- Gravity Sewer

0 700 Feet
Source: Dakota County, Esri Imagery