

**INVER GROVE HEIGHTS
PLANNING COMMISSION AGENDA**

**TUESDAY, MARCH 17, 2015 – 7:00 p.m.
City Council Chambers - 8150 Barbara Avenue**

1. **CALL TO ORDER**

2. **APPROVAL OF PLANNING COMMISSION MINUTES FOR MARCH 3, 2015.**

3. **APPLICANT REQUESTS AND PUBLIC HEARINGS**

3.01 CITY OF INVER GROVE HEIGHTS – CASE NO. 15-11X

Consider the capital improvement project, City Project; 2015-13, for **consistency with the Comprehensive Plan.**

Planning Commission Action _____

3.02 CITY OF INVER GROVE HEIGHTS – CASE NO. 15-08PA

Consider a **Comprehensive Plan Amendment** consisting of a change to Chapter 5: Transportation, by identifying a corridor for the realignment of Argenta Trail between the points at Highway 55 on the south end and near I-494 on the north end.

Planning Commission Action _____

4. OTHER BUSINESS

5. ADJOURN

This document is available upon 3 business day request in alternate formats such as Braille, large print, audio recording, etc. Please contact Kim Fox at 651.450.2545 or kfox@invergroveheights.org

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PLANNING COMMISSION MINUTES - CITY OF INVER GROVE HEIGHTS

Tuesday, March 3, 2015 – 7:00 p.m.
City Hall Chambers - 8150 Barbara Avenue

Chair Maggi called the Planning Commission meeting to order at 7:00 p.m.

Commissioners Present: Armando Lissarrague
Joan Robertson
Annette Maggi
Pat Simon
Tony Scales
Bill Klein
Dennis Wippermann

Commissioners Absent: Harold Gooch (excused)

Others Present: Allan Hunting, City Planner

APPROVAL OF MINUTES

The minutes from the February 17, 2015 Planning Commission meeting were approved as submitted.

ROOTY'S DEN LLC & LES JEPSEN – CASE NO. 15-04PDA & 15-05PDA

Reading of Notices

Commissioner Simon read the public notice to consider the request for a Planned Unit Development Amendment to allow for additional dining room seating by amending the approved site plan for the A & W PUD, and to amend the approved plans for Arbor Pointe 14th Addition and the A & W PUD to allow a freestanding sign 40 feet in height, and any other variances related thereto, for the property located at 9061 Buchanan Trail. 10 notices were mailed.

Presentation of Request

Allan Hunting, City Planner, explained the two-part request as detailed in the report. The applicants are planning to re-open the A & W restaurant and would like to remove the reader boards, modify the parking lot, and construct an addition to allow for additional seating. The second part of the request is to modify the conditions of approval to allow for a 40' tall freestanding oval sign that is 141 square feet in size. The Arbor Pointe commercial area was approved with shared monument signage. No other business in Arbor Pointe has its own freestanding sign. The applicant is trying to increase their visibility from the highway and is proposing an oval sign 40 feet tall and 141 square feet in size. Staff recognizes that the A & W site is challenging from a visibility standpoint; however, they are concerned about the height and size being proposed. Staff conducted an inventory and site visit of other freestanding signs in the area and, based on what exists in the area; staff is recommending the sign size be reduced to approximately 100 square feet in size and 30 feet in height. Staff proposes that the following condition be added: 'Any additional rooftop equipment shall be substantially screened from view as viewed from adjacent roadways. Screening shall be constructed using similar materials as the existing parapet screening.' Staff recommends approval of a Planned Unit Development Amendment to the A & W PUD to allow for additional dining room seating. Staff, however, recommends denial of the sign request as presented based on the size of the sign being out of character with the neighborhood and that signage within this PUD was intended to be visible from local streets rather than the highway. Staff would be in support of a freestanding sign 30 feet in height and 100 square feet in size with the conditions listed.

Chair Maggi asked if the additional condition would be the ninth condition of approval.

Mr. Hunting replied in the affirmative.

Commissioner Robertson asked where the City was in terms of a comprehensive plan related to the challenges in the Arbor Pointe commercial area.

Mr. Hunting replied that he was not directly involved in such discussions; however, he was aware that the City's EDA had a consultant conduct a market study analysis of the area, and also the City Council and City staff plan to look into it further, including contacting the County regarding possible access modifications.

Commissioner Robertson asked what the visibility would be from the highway were the sign height reduced to 30 feet.

Mr. Hunting replied that staff does not have the ability to do that kind of analysis and did not feel that was a factor as in their minds the signage was intended to have visibility from local streets rather than the highway.

Commissioner Wippermann asked if the amendment being requested for signage would be applicable only to the A & W lot at this point.

Mr. Hunting replied in the affirmative, stating the condition would apply only to Lot 2, Block 1 of Arbor Pointe 15th Addition. Anyone else wanting a freestanding sign would have to go through the same process.

Commissioner Wippermann asked if the restriction regarding individual signs was for aesthetic reasons.

Mr. Hunting replied his recollection was that staff was trying to reduce sign clutter.

Commissioner Wippermann stated there was an effort to have consistency in structure appearance in the entire area.

Commissioner Lissarrague asked what the percentage of vacancy was in the Arbor Pointe commercial area.

Mr. Hunting replied that he was unsure of the exact numbers.

Opening of Public Hearing

Les Jepsen, 8362 Tamarack Village, Woodbury, advised he was available to answer any questions.

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

Mr. Jepsen replied in the affirmative. He stated that the vacancy rate in the Arbor Pointe commercial area was substantial from a square footage standpoint, but they were willing to take a chance and hopefully make this a successful development. He advised that he would appreciate it if the City would compromise and meet him half way on the sign proposal.

Commissioner Klein advised that he would support the 40 foot sign height, stating he would like to send a message that the City is willing to help business in any way they can. His only concern was

how late the sign would be lit as it may aggravate the people trying to sleep in the nearby senior residence.

Mr. Jepsen advised that he would be agreeable to shutting the sign off at 10:00 p.m.

Commissioner Scales asked the applicant if he had looked into whether or not a 30 foot sign would be visible from the highway.

Mr. Jepsen replied in the affirmative, stating they had a sign professional look at it as well and they found that a 30 foot high sign could not be seen over the Holiday Gas Station. There would also be limited visibility over the Walmart building.

Chair Maggi asked if a 40 foot height would be the minimum necessary for the sign to be visible from the highway.

Mr. Jepsen replied that 40 feet would be optimal.

Commissioner Lissarrague referred to Mr. Jepsen's previous comment regarding meeting the City half way and asked what dimensions he would be agreeable to.

Mr. Jepsen replied 35 feet high by 140 square feet in area.

Chair Maggi closed the public hearing.

Planning Commission Discussion

Commissioner Scales supported the applicant's request for a 40 foot high sign and their desire to have visibility from the highway. He noted a similar situation in which drivers were made aware of restaurants only by their prominent signage.

Commissioner Robertson supported the 40 foot height as well, stating it was important for the applicant to have visibility from the highway and also any extra traffic would serve the other businesses in Arbor Pointe as well.

Commissioner Wippermann stated he would like to vote separately on the building and sign requests. He advised that he supported the proposed building modifications, but was concerned about the precedent the sign request would set. He questioned whether the proposed sign would actually have an effect on the success of the business, and stated that if he supported this sign request he would have to support other potential future freestanding sign requests in the area and he was not willing to do that.

Commissioner Lissarrague supported the request for a 40 foot tall sign in order to give the applicants the best opportunity for success. He was not concerned about the precedent it would set, stating if others came in for larger signs at least the City was bringing in interested businesses.

Planning Commission Recommendation

Motion by Commissioner Klein, second by Commissioner Scales, to approve the request for a Planned Unit Development Amendment to the A & W PUD to allow for additional dining room seating, with the nine conditions, for the property located at 9061 Buchanan Trail.

Commissioner Wippermann stated unless the motion was amended to exclude Condition 2 regarding the freestanding sign he would have to vote no.

The motioner and seconder agreed to remove Condition 2 from the motion.

Motion carried (7/0).

Motion by Commissioner Klein to approve the request to modify the conditions of approval to allow for a freestanding sign, allowing a sign 40 feet in height and 141 square feet in area, with the addition of Condition 2 , for the property located at 9061 Buchanan Trail.

Mr. Hunting asked for clarification that the sign dimension in the motion would be for the true area of an oval sign.

Commissioner Klein replied in the affirmative.

Second by Commissioner Robertson.

Motion carried (5/2 – Wippermann, Simon). This item goes to the City council on March 9, 2015.

The meeting was adjourned by unanimous vote at 7:26 p.m.

Respectfully submitted,

Kim Fox
Recording Secretary

P L A N N I N G R E P O R T
CITY OF INVER GROVE HEIGHTS

REPORT DATE: March 12, 2015

CASE NO: 15-11X

HEARING DATE: March 17, 2015

APPLICANT: City of Inver Grove Heights

PROPERTY OWNER: N/A

REQUEST: Review Public Improvement Project for Consistency with the Comprehensive Plan

LOCATION:

COMPREHENSIVE PLAN: N/A

ZONING: N/A

REVIEWING DIVISIONS: Engineering

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

On February 23, 2015, the City Council approved the alignment of the trunk sewer line between Blackstone Vista and Blackstone Ponds. The alignment of what is known as the "71st Street Alignment" was chosen. The Council also called for a hearing on City Project No. 2015-13, Northwest Area Trunk Utility Improvements, Argenta District. The attached memo from the City Engineer provides some background on this project.

This specific capital improvement project was not part of the overall five year CIP and therefore the Planning Commission is being asked to make a recommendation on this capital improvement project.

EVALUATION OF THE REQUEST

Compliance with the Comprehensive Plan. Minnesota Statute 462.356, subd. 2, provides that the planning commission shall review capital improvement projects to determine compliance with a City's comprehensive plan.

Last November, the Council approved a comprehensive plan amendment approving a new alignment of trunk sewer in the Argenta District. The capital improvement project of construction of the trunk sewer line would be consistent with the comprehensive plan amendment.

ALTERNATIVES

A. **Approval.** If the Planning Commission finds the request acceptable, the following actions should take place:

- An Approval recommendation that capital improvement project, City Project; 2015-13, is consistent with the Comprehensive Plan

B. **Denial.** If the Planning Commission does not find the proposed capital improvement projects consistent with the Comprehensive Plan, the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

Staff finds the capital improvement project to be consistent with the comprehensive plan.

Attachments: City Engineer Memo

MEMO

CITY OF INVER GROVE HEIGHTS

TO: Allan Hunting, City Planner

FROM: Thomas J. Kaldunski, City Engineer 

DATE: March 10, 2015

SUBJECT: Northwest Area Comprehensive Sanitary Sewer Plan (CSSP)
City Project No. 2015-15 – NWA Trunk Utility Improvements, Argenta District (70th Street Lift Station to Blackstone Ridge Development)

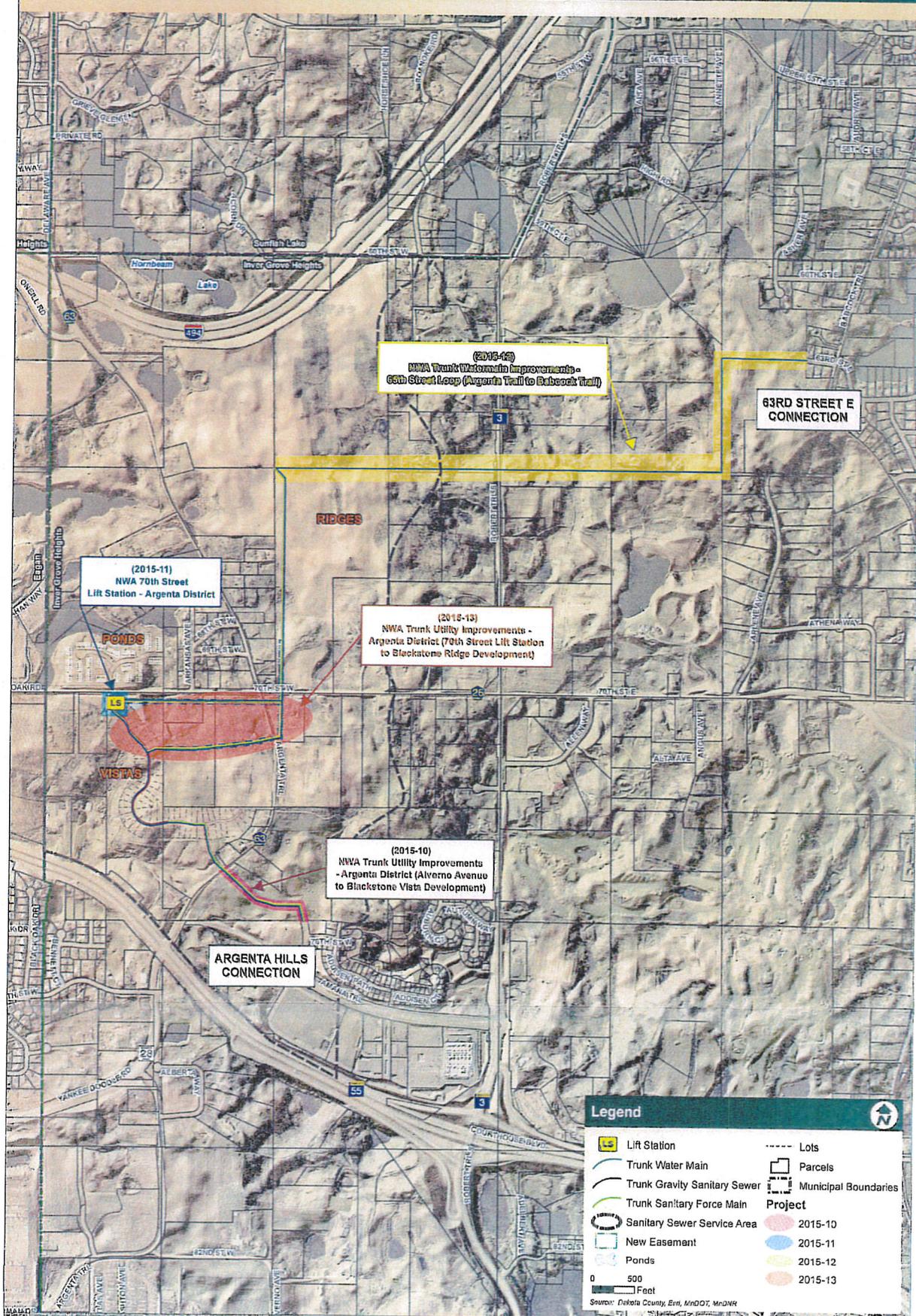
At the November 10, 2014 City Council meeting, the Blackstone Development PUD was considered. Council action amended the City's 2005 CSSP prepared. A copy of the approved 2014 CSSP is attached for reference.

The Planning Commission should review City Project No. 2015-13 – NWA Trunk Utility Improvements, Argenta District (70th Street Lift Station to Blackstone Ridge Development). This project is consistent with the 2014 CSSP.

TJK/kf

Attachments: Comprehensive Plan Amendment Sanitary Sewer Alignments
NWA Initial Required Trunk Utilities

cc: Scott D. Thureen, Public Works Director
Tim Kuntz, City Attorney



(2015-12)
NWA Trunk Watermain Improvements -
63rd Street Loop (Argenta Trail to Rubcock Trail)

63RD STREET E
CONNECTION

(2015-11)
NWA 70th Street
Lift Station - Argenta District

(2015-13)
NWA Trunk Utility Improvements -
Argenta District (70th Street Lift Station to
Blackstone Ridge Development)

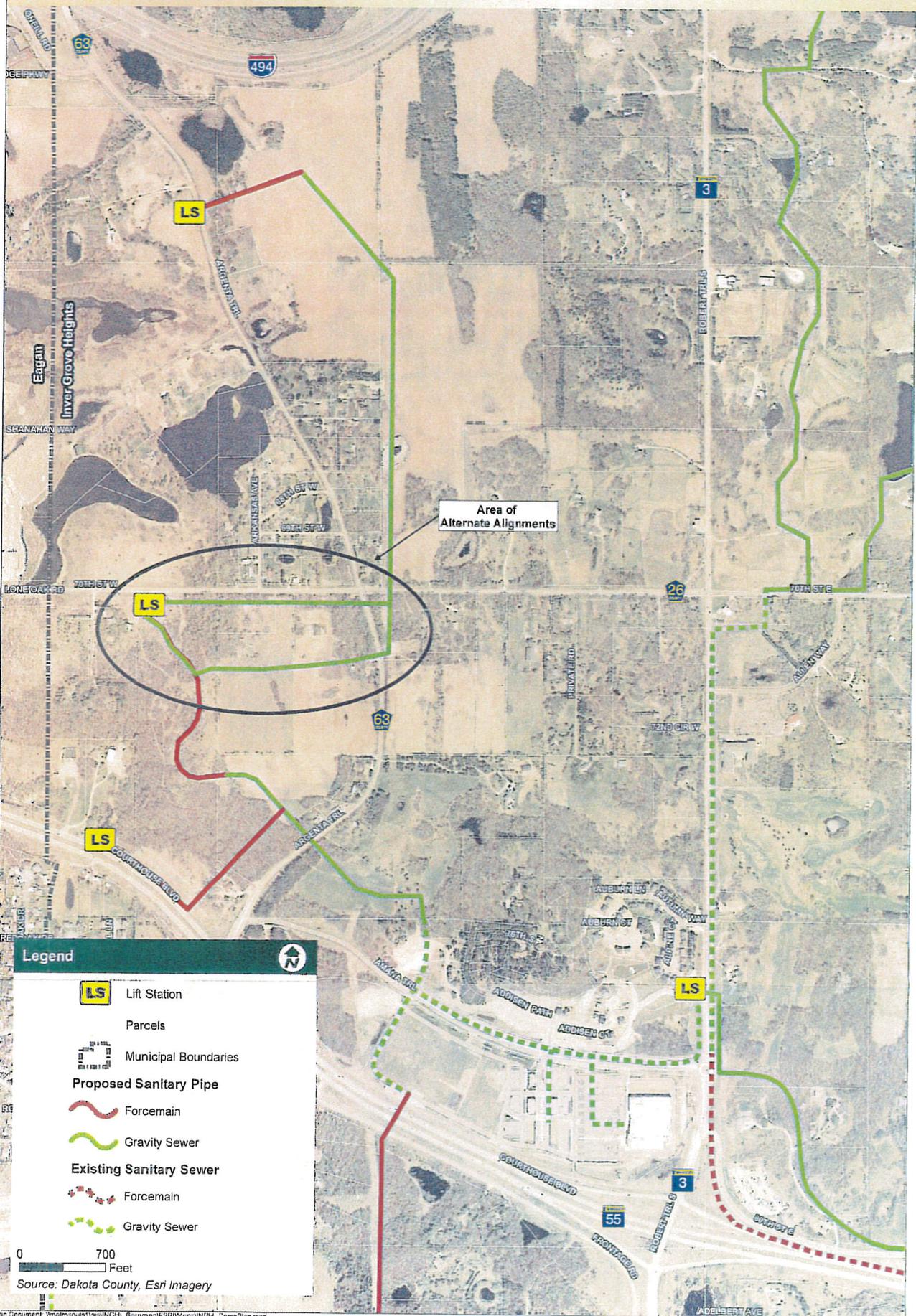
(2015-10)
NWA Trunk Utility Improvements
- Argenta District (Alverno Avenue to
Blackstone Vista Development)

ARGENTA HILLS
CONNECTION

Legend

- Lift Station
- Trunk Water Main
- Trunk Gravity Sanitary Sewer
- Trunk Sanitary Force Main
- Sanitary Sewer Service Area
- New Easement
- Ponds
- 0 500 Feet
- Lots
- Parcels
- Municipal Boundaries
- Project**
- 2015-10
- 2015-11
- 2015-12
- 2015-13

Source: Delata County, Esri, MNDOT, MNDNR



connection fees so residents would have a cost estimate to make an informed decision.

Mr. Kaldunski stated the issue was brought to the Council to determine if they wanted to add information regarding the lateral line to the feasibility study. He noted he could not provide detailed cost estimates without a feasibility study.

Councilmember Bartholomew questioned how large the easement would be across the Zachary property.

Mr. Kaldunski stated he did not know the exact dimensions of the easement at this time. He noted it would be located to the north of the existing home.

Councilmember Bartholomew questioned if anything could be done on the property within the easement.

Mr. Kaldunski stated the property owner would not be able to construct anything within the easement. He noted there was an existing septic system in the same location and the property owner was not currently allowed to construct anything over the septic system.

Councilmember Piekarski Krech stated the easement shown on the map appeared as though it would span half of the property.

Mr. Kaldunski stated the property owner would still retain ownership of the property within the easement and would still be able to enjoy the use of her yard. He noted property owners typically received compensation for easements that were granted.

Ms. Zachary stated no one had been to her house to perform an appraisal or find out where her septic system was located. She questioned the accuracy of the figures in the feasibility report.

Mayor Tourville stated the appraiser based their estimates on the value of the land.

Mr. Simon stated it was difficult to make a decision without a cost estimate.

Councilmember Bartholomew questioned if it would cost more to prepare a feasibility study for the lateral line on 69th Street.

Mr. Thureen stated there would be costs for the consultant to prepare the report.

Councilmember Mueller stated if the neighborhood was not interested they should not spend more money and staff time on the issue.

Mayor Tourville stated he originally saw further consideration of 69th Street as an opportunity to save money. He explained because the construction costs were so similar it may be best to proceed with the 71st Street alternative.

Mr. Kuntz stated the resolution would have to be amended to identify the 71st alignment as the selected alignment.

Motion by Piekarski Krech, second by Mueller, to adopt Resolution No. 15-33 receiving the Feasibility Report dated February 23, 2015 and Calling for a Public Hearing to Order City Project No. 2015-13, Northwest Area Trunk Utility Improvements, Argenta District (70th Street Lift Station to Blackstone Ridge Development) and to amend the resolution to identify the 71st Street alignment as the preferred alternative.

**Ayes: 5
Nays: 0 Motion carried.**

8. MAYOR & COUNCIL COMMENTS:

9. **ADJOURN:** Motion by Mueller, second by Hark, to adjourn. The meeting was adjourned by a unanimous vote at 12:12 am on Tuesday, February 24, 2015

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

RESOLUTION NO. 15-33

**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.

RESOLUTION NO. 15-33

Page 2 of 2

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 the 71st Street alignment 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.

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

AYES: 5

NAYS: 0

George Tourville, Mayor

ATTEST:

Melissa Kennedy, Deputy Clerk

PLANNING REPORT CITY OF INVER GROVE HEIGHTS

REPORT DATE: March 12, 2015

CASE NO.: 15-08PA

HEARING DATE: March 17, 2015

APPLICANT AND PROPERTY OWNER: City of Inver Grove Heights

REQUEST: Comprehensive Plan Amendment

LOCATION: Argenta Trail Realignment

COMP PLAN: N/A

ZONING: N/A

REVIEWING DIVISIONS: Planning
Public Works

PREPARED BY: Allan Hunting
City Planner
Scott Thureen
Public Works Director

ACTION

Purpose of meeting is to open the public hearing on the comprehensive plan amendment, take testimony and then hold the public hearing open and continue to the April 7 Planning Commission Meeting. No action will be taken on March 17. More direction on alternative options is expected to be given to the Planning Commission after the City Council reviews the issue at their March 23rd meeting.

BACKGROUND

At the February 23rd City Council meeting, Council directed the Planning Commission to hold a public hearing on a comprehensive plan amendment. The purpose of the amendment is to amend the Transportation chapter of the Comprehensive Plan to include the chosen alignment of Argenta Trail from Hwy 55 at the south end to just north of future 65th Street on the north end.

The plat approval of the Blackstone PUD and specifically Blackstone Ridge, requires the alignment of Argenta Trail to be chosen by the Council in order to confirm the final design of Blackstone Ridge. Condition #29 of the preliminary PUD/Plat approval requires that the Council make a final determination of the Argenta Trail alignment no later than April 27, 2015.

The Planning Commission's role in this process is to hold a public hearing on the comprehensive plan amendment, take testimony and then make a recommendation to the Council on an alignment for Argenta Trail.

On February 23rd, the council received three preliminary design reports for the Argenta Trail Realignment; Argenta Trail (CSAH 28/63) Realignment - South Project (CP 63-25), Argenta Trail (CSAH 63) Realignment - 77th Street Area Study, and Argenta Trail (CSAH 63) Realignment - North Area Study. The Council selected the road alignments recommended in the former two reports. The Council will select an alignment for the North Area at its March 23rd meeting.

EVALUATION OF REQUEST

The project discussion for Argenta Trail is broken into two parts, realignment - South Project Area and realignment - North Study Area. A description of the two areas is provided in the attached background material. The South Project Area, which is the intersection of Hwy 55 and Argenta Trail, contained three route options. The City Council selected option #2 at the February 23rd council meeting. The North Study Area, which is generally north of Amana Trail to the future interchange with I-494, has six options. The Council has not yet selected an alternative.

HISTORY

The following provides a history of what has taken place before this alignment study began along with a summary of the alignment study process.

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. This office use is predicated on an interchange at 494, which the city desires.

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.

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 (JPA) 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 South Argenta Trail 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.

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). More than 20 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. The City Council has discussed this issue at two meetings to date.

STUDY RESULTS

On March 17, 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. As noted earlier, the Council has already chosen Alignment 2 as their preferred alternative.

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.

At the February 23rd Council meeting, the neighborhood adjacent to the proposed Blackstone Ridge development presented another alignment alternative for the right-of-way corridor for future Argenta Trail, referred to as Alignment 3A. Scott Thureen, Public Works Director, prepared a summary memo for the March 9 City Council meeting giving them an update on the analysis of this alternative. The memo is attached to this report for background information for the Planning Commission.

TIME TABLE FOR PLANNING COMMISSION AND CITY COUNCIL APPROVALS OF THE COMPREHENSIVE PLAN AMENDMENT

Condition #29 of the Preliminary PUD approval for Blackstone Ridge states that the Council shall make a determination on the alignment of Argenta Trail by April 27, 2015. This includes the Council's decision on selection of alignment option 2 in the South Project Area (City Project No. 2014-11) and selection of one of the six alignment options in the North Area Study. Due to the tight time frame, a meeting schedule was determined early on. While some steps may seem out of order, the sequence was determined by procedures for both the public hearing on the comprehensive plan amendment and for advertising City Project 2014-11. The following is the schedule for these approvals:

Tentative Schedule

March 17	Planning Commission	Public Hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Presentation and then extend hearing to April 7 th .
March 23	City Council	Discuss and choose an option for Argenta Trail alignment.
April 7	Planning Commission	Continuation of hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Planning Commission to make recommendation.
April 13	City Council	Meeting to take action on the Comprehensive Plan Amendment for the chosen alignment for Argenta Trail. (Potential continuation to April 27).
April 27	City Council (if necessary)	Second meeting date for Council to take action on Comprehensive Plan Amendment for Argenta Trail. Council to make final decision.

ACTION

The purpose of the meeting on March 17 is to open the public hearing on the comp plan amendment, take testimony and then hold open the public hearing and continue the meeting to April 7, 2015 in order to get more direction from the Council on the preferred alignment of

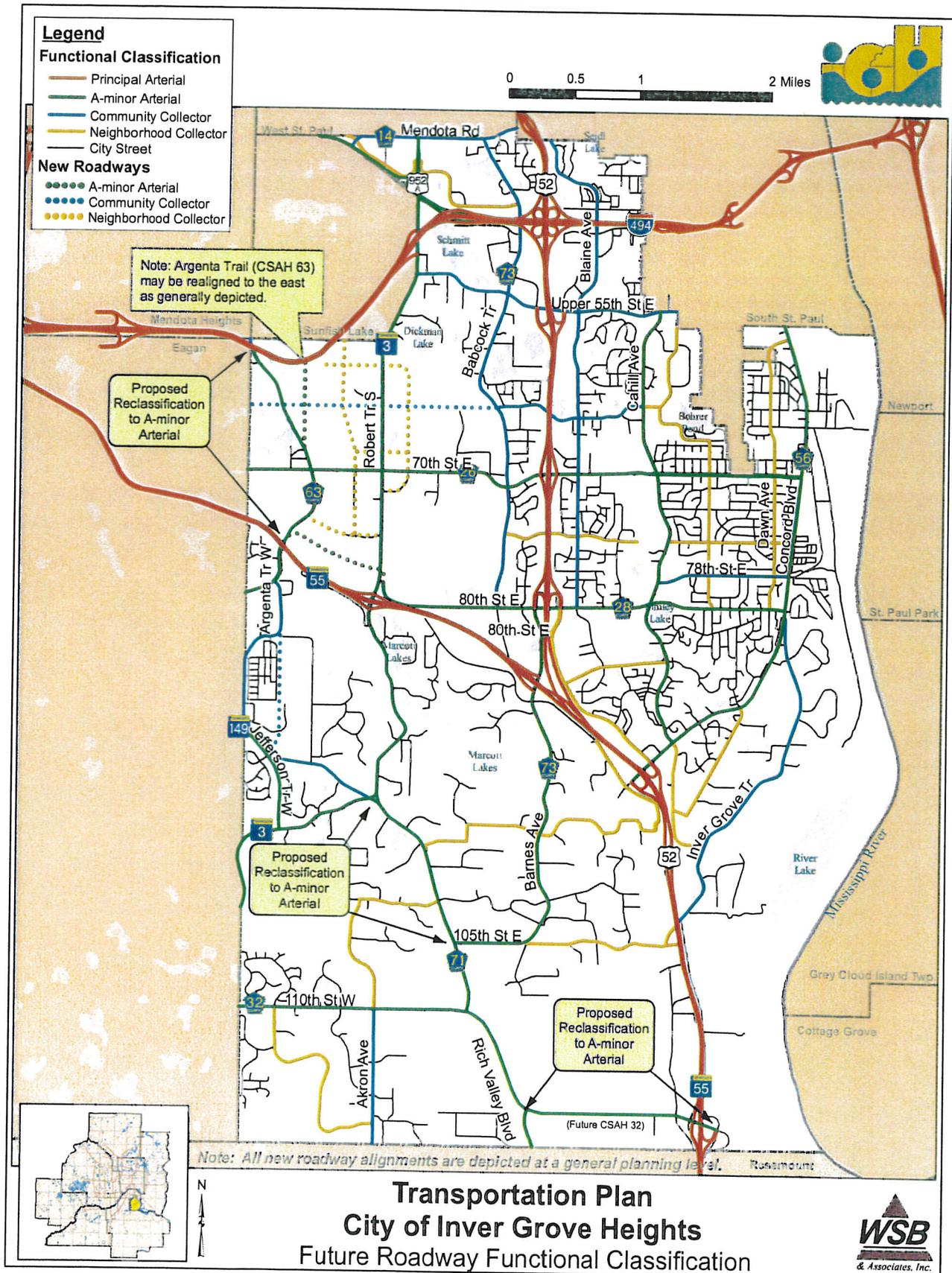
Argenta Trail. Again, city staff and the consultant used on the study will present the options on the 17th. On March 23, staff will present the findings of the analysis of Alternative 3A to the City Council and Council is to then make a determination on the preferred alignment of Argenta Trail. The Planning Commission will then take the direction from the City Council and make a recommendation on the comprehensive plan amendment relating to the alignment of Argenta Trail on April 7.

Attachments:

- Existing Map from the Comprehensive Plan showing the current alignment of proposed Argenta Trail
- Memo dated March 9, 2015 from Public Works Director titled "Argenta Trail North Study Area Update - Alignment 3A"
- City Council Minutes from 2/2/15 and 2/23/15
- Argenta Trail (CSAH 28/63) Realignment South Project (CP-63-25)
- Argenta Trail (CSAH 28/63) Realignment North Study Area

5 Transportation

Figure 5.15: Future Roadway Functional Classification



CITY OF INVER GROVE HEIGHTS

REQUEST FOR COUNCIL ACTION

Argenta Trail North Study Area Update – Alignment 3A

Meeting Date: March 9, 2015
 Item Type: Regular
 Contact: Scott D. Thureen, 651.450.2571
 Prepared by: Scott D. Thureen, Public Works Director
 Reviewed by: *SDT*

Fiscal/FTE Impact:

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

At the February 23, 2015 City Council meeting, the neighborhood adjacent to the proposed Blackstone Ridge development presented another alignment alternative for the right-of-way corridor for future Argenta Trail, referred to as Alternative 3A. The developer of Blackstone Ridge agreed to consider this alignment, and staff was directed to meet with the neighborhood, the developer, County staff and the project consultant to discuss the ramifications of the proposed alignment. One of the new aspects of this proposal was the offer by the owners of two parcels in the neighborhood to allow storm water ponding to be constructed on their property to help offset the impact of the loss of most of the existing regional storm water basin that would be impacted if Alignment 3A was selected.

As a result of this activity, no Council action was taken regarding an alignment for the right-of-way corridor for future Argenta Trail in the North Study Area. Staff was directed to bring the results of this meeting back to the March 9, 2015 Council meeting.

Two meetings were held. On Wednesday, February 25, 2015, the aforementioned large group meeting was held. The consultant for the Argenta Trail Study prepared a preliminary concept plan showing an alternative for mitigating the loss of storm water storage due to the road alignment going through most of an existing regional basin. The developer's engineer also presented a concept plan with the same purpose. His plan also showed a concept for a revised plat that included 72 lots (versus the 118 lots in the City-approved preliminary plat for Blackstone Ridge).

While many aspects of the proposed alignment were discussed, the primary concerns/questions posed by the neighborhood representatives were: the large size of the proposed ponding area on portions of the two parcels that had been offered for consideration, the acquisition of the necessary land and the timing of that acquisition, the potential impact of the pond on the local surficial groundwater table and potential basement groundwater seepage issues.

On Friday, February 27, 2015, the property owners who had offered portions of their property for ponding called staff to notify them that upon review of the impact to their property, they were withdrawing their offer.

A second meeting was held on Monday, March 2, 2015 with the developer, his attorney and engineer, representatives from the proposed builder, County and City staff. The purpose of this meeting was to discuss the concept plat and drainage plan that the developer's engineer had presented at the February 27 meeting and to determine whether all of the stakeholders could reach an agreement on the viability of Alignment 3A. The impacts due to mitigating the loss of the regional basin were discussed; along with the concept of the developer, County and City

sharing some storm water storage facilities. Expectations for the future county road right-of-way acquisition via dedication and acquisition were discussed, as was the overall impact to the number of lots (as compared to the City-approved preliminary plat). The developer's team proposed a combination of items that, in their opinion, would result in a plan they could support.

City and County staff will need time to review what was proposed. (As of March 5th, staff was waiting for the developer's engineer to provide a memo clarifying the suggestions that team presented at the March 2nd meeting.) Finding a plan to mitigate the loss of storm water storage that is acceptable to all stakeholders will be a challenge. In addition, County staff asked that this concept plat be brought before the County Plat Commission as soon as possible for review and comment to allow the other County staff involved in the plat approval process to provide their input.

The overall timeline was discussed. The current schedule is being driven by condition number 28 in the resolution approving the preliminary plat for Blackstone Ridge that states, "Final plat approval is subject to approval by the City of a comprehensive plan amendment to the transportation plan to the effect that realigned Argenta Trail will not be placed in the plat of Blackstone Ridge. The City shall use its best efforts to schedule studies, review and hearings so that the Council can vote on the Comprehensive Plan Amendment to the transportation plan on or about April 27, 2015." The developer stated that he does not want to extend that decision date.

Discussion between City and County staff resulted in this revised schedule of action items to meet the April 27, 2015 deadline.

Tentative Schedule

March 9	City Council	Update on status of Alignment Alternative 3A
March 17	Planning Commission	Public Hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Presentation and then extend hearing to April 7th.
March 23	City Council	Discuss and choose an option for Argenta Trail alignment.
March 23	County Plat Commission	Review new 72 lot concept plat for Blackstone Ridge.
April 7	Planning Commission	Continuation of hearing for Comprehensive Plan Amendment to address final alignment of Argenta Trail. Planning Commission to make recommendation.
April 13	City Council	Meeting to take action on the Comprehensive Plan Amendment for the chosen alignment for Argenta Trail. (Potential continuation to April 27).
April 14	County Physical Development Committee	Review of City Council approved alignment.
April 21	County Board	Consider approval of City Council approved option for Argenta Trail alignment.

Tentative Schedule (Cont.)

April 27	City Council (if necessary)	Second meeting date for Council to take action on Comprehensive Plan Amendment for Argenta Trail. Council to make final decision.
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Staff will continue to work with the developer, through the aforementioned schedule, and be prepared to recommend an alignment option that is supported by the City, County and developer; or absent that return to the options that meet the greatest number of study objectives so that the options can be forwarded to the Planning Commission for consideration at the April 7th meeting.

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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 note 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.

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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.

proposed to be located. The proposed gazebo site would be located towards the tip of the bluffline ridge. He stated the lot was also created prior to the adoption of the critical area zoning regulations. He explained there was a lot of discussion at the Planning Commission public hearing as to what would be an appropriate use of the property. He stated there was a general consensus that some of the variances were necessary in order to make the lot buildable. An agreement was reached that the building pad should be 35 feet by 65 feet in size and setback ten (10) feet from the bluffline, and that grading should be allowed to create a storm water management facility down slope. The disagreement related to the variance for the gazebo as both Planning staff and the Planning Commission did not find the variance to be necessary in order to make a reasonable use of the property.

James Cunningham, applicant, stated he wanted to make it as easy as possible for whoever purchased the lot to build a home. He explained when the issue was first discussed with City staff the engineer suggested including a pad for a gazebo. He noted he was not even sure that anyone would want to build a gazebo on the property and he did not want to jeopardize the sale of the lot over that variance.

Mayor Tourville stated the bluffline guidelines were originally established by the DNR and it was unlikely that the variance for the gazebo would be approved because it was not necessary to make the lot buildable.

Councilmember Hark commended the applicant for finding a compromise at the Planning Commission meeting.

Motion by Bartholomew, second by Hark, to adopt Resolution No. 15-28 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 and Resolution No. 15-29 denying a Variance to allow a gazebo with a 15 foot setback from bluffline

Ayes: 5

Nays: 0 Motion carried.

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), 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 Resolutions Scheduling a Public Hearing at the Planning Commission to consider a Comprehensive Plan Amendment for the New Road Alignments

Mr. Thureen stated the Council was provided with a hard copy of a letter received late in the afternoon from the attorney representing Mr. Deanovic. He noted all other correspondence related to the item that had been received to date was previously provided to the Council. He stated an update of the text for the north area study was also provided prior to the meeting. He explained when the study began the focus was on the south project area. The goals of the study were to determine a preliminary design for a realignment of Argenta Trail to extend the existing four-lane segment from Yankee Doodle Road across T.H. 55 north to Amana Trail. The project was to include safety improvements at the intersection with T.H. 55, completion of the construction of Amana Trail, and realignment of the existing local street connection to Argenta Trail. As staff worked on the study for the south project area the preliminary plat for the Blackstone properties was approved. Several of the conditions of approval spoke to going through the process to determine the alignment for the future county road in relationship to the Blackstone plat. Once staff analyzed in detail the point at which the new four-lane segment would transition back into the two-lane stretch of existing Argenta Trail, it was determined that the acquisitions that would be required to facilitate the transition varied based on the alignment that would be chosen for the future right-of-way

corridor going north. Because of those factors the contract with Kimley-Horn was amended to add the north project area to the study while maintaining the original schedule to ensure that deadlines were met for construction of the south segment in 2016 and the conditions outlined in the Blackstone preliminary plat approval.

Brian Sorensen, Assistant County Engineer, provided an overview of the Regional Roadway System Visioning Study that was commissioned in 2009 by Dakota County, Eagan, and Inver Grove Heights in conjunction with Mendota Heights, Sunfish Lake, Mn/DOT, and the Federal Highway Administration. At that time 4,300 acres of land in Eagan and Inver Grove Heights were identified to be analyzed because of the growth that was coming to the area. It was also understood that there would be a lot of growth throughout the region that would generate transportation needs within the study area. The agencies involved in the study acknowledged that the transportation system would not be able to support the future planned growth that had been identified. The purpose of the study was to identify a long-term roadway system vision for transportation improvements in the study area to address the needs arising from future growth. Five (5) different alternatives were considered in the study for improvements to the roadway system. He noted that three (3) of the alternatives considered the addition of an interchange at 494 between T.H. 149 and T.H. 3. He reviewed the recommendations that were adopted by the study partners as the system vision. He noted that the study clearly identified a need for a system of improvements to address all of the growth coming to the region. He stated throughout the current process with Argenta many people inquired why other roadways in the area could not be improved in lieu of improvements to Argenta Trail. He reiterated that improvements to other roadways would be necessary in addition to the improvements that are needed along Argenta Trail. He noted the study also recommended consideration of a high volume, high capacity intersection or interchange in the long-term at T.H. 55 and Argenta Trail.

Mr. Sorensen discussed the regional study's recommendations that were specific to Argenta Trail. The segment between T.H. 55 and 494 showed projected traffic volumes that would warrant future improvements to a six-lane roadway. He explained that was why a 200 foot right-of-way corridor had been discussed throughout the process in relation to the north study area. The projected traffic volumes would require ½ mile access spacing for full intersections. The recommendations also included long-term coordination with transit needs and the need to avoid or minimize impacts to Hornbeam Lake. He noted the original undertaking was a system planning study so no specifics related to the future alignment or design of Argenta Trail were determined.

Bill Klingbeil, Kimley-Horn, reviewed the preliminary design report for the south project. The goals of the design for the south project area were to improve safety at the T.H. 55 intersection, accommodate projected traffic growth, upgrade roadways to current design standards, provide full access at Amana Trail, and accommodate the potential for a future interchange at T.H. 55. He stated three (3) alignment alternatives were developed and each of the alternatives met the project goals and priorities. The alignment alternatives were then evaluated against specific criteria including safety and operations, design standards, cost, right-of-way and utility impacts, and impacts to the Northwest Area regional basins. He noted the area was landlocked and drainage was a major concern.

The first alignment alternative for the south project area was the western most alignment and it matched the existing alignment of Argenta Trail where possible. He noted the alignment also generally avoided the Northwest Area regional basins. He explained the alignment was not recommended by the project management team because the skew angle at the intersection was not desirable.

Councilmember Bartholomew asked for a more detailed explanation of a skew angle.

Mr. Klingbeil explained T.H. 55 and Argenta Trail did not intersect at a 90-degree angle and it was difficult for drivers to see cars approaching from far away because of the acute angles at the intersection. He stated engineers try to design intersections so they are perpendicular. He explained the first alignment alternative was also not recommended because it was found that a long segment of the Magellan Pipeline would run directly underneath the road. He noted the existence of the pipeline made the alignment alternative cost prohibitive because of the cost implications of relocating the pipeline. Additional right-of-way impacts also contributed to the alternative not being recommended.

Mr. Klingbeil stated the second alignment alternative was recommended by the project management team. He explained the proposed alignment improved the skew angle at the intersection and the horizontal curves were flatter for increased safety and better drivability. He noted the road was designed using reverse curves to reduce the impact to the regional basins and protect the drainage feature. He explained the alignment alternative was recommended because it was the best balance of meeting the design standards and protecting the regional basins, and it reduced the overall right-of-way and utility impacts.

Mr. Klingbeil reviewed the third alignment alternative. He explained the alternative was the eastern-most alignment. It eliminated the skew angles at the intersection and it created the most desirable horizontal curves resulting in the straightest alignment. He stated the third alignment was not recommended by the project management team because it significantly impacted the Northwest Area regional basins and ultimately was not the right balance for the project.

Mr. Klingbeil discussed the public involvement in the process. He stated the project team hosted several open houses and attended numerous meetings with individual property owners. He explained the general concerns from the public related to property impacts. The development community expressed concerns related to the impact on future opportunities for development. He stated if the Council moved forward with approval of the second alignment alternative the County Board would consider approval of the recommendation on March 17th. Once an alignment was approved by both the City Council and the County Board staff would begin the right-of-way acquisition process in April/May of 2015 in anticipation of completing the acquisition and final design processes by the spring of 2016. He noted actual construction of the improvements would not start until mid-2016.

Councilmember Piekarski Krech questioned if the County Board was going to consider all three (3) alternatives or only the alternative selected by the City Council.

Mr. Sorensen stated all three (3) alternatives would be presented to the County Board along with an explanation of the process that had been completed. He explained ultimately the project management team would like the County Board to endorse one alignment for all of Argenta Trail. He noted a big part of the County's consideration would be what the City would like to see in terms of an alignment. He stated everyone involved wanted the City and the County to be on the same page and endorse the same alignment.

Mr. Klingbeil presented the preliminary design report for the 77th Street local connection to Argenta Trail. He stated the realignment of the local street connection was necessary because of the realignment of CR-28 and Argenta Trail. The goals of the project were to provide adequate spacing from the T.H. 55 intersection and to maintain full access from the 77th Street neighborhood to Argenta Trail and Yankee Doodle Road. Three (3) alignment alternatives were developed and evaluated against specific criteria including safety, design standards, cost, utility impacts, and right-of-way impacts.

Mr. Klingbeil reviewed the revised Alignment A. The revised alignment maintained the existing neighborhood connection routing via 77th Street, was the lowest cost alternative, connected to Yankee Doodle Road at the Argenta Trail intersection, and was a 90-degree intersection that accommodated the Magellan Pipeline crossing. Alignment B modified the connection to the neighborhood via Rolling Hills Drive and impacted the driving pattern through the neighborhood. Alignment C also modified the connection to the neighborhood via Rolling Hills Drive and connected to Yankee Doodle Road a ¼ mile west of the Argenta Trail intersection. He explained the County also required additional traffic studies to be completed to determine the best location for the intersection. The County took traffic counts at the existing intersections of CR-28 and 77th Street as well as CR-28 and Argenta Trail to analyze the vehicle delay for traffic exiting the neighborhood during the peak morning and afternoon rush hours. A sight line assessment, crash summary analysis, and a signal warrant analysis were also completed for the intersection of CR-28 and Argenta Trail. It was found that the operations of Alignment C would be better for traffic exiting the neighborhood, Alignments B and C would significantly redistribute traffic patterns through the neighborhood by approximately 1,400 vehicles per day, sight lines would be adequate for each connection point, current crash rates were near state-wide averages, and a signal would not be justified at CR-28 and Argenta Trail with any of the alignment options. He noted the need for a signal was

triggered by the traffic volume on the roads and a signal could not be constructed until the traffic volume reached the appropriate threshold. He explained the existing traffic pattern conditions were analyzed to determine what would happen if connections were made at either option B or C. He stated the existing traffic patterns remained the same with Alignment A. Alignment B rerouted the traffic through the neighborhood and increased the number of cars leaving the area from approximately 100 vehicles per day to 1,500 to 2,000 vehicles per day in the future. Alignment C similarly rerouted traffic through the neighborhood and increased the number of cars leaving the area to the estimated volumes shown for Alignment B. He stated through the public process there was support and opposition for each of the alignment alternatives. Many of the concerns were related to safety at the Yankee Doodle intersection and rerouting traffic through the Eagan neighborhood for options B and C. He noted there were property impact concerns for each of the alignments as well as concerns related to increased travel time when entering and exiting the neighborhood. He stated the speeding concerns related to 77th Street were addressed through the speed studies that were conducted as well as information provided by law enforcement patrolling the area. The conclusion was that a speeding issue had not been witnessed on 77th Street. He explained the project management team recommended adoption of Alignment A because it maintained the existing neighborhood traffic patterns, provided a full access intersection at Yankee Doodle Road, and it limited direct impacts to residential properties and right-of-way acquisition.

Councilmember Hark clarified that either Alignment B or C would also require approval from the City of Eagan.

Mr. Klingbeil replied in the affirmative. He noted that the City of Eagan was involved in the process.

Mayor Tourville questioned if a response had been received from Mn/DOT regarding potential loss of the interchange at T.H. 55 and T.H. 3.

Mr. Thureen stated Mn/DOT's responded that none of the alignments being considered would affect the existing interchange at T.H. 55 and T.H. 3.

Councilmember Piekarski Krech questioned if 77th Street currently connected to Rolling Hills Drive.

Mr. Klingbeil replied in the affirmative.

Councilmember Piekarski Krech questioned if it was assumed under Alignments B and C that the Eagan residents would be traveling through the neighborhood instead of going out to T.H. 149.

Mr. Klingbeil stated the new intersection created under Alignment B or C would generally draw more vehicles from Eagan because it would be located closer them.

Councilmember Piekarski Krech opined she did not like Alignment A because the intersection would be placed on a curve and it would be unsafe.

Mr. Klingbeil stated the existing intersection was located on a curve that did not meet the design criteria being used for the project. A sight distance analysis was conducted at the proposed location and it was found that there would be sufficient sight distance at the new intersection.

Councilmember Piekarski Krech stated she still had safety concerns because most people did not drive according to engineering standards. She opined she did not support any of the alignment options presented.

Councilmember Mueller questioned if the speed could be lowered on that stretch of the road.

Mr. Klingbeil explained speed limits were established by Mn/DOT.

Mayor Tourville stated he received some comments from residents questioning why Alignments B and C were not pursued further to see if the City of Eagan would be agreeable to either option.

Mr. Klingbeil stated in Alignments B and C, where the increased traffic volume was anticipated, the existing road was only 32 feet wide whereas 77th Street was currently 40 feet wide. He explained 77th Street was built to handle higher volumes of traffic. He noted Alignments B and C were both circuitous

routes and it did not seem feasible to send up to 2,000 vehicles through the area on a daily basis. He stated when making the alignment recommendation more factors were considered than just whether or not the City of Eagan would grant approval of an alignment.

Mr. Klingbeil reviewed the north area study. He explained the goals of the study were to plan for a future interchange connection at 494, identify a 200 foot right-of-way corridor, provide direction for alignment of south project area, and provide guidance for future development. He stated in order to finish the design for the south project area there needed to be an understanding of where the north alignment would be in the future. Five alignment alternatives were developed and evaluated against specific criteria including safety, design standards, regional basin impacts, right-of-way impacts, and project cost differential. He explained for the north study area ranges of project costs were assigned to each alternative because it was a long-term project and the costs would be dependent upon the stage of development properties were in at the time of construction.

The first alignment alternative was located to the west of the existing power lines, provided a direct alignment to the future interchange, and utilized the most existing right-of-way. Mr. Klingbeil explained the alignment would involve substantial impacts to the neighborhood with an estimated ten (10) total acquisitions and 20 impacted parcels. The total cost was estimated to be \$7.4 to \$8.7 million.

The second alignment was centered on the existing power lines and provided a direct alignment to the future interchange. He stated this alternative would require future relocation of the power lines to the west. The alternative had substantial impacts to the neighborhood with an estimated six (6) total acquisitions and 19 impacted parcels. He noted the alignment would have major impacts on the regional basins and power lines. The total cost was estimated to be \$7.8 to \$9.6 million.

The third alignment was located on the western 200 feet of the Blackstone Ridge development and the eastern property line of the existing neighborhood and provided a direct alignment to the future interchange. The alternative would require relocation of the power lines on the west side of the property line. Four (4) total acquisitions and 16 impacted parcels were estimated in addition to major impacts to the regional basins. The total cost was estimated to be \$8.4 to \$10.8 million.

Mr. Klingbeil explained since the last time the alignments were discussed with the Council there were more questions raised regarding the third alternative and what would happen if it was moved right next to the power lines. He stated alignment 3a was located within the 200 foot right-of-way on the Blackstone Ridge development, directly east of the power lines. The alternative would require relocation of the power lines south of 70th Street, but would provide a direct alignment to the future interchange. One (1) total acquisition and ten (10) impacted parcels were estimated. The alignment would result in major impacts to the regional basins as well as the power lines. The total cost was estimated to be \$7.3 to \$9.8 million.

The fourth alignment moved farther to the east to avoid both neighborhood and regional basin impacts and provided a direct alignment to the 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 resulting in increased right-of-way acquisition costs. The total cost was estimated to be \$6.2 to \$9.3 million.

Councilmember Bartholomew questioned if the cost of the easement for the property to the south was included.

Mr. Klingbeil replied in the affirmative. He explained the fifth alternative was the eastern-most alignment possible within the design standards. The alignment avoided major impacts to the regional basins but was the least preferred alternative from a roadway and intersection design standpoint. One (1) total acquisition and 11 impacted parcels were estimated. Ten (10) acres of the Blackstone Ridge development would be severed. He noted there were also transition cost implications. He explained alignment alternatives 1, 2, and 3 were able to take advantage of the construction work being done in the south project area to avoid additional construction costs in the future. He stated the fifth alternative was also the longest alignment and would be more expensive in terms of construction costs. The total cost was estimated to be \$7.2 to \$10.2 million.

Mr. Klingbeil discussed the feedback received from the existing neighborhood. A majority of the concerns related to the potential impacts to properties and the community feel of the existing neighborhood. In general, the neighborhood expressed opposition to Alignments 1, 2, and 3 and preferred Alignment 5. The developers' concerns generally related to the impacts on planned and future development. He noted no general consensus on a preferred alignment was received from the developers.

Mr. Klingbeil stated after evaluating the alignment alternatives the project management team found that Alignments 2 and 3 were higher risk because of the need to relocate the power lines and the associated cost implications. He noted the project management team recommended eliminating Alignments 2 and 3 from consideration.

Mr. Sorensen discussed what each of the alignment alternatives would mean going forward and the plans for implementation. He stated with respect to the implementation of Alignment 1 there was no immediate need to acquire any property. He clarified the individual property owners would not be approached by the City or the County to purchase their property unless the property owner indicated an interest in selling. He explained property acquisitions were not likely to occur until such time that there were plans in place to move forward with an interchange at 494. He noted the entire process that would be required to move forward with an interchange project would take a long time. He stated it would be prudent for the City and the County to be prepared to acquire properties if and when property owners were willing to sell. He recommended that the City consider adoption of an official map in 2015 to clearly identify the future alignment to both existing property owners and developers. He stated the City and the County would need to work with development as it occurred to preserve and secure the future right-of-way needed.

Mr. Sorensen stated the implementation process for Alignment 4 would be slightly different. The City and County would still need to be prepared to work with future development as it occurred to preserve right-of-way. He explained it would also be helpful if the City and County completed a preliminary design to help guide future development access and grading. He explained construction of the south project would also have to include a transitional roadway section to tie into the existing Argenta Trail south of 70th Street that would not be needed for the ultimate build-out of Alignment 4.

Mr. Sorensen explained the implementation process for Alignment 5 would also involve coordination with future development to preserve right-of-way and completion of a preliminary design. He noted early acquisition may be desired to accommodate development and access north of 70th Street. He stated with this alignment a transitional roadway section would be required for construction of the south project.

Mr. Thureen stated the next step in the process would be to present the south project and north study alignments to the County Physical Development Committee on March 10th and the County Board would consider formal adoption of the alignments on March 17th. He noted if the City and County wanted to take advantage of the funding programmed by Mn/DOT a project would need to be scheduled for construction in 2016 for the south area. He reiterated the alignment chosen for the north study area impacted the location of the tie-in for the south project area. He explained the western-most alignment for the north study area, Alignment 1, would necessitate the acquisition of one (1) additional property in the south project area whereas Alignment 2-5 would not. He reviewed the two (2) conditions (28 and 29) of approval included in the preliminary plat and PUD for Blackstone Ridge that also impacted the project schedule. He stated staff did allow flexibility in the schedule with respect to the north study area alignment that would allow postponement of a final decision until March 9th if needed.

Councilmember Bartholomew opined the City was a long way from coming up with money to begin the acquisition of properties. He stated the phrase "no immediate need" was very open-ended and made it difficult for the Council to make decisions regarding the north study area.

Mr. Thureen stated the interchange project was likely a 10 to 20 year timeframe. He noted ten (10) years was an optimistic schedule to get an interchange designed, approved, and constructed.

Councilmember Bartholomew stated his fear was that by placing an alignment for the north study area on a map the City would be locking in certain properties when the City had no funding available at the moment for acquisition.

Mayor Tourville questioned what the plan would be if a property owner was interested in selling after an alignment was selected.

Mr. Thureen explained staff would present a recommendation that would outline how acquisitions could be funded if there was immediate interest from impacted property owners.

Mayor Tourville questioned if the funding package for the north area was somewhat dependent on the alignment that was selected.

Mr. Thureen replied in the affirmative. He explained with respect to properties that were currently undeveloped the County would expect dedication of the right-of-way for a typical county road.

Councilmember Mueller stated the property owners in the existing neighborhood needed a decision to be made so they would know what the plans were and have time to plan accordingly for the impacts to their property. He questioned how long property owners would be given to stay in their property.

Mr. Thureen reiterated the need to acquire properties would be triggered by either an interchange project at 494 or future development that would enough pressure on the system to require incremental improvements to Argenta Trail.

Charles Thorkildson, 510 Rolling Hills Circle, Eagan, discussed the local street connection at 77th Street. He opined that all of the traffic would not be coming from Eagan residents because in both Alignments B and C the traffic from Inver Grove Heights would be rerouted through Eagan. He expressed concern regarding the projected traffic delays for vehicles exiting the neighborhood under Alignments B and C. He stated under Alignment B his home would be less than 30 feet from the road and he would not be able to get out of his driveway, under Alignment C his home would no longer exist.

Tim Moore, 1949 77th St., expressed concern that Alignments A and B each created four-legged intersections with two directions of traffic that would be uncontrolled. He opined the intersection would be unsafe and if vehicles had to wait longer periods of time to exit the neighborhood drivers may become impatient and take more risks. He questioned why the ¼ mile spacing from the T.H. 55 intersection was allowed when ½ mile access spacing would be required to the north.

Darryl Boerger, 1959 77th St. W., opined both Alignments A and B created skewed angles at the intersection because the intersection would be located in the middle of a curve. He stated the intersection would not be safe, especially with a speed limit of 50 mph. He referenced a national traffic study and opined that a three-legged intersection would be much safer than a four-legged intersection that was partially uncontrolled.

Larry Rocheford, 1966 77th St., opined that the proposed Alignment A was ill-advised. He stated that either Alignment B or C would be better and safer alternatives for the whole neighborhood. He added there was too much traffic on 77th Street and Alignment A would be dangerous.

Jerry Bretoi, 8365 Courthouse Blvd. Ct., opined it was the Council's responsibility to do everything within their legal authority to protect the property rights of the existing residents. He encouraged the Council to support the alignments that would do the least harm to the existing neighborhoods.

Andrew Hanselman, 1970 Upper 86th St. W., stated there was already a pre-existing entrance that Alignment B would tie into and that option would be the least disruptive to the neighborhood.

Ryan Vetter, 3294 Rolling Hills Drive, Eagan, stated the topography of Argenta was very challenging regardless of the alignment that was selected. He expressed concern that Alignments B and C would significantly increase the amount of traffic flowing through the neighborhood in Eagan and would not funnel the traffic out as efficiently as Alignment A. He noted throughout all of the neighborhood meetings the project management team was always very clear that their recommendation was to create a four-legged intersection.

Craig Selander, 3298 Rolling Hills Drive, Eagan, opined that the project management team was comprised of experienced professionals with the necessary knowledge and experience to make recommendations on

traffic safety and roadway design. He stated the project management team was looking out for the best interest and safety of the community and county as a whole. He encouraged the Council to listen to the recommendations of the project management team.

Mr. Sorensen explained that the existing curve at Yankee Doodle Road and Argenta Trail would become flatter as a result of the realignment under the proposed Alignment A and the existing sight lines would also improve. He stated the design standards were important because they factored into how the curve needed to be designed so drivers could see as they approached the curve. He noted issues related to sight lines arose when the curves were less than the typical standards for arterial roadways. He clarified there was an important distinction between skewed intersections and intersections located on curves. He explained the projected 29 second delay was the average delay estimated for any vehicle approaching the intersection to make a left turn. He stated the City and County were restricted by State statute with respect to establishing speed limits. He noted neither the City nor the County had the option to reject or override a speed limit established by Mn/DOT. He explained the process to establish speed limits was standardized and used in all 50 states. He acknowledged that the crash rates, on average, would be higher at a four-legged intersection than at a three-legged intersection because there was traffic entering the intersection from both sides. He stated if Alignment C was selected two (2) three-legged intersections would be created and the average crash rates for both intersections combined would be similar to that of a four-legged intersection. He addressed the concerns related to access spacing. He stated in the short-term a four-lane roadway was proposed and with the design that was recommended Amana Trail would be located much closer than a ½ mile from T.H. 55. In the long-term, the roadway section to the north of Amana Trail was the segment with traffic volume projections that would warrant an eventual six-lane roadway and would require the ½ mile access spacing from the intersection. He noted the long-term traffic volume projections for the segment south of Amana Trail were not the same and ¼ mile access spacing would be sufficient. He clarified that the project management team attempted to analyze and assess the situation based on what would be the best solution for the entire neighborhood and the boundary between Eagan and Inver Grove Heights was not a factor in their recommendation.

Roger Tadsen, 115 Belmont Road, Apple Valley, stated his neighborhood was impacted by two roadways that were constructed through the neighborhood. He explained through that process not a single home in the neighborhood was lost because of advanced planning by the city, county, and state. He encouraged the Council to make their decision quickly and with as little impact to the existing neighborhood as possible.

Kyle Van, 6818 Argenta Trail, referenced language in the City's 2030 Comprehensive Plan that stated "future development should focus on preservation and maintenance of existing neighborhoods". He opined that Alignment Alternative 1 for the north study area contradicted what was contained in the Comprehensive Plan because it involved the total acquisition of ten (10) properties. He stated in 2010 the participants in the Regional Roadway Visioning Study adopted option E for the future alignment of Argenta. He argued that option E most closely resembled Alignment Alternative 4 for the north study area. He stated the same alignment (option E) was reflected in the City's Northwest Area Collector Street Study in 2012. He opined that the proposed Blackstone developments precipitated a push to adopt Alignment Alternative 1 because it placed no burden on the developer to provide right-of-way for the future alignment of Argenta Trail north of 70th Street. He stated the burden would be placed on long-time property owners and tax payers if Alignment 1 was selected.

Laurie Wolfe, 6742 Argenta Trail, stated she represented the neighborhood located in the northeast quadrant of 70th Street and Argenta Trail. She explained the residents were not opposed to development in the City or proposed developments within their neighborhood. She stated they supported the development of necessary roadways in the City to improve the efficient handling of transportation needs. She noted 12 of the 15 property owners in her neighborhood were not interested in selling their property. The remaining property owners had either not provided their opinions or were waiting for the final alignment of Argenta in the north study area to be determined. She argued that no one from the City or County had visited the property owners in the neighborhood to discuss the proposed alignment options. She stated the neighborhood was interested in a negotiated compromise. She added that all of the residents at the open house in early January supported Alignment Alternative 5 and also suggested

Alignment Alternative 3a that was presented by the project management team. She opined Alignment 3a would allow for the realignment of Argenta Trail while keeping the developer's property for Blackstone Ridge intact and dramatically reducing the need to acquire existing homes in the neighborhood. She asked the Council to give serious consideration to Alignment 3a.

Dennis Wolfe, 6742 Argenta Trail, questioned why it took so long for the project management team to present Alignment 3a when it was originally suggested in early January. He also questioned why the project management team did not recommend that Alignment 3a stay in the mix for consideration. He opined that further analysis of the option was warranted because it was a compromise that would provide benefit to all parties involved. He stated Alignment 3a would put the road directly on the east side of the existing power line easement and the homes in his neighborhood would be preserved. He opined there were viable possibilities for mitigating and relocating the affected wetlands located on the Deanovic property. He suggested the power line easement could accommodate the relocated wetland and there was a possibility that private land could also be used if it was discussed with the property owner. He opined that total reconstruction of the power line would not be any worse than the 400 feet that was laid out in Alignment 3 and there would be no degradation to the proposed skew angles. He added that the total amount of earthwork required for Alignment 3a would be similar to what was outlined in Alignment 3. He noted the new roadway in Alignment 3a would be straighter than what was proposed in Alignment 1. He stated under the proposed Alignment 3a the Ace in the Hole property would lose less acreage and the property owner was not in favor of Alignment 1. He argued it was wrong to put a road on developed properties rather than on vacant land. He opined the Council was supposed to represent the best interest of the citizens in the community not a developer. He requested that the Council look at the options available to come up with a compromise that would be amenable to both the existing neighborhood and the Deanovic property.

Sally English, Sunfish Lake, stated the residents within the existing neighborhood agreed with the many aspects of what the City and the developer proposed. She opined that Alignment 3a was the only option that considered the desire to optimize land development and preserve the existing neighborhood. She argued that eminent domain should be the City's last option and the goal should be to protect individual property rights.

Greg Alsterlund, 2205 75th St., stated he had been a resident of the City since 1979. He explained he had a number of close relationships with the residents along Argenta Trail. He opined the neighborhood was a very proud and valuable part of the community and the proposed project did not feel right because it appeared that the City was attempting to maximize its tax base at the expense of the existing neighborhood. He stated the neighborhood was trying to get through the situation by coming up with a solution that was a compromise for all parties involved. He suggested further consideration of Alignment 3a because it would keep the existing neighborhood intact.

Linda Flannery, 7101 Argenta Trail, stated each of the five (5) alignment alternatives presented for the north study area went across her property. She opined it was not fair that the staff report did not mention how much of her property would be taken in each of the options. She agreed that Alignment 3a should be further discussed and analyzed even though it would probably mean her house would be sacrificed. She stated the neighborhood did not want to live in the lurch any longer and needed a decision to be made so the residents would know how their property would be affected. She asked the Council to consider and acknowledge the impact on the existing residents who have paid taxes in the City for many years.

John Todd, 6689 Argenta Trail, questioned if the letter received from Mr. Deanovic's attorney was available for public review.

Mayor Tourville stated it would become a part of the public record after the Council formally received it.

Dian Piekarski, 7609 Babcock Trail, stated she had often questioned if the City would be able to pay its debt obligations if no more development occurred and the answer had always been yes. She explained she met with the Finance Director to discuss her concern that the City was pushing development to pay off its existing debt obligations for the infrastructure in the Northwest Area. She stated she questioned how much in additional taxes the average property owner would have to pay to pay the City's debt if no more

development occurred. She explained the answer was that taxes would increase \$58 to \$70 annually for residential property owners to pay off the debt. She opined that Alignment 3a was worth considering even though it would result in less connection fees being collected from the developer. She noted if the development moved forward the City would only take on more debt to extend utilities. She opined that the Council needed to consider the taxpayers it represented and that she would be in favor of paying a little bit more in taxes every year to cover debt obligations if it would preserve the existing homes in the neighborhood.

Steven Soltau, 8170 Old Carriage Court, Shakopee, introduced himself as one of the underlying landowners of property included in the Blackstone development. He stated he had been involved with the property since 2002. He opined owning property for planned development was not easy. He explained he had dealt with trespassing, theft, encroachment, poaching, and other difficulties that come with carrying the burden of holding property. He noted he started with six (6) ownership partners and was down to one (1). He stated the most difficult aspect was the uncertainty and risk of eminent domain. He opined Mr. Deanovic was unique in that he was able to bring forth a viable development despite the challenges in the Northwest Area. He asked the Council to consider that the need to realign Argenta Trail was regional in nature and no local benefit would be gained by the developer.

Joe Vogel, 6963 Arkansas Ave., opined it did not seem that anyone wanted the road except for the County and there was not a need to do anything at this point in time, especially from a financial standpoint. He argued that a future six-lane roadway was unrealistic. He opined the realignment provided no benefit to the City.

Ian Peterson, Vice President of Ryland Homes, stated the realignment of Argenta Trail was a big component of the Blackstone development. He explained it was difficult to assess the financial impacts of the various alignment alternatives even though the project management team attempted to calculate cost ranges. He stated one key component that had been left out of the calculations was the loss of development fees and tax base. He provided an overview of the projected impact of Alignment 5 on the Blackstone Ridge development and the Falcon Partners parcel. He explained approximately \$3.7 million in development fees would be generated under Alignment 1 by the Blackstone and Falcon Partners plat. Under Alignment 4 the fees generated would be reduced to \$1.5 million and under Alignment 5 the fees generated would be reduced to \$1.8 million. He reiterated there would also be a significant impact to the tax base. He stated under Alignment 1 approximately \$80 million in assessed value was assumed for the Blackstone property and the Falcon Partners property. Under Alignment 4 the assessed value of the decreased to \$34 million and under Alignment 5 the assessed value decreased to \$43.5 million. Under Alignment 4 he estimated the loss of tax revenue to be \$700,000 annually and under Alignment 5 \$550,000 annually. He opined that would represent a lot of lost revenue to both the City and the County. He stated the developer also had property rights and needed a decision to be made in order to determine if they would be able to move forward with the Blackstone development.

Councilmember Piekarski Krech questioned if the developer could make the development viable under Alignment 3a if the City negotiated changes to the development requirements or made concessions to the development fees.

Mr. Peterson explained it was communicated early in the process that the wetland being discussed could not be touched by the developer or anyone else. He noted Alignment 3a went right through that wetland. He stated they worked very hard to come up with a plan that would be viable and still fit within the constraints of the Northwest Area. He stated that Alignment 3a would not be a viable option from a development perspective and if that alignment was selected the development would not be able to move forward.

Councilmember Piekarski Krech questioned if the developer would agree to Alignment 5.

Mr. Peterson stated the developer would lose 35 lots under Alignment 5 and would need additional financial considerations to make it work.

Councilmember Piekarski Krech questioned how many lots the developer would lose under Alignment 3a.

Mr. Peterson stated they never ran the numbers because they did not see it as a viable alternative.

Councilmember Bartholomew questioned why Alignment 3a was not a viable option.

Mr. Peterson stated the developer would have a hard time getting things permitted correctly in order to go through an exceptional class wetland.

Mr. Thureen stated the impact to the wetland would need to be seriously considered. He added he would pull the survey from the Northwest Area to determine the exact classification and whether or not relocation was an option.

Councilmember Piekarski Krech stated it may be able to be moved to the west if the neighbors were amenable.

Mr. Thureen stated the wetland was fairly significant in terms of its performance as a regional basin for the Northwest Area. He noted that was why the developer was advised to stay away from it in his design. He explained it would be difficult to relocate given the terrain in the area. He estimated additional volume would be needed from what would remain in the Blackstone Ridge plat in order to compensate for the loss of the basin.

Councilmember Piekarski Krech stated flexibility was a main premise of the design standards for the Northwest Area. She opined the City needed to be flexible and look at things differently in this instance to come up with a solution that would save the existing homes in the neighborhood and maximize the development potential for Blackstone. She stated she wanted both the development and the neighborhood to succeed and she was willing to make compromises to ensure that happened.

Jim Deanovic, developer, asked the Council to give him more time to examine Alternative 3a with staff and determine if something could be worked out.

Councilmember Piekarski Krech stated both she and the neighborhood were willing to make concessions to find a viable solution.

Mayor Tourville questioned if the amount of right-of-way needed for the corridor could be reduced.

Councilmember Piekarski Krech questioned why the City and County could not ask Xcel to use some of their right-of-way.

Mr. Sorensen stated the intent was to make sure that a larger problem was not created in the future when the needs became apparent. He explained if enough space was not set aside now it could cost everyone involved substantially more in the future when the roadway had to be expanded. He noted there could be some things done to phase or stage the right-of-way need make it work better in the short-term. He explained Xcel purchased their own easement and if the City or County wanted to do anything within that easement the costs associated with the relocation of the lines would have to be negotiated.

Jim Abbott, 6720 Argenta Trail, stated the wetland being discussed encroached on his property. He explained he would potentially be willing to extend more of the wetland on his property to accommodate the easement needed for Alignment 3a.

Nikki Abbott, 6720 Argenta Trail, opined the developer would also gain land if he was able to develop where the existing marsh was located.

Mary T'Kach, 7848 Babcock Trail, asked the City and the developer to discuss the original goals of the Northwest Area including higher densities and clustered development. She opined the developer may be able to reconfigure the type of development to get more units on the property and make it more viable financially.

Councilmember Bartholomew stated the preliminary design reports were completed by professionals and he believed the recommended alignment for the local street connection was the correct. He explained he could not justify routing all of the traffic through Eagan and doubling the traffic volume through that area. He stated he supported Alignment A for the 77th Street local connection.

Councilmember Hark stated he also supported Alignment A for the local street connection because it maintained the status quo in terms of traffic flow and volumes. He noted once the southern segment of

Argenta was realigned the curve would become much flatter.

Councilmember Mueller stated he would support the recommended alignment for 77th Street because it would not affect the interchange at T.H. 55 and T.H. 3.

Councilmember Piekarski Krech stated the professionals did not drive on the road or live in the neighborhood. She opined Alignment A was not more beneficial because the intersection would still be located on a curve and the sight lines would still be impacted. She noted she did not think any of the alternatives presented for the local street connection were viable. She added the increased traffic volumes would be generated from Eagan residents.

Mayor Tourville stated there was no solution for the local street connection that would appease everyone. He noted the Police Department would continue to monitor the speed of traffic through the area as closely as possible to make sure it did not become an issue. He explained he would support Alignment A for the local street connection.

Motion by Bartholomew, second by Hark, to adopt Resolution No. 15-30 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

Ayes: 4

Nays: 1 (Piekarski Krech) Motion carried.

Motion by Bartholomew, second by Piekarski Krech, to adopt Resolution No. 15-31 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)

Ayes: 5

Nays: 0 Motion carried.

Mayor Tourville suggested City and County staff meet with the neighborhood and the developer to further explore Alignment 3a and discuss the alignment alternatives to determine if a compromise could be reached.

Councilmember Bartholomew stated he would support tabling the item to further consider Alignment 3a. He opined that everyone involved had property rights, including the developer, and the City had to protect all of them.

Mr. Kuntz suggested continuing to proceed with the schedule to hold a public hearing before the Planning Commission regarding the Comprehensive Plan Amendment. He explained that way the notification process could still be followed and if the hearing had to be cancelled or postponed it could be.

Motion by Piekarski Krech, second by Bartholomew, to table consideration of an Alignment Alternative for the Realignment of Argenta Trail (CSAH 63) – North Area Future Right-of-Way Corridor to March 9, 2015 and to direct staff to further review and analyze Alignment Alternative 3a as presented

Ayes: 5

Nays: 0 Motion carried.

Motion by Piekarski Krech, second by Mueller, to adopt Resolution No. 15-32 authorizing staff to Initiate a Comprehensive Plan Amendment Application Process related to the Realignment of Argenta Trail between the points at Highway 55 on the South End and near I-494 on the North End

Ayes: 5

Nays: 0 Motion carried.

Motion by Piekarski Krech, second by Hark, to 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), Argenta Trail (CSAH 63) Realignment North Study Area, and to receive all written correspondence presented at the meeting

Ayes: 5

Nays: 0 Motion carried.

The City Council recessed at 10:40 pm and reconvened at 10:50 pm.

~~**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~~

~~Mr. Kaldunski stated City Project No. 2015-13 involved the extension of trunk sewer and water from the 70th Street lift station to the Blackstone Ridge development. Bolton & Menk was hired to complete a feasibility study to examine three (3) options including 69th Street, 70th Street, and 71st Street. He explained the 70th Street option began at a lift station (located on an outlot of the Blackstone Vista plat) and would travel south of existing 70th Street right-of-way through various properties and across Argenta Trail to eventually cross under 70th Street and end at Blackstone Ridge. The total estimated cost for the option was \$3.6 to \$3.7 million. The 71st Street alignment started at the same lift station location and followed an existing road proposed through the Blackstone Vista development, through the Messerich, Glennlin, and Flannery properties, and up to Blackstone Ridge. The total estimated cost for the option was \$3.1 to \$3.5 million, including both construction and easement acquisition costs. The 69th Street alignment started at the same lift station location and would go through the Joseph and Zachary properties to follow the existing 69th Street right-of-way to cross the Krenz property and end at Blackstone Ridge. The total estimated cost for the option was \$2.9 to \$2.95 million. He noted the cost differential between the options was reduced because the actual easement costs were further refined by an independent appraiser. He explained the project would be funded with connection charges as trunk improvements. He reiterated the 69th Street and 71st Street alignment alternatives were very close in cost. He noted if the City was successful in negotiating the donation of the easement across the Messerich property the 69th Street and 71st Street option would become even closer in cost. He stated the public hearing would be scheduled for April 13th at which time the Council would actually consider ordering the project.~~

~~Mr. Kuntz stated there was discussion about the possibility of considering simultaneous construction of a lateral line if the Council wanted to consider the 69th Street alignment for the extension of trunk utilities. He explained the lateral line would be designed and constructed for eventual connection by the residents in the area. He noted the trunk line would be so deep that connection would not be available without a lateral line. He explained at this point in time the City did not have a feasibility report for a lateral line. If the Council wanted to pursue a lateral line they would have to order a feasibility report to gain an understanding of the costs that would be associated with that component of the project. The City would also need to discuss how to fund the construction of the lateral line if the determination was made that connection would not be mandatory. He noted the City would not be able to fund the lateral line using connection fees for the Northwest Area that were collected for the trunk line because they were dedicated funds. The City also would not be able to issue revenue bonds dependent upon lateral connection fees. He explained there was an existing State Plumbing Code requirement that stated if sewer was accessible, and if it was feasible to connect, buildings had to be connected to City sewer unless local ordinance provided otherwise. The City had an ordinance that required connection to the sewer in the year following the year in which connection was made available. If the City chose to install a lateral line at this time he suggested that the City pass an ordinance that would not require connection to that particular line in order to protect the Comprehensive Plan designation of the exception neighborhood. He explained the ordinance would provide the ability for those in the exception neighborhood to connect to the lateral line under certain circumstances including voluntary connection, failure of an existing septic system, or construction of a new building.~~



**ARGENTA TRAIL (CSAH 28/63) REALIGNMENT
SOUTH PROJECT (CP 63-25)**

Preliminary Design Report

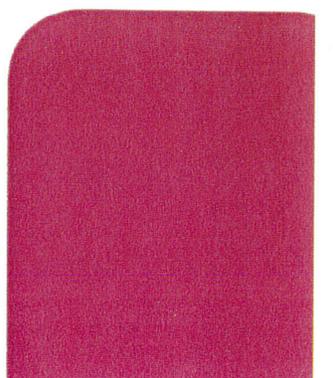
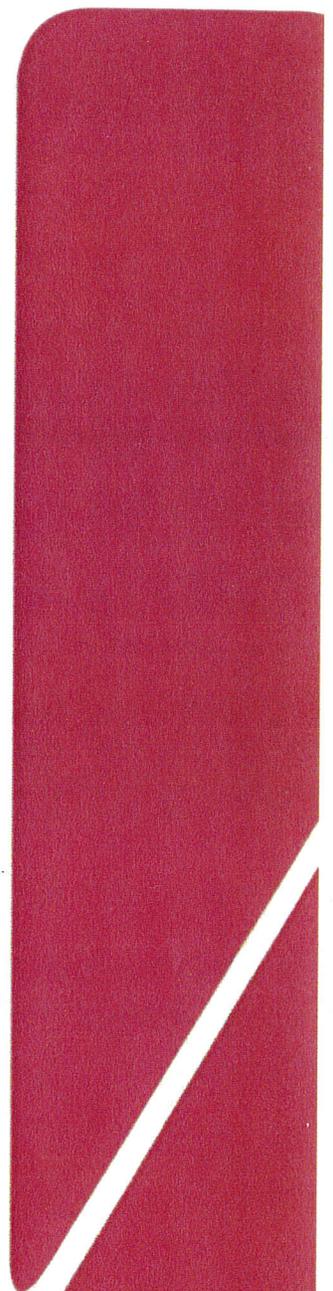
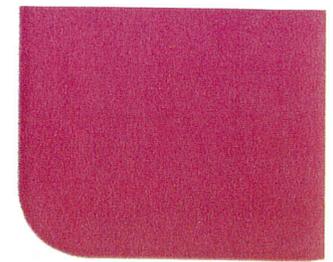
February 2015

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



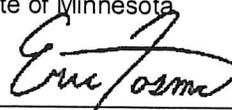
Prepared By:

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

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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.

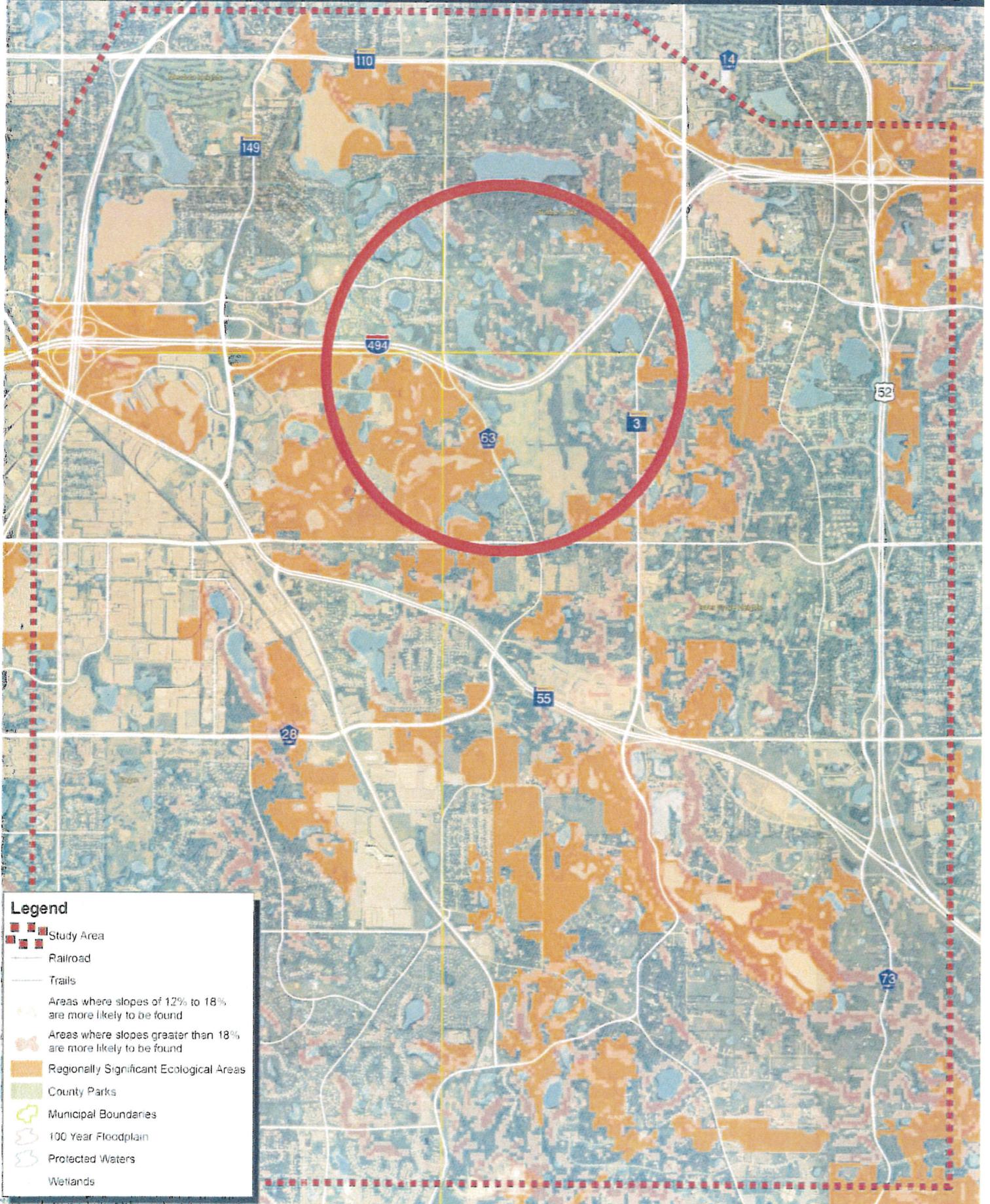
The following key improvements that constitute the vision are listed below and shown in Figure 15:

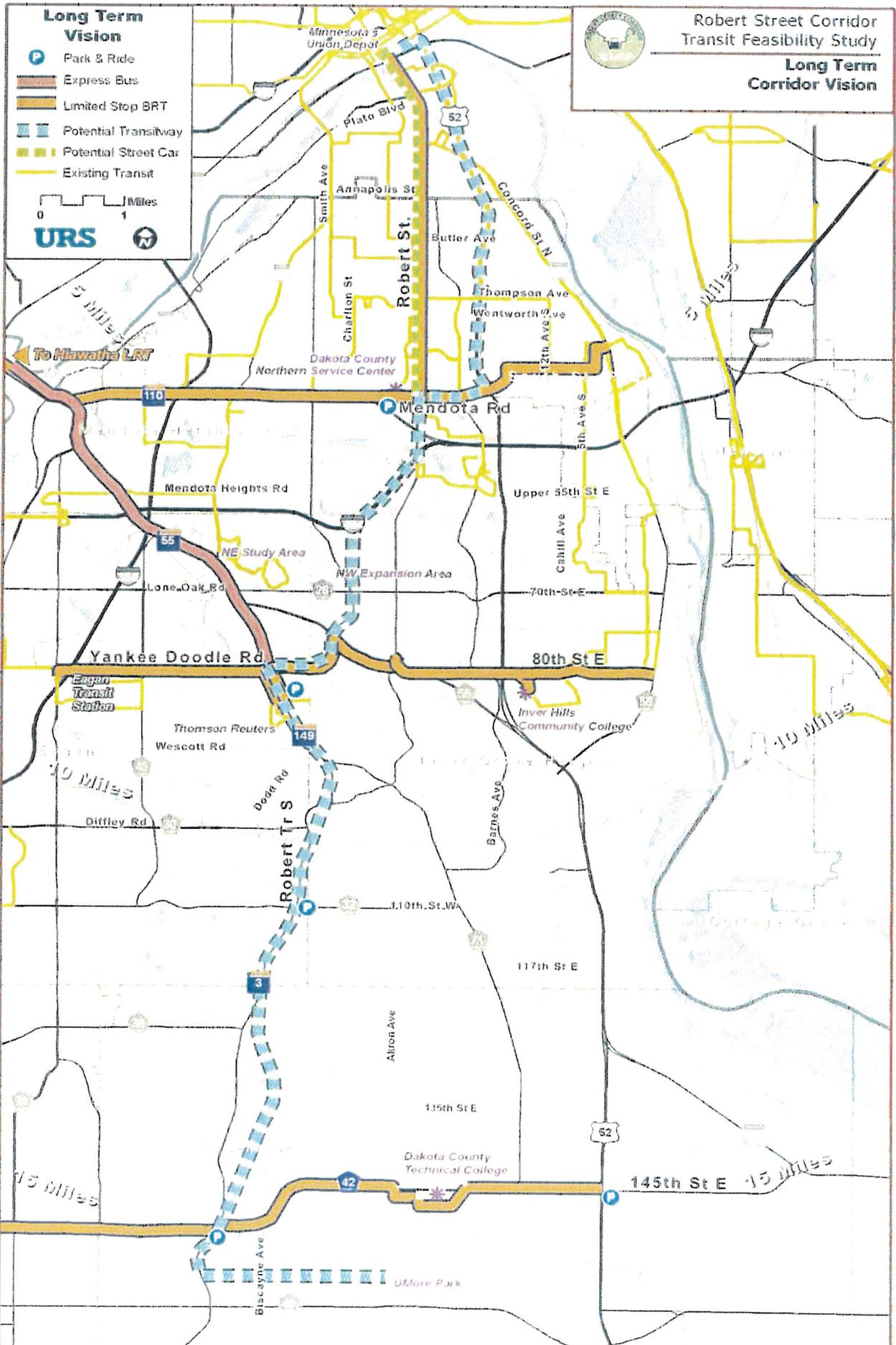
- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes 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.

- 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).





Map prepared by SRF for the Robert Street Corridor Transit Feasibility Study. Date: 4/25/2008 2:03:35 PM

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.

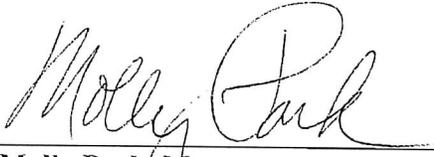
3. The city supports using and expanding the existing infrastructure that exists in Eagan and Inver Grove Heights to the fullest extent possible to deal with their growth. The city's concern is in the approach taken by the study using one rate of growth. The study should be flexible enough to accommodate 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.

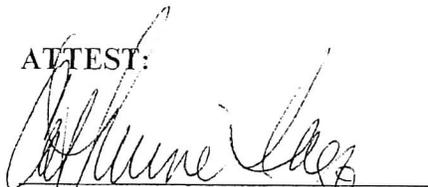
BE IT FURTHER RESOLVED, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

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.

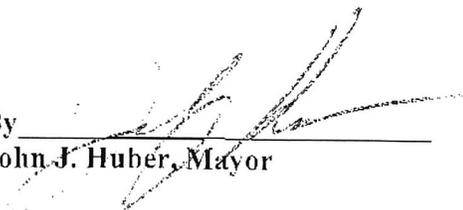
BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and 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

By 
Nancy Bauer, Acting City Clerk

**CITY COUNCIL
CITY OF MENDOTA HEIGHTS**

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.

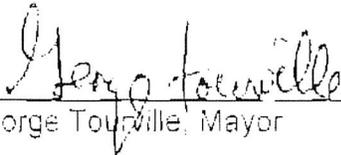
NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

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.

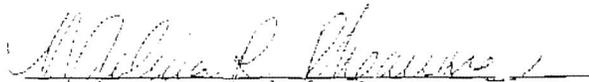
Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

AYES: 5
NAYS: 0



George Toussaint, Mayor

ATTEST:



Melissa Rheault, 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

Resolution No. 10-391

Motion by Commissioner Gaylord

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	_____
Gaylord	<u> X </u>	Gaylord	_____
Egan	<u> X </u>	Egan	_____
Schouweiler	<u> X </u>	Schouweiler	_____
Workman	<u> X </u>	Workman	_____
Krause	<u> X </u>	Krause	_____
Branning	<u> X </u>	Branning	_____

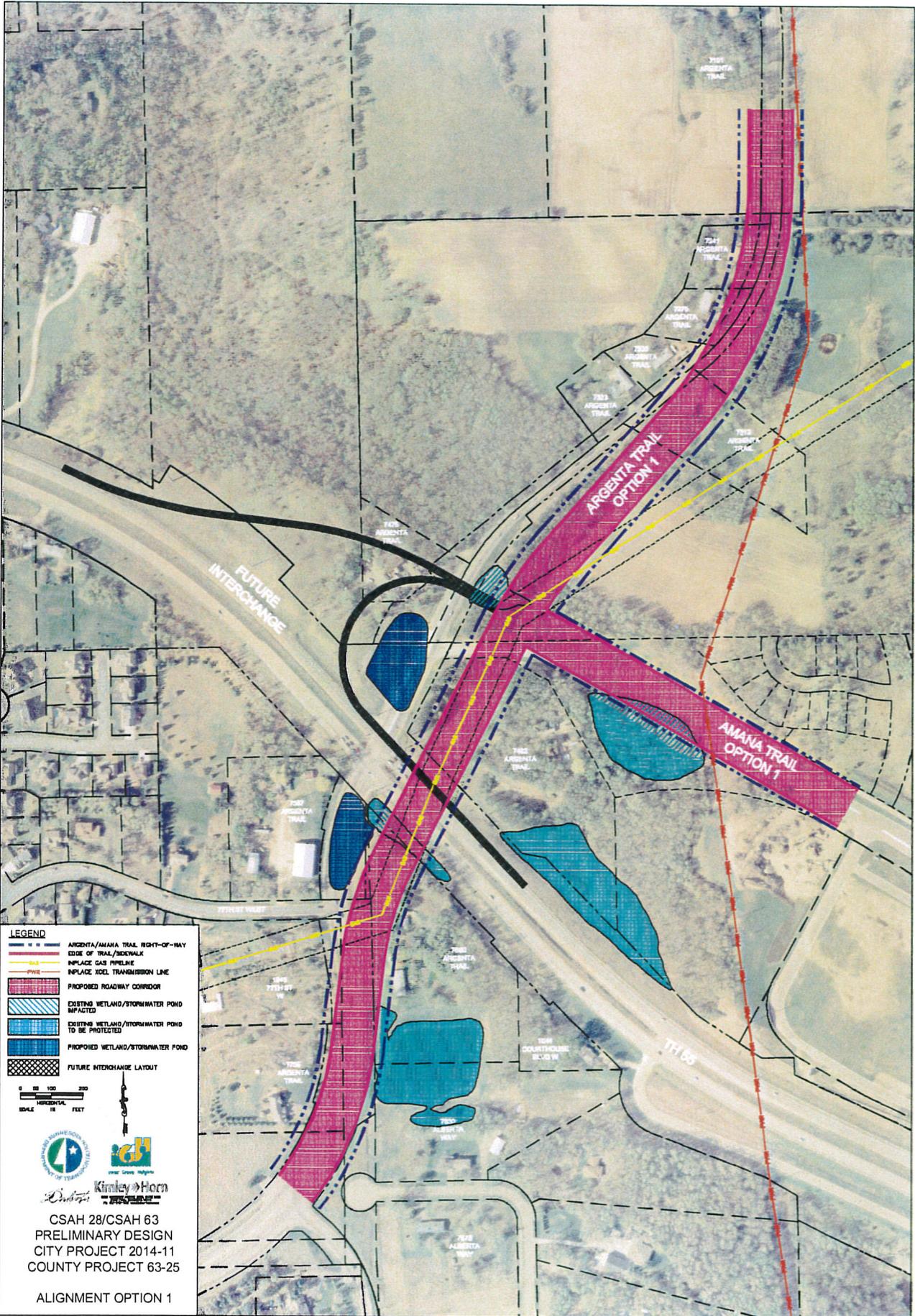
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day 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.

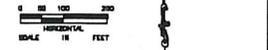


Clerk to the Board

APPENDIX B – ALIGNMENT ALTERNATIVES

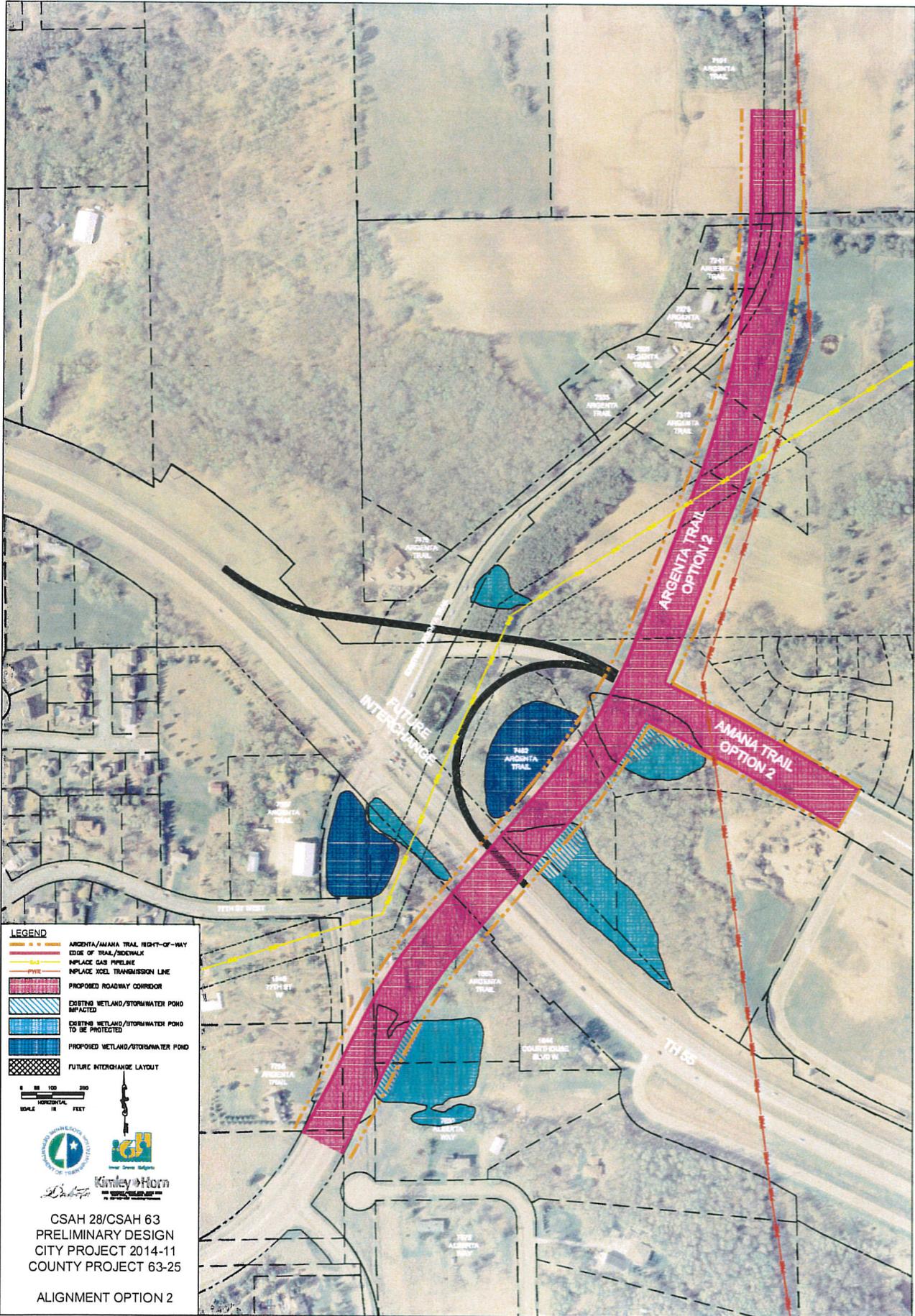


- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - INPLACE GAS PIPELINE
 - INPLACE XCEL TRANSMISSION LINE
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT

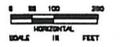


CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

ALIGNMENT OPTION 1

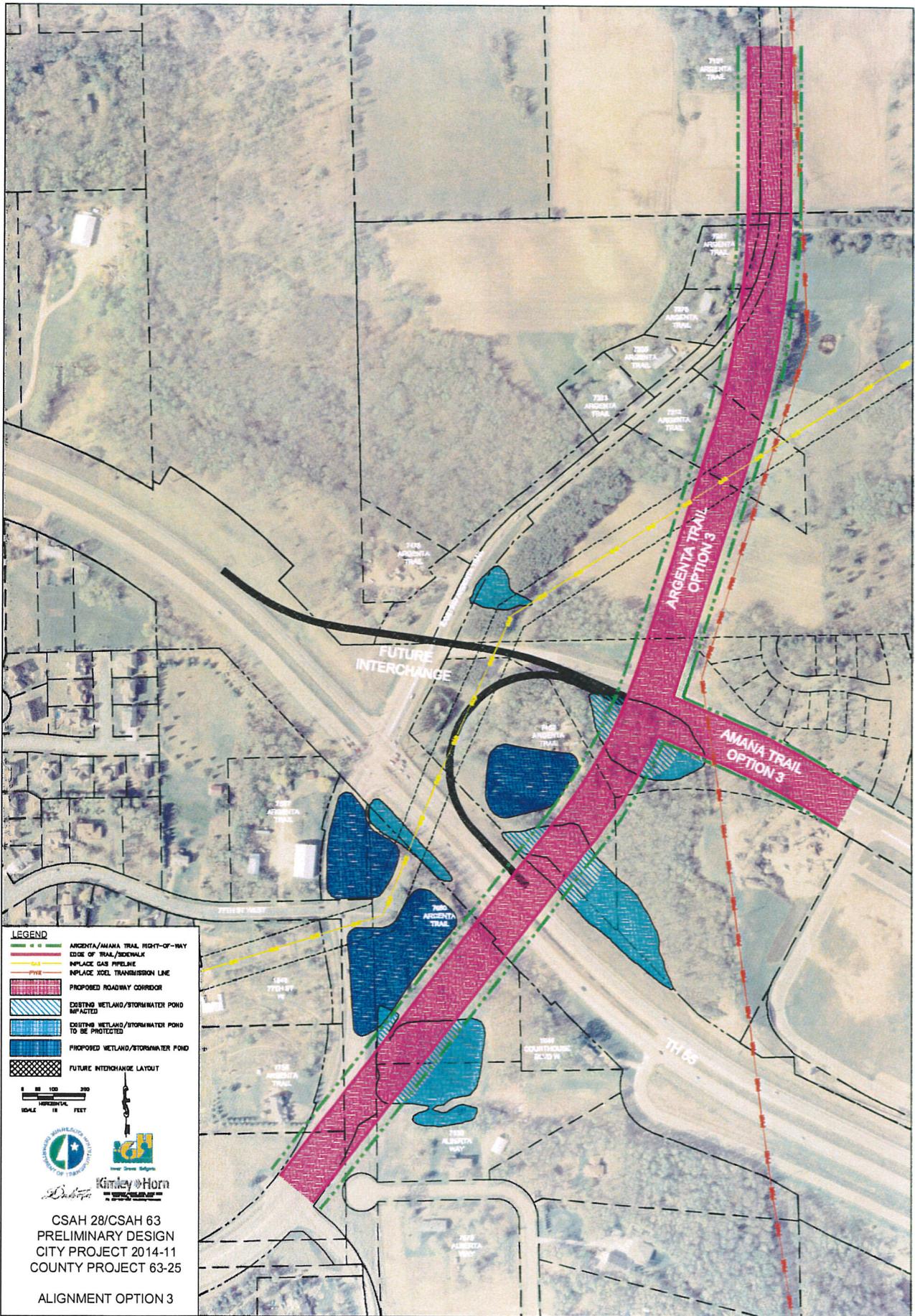


- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - EDGE OF TRAIL/SIDEWALK
 - INPLACE GAS PIPELINE
 - INPLACE CO2 TRANSMISSION LINE
 - INPLACE FIBER
 - PROPOSED ROADWAY CORRIDOR
 - EXISTING WETLAND/STORMWATER POND IMPACTED
 - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
 - PROPOSED WETLAND/STORMWATER POND
 - FUTURE INTERCHANGE LAYOUT



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

ALIGNMENT OPTION 2



- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
 - SIDE OF ROAD/BUILDING
 - 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

0 100 200
 FEET
 SCALE 1" = 100'

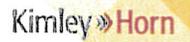
Kimley-Horn
 CONSULTING ENGINEERS

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

ALIGNMENT OPTION 3

APPENDIX C – EVALUATION MATRIX

Argenta Trail Improvement Project



SOUTH AREA ALTERNATIVES RATINGS MATRIX

RECOMMENDED

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3
Safety	Reduce/remove skew from the intersection	Seeks project goal	Skew angle = 85°	Skew angle = 87°
	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 \$8.23 million Right-of-Way <ul style="list-style-type: none"> • Approximately 14 acres of new ROW • 7 total acquisitions • Impacts to 12 parcels Utility Impacts <ul style="list-style-type: none"> Magellan Gas Line - Relocate approximately 2,827 feet of gas line Xcel Transmission - None 	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 Utility Impacts <ul style="list-style-type: none"> Magellan Gas Line - Relocate approximately 350 feet of gas line Xcel Transmission - Construction impacts into easement 	Construction Cost \$7.61 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 Utility Impacts <ul style="list-style-type: none"> Magellan Gas Line - Relocate approximately 350 feet of gas line Xcel Transmission - Construction impacts into easement
		Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements Little impact to stormwater/wetland features	15 ac-ft of new storage needed 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



ARGENTA TRAIL (CSAH 63) REALIGNMENT

NORTH AREA STUDY

Preliminary Design Report

February 2015

Prepared For:

City of Inver Grove Heights

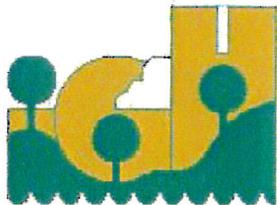
Dakota County

Kimley»»Horn



ARGENTA TRAIL (CSAH 63) REALIGNMENT NORTH AREA STUDY

Preliminary Design Report



City of Inver Grove
Heights, Mn.



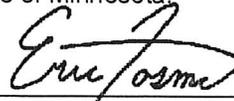
Prepared By:

Kimley»»Horn

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Suite 238N
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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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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.

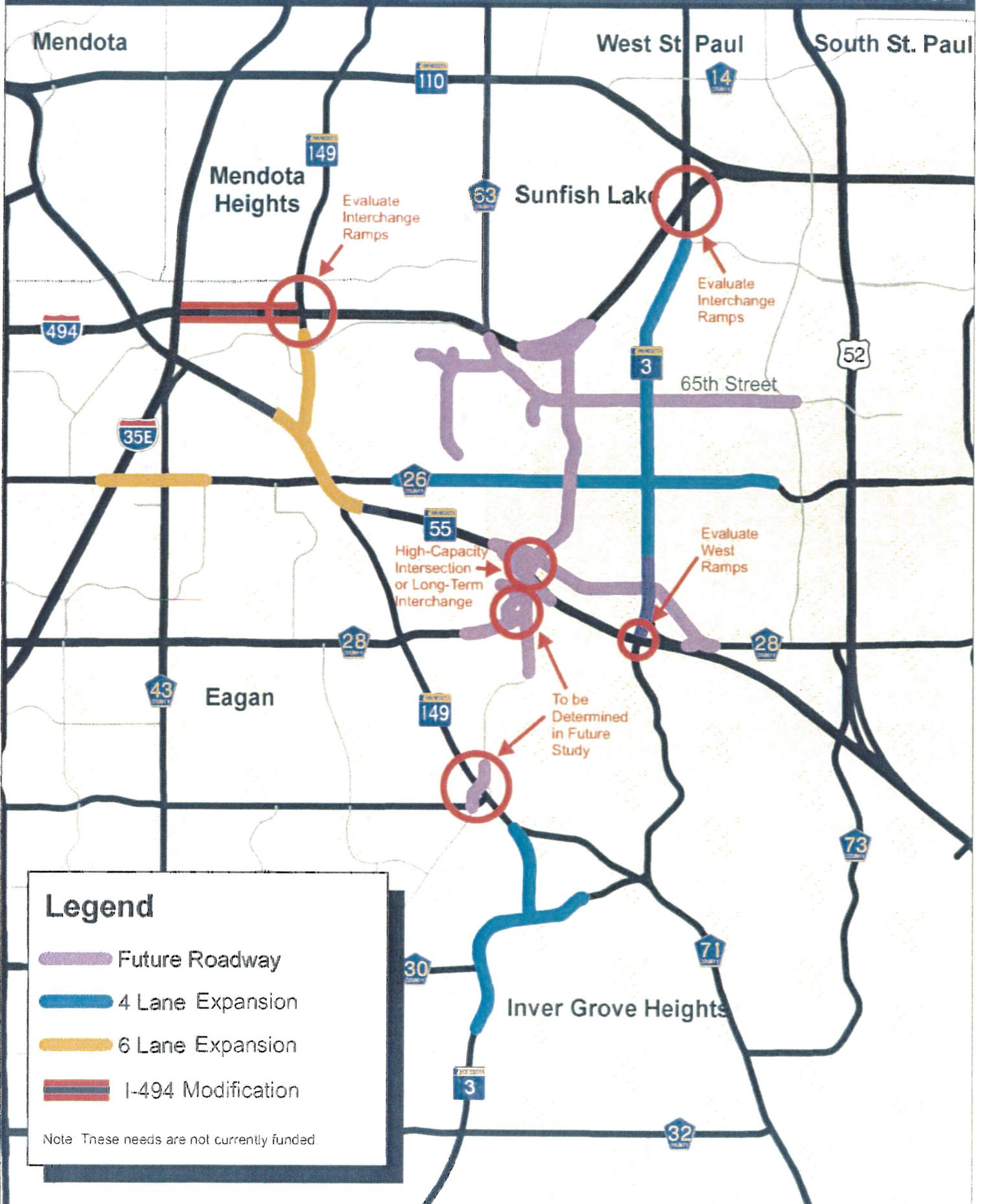
The study recommendations need to be put in the following planning context.

- 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:

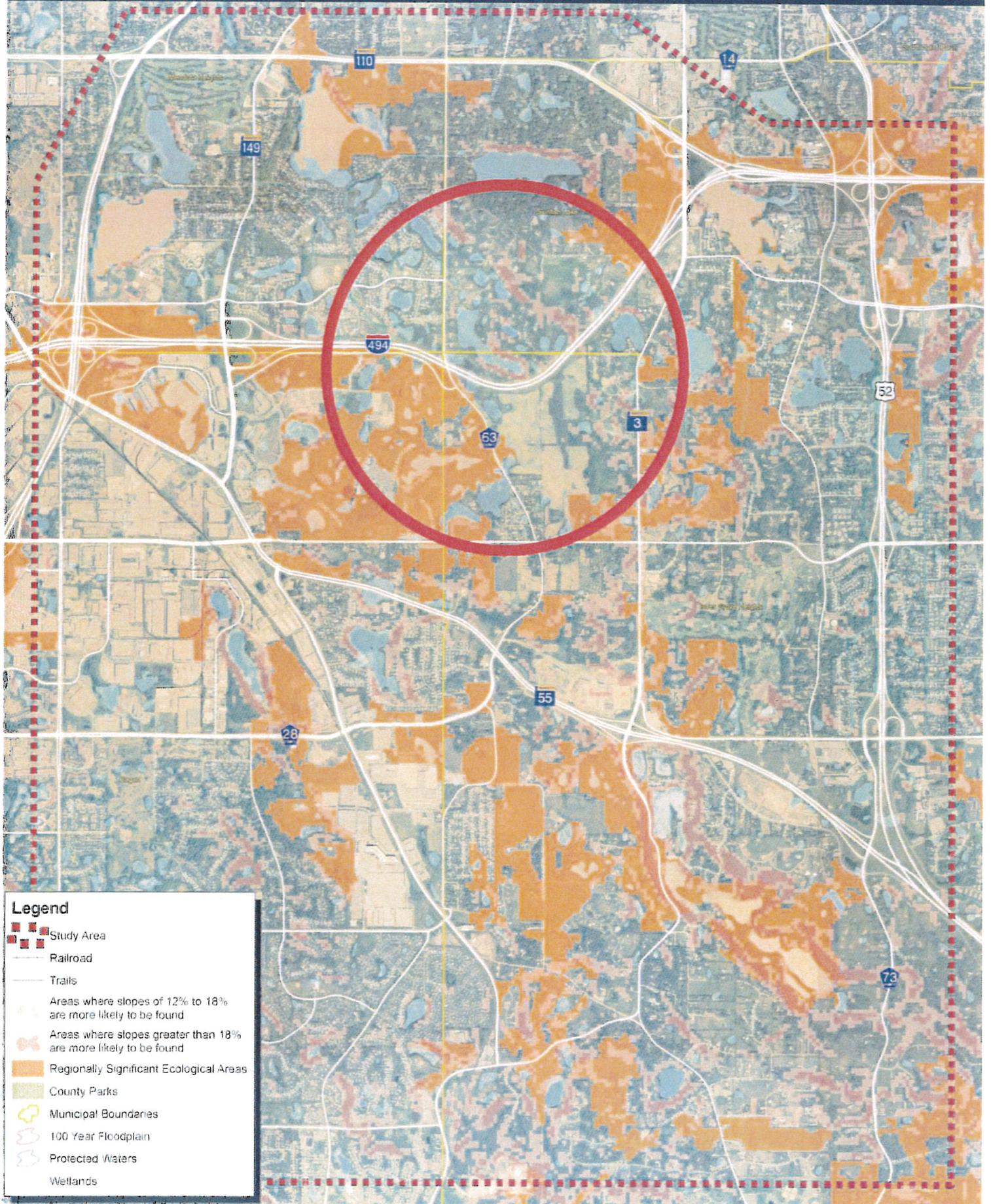
- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes 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.

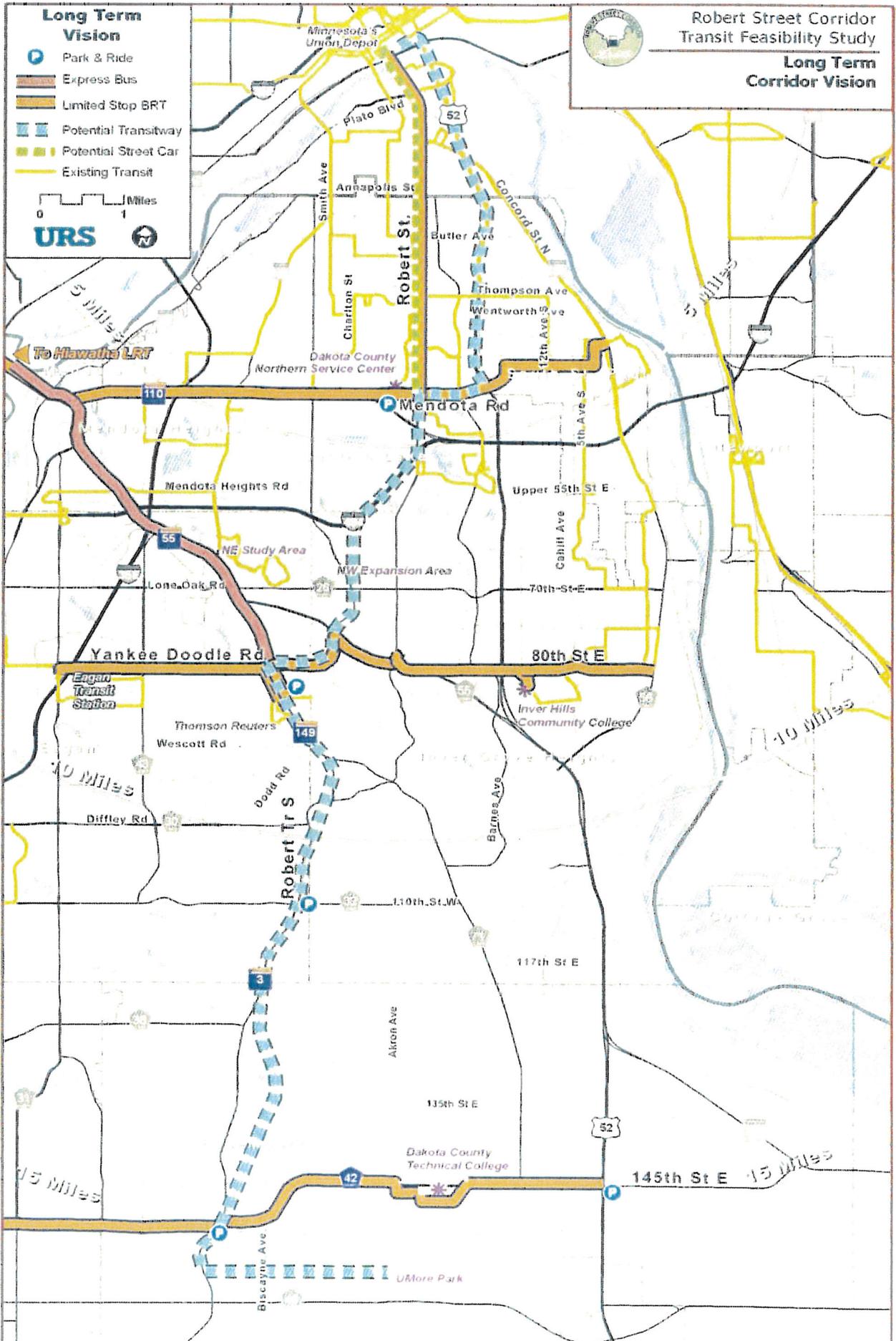


- p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”² 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).





URS | 1000 Nicollet Mall, Suite 1000, Minneapolis, MN 55403 | Phone: 612.224.4000 | Fax: 612.224.4001 | www.urscorp.com

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.

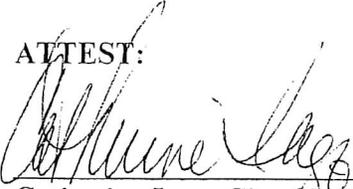
BE IT FURTHER RESOLVED, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

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.

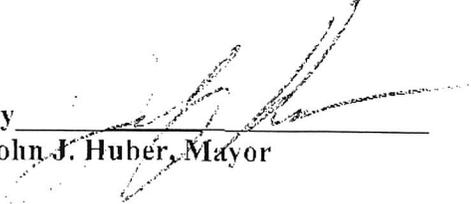
BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and 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. 19-102

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.

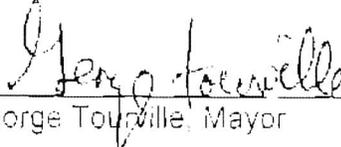
NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

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.

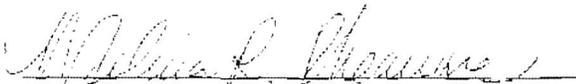
Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

AYES: 5
NAYS: 0



George Toussaint, Mayor

ATTEST:



Melissa Rheault, 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 Mazurek*
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

Resolution No. 10-391

Motion by Commissioner Gaylord

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.

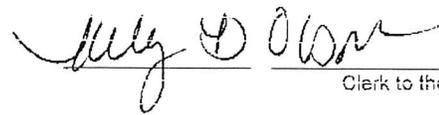
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-85, the Regional Roadway System Visioning Study, as presented to the Physical Development Committee of the Whole on July 27, 2010.

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>

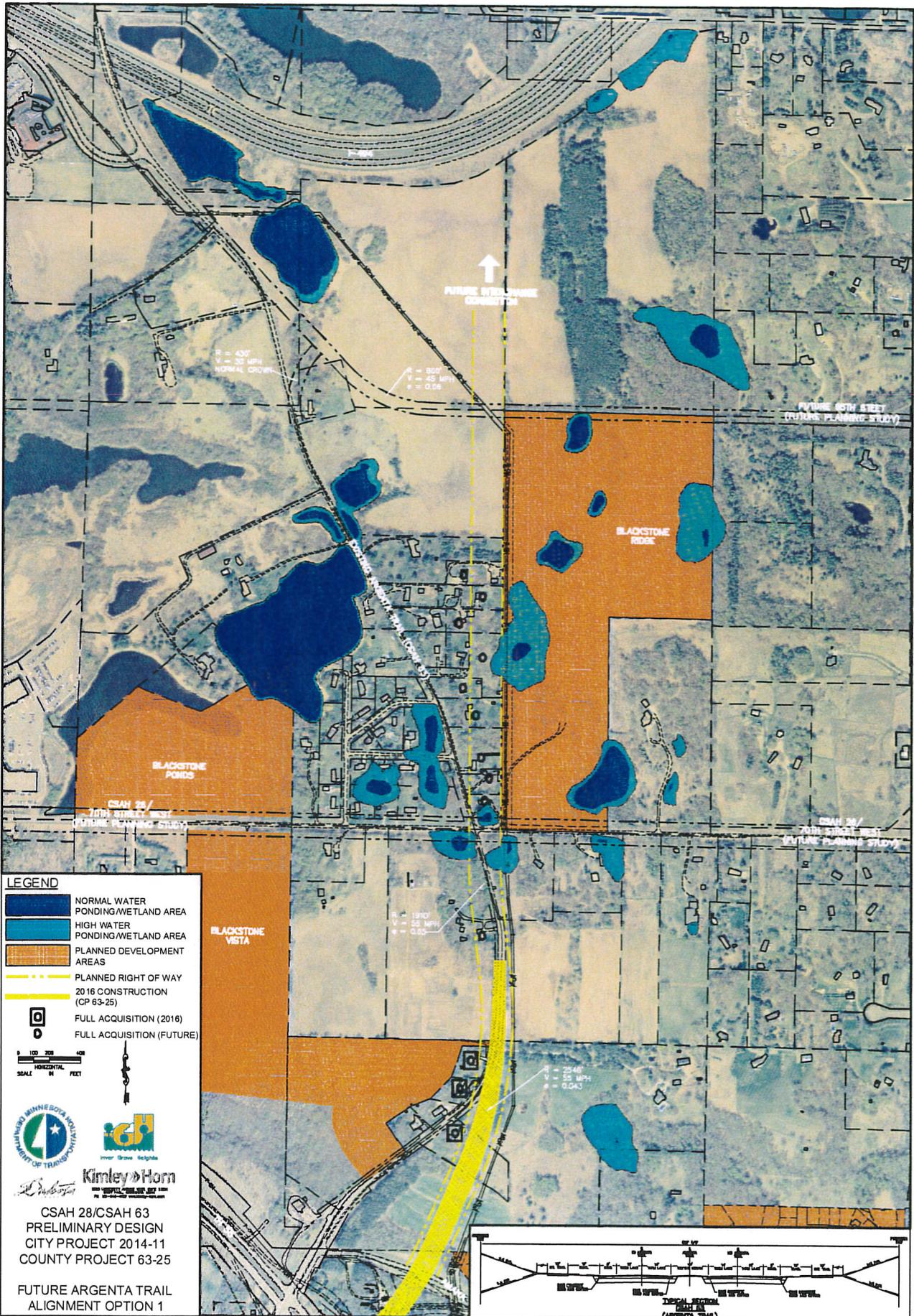
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day 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



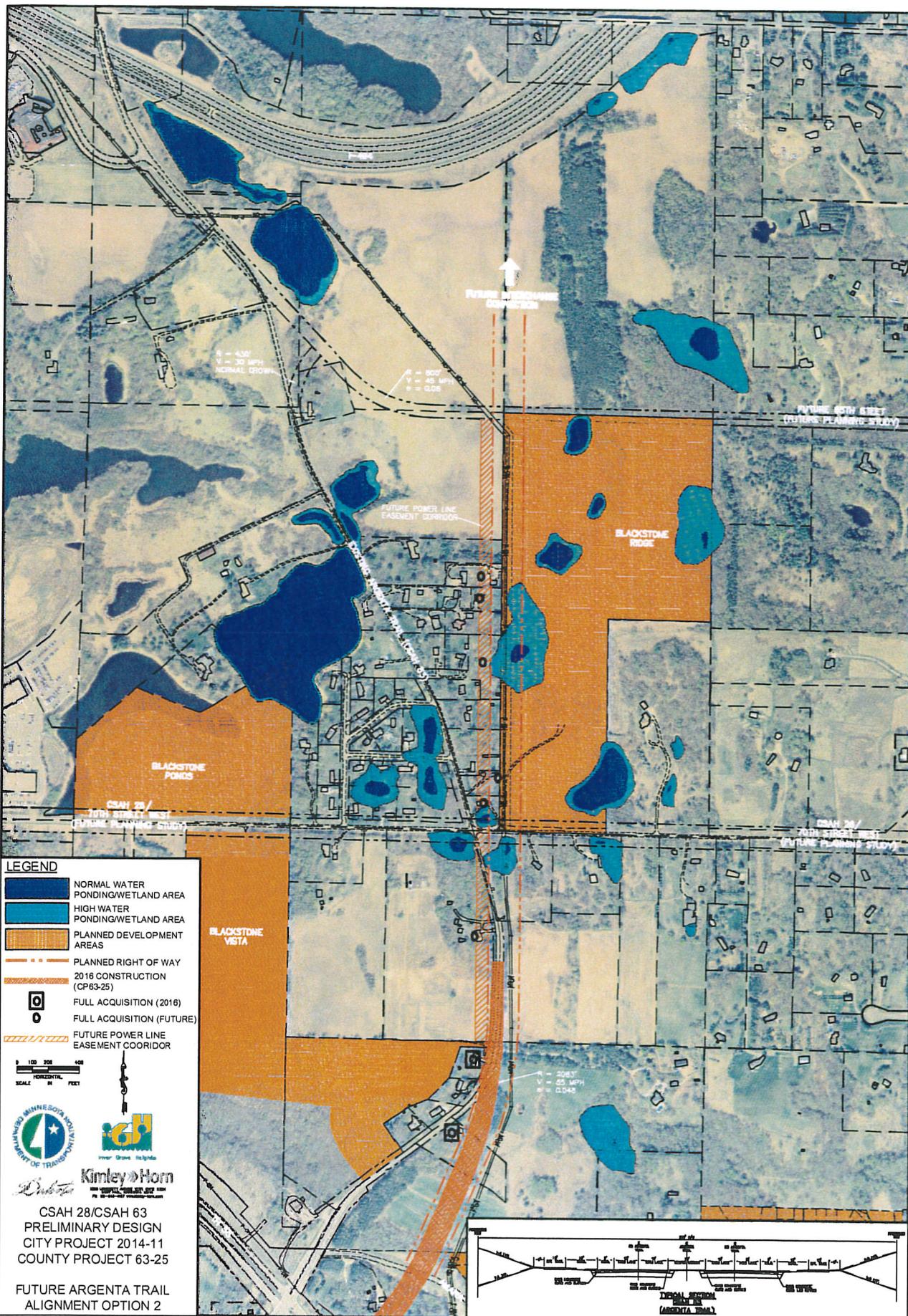
- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY
 - 2016 CONSTRUCTION (CP 63-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)



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

FUTURE ARGENTA TRAIL
 ALIGNMENT OPTION 1



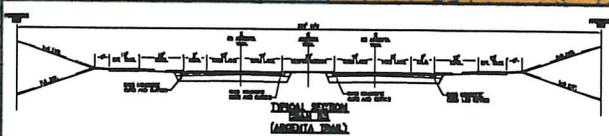


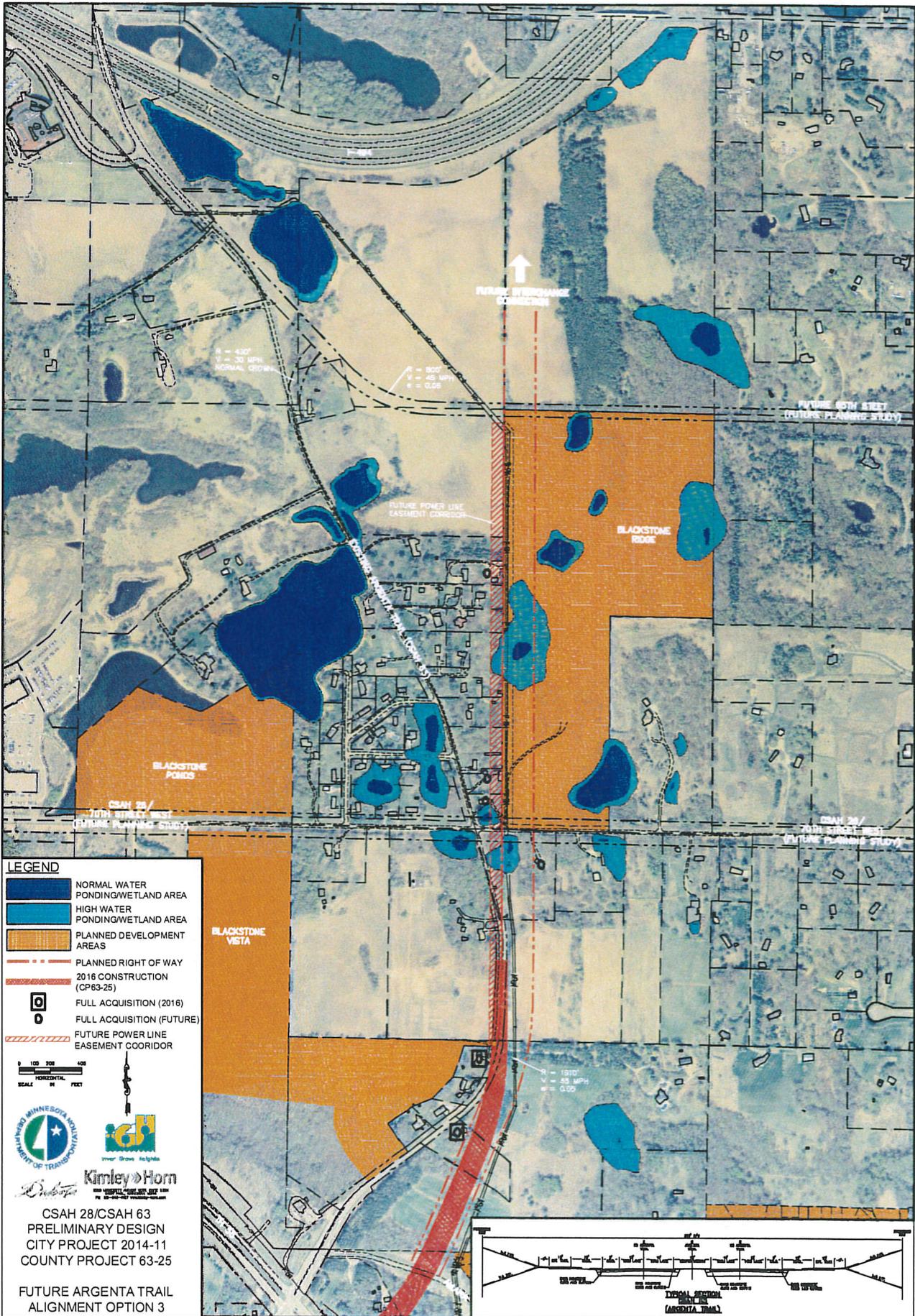
- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY
 - 2018 CONSTRUCTION (CP63-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)
 - FUTURE POWER LINE EASEMENT CORRIDOR

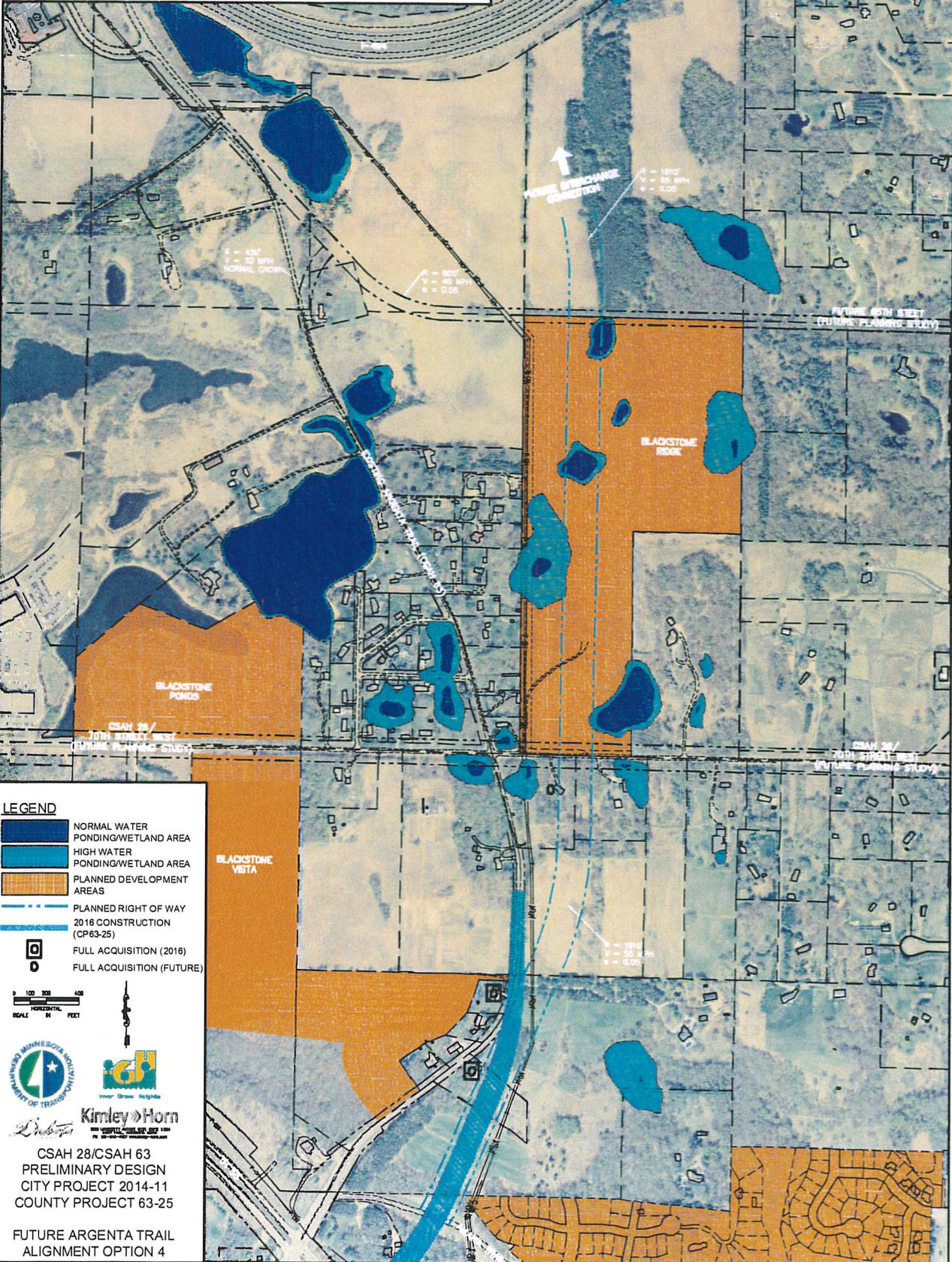
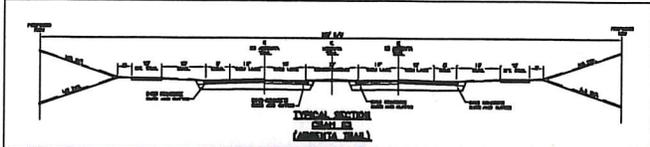


CSAH 28/CSAH 63
 PRELIMINARY DESIGN
 CITY PROJECT 2014-11
 COUNTY PROJECT 63-25

FUTURE ARGENTA TRAIL
 ALIGNMENT OPTION 2



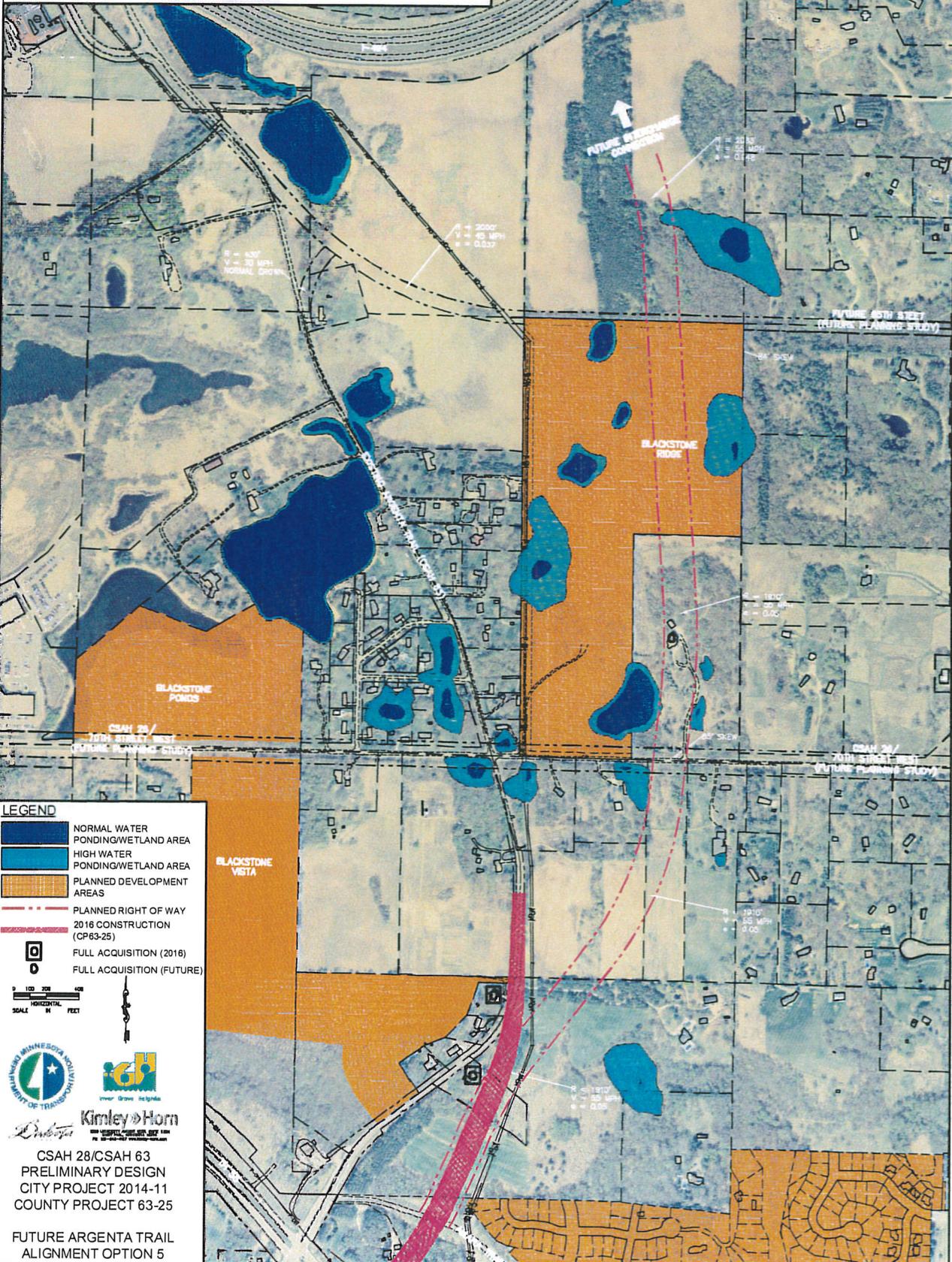
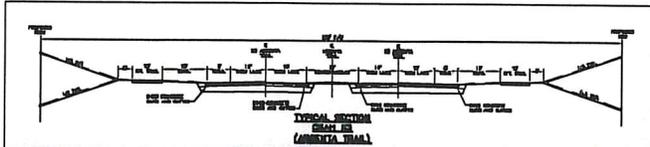




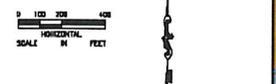
- LEGEND**
- NORMAL WATER PONDING/WETLAND AREA
 - HIGH WATER PONDING/WETLAND AREA
 - PLANNED DEVELOPMENT AREAS
 - PLANNED RIGHT OF WAY
 - 2016 CONSTRUCTION (CP63-25)
 - FULL ACQUISITION (2016)
 - FULL ACQUISITION (FUTURE)



CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25
FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 4



- 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)



MINNESOTA DEPARTMENT OF TRANSPORTATION

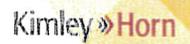
Kimley-Horn

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

FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 5

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 \$1.5 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

*This 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*