



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

Preliminary Design Report

February 2015

*Prepared For:*

City of Inver Grove Heights

Dakota County

**Kimley»»Horn**

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

## Preliminary Design Report



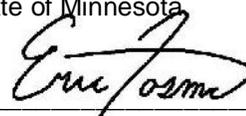
Prepared By:

**Kimley»»Horn**

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

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

Signature: \_\_\_\_\_



Eric Fosmo, P.E.

File: 160509025

Date: February 23, 2015 Lic. No. 48761

## CONTENTS

1.	INTRODUCTION, STUDY PURPOSE AND NEED.....	1
2.	PRELIMINARY DESIGN ALTERNATIVES .....	2
3.	EVALUATION CRITERIA .....	3
4.	PUBLIC AND AGENCY INVOLVEMENT.....	3
5.	SUMMARY AND RECOMMENDATION .....	4
6.	IMPLEMENTATION SCHEDULE .....	4

### APPENDICES

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

APPENDIX B – ALIGNMENT ALTERNATIVES

APPENDIX C – EVALUATION MATRIX

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND COMMENTS RECEIVED

APPENDIX E – MNDOT DRAFT GEOMETRIC LAYOUT

## 1. INTRODUCTION, STUDY PURPOSE AND NEED

Currently, CSAH 28 enters the City of Inver Grove Heights (IGH) as Yankee Doodle Road, and curves north as Argenta Trail to its intersection with TH 55. North of the intersection, Argenta Trail becomes CSAH 63, until it crosses the northern city boundary (just north of I-494). This roadway traverses through one of the largest undeveloped areas (approximately 4300 acres) adjacent to the I-494/I-696 beltway. It is currently a 2-lane rural roadway north of TH 55, with substandard horizontal and vertical curves.

In 2010, the City Council and the County Board adopted the recommendations of the Regional Roadway System Visioning Study (RRSVS) that identified a transportation system plan to support long-term growth and development in the region. The recommendations were developed through the involvement of IGH, Eagan, Mendota Heights, Sunfish Lake, Dakota County, Mn/DOT, the Metropolitan Council, and the Federal Highway Administration (FHWA). The plan identified the need for a future north-south arterial connector (future CSAH 63), an interchange along I-494 between TH 149 and TH 3, and a potential future interchange at TH 55 and CSAH 63. Specifically, the recommendations note under Alternate E, 1p, "Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, and then expanded to 6 lanes in the future as demands increase." Recommendations and resolutions from the RRSVS are included as Appendix A to this report.

Since that time, residential and commercial development has occurred on the north side of TH 55, between CSAH 63 and TH 3. A segment of future CSAH 28 has been constructed with this development from TH 3 to ½ mile west. Future CSAH 28 should connect to CSAH 63 in a location where it would fit with the potential long-term location of interchange ramps should an interchange be built in the future. A general concept of what interchange ramps (folded diamond) on the north side of TH 55 could look like at the CSAH 63 intersection, and how future CSAH 28 could connect to CSAH 63, has been discussed by the City, County, and Mn/DOT. All three agencies generally support this approach, understanding that an interchange at this location is not certain in the future.

Dakota County and the City both have a project identified in their Capital Improvement Programs (CIP) for CSAH 63 at the TH 55 intersection for construction in 2016.

A plan for CSAH 63 is needed for the following reasons:

- This will be the first step to developing a design for improvements to CSAH 63 in the area of TH 55, as identified in the City and County CIP's for construction in 2016.
- A plan will help to properly coordinate development in the short term with future roadway needs.
- A preliminary design will define location of future permanent right-of-way to consider through the platting process, which may occur prior to any County roadway improvements.
- To keep the door open for a possible interchange at CSAH 63/TH 55 in the future, improvements to CSAH 63 and CSAH 28 should be done in a way that would not preclude an interchange.

The project will improve CSAH 28 and CSAH 63 in the area of TH 55 to support existing and future traffic demands. The project will extend the 4-lane divided section of CSAH 28 (south of TH 55) through the TH 55 intersection, continuing north to Amana Trail, and transitioning to the existing 2-lane section that extends north to 70<sup>th</sup> Street (CSAH 26). The alignment of new CSAH 63 considers the potential for a future interchange at this location. The improvements will accommodate all intersection improvements necessary at the intersection of TH 55, including turn lanes on all approaches, and the installation of a permanent signal system at the intersection. The design will extend future CSAH 28 (Amana Trail) from its current location (approximately ½ mile west of TH 3) west to connect with CSAH 63 at a location that considers a potential future folded diamond interchange at the intersection of TH 55/CSAH 63/CSAH 28.

## 2. PRELIMINARY DESIGN ALTERNATIVES

Alignment alternatives were developed based upon the need to extend the four lane divided roadway section on Yankee Doodle Road (CSAH 28) from south of TH 55 to north of Amana Trail and improve the substandard horizontal and vertical curves. Also, the skew angle of the intersection had to meet design standards. Three preliminary design alternatives were developed for evaluation. The following summary of preliminary design alternatives details the approach to each alignment alternative and the impacts associated with each alignment.

### ***Alignment 1***

Alignment 1 was developed as an option to come as close to matching the existing alignment as possible while meeting the project goals of bringing the horizontal and vertical alignment to within current standards. Developing this alternative illustrated that trying to expand the roadway while maintaining the existing alignment is not possible with this project. The following is a summary of the design elements and outcomes of Alignment 1. A layout of Alignment 1 is provided in Appendix B.

- The skew angle at the TH 55 intersection is maintained at its existing 71 degree configuration.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 1 would have the following impacts:
  - 5 properties would be total acquisitions
  - 14 properties would be impacted
  - The least amount of impact to existing Northwest Area stormwater basins/features, approximately 9 acre-feet of new storage would be needed
  - 2,000 feet of the existing Magellan Pipeline would need to be relocated
  - A potential future interchange would impact 2 additional parcels (1 total acquisition) north of TH 55

### ***Alignment 2 (Recommended Alignment)***

Alignment 2 created a more direct connection between tie in points to existing CSAH 28 to the south of TH 55 and CSAH 63 north of Amana Trail compared to the existing alignment or Alignment 1. The alignment avoids one of the major drainage basins south of TH 55 and meets all project goals. This alignment achieves the best balance in achieving project goals out of the three alternatives. The following is a summary of the design elements and outcomes of Alignment 2. A layout of Alignment 2 is provided in Appendix B.

- The skew angle at the TH 55 intersection is reduced; an 85 degree intersection configuration is provided.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 2 would have the following impacts:
  - 5 properties would be total acquisitions
  - 12 properties would be impacted
  - Medium amount of impacts to existing Northwest Area stormwater basins/features, approximately 15 acre-feet of new storage would be needed
  - 650 feet of the existing Magellan Pipeline would need to be relocated
  - A potential future interchange could be accommodated within the proposed ROW acquisition for this project north of TH 55

### **Alignment 3**

Alignment 3 creates the most direct route connecting CSAH 28 south of TH 55 to CSAH 63 north of Amana Trail. The straight alignment provides the best intersection angle with TH 55, but crosses directly over major drainage basins south and north of TH 55. The following is a summary of the design elements and outcomes of Alignment 3. A layout of Alignment 3 is provided in Appendix B.

- The skew angle at the TH 55 intersection is reduced; a 90 degree intersection configuration is provided.
- The design speed of the proposed alignment is 50 mph south of TH 55, 55 mph north of TH 55.
- Alignment 3 would have the following impacts:
  - 5 properties would be total acquisitions
  - 13 properties would be impacted
  - The most amount of impacts to existing Northwest Area stormwater basins/features, approximately 24 acre-feet of new storage would be needed
  - 650 feet of the existing Magellan Pipeline would need to be relocated
  - A potential future interchange could be accommodated within the proposed ROW acquisition for this project north of TH 55

## **3. EVALUATION CRITERIA**

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

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

- Roadway Operations and Safety
- Impacts to Northwest Area Stormwater Basins
- Right-of-Way Acquisition and Property Impacts
- Impacts to Private Utilities (Xcel Transmission Lines and Magellan Pipeline)
- Earthwork Volume
- Construction Cost

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

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

## **4. PUBLIC AND AGENCY INVOLVEMENT**

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

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

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

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

- Open House #1 – November 19, 2014
- Open House #2 – January 7, 2015

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

## 5. SUMMARY AND RECOMMENDATION

The study of preliminary design alternatives was completed to provide an evaluation of the options to improve the existing intersection of Argenta Trail (CSAH 63/28) and TH 55 as described in this report. The evaluation matrix summarizing the preliminary design work is attached as Appendix C to this report. Following the evaluation of the alignment alternatives and potential impacts with each alignment, the project management team recommends the approval of Alignment 2 as the preferred alignment to move the project forward into final design. The following is a summary of the proposed Alignment 2 recommendation.

### *Alignment 2 (Recommended Alignment)*

- Alignment 2 is an acceptable design alternative that meets the project design goals if selected as the preferred alignment.
- Alignment 2 does impact properties within the existing neighborhood and would require eventual total acquisition of 4 residential homes/properties.
- Alignment 2 has the least impact to the Magellan Pipeline (same as Alignment 3).
- Alignment 2 has substantially fewer impacts to drainage basins than Alternative 3.
- Alignment 2 allows for the possibility of a future interchange at TH 55 within the proposed ROW acquisition for the project (North of TH 55).

A geometric layout for Alignment 2 has been prepared and submitted to MnDOT for review. The draft MnDOT Geometric Layout is included as Appendix E to this report.

## 6. IMPLEMENTATION SCHEDULE

The Argenta Trail realignment improvements are proposed to be constructed as County Project 63-25 in the 2016 construction season to align with the City and County's CIP and MnDOT's proposed funding schedule for the project. Following approval of a recommended alignment by the City Council and County Board, the project would follow the implementation schedule shown below:

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

## APPENDICES

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

# REGIONAL ROADWAY SYSTEM VISIONING STUDY



AUGUST 2010

## RECOMMENDATIONS

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

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

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

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

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

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



**Legend**

- Future Roadway
- 4 Lane Expansion
- 6 Lane Expansion
- I-494 Modification

Note: These needs are not currently funded.

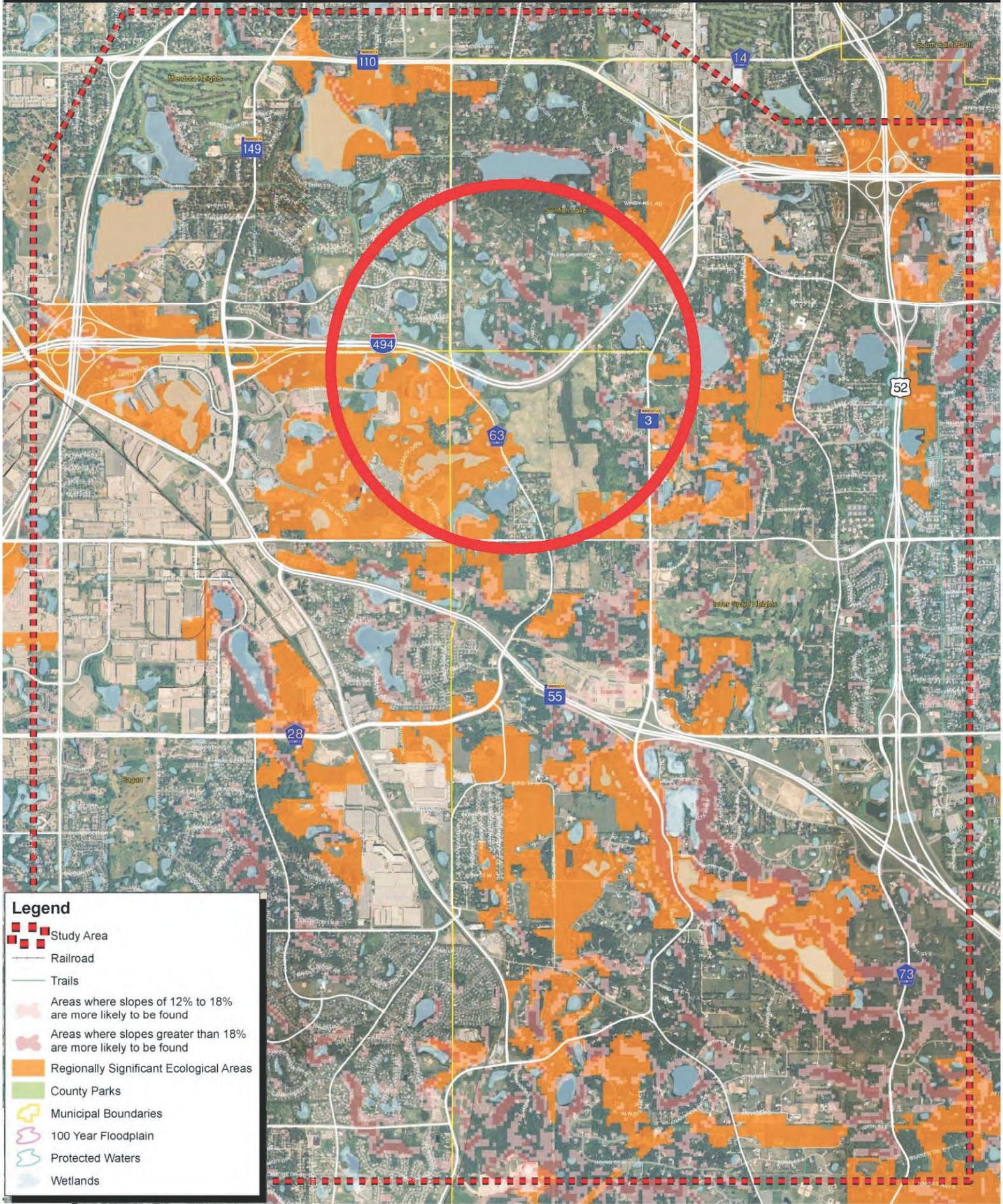
Figure 15

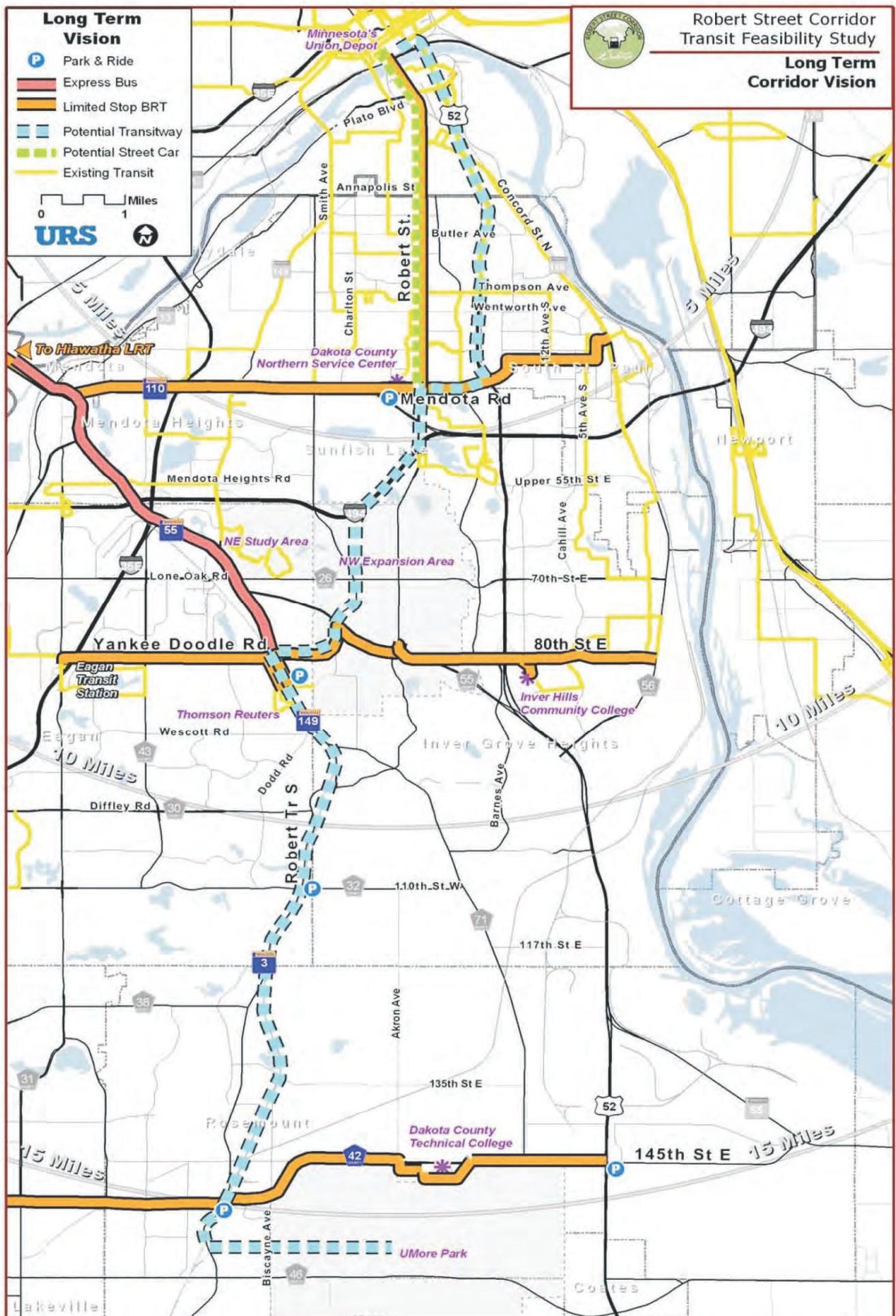
- p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”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

---

<sup>2</sup> 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 Corporation N:\31810282\projects\LongTerm\_vision.mxd Date: 4/23/2008 2:03:33 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.

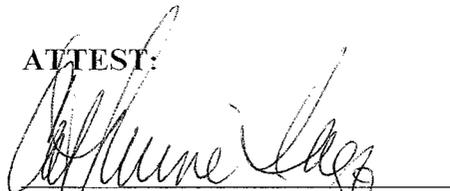
**BE IT FURTHER RESOLVED**, that the City of Sunfish Lake intends to stay fully engaged on this issue in the future to ensure that the plans do not change that would negatively impact the city and its residents.

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.

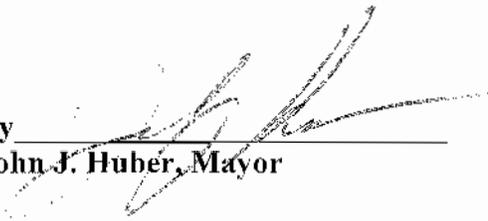
**BE IT FURTHER RESOLVED**, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county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

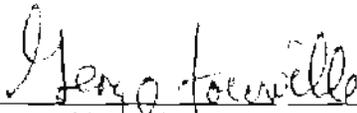
NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

BE IT FURTHER RESOLVED, that the City Council of the City of Inver Grove Heights:

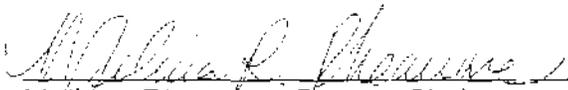
- Strongly supports an interchange at I-494 as shown on Alternate E and finds such an interchange necessary to serve future regional and local transportation needs.
- Strongly supports an interchange at Highway 55 and Argenta Trail and finds such an interchange necessary to serve future traffic volumes and to eliminate traffic safety hazards.

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

AYES: 5  
NAYS: 0

  
\_\_\_\_\_  
George Tourville, Mayor

ATTEST:

  
\_\_\_\_\_  
Melissa Rheume, Deputy Clerk

**CITY OF EAGAN  
DAKOTA COUNTY, MINNESOTA  
RESOLUTION OF SUPPORT  
REGIONAL ROADWAY SYSTEM VISIONING STUDY**

**WHEREAS**, Dakota County partnered with the Minnesota Department of Transportation, the Metropolitan Council, the Federal Highway Administration, the City of Eagan, the City of Inver Grove Heights, the City of Mendota Heights, and the City of Sunfish Lake to conduct a transportation study in northern Dakota County with the goal of developing a long-term roadway system vision that is supported by all jurisdictions and balances land use and transportation improvements for the study area based on projected growth in Eagan, Inver Grove Heights and the surrounding region; and

**WHEREAS**, the City of Eagan has participated in this study process with staff representatives and elected officials at all stages of the study; and

**WHEREAS**, the City of Eagan has participated in all three public open houses and the two neighborhood meetings held on this study; and

**WHEREAS**, the City of Eagan fully supports the need to undertake planning in order to prepare for and respond to future growth.

**NOW, THEREFORE, BE IT RESOLVED** that the City of Eagan hereby supports the draft recommendations in the Regional Roadway System Visioning Study, including the following:

1. Placement of a future interchange at Alternate E, approximately ¼ mile east of the current Argenta Trail/Delaware Avenue (County Road 63) overpass.

Adopted by the City Council for the City of Eagan this 20<sup>th</sup> 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

Motion by Commissioner Gaylord

Resolution No. 10-391

Second by Commissioner Workman

**Adopt Recommendations For County Project 97-85 Regional Roadway System Visioning Study**

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the Federal Highway Administration, and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake and is the lead agency for County Project (CP) 97-85, Regional Roadway System Visioning Study; and

WHEREAS, the study included investigation of potential future transportation system needs in northern Dakota County to develop a vision for the transportation system that will result in safe and efficient travel in the area as cost-effectively as possible, while at the same time recognizing agency land use development objectives; and

WHEREAS, the Cities of Eagan and Inver Grove Heights have planned for continued growth and development through their 2030 Comprehensive Plans that will result in additional impacts to the area transportation system; and

WHEREAS, continued growth in surrounding communities will result in additional impacts to the area transportation system; and

WHEREAS, representatives of Dakota County, Mn/DOT, the Metropolitan Council, Federal Highway Administration, and the cities of Mendota Heights, Sunfish Lake, Eagan, and Inver Grove Heights, have participated as members of a Study Advisory Committee and have reviewed study findings and recommendations; and

WHEREAS, the study process involved the public through public open houses, neighborhood meetings, and city council meetings; and

WHEREAS, they study recommends a Regional Roadway System Vision to support future growth in the in the area in a way that will result in a safe and efficient system of City, County, State, and Federal roadways in the future; and

WHEREAS, the County recognizes there are additional steps necessary to gain necessary agency approvals before the improvements included in the recommendations can be constructed; and

WHEREAS, the Dakota County Engineer recommends adoption of the recommendations for County Project 97-85, Regional Roadway System Visioning Study.

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

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Harris	<u>  X  </u>	Harris	<u>          </u>
Gaylord	<u>  X  </u>	Gaylord	<u>          </u>
Egan	<u>  X  </u>	Egan	<u>          </u>
Schouweiler	<u>  X  </u>	Schouweiler	<u>          </u>
Workman	<u>  X  </u>	Workman	<u>          </u>
Krause	<u>  X  </u>	Krause	<u>          </u>
Branning	<u>  X  </u>	Branning	<u>          </u>

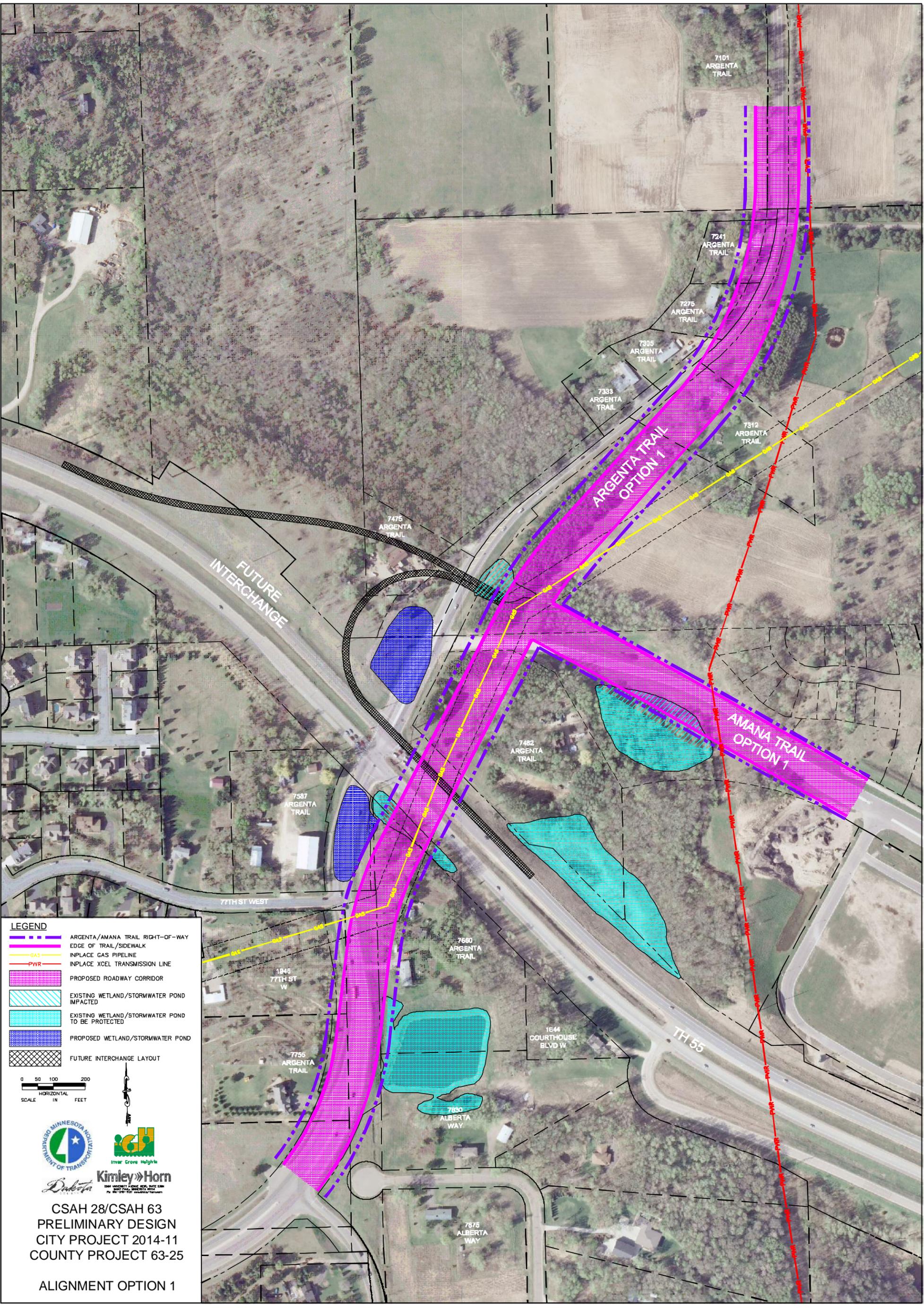
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day of August 2010, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 11th day of August 2010.



Clerk to the Board

## APPENDIX B – ALIGNMENT ALTERNATIVES



**LEGEND**

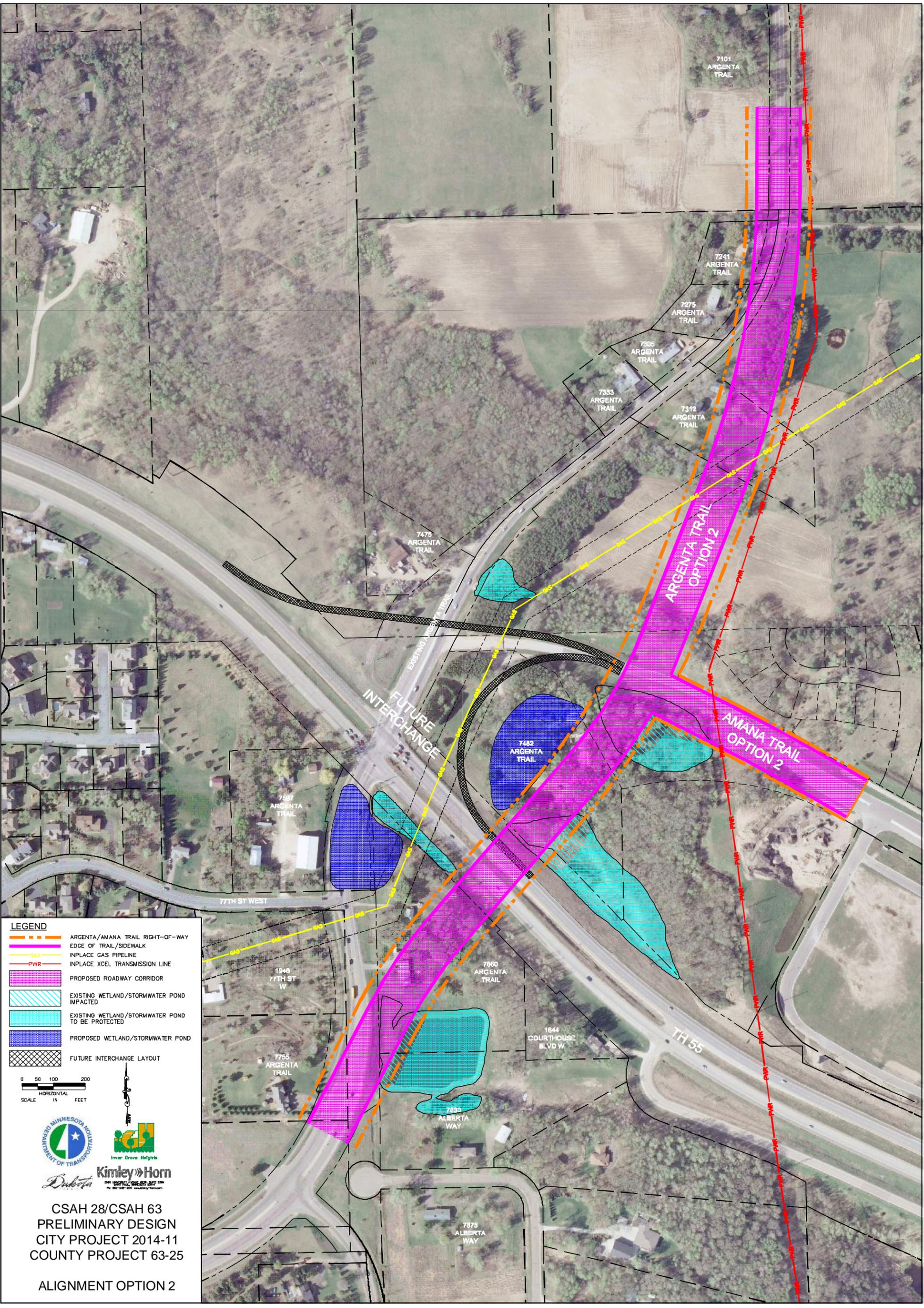
	ARGENTA/AMANA TRAIL RIGHT-OF-WAY
	EDGE OF TRAIL/SIDEWALK
	INPLACE GAS PIPELINE
	INPLACE XCEL TRANSMISSION LINE
	PROPOSED ROADWAY CORRIDOR
	EXISTING WETLAND/STORMWATER POND IMPACTED
	EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
	PROPOSED WETLAND/STORMWATER POND
	FUTURE INTERCHANGE LAYOUT



**Kimley»Horn**  
2840 UNIVERSITY AVENUE, SUITE 200  
 INVER GROVE HEIGHTS, MN 56120  
 TEL: 952-761-1111 WWW.KIMLEY-HORN.COM

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

ALIGNMENT OPTION 1



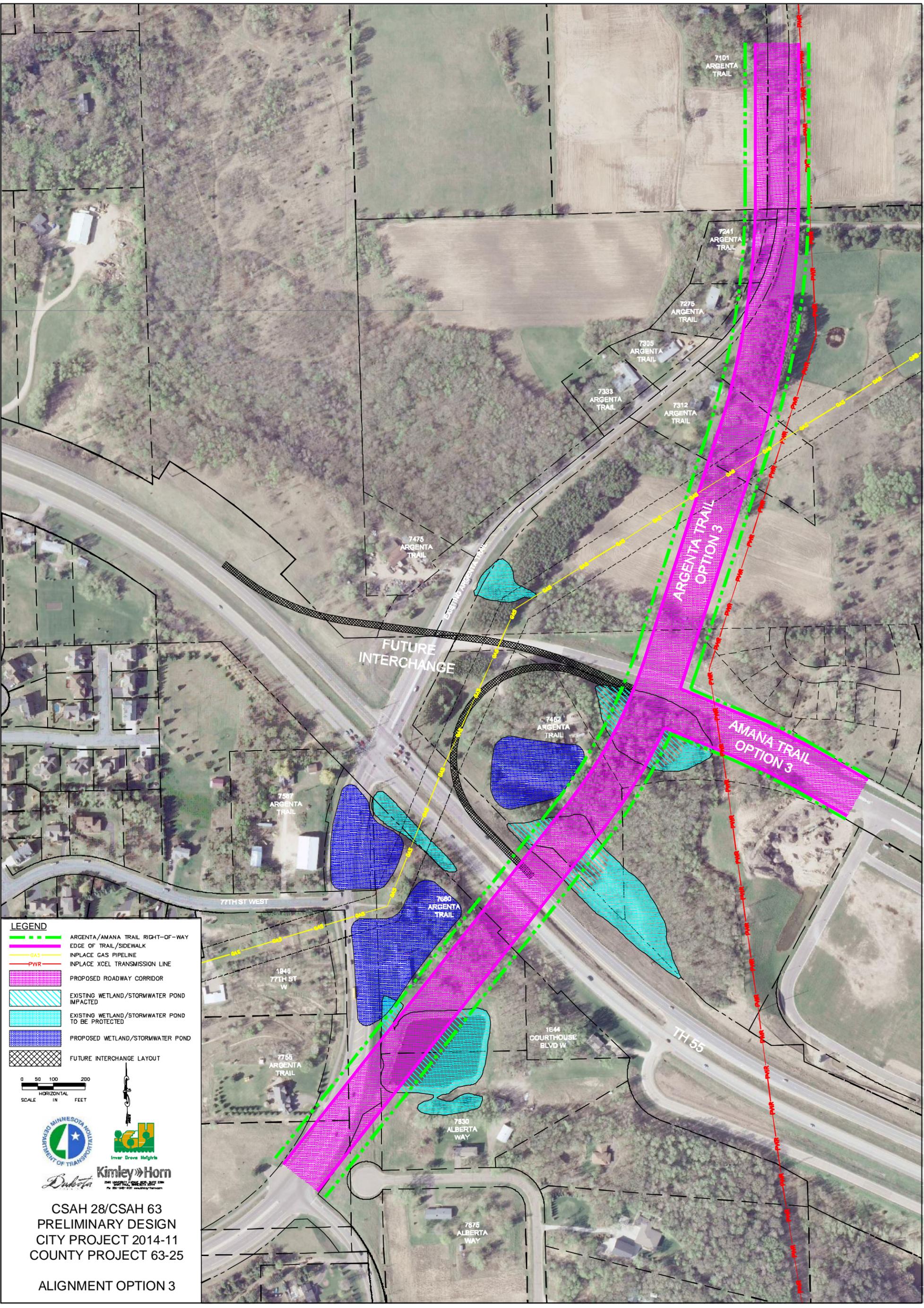
- LEGEND**
- ARGENTA/AMANA TRAIL RIGHT-OF-WAY
  - EDGE OF TRAIL/SIDEWALK
  - INPLACE GAS PIPELINE
  - INPLACE XCEL TRANSMISSION LINE
  - PROPOSED ROADWAY CORRIDOR
  - EXISTING WETLAND/STORMWATER POND IMPACTED
  - EXISTING WETLAND/STORMWATER POND TO BE PROTECTED
  - PROPOSED WETLAND/STORMWATER POND
 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



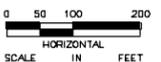
**Kimley»Horn**  
2000 UNIVERSITY AVENUE, SUITE 200, ST. PAUL, MN 55105-4001  
 TEL: 651-450-8800 FAX: 651-450-8801 WWW.KIMLEYHORN.COM

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

ALIGNMENT OPTION 2



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



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

ALIGNMENT OPTION 3

APPENDIX C – EVALUATION MATRIX



### SOUTH AREA ALTERNATIVES RATINGS MATRIX

**RECOMMENDED**

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3
Safety	Reduce/remove skew from the intersection	Skew angle = 71°	Skew angle = 85°	Skew angle = 82°
	Eliminate queueing spillback from left-turn lanes onto mainline TH 55	Meets project goal	Meets project goal	Meets project goal
	Add deceleration length for turn lanes on TH 55	Meets project goal	Meets project goal	Meets project goal
	Improve substandard horizontal and vertical roadway alignments (south only)	Requires maximum superelevation and minimum longitudinal superelevation slope	Meets project goal (with reverse curves)	Meets project goal
Operations	Provide space to appropriately accommodate all modes of transportation	Meets project typical section	Meets project typical section	Meets project typical section
	Provides full access/connectivity for local connections	Meets project goal	Meets project goal	Meets project goal
	Level of service achieved at intersections and along the corridor	Meets project goal	Meets project goal	Meets project goal
Project Cost	Total project cost includes: <ul style="list-style-type: none"> <li>Construction cost</li> <li>Right-of-way (ROW) cost</li> <li>Utility relocation costs</li> <li>Stormwater treatment costs (see below)</li> </ul> Minimize total acquisitions	<b>Construction Cost</b> \$8.28 million  <b>Right-of-Way</b> <ul style="list-style-type: none"> <li>Approximately 14 acres of new ROW</li> <li>5 total acquisitions</li> <li>Impacts to 14 parcels</li> <li>Impact to 2 additional parcels (1 total acquisition) for future interchange</li> </ul>	<b>Construction Cost</b> \$7.77 million  <b>Right-of-Way</b> <ul style="list-style-type: none"> <li>Approximately 11 acres of new ROW</li> <li>5 total acquisitions (reduction to 3 possible)</li> <li>Impacts to 12 parcels</li> </ul>	<b>Construction Cost</b> \$7.81 million  <b>Right-of-Way</b> <ul style="list-style-type: none"> <li>Approximately 11 acres of new ROW</li> <li>5 total acquisitions (reduction to 3 possible)</li> <li>Impacts to 13 parcels</li> </ul>
		<b>Utility Impacts</b> <i>Magellan Gas Line</i> Relocate approximately 2,000 feet of gas line  <i>Xcel Transmission</i> None	<b>Utility Impacts</b> <i>Magellan Gas Line</i> Relocate approximately 350 feet of gas line  <i>Xcel Transmission</i> Construction impacts into easement	<b>Utility Impacts</b> <i>Magellan Gas Line</i> Relocate approximately 350 feet of gas line  <i>Xcel Transmission</i> Construction impacts into easement
Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements	9 ac-ft of new storage needed	15 ac-ft of new storage needed	24 ac-ft of new storage needed
		Some impacts to three stormwater features	Major impacts to three stormwater/wetland features	Major impacts to three stormwater/wetland features

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND  
COMMENTS RECEIVED

## PUBLIC COMMENTS

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

Comments Received thru 2/9/15

	Comments	Number	Response
1	Will the intersection at Argenta Trail and Amana Trail be improved?	2	The intersection at Argenta Trail and Amana Trail will become a full T-intersection. The T-intersection will allow for left turns on both west bound Amana Trail and south bound Argenta Trail.
2	Minimize impact to existing ponds	2	The recommended alignment Option 2 impacts the second least amount of existing ponds. Option 3 impacted the most and Option 1 impacted the least. Option 2 is recommended due to the reduced risk for crashes with flatter curves on both sides of TH 55.
3	What bicycle/ pedestrian facilities will be included?	1	Argenta Trail is proposed to be a divided four lane roadway with turn lanes and bituminous multi-use trail along both sides. These trails will tie into the existing trail and sidewalk located along Amana Trail. Whether to include trails north of Amana Trail at this time will be determined through final design.
4	Will a sound wall be constructed with the project?	1	If the project receives federal funding, the project will need to complete a noise analysis. If noise mitigation appears feasible in locations where the travel lanes are moving closer to existing residences, then the County and City will work directly with those property owners to determine the appropriate course of action. At this time, no properties along TH 55 are being considered for noise mitigation since these travel lanes are not moving. Below is a link to MN/Dot's noise analysis webpage for more information. <a href="http://www.dot.state.mn.us/environment/noise/faqs.html">http://www.dot.state.mn.us/environment/noise/faqs.html</a>
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

