



ARGENTA TRAIL (CSAH 63) REALIGNMENT NORTH AREA STUDY

Preliminary Design Report

February 2015

Prepared For:

City of Inver Grove Heights

Dakota County

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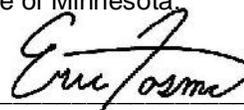
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1. INTRODUCTION, STUDY PURPOSE AND NEED

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.

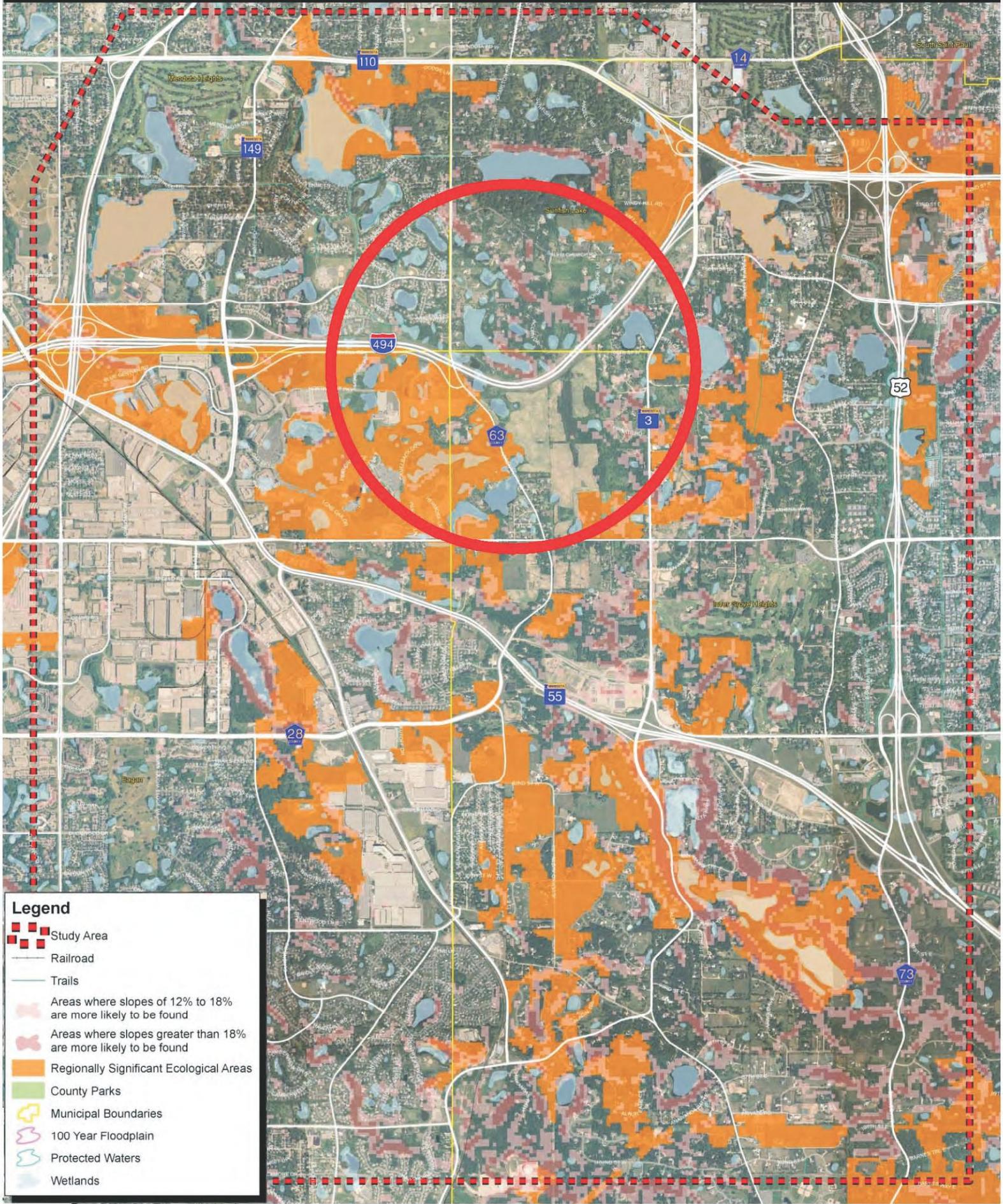


Figure 15

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

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

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





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Figure 17

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

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

NEXT STEPS

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

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

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

RESOLUTIONS

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

APPENDIX B
SIGNED RESOLUTIONS

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

RESOLUTION 10- //

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

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

WHEREAS, the City of Sunfish Lake has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Sunfish Lake has continually stated its objection to an interchange at Delaware Avenue and I-494; and

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

WHEREAS, the City of Mendota Heights formed an adhoc committee to track the progress of this study and ensure that the city's position was made clear that included membership from the city council, city staff, city residents, Sunfish Lake and contract professionals; and

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

NOW THEREFORE BE IT RESOLVED, the City of Sunfish Lake offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternative E, if and only if there is an extensive environmental review which demonstrates no adverse effects to Hornbeam Lake and its adjacent land area.
2. Any future improvements to Delaware Avenue must be driven by the cities of Mendota Heights and Sunfish Lake. The character of Delaware Avenue is unique and best understood by the two cities and their residents.

3. The city supports using and expanding the existing infrastructure that exists in Eagan and Inver Grove Heights to the fullest extent possible to deal with their growth. The city's concern is in the approach taken by the study using one rate of growth. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment actually needed as the growth actually occurs. The actual development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.
5. Inver Grove Heights and Eagan should promote mixed land uses with integrated pedestrian/bicycle facilities in addition to supporting 21st century transit planning which would help reduce individual traffic trips within the system.

BE IT FURTHER RESOLVED, that while the City of Sunfish Lake understands that this is a traffic study, the importance of the information that has not been studied, including the environmental factors and financial implications, needs to be studied before final decisions can be made on all of the recommendations.

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

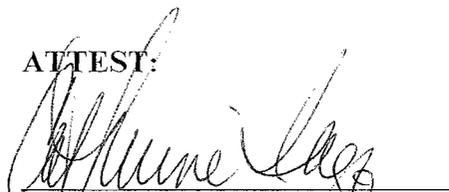
Adopted by the City Council of the City of Sunfish Lake this 6th day of July 2010.

CITY OF SUNFISH LAKE



Molly Park, Mayor

ATTEST:



Catherine Iago, City Clerk

**CITY OF MENDOTA HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION 10-48

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

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

WHEREAS, the City of Mendota Heights has participated in this study process with staff representatives, elected officials and interested residents at all stages of the study; and

WHEREAS, the City of Mendota Heights has continually stated its objection to an interchange at Delaware Avenue and I-494 and expressed concerns about related issues; and

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

WHEREAS, the City of Mendota Heights formed an ad-hoc committee that included membership from the city council, city staff, residents, Sunfish Lake and a contract professional to track the progress of this study and ensure that the city's position was made clear; and

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

NOW THEREFORE BE IT RESOLVED, the City of Mendota Heights offers the following comments to Dakota County's draft recommendations on the Regional Roadway System Visioning Study:

1. Supports the recommendation of a future interchange being placed at Alternate E, approximately ¼ mile east of the current Delaware Avenue interchange. Any potential future interchange at Delaware Avenue will not be supported by the City of Mendota Heights.
2. Any future improvements to Delaware Avenue must be driven by the City of Mendota Heights. The character of Delaware Avenue is unique and best

understood by the city and our residents. The local government unit is best suited to determine any future changes.

3. Mendota Heights supports the right of Eagan and Inver Grove Heights to develop their infrastructure within the Metropolitan Council's approved growth limits while at the same time we encourage them to develop the transportation element of this planning totally within their city limits. It has been represented to the City of Mendota Heights by Dakota County staff that the growth projections in Eagan and Inver Grove Heights are based on their approved 2030 comprehensive plans and Mendota Heights is relying on these projections in its decision making process. The study should be flexible enough to accommodate up or down the level of infrastructure and financial investment needed as the growth occurs. The development and investment should be based on actual growth to avoid both overinvestment and underinvestment.
4. Priority should be given to transportation projects that take place within Eagan and Inver Grove Heights to internalize traffic flows within the new growth areas.

BE IT FURTHER RESOLVED, that while the City of Mendota Heights understands that this is a traffic study, the information that has not been studied including the environmental factors and financial implications, all of the information needs to be studied before final decisions can be made on all of the recommendations.

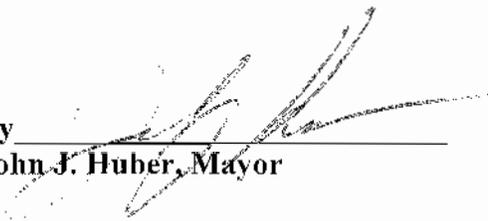
BE IT FURTHER RESOLVED, that the City of Mendota Heights intends to stay fully engaged with this issue in the future to ensure that any plans changes do not negatively impact the city and its residents. Mendota Heights has enjoyed a positive relationship with the neighboring cities and the county and believes it is important to be a part of the decision making process. The transparency in government decision making that we have experienced with the county and the visioning study is important to Mendota Heights now and in the future.

Adopted by the City Council of the City of Mendota Heights this Sixth day of July 2010.

ATTEST

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.

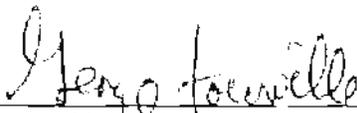
NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

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 Tourville, Mayor

AT TEST:



Melissa Rheume, Deputy Clerk

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

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

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

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

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

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

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

Adopted by the City Council for the City of Eagan this 20th day of July 2010.

CITY OF EAGAN
CITY COUNCIL

By: Mike McGuire
Its Mayor

Attest: Maria Petersen
Its Clerk

CERTIFICATION

I, Maria Petersen, Clerk of the City of Eagan, Dakota County, Minnesota, do hereby certify that the foregoing resolution was duly passed and adopted by the City Council of the City of Eagan, Dakota County, Minnesota, in a regular meeting thereof assembled this 20th day of July, 2010.

Maria Petersen
Maria Petersen, City Clerk

**BOARD OF COUNTY COMMISSIONERS
DAKOTA COUNTY, MINNESOTA**

August 10, 2010

Motion by Commissioner Gaylord

Resolution No. 10-391

Second by Commissioner Workman

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

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (Mn/DOT), the Metropolitan Council, the Federal Highway Administration, and the Cities of Egan, 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 Egan 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, Egan, 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.

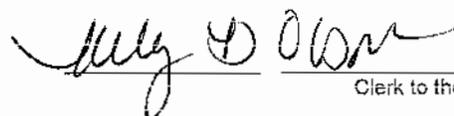
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-85, the Regional Roadway System Visioning Study, as presented to the Physical Development Committee of the Whole on July 27, 2010.

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>

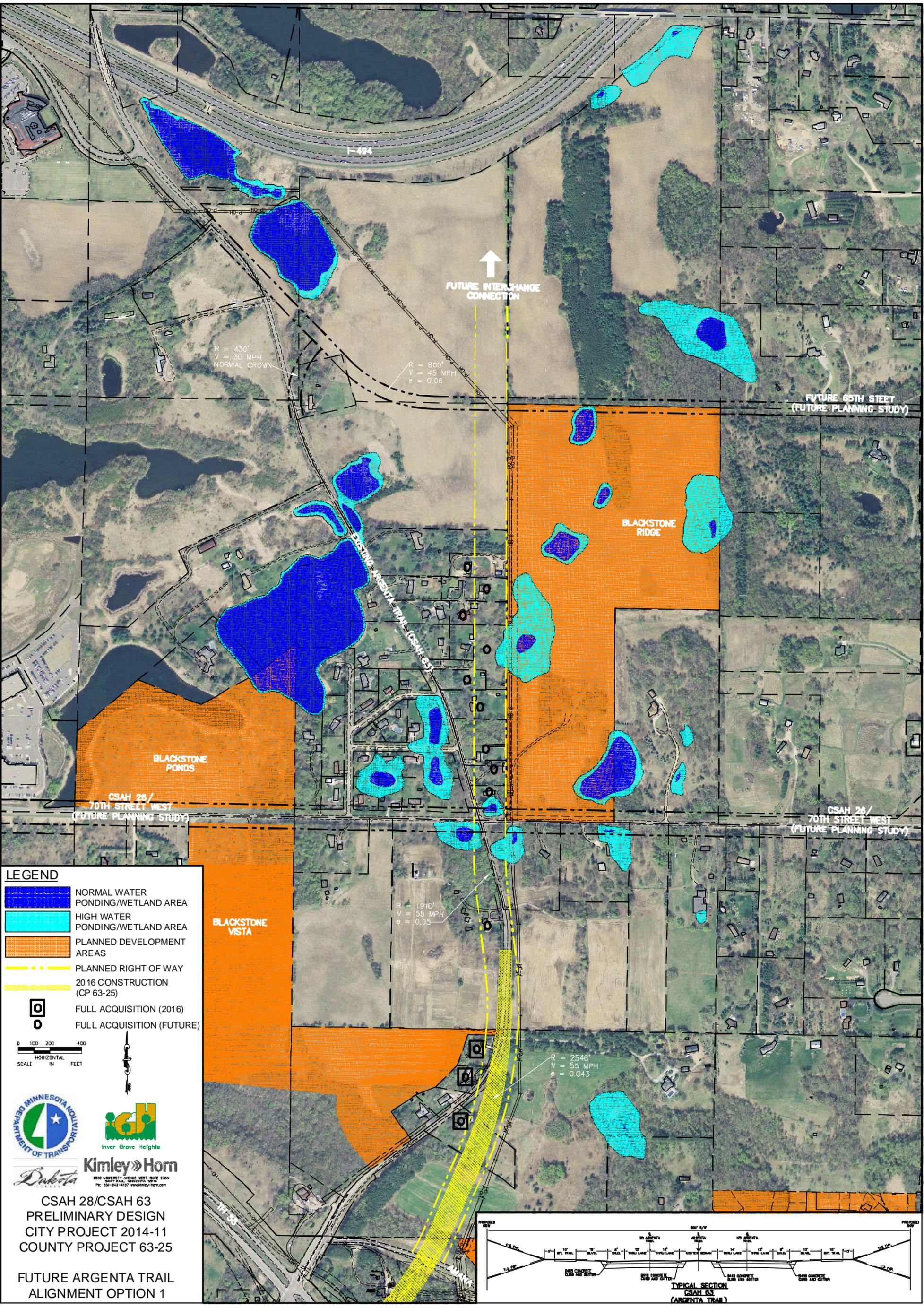
I, Kelly Olson, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 10th day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



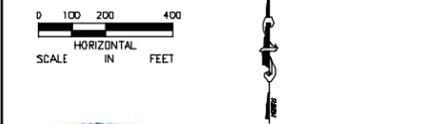
Clerk to the Board

APPENDIX B – ALIGNMENT ALTERNATIVES



LEGEND

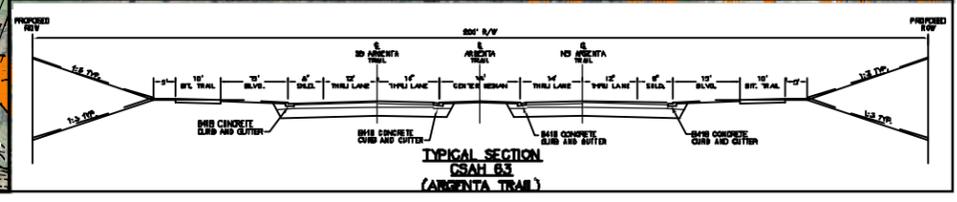
- NORMAL WATER PONDING/WETLAND AREA
- HIGH WATER PONDING/WETLAND AREA
- PLANNED DEVELOPMENT AREAS
- PLANNED RIGHT OF WAY
- 2016 CONSTRUCTION (CP 63-25)
- FULL ACQUISITION (2016)
- FULL ACQUISITION (FUTURE)

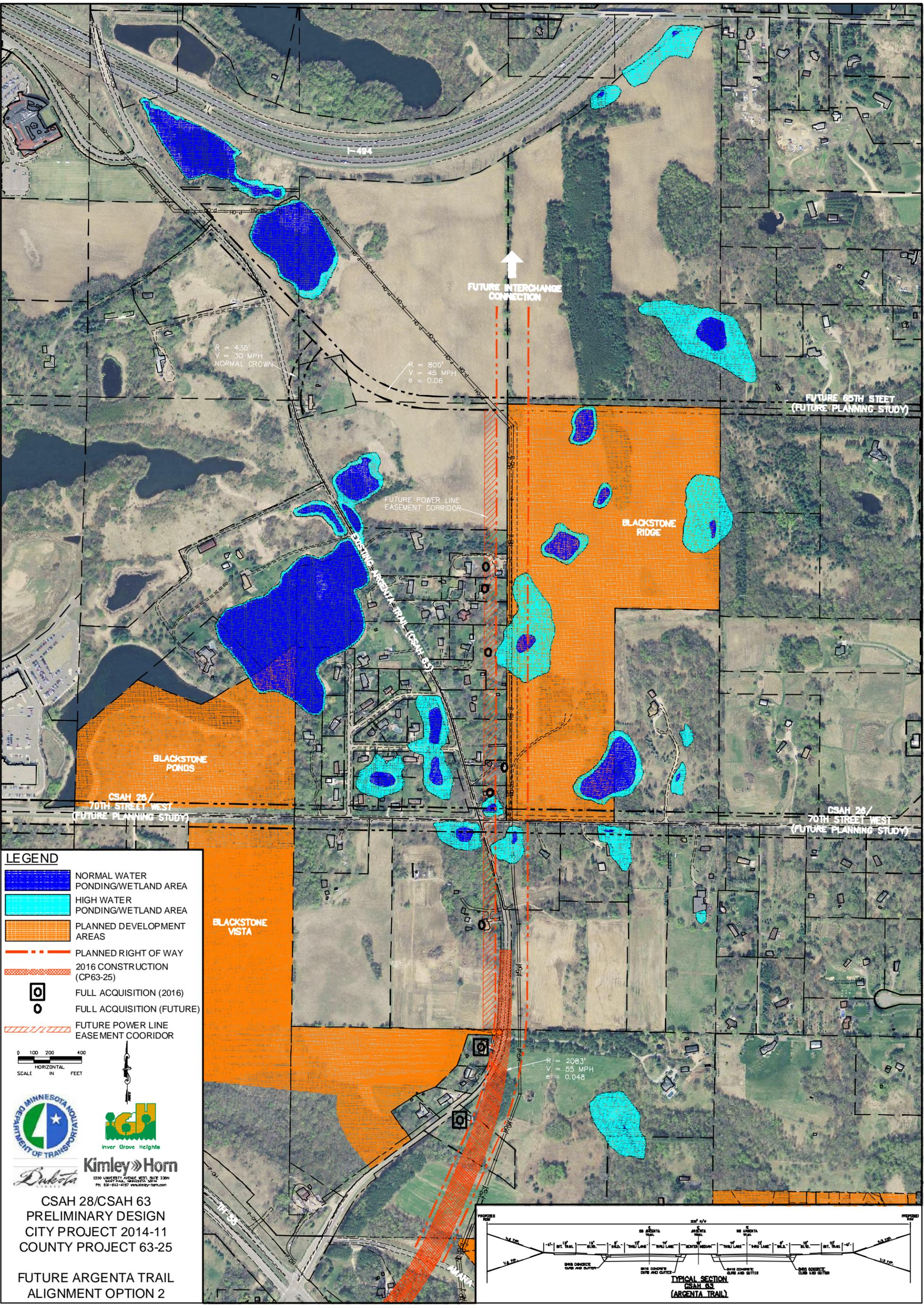


Kimley-Horn
3530 UNIVERSITY AVENUE, SUITE 230N
MINNETONKA, MINNESOTA 55345
PH: 952-843-4197 WWW.KIMLEY-HORN.COM

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

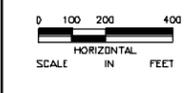
FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 1





LEGEND

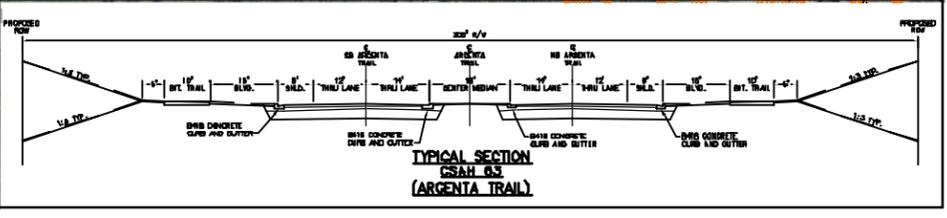
- NORMAL WATER PONDING/WETLAND AREA
- HIGH WATER PONDING/WETLAND AREA
- PLANNED DEVELOPMENT AREAS
- PLANNED RIGHT OF WAY
- 2016 CONSTRUCTION (CP63-25)
- FULL ACQUISITION (2016)
- FULL ACQUISITION (FUTURE)
- FUTURE POWER LINE EASEMENT COORIDOR



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

FUTURE ARGENTA TRAIL
ALIGNMENT OPTION 2



APPENDIX C – EVALUATION MATRIX

Argenta Trail Improvement Project



NORTH AREA ALTERNATIVES RATINGS MATRIX

Project Goals	Considerations	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Operations/ Safety	Remove/reduce skew at CSAH 26	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal Skew angle = 85°
	Provide 90 degree intersection at collector streets	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal Skew angle = 85°
	Roadway alignments meet 55 MPH design speed	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal	◆ Meets project goal with reverse curves
Stormwater Treatment	Stormwater treatment capacity meets northwest area (NWA) requirements	◆ Impacts 4 NWA regional basins (6.6 Acre Feet) \$0.1 million	◆ Impacts 3 NWA regional basins (17.2 Acre Feet) ! \$0.3 million	◆ Impacts 2 NWA regional basins (17.2 Acre Feet) ! \$0.3 million	◆ Impacts 4 NWA regional basins (5.4 Acre Feet) \$0.1 million	◆ Impacts 3 NWA regional basins (5.4 Acre Feet) \$0.1 million
Project Cost	Right-of-way Total acquisitions for current project (2016)	◆ 3 total acquisitions for CP 63-25	◆ 2 total acquisitions for CP 63-25	◆ 2 total acquisitions for CP 63-25	◆ 2 total acquisition for CP 63-25	◆ 2 total acquisition for CP 63-25
	Right-of-way Total acquisitions for future project	◆ 10 total acquisitions for future interchange	◆ 6 total acquisitions for future interchange	◆ 4 total acquisitions for future interchange	◆ 1 total acquisition for future interchange	◆ 1 total acquisition for future interchange
	Right-of-way* Total acreage	22.25 acres	32.00 acres	33.50 acres	30.25 acres	30.25 acres
	Right-of-way Impacted parcels	20 impacted parcels	19 impacted parcels	16 impacted parcels	10 impacted parcels	11 impacted parcels
	Right-of-way Impact to planned Blackstone Ridge development	No additional reduction in developable area	6 acre reduction in developable area	10 acre reduction in developable area	26 acre reduction in developable area (14 acres severed)	19 acre reduction in developable area (10 acres severed)
	Right-of-way Total cost	\$5.9 - \$7.2 million	\$5.3 - \$7.1 million	\$5.1 - \$7.5 million	\$4.2 - \$7.3 million	\$4.6 - \$7.6 million
	Utility impacts/ relocation cost	◆ Xcel Transmission 400 feet of conflict \$0.5 million	◆ Xcel Transmission 4,500 feet of conflict ! \$1.5 million	◆ Xcel Transmission 4,500 feet of conflict ! \$1.5 million	◆ Xcel Transmission 700 feet of conflict \$0.8 million	◆ Xcel Transmission 600 feet of conflict \$0.8 million
	Earthwork cost	◆ Total earthwork = 104,000 CY \$0.9 million	◆ Total earthwork = 110,000 CY \$1.0 million	◆ Total earthwork = 179,000 CY \$1.50 million	◆ Total earthwork = 130,000 CY \$1.1 million	◆ Total earthwork = 197,000 CY \$1.7 million
Total cost differential		\$7.4 - \$8.7 million	\$7.8 - \$9.6 million	\$8.4 - \$10.8 million	\$6.2 - \$9.3 million	\$7.2 - \$10.2 million

! Indicates increased level of risk for future project cost considerations.

*The city and county may require dedication of a portion of right-of-way for future Argenta Trail through platting process

APPENDIX D – PUBLIC INVOLVMENT SUMMARY AND
COMMENTS RECEIVED

PUBLIC COMMENTS

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

Comments Received thru 2/9/15

	Comments	Number	Response
1	What is the status of future 65th St. and its connection to Argenta Trail?	1	The City is planning a feasibility study to look at the future location for 65th Street this year.
2	Why does Argenta Trail need to be four (4) lanes and expanded to six (6) lanes in the future?	1	Based on traffic projections completed as part of the Regional Roadway System Visioning Study (RRSVS) and Dakota County's Transportation Plan, growth in IGH, Eagan, and surrounding communities is expected to generate volumes that will require 4 lanes in the next 20 years, and once a new interchange is installed at I-494 & Argenta, volumes will grow to 6-lane levels.
3	We prefer options that have less impact to the existing neighborhood	5	Options 4 and 5 do not impact the existing neighborhood to the west of the power lines and north of 70th St. W. These options do impact property on the east of existing Argenta Trail.
4	Minimal impact to existing stormwater basins	7	Options 1, 4 & 5 impact the most existing stormwater regional basins but the least amount of acre-feet.
5	Less right of way (ROW) impacts	8	Unfortunately, there is not an option that implements the adopted recommendations of the Regional Roadway System Visioning Study without substantial right of way impacts. This is the nature of developing arterial roadways in growing areas of the metro. Options 4 and 5 have the least total acquisitions and impacted parcels. Option 4 has three (3) total acquisitions and ten (10) impacted parcels. Option 5 has three (3) total acquisitions and eleven (11) impacted parcels.
6	Why wouldn't the roadway be built as shown in previous studies?	1	The previous study (RRSVS) was a planning study that identified the need for a new interchange on I-494 and a connection to it via Argenta Trail. It was not intended to identify a specific alignment for Argenta Trail. This is the same approach taken for future County roadways in other areas of the County as well. For Argenta Trail north of Amana Trail, the project management team (PMT) is looking at all possible options for connecting to I-494. This is because there are impacts to property owners and costs no matter what alignment is considered.

PUBLIC COMMENTS

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

Comments Received thru 2/9/15

	Comments	Number	Response
7	When will an interchange at I-494 be constructed? Is it certain that it will be?	FAQ	<p>There is currently no defined timeline for designing and constructing an interchange at I-494. The need for the interchange was defined through the RRSVS, and is based on area and regional growth to 2030 and beyond. Without an interchange at I-494 and Argenta, capacity issues along the shared segment of TH 55/TH 149 and along I-494 between I-35E and TH 149 all would require much more costly improvements to address future traffic needs.</p> <p>More study will be needed before the final determination to build an interchange at I-494 and Argenta is made. This includes a study of different interchange design options, environmental analyses for those options, and traffic modeling along I-494 between I-35E and TH 52 to address implications to freeway operations. In addition to this, funding will need to be identified to build the interchange before we know if and when an interchange will be constructed.</p>
8	Who makes the decision on the future alignment of Argenta Trail?	FAQ	<p>The goal is for the City Council and County Board to adopt the same future alignment for Argenta Trail since the two agencies will need to work together and be partners in implementing the project and paying the costs related to improving Argenta Trail in the future.</p>
9	When will a recommended alignment be determined?	FAQ	<p>The PMT has evaluated five (5) viable alignment options, and the alignment options will be considered by the City Council on February 23, 2015 . The PMT will likely narrow down the options based on the assessment completed, but it is possible that there may not be one recommended alignment from the PMT. The City Council will be able to review the alignments, the assessment completed for each, the open house information and comments received in making an ultimate decision.</p>
10	Do residents have a 'vote' on which alignment they prefer?	FAQ	<p>As part of the study process, the PMT has developed alignment options that have been presented to the public for comment. The team has used the public comments to further evaluate the alignment options through understanding the pros/ cons of each and to work towards narrowing down the options. Resident comments have been received by the PMT and will be made available to the City Council and County Board.</p>

APPENDIX E – MINNESOTA STATE STATUTE 462.359 – OFFICIAL MAPS

462.359 PROCEDURE TO EFFECT PLAN: OFFICIAL MAPS.

Subdivision 1. **Statement of purpose.** Land that is needed for future street purposes or for aviation purposes and as sites for other necessary public facilities and services is frequently diverted to nonpublic uses that could have been located on other lands without hardship or inconvenience to the owners. When this happens, public uses of land may be denied or may be obtained later only at prohibitive cost or at the expense of dislocating the owners and occupants of the land. Identification on an official map of land needed for future public uses permits both the public and private property owners to adjust their building plans equitably and conveniently before investments are made that will make adjustments difficult to accomplish.

Subd. 2. **Adoption.** After the planning agency has adopted a major thoroughfare plan and a community facilities plan, it may, for the purpose of carrying out the policies of the major thoroughfare plan and community facilities plan, prepare and recommend to the governing body a proposed official map covering the entire municipality or any portion thereof. The governing body may, after holding a public hearing, adopt and amend the official map by ordinance. A notice of the time, place and purpose of the hearing shall be published in the official newspaper of the municipality at least ten days prior to the date of the hearing. The official map or maps shall be prepared in sufficient detail to permit the establishment of the future acquisition lines on the ground. In unplatted areas a minimum of a centerline survey shall have been made prior to the preparation of the final draft of the official map. The accuracy of the future acquisition lines shown on the official map shall be attested to by a licensed land surveyor. After adoption, a copy of the official map, or sections thereof with a copy of the adopting ordinance attached shall be recorded with the county recorder as provided in sections 462.351 to 462.364.

Subd. 3. **Effect.** After an official map has been adopted and filed, the issuance of building permits by the municipality is subject to this section. Whenever any street or highway is widened or improved or any new street is opened, or interests in lands for other public purposes, including aviation purposes, are acquired by the municipality, it is not required in such proceedings to pay for any building or structure placed without a permit or in violation of conditions of a permit within the limits of the mapped street or outside of any building line that may have been established upon the existing street or within any area thus identified for public purposes. The adoption of an official map does not give the municipality any right, title, or interest in areas identified for public purposes thereon, but the adoption of the map does authorize the municipality to acquire interests without paying compensation for buildings or structures erected in those areas without a permit or in violation of the conditions of a permit.

Subd. 4. **Appeals.** If a land use or zoning permit or approval for a building in such location is denied, the board of appeals and adjustments shall have the power, upon appeal filed with it by the owner of the land, to grant a permit or approval for building in such location in any case in which the board finds, upon the evidence and the arguments presented to it, (a) that the entire property of the appellant of which such area identified for public purposes forms a part cannot yield a reasonable return to the owner unless such a permit or approval is granted, and (b) that balancing the interest of the municipality in preserving the integrity of the official map and of the comprehensive municipal plan and the interest of the owner of the property in the use of the property and in the benefits of ownership, the grant of such permit or approval is required by considerations of justice and equity. In addition to the notice of hearing required by section 462.354, subdivision 2, a notice shall be published in the official newspaper once at least ten days before the day of the hearing. If the board of appeals and adjustments authorizes the issuance of a permit or approval the governing body or other board or commission having jurisdiction shall have six months from the date of the decision of the board to institute proceedings to acquire such land or interest therein, and if no such proceedings are started within that time, the officer responsible for issuing permits or approvals shall issue the permit or approval if the application otherwise conforms to local ordinances. The board shall specify

the exact location, ground area, height and other details as to the extent and character of the building for which the permit or approval is granted.

History: *1965 c 670 s 9; 1976 c 181 s 2; 1986 c 444; 1995 c 254 art 3 s 8; 1998 c 324 s 9; 2005 c 4 s 109; 2005 c 41 s 18,19*