

# CP 26-54 Project Update 12-19-17

Thanks to all attended the first open house on November 6, 2017 for County Project (CP) 26-54 County Road 26 Improvement Project. Over 70 people attended the meeting and we received numerous comments on the project.

As this project progresses, the project team wanted to provide a project summary and a compiled list of comments/ questions received since the first open house.

## Project Summary

Dakota County and the Cities of Eagan and Inver Grove Heights have partnered on the County Road 26 Improvement Project. The study includes expanding County State Aid Highway (CSAH) 26 (Lone Oak Road/ 70<sup>th</sup> Street West) to a four lane divided roadway from Trunk Highway (TH) 55/149 in Eagan to TH 3 (South Robert Trail) in Inver Grove Heights. As part of the study, alternatives for the intersection of CSAH 26 (70<sup>th</sup> Street West) and CSAH 63 (Argenta Trail) in the existing and future conditions will be evaluated.

## Project Schedule

#	Project Item	Meeting	Timeframe
1	Present project study area and CSAH 26 & 63 intersection options	Open House #1 and project website	November 2017
2	Present concept design for CSAH 26	Neighborhood Meetings	December 2017- January 2018
3	Present preferred preliminary CSAH 26 design and CSAH 26 & 63 intersection option with supporting matrix	Open House #2 and project website	March 2018
4	Update on preferred preliminary CSAH 26 design and CSAH 26 & 63 intersection option	City Council Meeting	March 2018
5	Update on preferred preliminary CSAH 26 design and CSAH 26 & 63 intersection option	County Board Meeting	March 2018
6	Begin preliminary design (30%)	N/A	April 2018
7	Complete preliminary design	N/A	May 2018

## What We Heard

- Why is the project needed at this time?

*In 2010, the County and Cities of Eagan, Inver Grove Heights, Mendota Heights and Sunfish Lake adopted the [Regional Roadway System Visioning Study](#). The study recommended roadway improvements in the northeast area of Eagan and the Northwest Area of Inver Grove Heights*

*including a future County 63 interchange at Interstate 494. In addition to many other system improvements in the area, the study also recommended the expansion of CSAH 26 to a 4-lane divided roadway. The study was adopted with the understanding that the improvements would not happen until they were needed. Since the time the study was adopted, several of the recommended improvements have been or are in the process of being implemented (Please see below):*

- 1. TH 55/149 Improvements in Eagan (expand to 6 lanes)*
- 2. County 63 Realignment Study from TH 55 to I-494 in Inver Grove Heights*
- 3. County 63 (Argenta Trail) Realignment north and south of TH 55 in Inver Grove Heights*
- 4. County 26 and TH 3 (South Robert Trail) intersection improvement (roundabout) in Inver Grove Heights*

*There are a number of factors that indicate improvements to County 26 are needed in the short term:*

- Existing County 26 does not meet current safety standards, including sight lines, shoulders, and roadway sloping.*
- The existing roadway does not have adequate turn lanes at public road intersections including Lone Oak Drive, Arkansas Avenue and CSAH 63.*
- The intersection of County 26 & County 63 experiences substantial delays during peak periods. There is not a feasible way to improve these delays without reconstructing the intersection.*
- The roadway is load posted each spring because of a lack of structural strength.*
- It will become increasingly expensive to keep the surface in good condition because of the deterioration of the roadway bed. This is not unusual considering the roadway is 57 years old.*
- Both the northeast area of Eagan and the Northwest area of Inver Grove Heights have seen increased development within the last few years, with much more development expected to occur. With the increase in development, traffic volumes along County 26 are expected to increase. Without improvements, delays will continue to get worse and crash risks will increase.*

- How will the project be funded?*

*At this time, the project is included in the Dakota County, City of Eagan, and City of Inver Grove Heights 2018-2022 Capital Improvement Programs (CIP) for final design in 2018, right of way acquisition in 2019 and construction in 2020. Projects programmed in the CIPs are subject to change each year with the adoption of a new CIP.*

- Will the property owners along the project corridor be assessed for the project?

*Project costs will be shared by Dakota County and the cities. Dakota County does not assess its share of transportation projects. The Cities of Eagan and Inver Grove Heights reserve the right to assess for public improvement projects. At this time, neither City has determined if the owners along the corridor will be assessed. It is anticipated that this information will be decided upon entering into final design for the project.*

- Will the proposed project review existing storm water drainage and basins? If so, how will the design incorporate drainage and regional basins?

*The proposed project will review existing storm water drainage and regional basins. This information will be used in the design of the necessary drainage improvements for the County 26 project.*

- How will the proposed project impact my property along the project corridor? Can the proposed 150 foot right of way be shifted north or south along the corridor to minimize impacts to existing residents?

*The proposed right of way width for the County 26 corridor is 150 feet. The project will acquire additional right of way out to 75 feet either side of the roadway centerline. It is possible for the alignment to change slightly to reduce impacts and costs, but typically moving the roadway just shifts impacts from one property owner to another. This is being reviewed as part of the preliminary design study.*

*As development and redevelopment have occurred along the project corridor, a 75 foot right of way either side of existing centerline has been preserved. The location of this right of way that is already available could also affect the ultimate location of the roadway.*

- How will the 4-lane expansion of County 26 impact access along the project corridor?

*With a 4-lane divided roadway, a median will be constructed along the length of the project. Full access intersections at ¼ mile spacing are typically included with limited access allowed for streets or driveways spaced more closely. Most existing private driveways along the project corridor will become right-in, right-out.*

- For the County 26 (70<sup>th</sup> Street West) and 63 (Argenta Trail) intersection, what type of traffic control is being proposed?

*As part of the traffic analysis for the project, an intersection control evaluation (ICE) will be completed for the intersection that will evaluate different traffic control options, including signals, stop signs and a roundabout. The evaluation will also consider the potential realignment of County 63, which would move the roadway easterly to its future location next to the transmission lines.*