

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

November 14, 2017

Resolution No. 17-570

Motion by Commissioner Gaylord

Second by Commissioner Workman

**Adoption Of Pine Bend Arterial Connector Study**

WHEREAS, Dakota County and the Cities of Rosemount and Inver Grove Heights have been contemplating the reconstruction and paving of County Road (CR) 73 (Akron Avenue) from Bonaire Path to County State Aid Highway (CSAH) 32, which was originally programmed in the adopted Dakota County 2001-2005 Transportation Capital Improvement Program (CIP) budget; and

WHEREAS, traffic volumes along CR 73 are expected to grow significantly in the coming years due to area growth and development; and

WHEREAS, the discontinuous nature of the County highway system in the area raised questions about the appropriate location of CR 73 and CSAH 32 in the long term to meet future highway system demands; and

WHEREAS, the Dakota County 2030 Transportation Plan identifies the need to study potential north-south arterial connections between recommendations of the Regional Roadway System Visioning Study and the Rosemount/Empire/UMORE Transportation Study and identifies the need to study roadway alignment locations and improvements to extend CSAH 32 to Trunk Highway (TH) 52; and

WHEREAS, Dakota County, in partnership with the Cities of Rosemount and Inver Grove Heights, conducted the Pine Bend Area Arterial Connector Study (Study) to establish a roadway vision for the arterial highway network to safely and efficiently accommodate future transportation needs; and

WHEREAS, the Study is defined by CSAH 28 (80th Street / Yankee Doodle Road) on the north, TH 52 to the east, CSAH 42 to the south, and the Egan/Inver Grove Heights border to the west; and

WHEREAS, Dakota County has been the lead agency for the Study; and

WHEREAS, Resolution No. 14-401 (August 12, 2014) authorized the Physical Development Director to execute a contract with SRF Consulting Group, Inc. to conduct the study; and

WHEREAS, a Project Management Team, including staff from Dakota County, the Cities of Inver Grove Heights and Rosemount, the Minnesota Department of Transportation, and SRF Consulting Group, Inc., was formed to review technical analysis and to guide the study process; and

WHEREAS, nine goals were defined to provide direction and guidance for the study:

- Encourage planning and design of an arterial roadway system that accounts for future travel growth and planned development

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
<b>Slavik</b>	<u>  X  </u>	<b>Slavik</b>	_____
<b>Gaylord</b>	<u>  X  </u>	<b>Gaylord</b>	_____
<b>Egan</b>	<u>  X  </u>	<b>Egan</b>	_____
<b>Atkins</b>	<u>  X  </u>	<b>Atkins</b>	_____
<b>Workman</b>	<u>  X  </u>	<b>Workman</b>	_____
<b>Holberg</b>	<u>  X  </u>	<b>Holberg</b>	_____
<b>Gerlach</b>	<u>  X  </u>	<b>Gerlach</b>	_____

I, Jeni Reynolds, 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 14<sup>th</sup> day of November, 2017, 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 17<sup>th</sup> day of November, 2017.

*Jeni Reynolds*

Clerk to the Board

- Enhance transportation system efficiency and mobility
- Improve transportation system connectivity, spacing, and continuity
- Enhance the safety of the traveling public
- Encourage preservation of right of way for future transportation corridors
- Coordinate with potential greenway alignments, other bicycle/pedestrian facilities, transit connections, and rail alignments
- Consider adopted plans/studies and maintain interagency coordination in developing the future transportation system
- Minimize social, environmental, and property impacts as much as possible while achieving the desired functionality out of the transportation system
- Maximize cost effectiveness of the overall transportation system vision, as well as its flexibility to be implemented over time

; and

WHEREAS, public participation in identifying issues and needs, in developing alternatives, and in developing the Study's recommendations included: six meetings with neighborhood groups, seven meetings with commercial stakeholders, three public open house meetings, and three sets of City Council presentations; and

WHEREAS, six system scenarios (A, B, C, D, E, and F) were originally prepared in the Study area to address north-south and east-west needs in meeting the study goals and were evaluated for safety, mobility, impacts, and cost; and

WHEREAS, Scenario D-Refined was identified by the Project Management Team as the scenario that most effectively met the study goals; and

WHEREAS, the recommendations of the study discussed with the Physical Development Committee of the Whole on November 29, 2016 included:

1. Complete a 30 percent design for improving existing CR 73 (Akron Avenue) to a two-lane paved roadway from Bonaire Path to Cliff Road;
2. Plan for the long-term improvement of CR 73 as presented in Scenario D-Refined (not along existing Akron) if and when four-lane improvements are needed;
3. Plan for the long-term improvement of CSAH 32 as presented in Scenario D-Refined;
4. Assess the long-term alignment for CR 71 at the time CR 73 is realigned, as presented in Scenario D-Refined

; and

WHEREAS, the Rosemount City Council adopted the Study recommendations on August 16, 2016 and has requested the reconstruction and paving of Akron Avenue in the recommended 2018-2022 Capital Improvement Program (CIP) budget; and

WHEREAS, the plan identified by the study recommendations would result in Akron Avenue from north of Bonaire Path to CSAH 32 becoming a local street in the future; and

WHEREAS, through the Study process, concerns were raised by property owners regarding the potential impacts of reconstructing Akron Avenue in Inver Grove Heights; and

WHEREAS, the City of Inver Grove Heights sent a letter to the Transportation Director on October 27, 2016 requesting further discussion with the County with regard to the Study and priorities for County transportation projects throughout the city; and

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County of Dakota

	YES		NO
<b>Slavik</b>	<u>  X  </u>	<b>Slavik</b>	_____
<b>Gaylord</b>	<u>  X  </u>	<b>Gaylord</b>	_____
<b>Egan</b>	<u>  X  </u>	<b>Egan</b>	_____
<b>Atkins</b>	<u>  X  </u>	<b>Atkins</b>	_____
<b>Workman</b>	<u>  X  </u>	<b>Workman</b>	_____
<b>Holberg</b>	<u>  X  </u>	<b>Holberg</b>	_____
<b>Gerlach</b>	<u>  X  </u>	<b>Gerlach</b>	_____

I, Jeni Reynolds, 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 14<sup>th</sup> day of November, 2017, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

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*Jeni Reynolds*

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Clerk to the Board

WHEREAS, the County met with the City of Inver Grove Heights at their request on April 5, 2017 to discuss the Study and priorities for County transportation projects throughout the city; and

WHEREAS, the City of Inver Grove Heights has requested County participation in a project to improve 117th Street, which is identified as a future County roadway in the 2030 Dakota County Transportation Plan; and

WHEREAS, the City of Inver Grove Heights has not acted on the Study recommendations in 2017, does not currently have any improvements to CR 73 (Akron Avenue) in their Capital Improvement Program, and does not anticipate adding improvements to CR 73 to their CIP in the near future; and

WHEREAS, Scenario D-Refined addresses issues raised by area residents concerned about vehicle speeds, traffic volumes, and roadway improvement impacts along Akron Avenue by realigning CR 73; and

WHEREAS, Scenario D-Refined supports County participation in improvements to 117th Street as a future County roadway and reconstruction of Akron Avenue in the City of Rosemount as a potential future turnback to the City of Rosemount; and

WHEREAS, roadway system improvements consistent with Scenario D-Refined should only occur when needed based on actual roadway and traffic conditions.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the following recommendations of the Pine Bend Area Arterial Connector Study:

1. Plan for the long-term improvement of County Road 73 as presented in Scenario D-Refined (not along existing Akron) if and when improvements are needed;
2. Plan for the long-term improvement of County State Aid Highway 32 as presented in Scenario D-Refined if and when improvements are needed;
3. Assess the long-term alignment for County Road 71 south of 117th Street at the time County Road 73 is fully realigned, as presented in Scenario D-Refined

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners directs staff to consider future improvements in the study area, consistent with implementation of Scenario D-Refined, as mutually agreed upon between the County and the city the improvements are located in, through the County's Transportation Capital Improvement Program process; and

BE IT FURTHER RESOLVED, That the actual location of future roadway and intersection alignments and design of improvements, consistent with Scenario D-Refined, will be determined based on conditions existing at the time of the improvement, as mutually agreed upon by the County and the city the improvements are located in, taking into consideration input from city councils, residents and businesses.

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
<b>Slavik</b>	<u>  X  </u>	<b>Slavik</b>	_____
<b>Gaylord</b>	<u>  X  </u>	<b>Gaylord</b>	_____
<b>Egan</b>	<u>  X  </u>	<b>Egan</b>	_____
<b>Atkins</b>	<u>  X  </u>	<b>Atkins</b>	_____
<b>Workman</b>	<u>  X  </u>	<b>Workman</b>	_____
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