

Recommendations

1. Complete a 30% design for improving existing County 73 (Akron Avenue) to a 2-lane paved roadway from Bonaire Path to Cliff Road.

WHY: A 30% design will provide clarity on the impacts to adjacent property owners and a better estimate of costs for reconstructing and paving Akron Avenue. This information will inform the County, cities, and adjacent property owners in making a decision on whether to move forward with a project on Akron Avenue. These limited improvements address short to intermediate term needs, and provide a collector type roadway that supports the long-term system vision.

2. Plan for the long-term improvement of County 73 as presented in *Scenario D-Refined* (not along existing Akron) if and when 4-lane improvements are needed. This includes:
 - a. A general alignment for County 73. The exact alignment will be determined when the improvement is needed.
 - b. A 4-lane design from County 42 to the future alignment of County 32, and a 2-lane design north of County 32, based on actual traffic demand.
 - c. A right-of-way corridor of 150 feet south of Bonaire Path where urban development is planned, and a corridor of 180 feet through the refinery buffer land. 180 feet will allow for ditch drainage and infiltration of storm water runoff. It also reduces future construction costs by reducing curb and gutter, storm sewer piping, and ponding.
 - d. Dakota County turning back existing Akron Avenue to the cities of Rosemount and Inver Grove Heights from its intersection with a realigned County 73 to County 32. The City of Inver Grove Heights can decide at that time whether to sever its connection with County 32 to eliminate cut-through traffic.

WHY: Realigning County 73 allows for a more efficient and direct connection to County 71 and Trunk Highway 3. It also ensures that in the long term, the segment of Akron Avenue adjacent to the existing rural residential neighborhoods in IGH will not become four lanes in the future. Traffic demand does not support the need for a 4-lane facility at this time, and it's not feasible to realign now because of the planned aggregate mining, but adopting this plan now solidifies an approach for the future.

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3. Plan for the long-term improvement of County 32 as presented in *Scenario D-Refined*. This includes:
 - a. A general alignment for County 32. The exact alignment will be determined when the improvement is needed.
 - b. A right-of-way corridor of 150 - 180 feet through the refinery buffer land. 180 feet will allow for ditch drainage and infiltration of storm water runoff. It also reduces future construction costs by reducing curb and gutter, storm sewer piping, and ponding.
 - c. A 4-lane design from Trunk Highway 3 to Trunk Highway 52, including improvements to existing 117th Street to add lanes and manage access.

WHY: Realigning County 32 allows for a more efficient and direct connection to 117th Street and Trunk Highway 52. It's not feasible to realign now because of the planned aggregate mining, but adopting this plan now solidifies a plan for the future that works with the planned realignment of County 73.

4. Assess the long-term alignment for County 71 at the time County 73 is realigned, as presented in *Scenario D-Refined*.

Next Steps

1. The 30% design for County Road 73 should consider the following:
 - a. A 2-lane design with paved shoulders for safety and to accommodate bikers and walkers. Every effort should be made to minimize impacts to surrounding properties while still meeting standards and maximizing safety. Curb and gutter and retaining walls should be considered to minimize impacts and permanent right-of-way needs.
 - b. Cul-de-sac 114th Street to remove its intersection with Akron and eliminate the need for turn lanes.
 - c. Inclusion of left turn lanes, and consideration of the need for right turn lanes, to reduce the risk of crashes at the following locations along Akron:
 - Alameda Avenue/Private Road (known as 116th Street) serving 11618 to 11636 Akron Avenue (east of Akron)
 - Private Road (known as 118th Street) serving 11760 to 11990 Akron Avenue (east of Akron)
 - Albavar Path
 - d. Inclusion of bypass lanes, and consideration of the need for right turn lanes, to reduce the risk of crashes at the following locations along Akron:
 - 121st Street
 - 124th Court

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- e. Inclusion of left and right turn lanes on County 32 (Cliff Road) at its intersection with County 73.
 - f. Identification of right-of-way needs through the design. It is intended that right-of-way be the minimum necessary to support the roadway's structural and operational elements. Additional right-of-way width may be considered for a few parcels just north of Bonaire Path where the long-term alignment will follow existing Akron.
2. Work with Flint Hills to develop and adopt a Memorandum of Understanding between the County and Flint Hills that indicates a shared vision for a future realignment of County 73 when traffic conditions dictate. The MOU should indicate a willingness by Flint Hills to provide the land needed at fair market value or less.
 3. Monitor intersections periodically to assess operation and improvement needs. Together with the existing transportation system, improving the existing alignment of County 73 (Akron Avenue) to a paved roadway accommodates up to 50 percent of the future growth in traffic volumes before improvements (in addition to turn lanes) are needed at County 32/County 71, County 73/County 32, and County 71/117th Street (see Chapter 2, Page 14). These intersections should be monitored periodically, and improvements made when traffic conditions dictate. This approach also helps to maximize safety and operation of the existing system, delaying the need to realign both County 32 and County 73 until necessary.
 4. Continue to coordinate with Bituminous Roadways their mining operations in the area of *Scenario D Refined*. The value of this aggregate is greater than the cost of regrading the corridor in the future, so it is not recommended to acquire any of the Bituminous Roadways property and the mining rights at this time. Again, the timing of a future realignment of County 73 will be based on actual traffic demand and when traffic issues become apparent.
 5. Consider impacts to the future County Road 73 plan with future mining operations. It is possible that more of the land in the area of *Scenario D Refined* could be mined in the future, which would help make the long term profile grade of the road more consistent. With any new mining applications, the implications for a future realignment of County Road 73 should be considered by the cities of Rosemount and Inver Grove Heights before mining permits are approved.
 6. Consider the recommended Alverno Avenue alignment as development occurs and its importance in the overall transportation system as a Major Collector.
 7. In addition to the specific corridors discussed herein, the County and cities should plan to accommodate future development with appropriately sized roadways to provide strong system continuity and connectivity while promoting safety, multimodal uses, and potential greenway connections.