



4646 Dakota Street SE  
Prior Lake, MN 55372

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## CITY COUNCIL AGENDA REPORT

**MEETING DATE:** AUGUST 25, 2014  
**AGENDA #:** 8C  
**PREPARED BY:** LARRY POPPLER, CITY ENGINEER / INSPECTIONS DIRECTOR  
**PRESENTED BY:** LARRY POPPLER

**AGENDA ITEM:** CONSIDER APPROVAL OF A RESOLUTION SELECTING AN ALIGNMENT ALTERNATIVE FOR THE 150<sup>TH</sup> STREET / TH 13 IMPROVEMENT PROJECT

**DISCUSSION:** Introduction

The purpose of this agenda item is to consider approval of a resolution selecting an alternative for the 150<sup>th</sup> Street and TH 13 Improvement Project.

### History

In response to concerns regarding safety at the TH 13/150<sup>th</sup> Street Intersection the Cities of Prior Lake and Savage initiated a joint intersection improvement study in 2007 with the final report date of February 12, 2010. This study area includes TH 13 between 152<sup>nd</sup> Street and Rustic Road.

Once the study was complete an Intersection Control Evaluation (ICE) was prepared and a concept layout was approved and each agency began programming the project in their respective Capital Improvement Plans. The original concept layout provided a ¾ access at 150<sup>th</sup> Street, right in / right out access at Zinran, and a pedestrian underpass. Ultimately each agency settled on 2015 for construction.

Since the original study was commenced, a number of things have changed in the study area:

1. Construction of Aspen Academy Charter School at the intersection of Zinran and TH 13.
2. Residential Development along 150<sup>th</sup> Street just east of TH 13 adding additional traffic.
3. Increase in traffic to and from the High School.

On January 13, 2014, the City of Prior Lake entered into a professional services contract with Short Elliot Hendrickson to update the feasibility report information and lead a public participation process.

### Current Circumstances

Short Elliot Hendrickson has concluded the feasibility report update (See attached memo dated August 12, 2014). The memo provides the following paragraphs:

Background  
Purpose of this Alternatives Analysis  
Existing Conditions  
Analysis of Alternatives  
Traffic Operational Analysis

Alternative Traffic Operations  
Long Term Vision of TH 13  
Pedestrian Facilities  
Open House Feedback  
Conclusions  
Recommendations

Based on the analysis, two alternatives appear to be the most viable. These two alternatives are different than the original approved layout.

Alternative 5B (Traffic Signal at 150<sup>th</sup> Street)

This alternative builds a signal system at 150<sup>th</sup> Street. The Cost of this alternative is estimated at \$6,502,000. This option is superior from a roadway geometry standpoint and a street network standpoint, but is the most expensive (costs are comparable to Zinran but higher at this location) and has the greatest amount of property acquisition. In part, the property to be acquired is in church ownership. Eminent domain is not therefore an option. In addition to the short term cost implications, additional high cost alternatives would be necessary in the future to provide an access to northbound TH 13 from the Rustic Road neighborhood(est. \$2 million).

Alternative 6C (Traffic Signal at Zinran)

This alternative builds a signal system at Zinran/Oakland Beach and TH 13. The Cost of this alternative is estimated at \$5,521,000. This option technically provides similar function to the 150<sup>th</sup> Street intersection at a cheaper cost and provides a permanent northbound access for the Rustic Road neighborhood. However, the travel shed is less than the 150<sup>th</sup> Street intersection on the Prior Lake side and presents some geometric challenges.

The City of Savage recently discussed the alternatives and seemed concerned about the schedule uncertainty and additional costs created by the property acquisition at 150<sup>th</sup> Street. At a recent work session they expressed a preference for the 6C alternative-although this is not a final determination.

Additional details regarding each option is provided in the attached SEH memo. In addition, a project comparison table is also provided with this report as well as a public feedback summary document.

Conclusion

There is a division in public perspectives. Generally two thirds of the persons who have expressed their opinion favor 5B with the remaining one third favoring 6C. Despite this division in alternatives, one common theme was echoed at the neighborhood meeting, "Something needs to be done".

The Project Management Team has struggled to unanimously recommend one alternative. While the 150<sup>th</sup> Street signal alternative appears to be technically superior, significant long term and short term costs, significant property acquisition, and access concerns for the Rustic Road Neighborhood are extremely concerning.

For this reason, like the Savage city staff, City of Prior Lake Staff is recommending option 6C – Signal at Zinran. A resolution for each alternative is provided. How-

ever if the city council disagrees with the ultimate City of Savage approved alternative, MNDOT would not make the final decision and the project would not proceed. MNDOT funding would then be reallocated to other MNDOT projects.

**ISSUES:**

Since one alternative did not stand out as the obvious solution, the study of this area has taken considerable more time than expected. As a result the final design of the project must be completed within a compressed timeframe. The City Council must make a final decision to keep the project moving forward. The City of Savage is scheduled to make a final decision at their September 2<sup>nd</sup>, 2014 City Council meeting. If the project cannot be designed and bid by the end of June 2015, MNDOT funding of \$2.1 Million will no longer be available. If the City of Prior Lake and the City of Savage disagree on which alternative should be selected, the project will not proceed and MNDOT funding will no longer be available.

It was obvious based on the significant public comments, that people preferred different alternatives based on where they lived. If a person lives in the Rustic Neighborhood they preferred the signal at Zinran. If a person lived off 150<sup>th</sup> Street they preferred the signal at 150<sup>th</sup> Street. Due to the higher density of persons living in the 150<sup>th</sup> Street area, more persons preferred Alternative 5B – Signal at 150<sup>th</sup>.

Neither option totally eliminates the necessity to go south to north from some streets accessing onto TH13.

**FINANCIAL IMPACT:**

The MNDOT contribution is proposed to be \$2.1 Million for any alternative. The Cities of Prior Lake and Savage will evenly split the remainder of the cost the project including design, right of way acquisition, construction costs, and project support costs. In addition, the City of Prior Lake is estimating \$200,000 in water and sewer system updates as well as possible expansion of scope in the amount of \$200,000 for option 6C to include reconstruction of 150<sup>th</sup> Street to Estate Avenue.

The table below compares the City Cost of this project:

<b>FUNDING SOURCE</b>	<b>ALTERNATIVE 5B – SIGNAL AT 150<sup>TH</sup> STREET*</b>	<b>ALTERNATIVE 6C – SIGNAL AT ZINRAN</b>
State Aid	\$500,000	\$500,000
Street Oversize Fund	\$150,000	\$150,000
Tax Levy	\$1,491,000	\$1,200,500
Sewer Fund**	\$100,000	\$100,000
Water Fund**	\$100,000	\$100,000
Water Quality Fund	\$60,000	\$60,000
<b>TOTAL CITY COST</b>	<b>\$2,401,000</b>	<b>\$2,110,500***</b>

\*Future improvements at Rustic Road to provide northbound access to TH 13 is estimated to exceed \$2 Million.

\*\*Estimates for sewer and water upgrades are based on minimum repairs including hydrant replacement, service replacement, and manhole adjustment. During design preparation, pipe evaluation will determine if more extensive upgrades are necessary. This would occur with either alternative.

\*\*\*Includes an estimated \$200,000 for reconstruction of 150<sup>th</sup> Street to Estate Avenue.

City of Savage contribution is estimated at \$2,201,000 for 5B and \$1,710,500 for 6C plus other sewer and water upgrades as they determine.

- ALTERNATIVES:**
1. Approve Resolution selecting Alternative 5B – Intersection at 150<sup>th</sup> Street for the TH 13 and 150<sup>th</sup> Street Improvement Project.
  2. Approve Resolution selecting Alternative 6C – Intersection at Zinran for the TH 13 and 150<sup>th</sup> Street Improvement Project.
  3. Deny this item for a specific reason and provide staff with direction.
  4. Table this item until some date in the future.

**RECOMMENDED MOTION:** Alternative #2.