

**MINUTES**  
**Eveleth City Council Workshop Meeting**  
**1:30 p.m., September 26, 2022**  
**Council Chambers, City Hall, Eveleth, MN**

Councilor Jim Perpich, Present  
Councilor John Rauzi, Present  
Councilor Brian Lillis, Present  
Councilor Joseph Koivunen, Present  
Mayor Robert Vlasisavljevich, Present

Also present: City Clerk/Administrator Jackie Monahan-Junek; Public Works Director Jerry Rosati; Police Chief Jesse Linde; Alan Johnson, Benchmark Engineering

**1. Discuss Hat Trick Avenue/Highway 53 intersection control**

Duane Hill, District Engineer, District One, Minnesota Department of Transportation and Jim Foldesi, St. Louis County Public Works Director/Highway Engineer were present.

Duane and Jim talked through the handout they provided. The project priorities are safety improvements and better access. The Highway 53 transportation improvements at Rock Ridge Public Schools project includes: Progress Parkway intersection improvements (roundabout); Hat Trick Avenue intersection improvements (offset intersection), Bourgin Road intersection improvements (continuous T intersection); Progress Parkway extension and trail construction; Highway 53 and Highway 37 bridge replacement and trail connections; Highway 53 unbonded overlay. Total construction cost estimate: \$33.5 million.

Also included in the handout was a “frontage road” sign that Hill will support being installed.

Foldesi stated this is a project to address urgent safety needs because of the new Rock Ridge Schools and is also an economic development project for the City of Eveleth; they go hand in hand.

Two applications were submitted for grants (RAISE and Infra) for the project, but the applications were not successful. They will continue to solicit grants for the project.

Hill referenced the map included in the handout. It shows a slip ramp extending south from Hat Trick Avenue to the current Highway 53 (southbound) ramp to Fayal Road. The slip ramp would create a connection from Hat Trick Avenue to Fayal Road and would have to be constructed at the City’s expense with input from MnDOT. There is a possibility the slip ramp could be added to future grant applications.

Alan Johnson suggested the City consider the business customer parking configuration along Hat Trick Avenue when the slip ramp is designed.

Monahan-Junek suggested the City or City Economic Development Authority could create a special loan or grant program to assist the businesses on Hat Trick Avenue to improve their business signage.

Phase II of the project is looking at the bike and pedestrian connection between the school and the City (west side of Highway 53). The connection would be a partnership between the City, MnDOT, and St. Louis County. This project may be included in a secondary funding phase.

Hill stated they would like to develop (design) the intersection concepts. MnDOT and St. Louis County will request the City Council pass a resolution of support of the intersection concepts so they can move to the design phase. A resolution will be provided to Monahan-Junek for the City Council.

Scott Haas, Subway Owner in the audience, asked how Hat Trick Avenue will be kept open during construction. Foldesi responded that keeping Hat Trick Avenue open will part of the staging plan in the construction plans.

## **2. C Store Concept Plan & Letter of Intent**

Johnson and Monahan-Junek gave the City Council the concept plan (2<sup>nd</sup> version) provided by Bois Forte. The Letter of Intent will include a copy of a concept plan.

It was suggested previously to Bois Forte's engineer/designer to consider moving the development closer to the intersection of Highway 37 & Station 44 Road and fill part of the large wetlands to: 1) enhance the visibility of the proposed C Store; 2) the city's remnant parcel to the east (N side of Highway 37) would be larger to attract a complimentary user that would generate more traffic in the area, thereby increasing customers to the C Store.

It was the general consensus of the City Council for Johnson and Monahan-Junek to discuss moving the development to the west into the wetland area further with Bois Forte.

The meeting adjourned at 2:40 p.m.